AGENDA INFORMATION

Council Workshop Finance & Audit

Advisory Oversight
Other:

Date: March	27'23_
Date:	
Date:	
Date:	



The District of North Vancouver REPORT TO COMMITTEE

March 14, 2023 File: 08.3060.10/013.21

AUTHOR: Robyn Hay, Development Planner

SUBJECT: Lions Gate Village Centre and Peripheral Area Development Update & Early Input Opportunity for a Proposed Development at 1634-1748 Capilano Road

RECOMMENDATION

THAT the March 14, 2023 report of the Development Planner entitled Lions Gate Village Centre and Peripheral Area Development Update & Early Input Opportunity for a Proposed Development at 1634-1748 Capilano Road is received for information.

REASON FOR REPORT

The purpose of this report is to:

- 1. Provide a development update for the Lions Gate Village Centre and the peripheral area; and,
- 2. Provide an early input opportunity prior to a Detailed Application for the proposed development at 1634-1748 Capilano Road for two mixed-use buildings (12 and 26 storeys plus roof top amenity) consisting of a replacement hotel, commercial and residential uses.

SUMMARY

This report provides an update of development activities as well as amenities and infrastructure negotiated as part of rezoning applications or required by District Bylaws (e.g. DCC Bylaw) in the Lions Gate Village Centre and peripheral area. The update provides a high level indication of progress towards realizing the vision and objectives of the OCP, the Lower Capilano Marine Village Centre Implementation Plan (the "Implementation Plan") and the Peripheral Area Housing Policy and Design Guidelines.

Secondly, this report provides a detailed description of a pending major application in the area. Specifically, the proposal to redevelop two existing hotel properties at 1634-1748 Capilano Road. The applicant's latest proposal is attached (**Attachment B**). This Workshop is an opportunity for Council members to become more familiar with this development proposal at this early stage in advance of the Detailed Application submission to the District. Input

provided by the Committee of Council will be shared with the applicant to assist in the preparation of a Detailed Application submission. The project as currently proposed would require Council consideration of an OCP amendment, rezoning to a new comprehensive development zone, and issuance of a development permit.

BACKGROUND

Lions Gate Village is envisioned to be a pedestrian-oriented neighbourhood with local-serving businesses, jobs, a community recreation centre, and a mix of housing options for residents at every stage of life. It is a location with excellent transit connections and emerging services. The new Lions Gate Community Centre recently opened to the public. Further, given its unique geographical location, the Lions Gate Village will continue to serve as a gateway to North Vancouver and some of our most important visitor destination and related land uses such as accommodation.

The update focuses on five key areas: housing development, commercial development, amenities, infrastructure, and urban structure.

1. Housing Development

The housing policy for the area is to develop a mix of housing forms, unit sizes and tenures to meet the current and projected demographic needs of this community.

The District's OCP anticipates a demand of approximately 2,000 net new units in the Lions Gate Village Centre and Marine Drive corridor (excluding the Lions Gate peripheral area) corridor by 2030.

Since 2011, Council has approved rezoning applications for a net increase of 1,064 residential units in the Village Centre and Marine Drive corridor plus 279 residential units in the peripheral area as shown in the table below.

57% (or 765 units) of the approved units are owned (strata) and 43% (or 578 units) are rental. Furthermore, 7% (or 41 units) of the approved rental units are social housing.

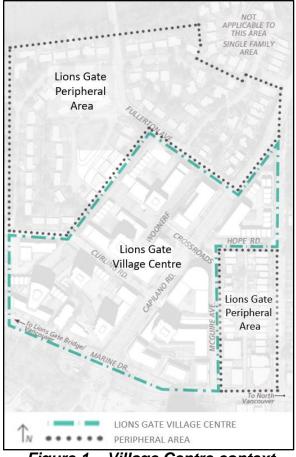


Figure 1 – Village Centre context

		Marine Drive corridor	Peripheral area	Total
Total number of net new units approved through rezoning since 2011	1,048	16	279	1,343



There are a further 491 units being considered under 'in-stream' development applications in the Lions Gate Village and peripheral area including 382 rental units in the proposal as discussed later in this report.

Please refer to development context map below and **Attachment A** for detailed information about each project.



Figure 3 – Village Centre development context map



Figure 4 – Belle Isle south development - view from temporary dog park in Belle Isle Park

Figure 5 – Park West development - view from Marine Dr

2. Commercial Development

The Implementation Plan encourages the integration of local commercial uses into the Village Centre to provide residents a wide range of retail and services to meet their daily needs. It envisions an approximately 9,290 m² (100,000 sq. ft.) of commercial space by 2030.

Approved commercial space since 2011 (excluding the underground ministorage in the Capilano Residences development) amounts to approximately 3,107m² (33,441 sq.ft) or approximately 33% of the anticipated demand.

Commercial space has been provided in the Capilano Residences, Park West, and Travelodge developments. Please see the **Attachment A** for information on each project.



Figure 6 – Implementation Plan concept (location of commercial frontages shown in pink)

Tourism Sector and Hotel Replacement

Given the recognized importance of tourism sector for the North Shore as well as the gateway location of Lions Gate Village, the Implementation Plan notes that maintaining a healthy stock of hotel units in the Village Centre is desirable for economic and municipal benefits (visitor accommodation, sports teams etc.).

While some hotel sites in the Village Centre have already been approved for redevelopment (Grouse Inn and Travelodge) other existing hotels are reaching the end of their useful life. An economic analysis in 2013 determined there is a potential to provide approximately 100-170 hotel units in conjunction with market residential units on the 'preferred' hotel site at 1634-1748 Capilano Road – the subject site in discussion later in this report. The proposed development at that site includes a replacement hotel with 150 units, which is generally consistent with Hotel Strategy outlined in the Implementation Plan.

3. Amenities

Significant amenities and infrastructure have been delivered or secured since the inception of the Implementation Plan. The Implementation Plan calls for a combination of capital funding allocation and in-kind delivery or cash contribution from private development in order to deliver a list of identified community benefits, including:

- a collection of new small connected open spaces including park space, new and improved green connections / active transportation routes and plazas;
- childcare spaces;
- Lions Gate Community Centre;
- social housing; and
- transportation improvements (discussed below).

The Community Amenity Contribution (CAC) strategy for the Lions Gate Village Centre calls for a site-specific CAC negotiation in order to capture the land lift and to seize the best opportunity to deliver needed community benefits. In the peripheral area, a flat CAC rate would apply for additional density in accordance with the District's CAC Policy.

Parks and Open Space

The key parks and open space improvements envisioned for this Village Centre including establishment of new neighbourhood parks, a new central green and community plaza, new community greenways and connection to and enhancement of Belle Isle Park have been approved or constructed except for the park and plaza at the north end of McGuire Avenue.

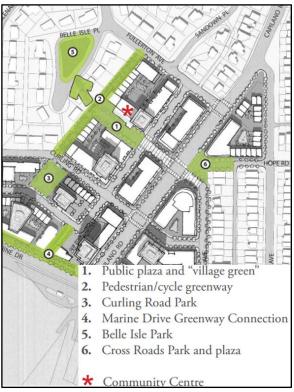


Figure 7 – Parks and open space concept from the Implementation Plan

Document: 5927155

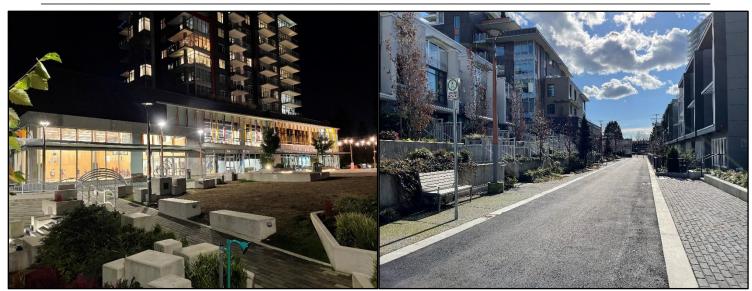


Figure 8 – Public Plaza at Community Centre

Figure 9 – Pedestrian/cycle 'greenway'

Detailed design work for Belle Isle Park is underway, and constriction of the permanent park is anticipated for 2024. A temporary public space including a fenced dog park at the future Belle Isle Park is now open until the permanent Belle Isle Park is complete. The grass area has been seeded and will be open in spring 2023.

Childcare

In accordance with the Childcare Action Plan, the Lions Gate Village and surrounding area currently has sufficient spaces for infant/toddler care and pre-school care. However, there is still a need for approximately 452 school age spaces by 2030.

Community Centre

The Lions Gate Community Recreation Centre at 1733 Lions Gate Lane is located in the heart of the Lions Gate Village. The 2,787m² (30,000 sq.ft.) Recreation Centre opened to the public in April 2022 and was delivered as a CAC as part of the Capilano Residences development and received funding for the fit out of the centre from both Capilano Residences and Park West developments. Features include a full-sized gym, multipurpose rooms, an express library, community spaces, including a meeting room, "*living room*" with comfortable seating areas, and a kitchen for gatherings, office space for community service groups, and a District-owned public plaza with play spaces and outdoor seating.



Figure 10 – Lions Gate Community Centre Document: 5927155

4. Infrastructure

Transportation Infrastructure

Marine Drive is part of the regional Frequent Transit Network (FTN) and Capilano Road is envisioned to be part of the FTN in the future. This area will continue to have some of the best transit access in the region, with direct access to downtown and routes across the North Shore. As the area develops, it is anticipated that people will continue to select this area because of its transit accessibility.

Transportation objectives for Lions Gate Village include: improving pedestrian and cycle connections from existing neighbourhoods to the Village Centre, improving transit integration and enhancing connectivity and redundancy for traffic circulation within and through the village area.

Some of the key transportation improvements that have been or are being implemented are:

- Network improvements throughout the Village Centre that include new roads and new lights on Capilano Road that improve the ability to move into and out of the neighbourhood.
- Two new bus shelters on Marine Drive and a separated bus priority lane on Capilano Road (adjacent to the Park West development). This bus priority lane is anticipated to extend north up to Fullerton Avenue as redevelopment of those properties occur.
- Improved pedestrian and cycling connections.
- The opening of a new north-south local road called Lions Gate Lane that is parallel to and west of Capilano Road.
- The recent purchase of 1801 Capilano Road by the District will facilitate the construction of the Crossroads which will provide direct access to the community centre from Capilano Road.
- The Marine Drive Cycling Link project which will formalize an eastbound active transportation connection from the Lion's Gate Bridge offramp to McGuire Avenue with a multi-use pathway on the south side of Marine Drive. Construction of this project is anticipated to start in fall 2023.



Figure 11 - Marine Drive Bus Shelters

Note: The proposal at 1634-1748 Capilano Road seeks to deliver some key transportation improvements including extending Curling Road on the east side of Capilano through to McGuire Avenue to enhance the street grid network and to reinforce the continuity of smaller block sizes. The project would also provide a signalized intersection at the Crossroads Road and Capilano Road.

Utility Infrastructure

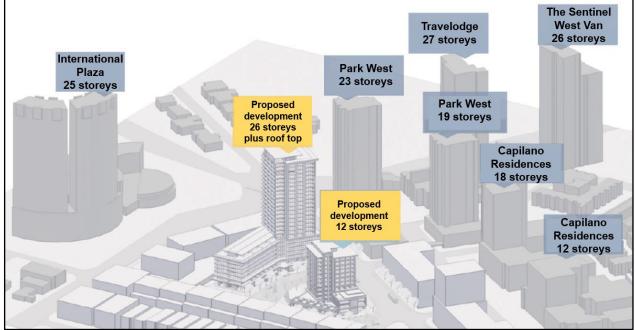
As the Village Centre is built out, significant municipal infrastructure including water, drainage, and sanitary systems are being upgraded to accommodate new loads associated with the redevelopment. Private development has and continues to deliver engineering servicing work in alignment with the Lions Gate Public Realm Strategy and the Development Servicing Bylaw.

5. Urban Structure

This section gives an update of the emerging urban structure as development of the Village Centre. The Lions Gate Village is envisioned to be a high-density, transit-oriented development (TOD) with peak building heights centred around Marine Drive and Capilano Road. The Concept Plan provides a guide for the approximate type and location of potential future buildings in the Village Centre. While the building footprints are expected to be refined through the development review process, key urban design principles related to tower spacing and elevation are important considerations to address.

The Implementation Plan seeks to promote new development within the Village Centre that follows sound urban design principles and contributes towards the creation of a unique community character and identity for this area through site planning, streetscape and urban design, landscaping, and public art.

When Council made decisions on individual development heights in the past, considerations were given to how the building heights fit into the context and the overall urban structure vision, the community benefits delivered by the project (including rental housing and social housing), as well as how well the development mitigate potential impact on neighbouring properties.



The following model shows developments (approved and proposed) in the Village Centre.

Figure 12 – Village Centre built form model

To summarize, development in the Lions Gate Village is emerging in accordance with the vision and objectives of the OCP and the Implementation Plan. Amenities and infrastructure are being delivered along with private developments, offsetting their impact to existing infrastructure and contributing to the liveability of the area. Furthermore, private development has and continues to deliver municipal infrastructure accordingly. The table below is a list of amenity/infrastructure projects completed, approved, in-stream and yet to be provided.

Amenity/Infrastructure	Completed	Approved/ under construction	In-stream	Yet to be provided
Belle Isle Park		\checkmark		
Curling Road Park (south of Curling)		\checkmark		
Crossroad Park and plaza			\checkmark	
Multi-use greenway trail	\checkmark			
Lions Gate Community Recreation Centre	✓			
Community centre plaza	\checkmark			
Marine/Capilano plaza	\checkmark			
New transit shelters on Marine and Capilano	✓		\checkmark	
New childcare spaces - infant/toddler and pre-school	✓			✓
New childcare spaces - school age	\checkmark			\checkmark
New signalized intersections			\checkmark	\checkmark
New Lions Gate Lane	\checkmark			
Crossroads Road (McGuire Ave extension)			✓	
Curling Road extension			\checkmark	
Public art	\checkmark	\checkmark	\checkmark	\checkmark
New grocery Store		\checkmark		
Replacement Hotel			\checkmark	
New commercial space	\checkmark	\checkmark	\checkmark	\checkmark
New rental housing	\checkmark	\checkmark	\checkmark	\checkmark
New social housing	\checkmark	\checkmark	\checkmark	\checkmark
New active transportation links	√	\checkmark	\checkmark	\checkmark
Municipal infrastructure upgrades	\checkmark	\checkmark	\checkmark	\checkmark

Figure 13 – Amenity/Infrastructure projects

PROPOSED DEVELOPMENT AT 1634-1748 CAPILANO ROAD

Staff are providing the applicants latest proposal (**Attachment B**) so Council members can become more familiar with this development proposal at this early stage in advance of the Detailed Application submission to the District. Input provided by the Committee of Council will be shared with the applicant to assist them to prepare the Detailed Application. The project as currently proposed would require Council consideration of an OCP amendment, rezoning to a new comprehensive development zone, and issuance of a development permit.

This site was the subject of a previous Detailed Application (case number PLN2016-00071) which was withdrawn by the applicant on December 12, 2017. The applicant has received Council's feedback on the previous proposal and have attempted to incorporate those comments.

<u>Site</u>

The site consists of two properties which are currently occupied by the Econo Lodge Inn & Suites and the Sure Stay Hotel. Together both properties have 170 existing hotel rooms. The total area of both properties combined is approximately 2.51 acres (1.02 hectares).

Project Description

The proposal is a mixed-use, rental housing development that consists of a north building and a south building.

The north building is a 12-storey hotel with 150 hotel rooms. A portion of the hotel units will be townhomes focused on long-term stay visitors that will be directly accessible from grade along McGuire Avenue as well as through the parkade. A 317 m² (3,419 sq. ft.) restaurant is also proposed along Capilano Road.



Figure 14 – site context map

The south building is a 26-storey rental building with one level of roof top amenities stepping down to a 7-storey podium, including 382 units of purpose-built market rental housing. The unit mix is proposed as follows:

- Studio: 44 units (11.5%)
- One-bedroom: 204 units (53.4%)
- Two-bedroom: 94 units (24.6%)
- Three-bedroom: 40 units (10.5%)

This south rental building will have shared indoor and outdoor amenity space, including a bike maintenance, storage and charging area, a fitness facility, guest suites, pet wash facilities, outdoor pet amenity space, multifunctional flex space, and an outdoor children's play area. Fronting Capilano Road is 604 m² (6,500 sq. ft.) of commercial space.

The proposal includes the creation of a new road connecting Curling Road to McGuire Avenue which will divide the north and south portions of the site as envisioned in the Implementation Plan. The proposal would also provide a new signalized intersection at the Crossroads Road and Capilano Road for improved vehicle, cyclist and pedestrian movements and safety.

Approximately 40% of the site is proposed to be dedicated to the District for roads, landscaped boulevards, separated bike lanes, sidewalks, and plazas as generally shown in the site plan below.



Figure 15 – Proposed development (site plan)

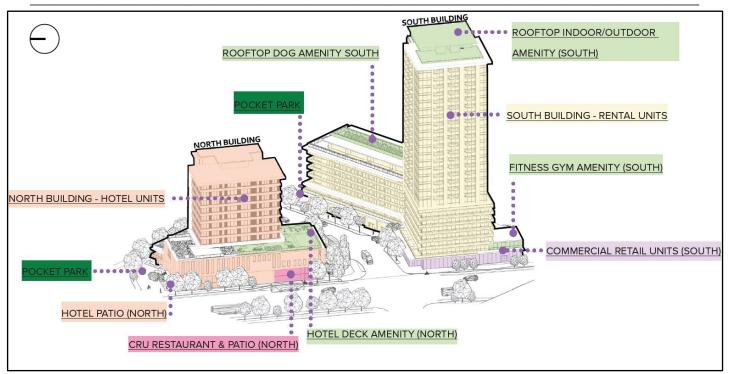


Figure 16 – Proposed development (model)

Please refer to **Attachment B** for a copy of the applicants drawing package and **Attachment C** for a copy of their covering letter.

Preliminary Policy Assessment

Preliminary review shows the proposal generally aligns with many of the District's key policy objectives.

The site is designated "Commercial Residential Mixed-Use Level 1" (up to 1.75 FSR) in the OCP. The Implementation Plan envisions the site with a density of approximately 1.75 FSR for a residential development with the potential of a density increase to 3.0 FSR if a replacement hotel is proposed. The proposed development includes a hotel and has a total density of 3.36 FSR, with increased density being attributed to the proposed rental housing.

In terms of land uses, the proposed hotel, rental housing and local serving commercial are supported by policies in the Implementation Plan and OCP. The proposed road network is also consistent with the Implementation Plan.

In terms of urban design and the proposed building heights, while the north building falls within the maximum suggested height of 12 storeys, the south building exceeds the maximum suggested height of 18 storeys. The south building is proposed to be 26-storeys plus a roof top amenity space. As outlined previously in this report under "Urban Structure", development as approved by Council in the vicinity has generally meet or slightly exceeded the suggested policy heights while adhering to the overarching urban design vision of locating the highest

buildings at the intersection of Marine and Capilano, with higher heights generally more appropriate along or facing Marine Drive. This principle will continue to guide staff evaluation of the subject proposal.

A detailed proforma review, guided by the District's CAC policy, will be undertaken as part of the rezoning application and will be reported to Council through the zoning process.

Preliminary Transportation and Parking Assessment

The north building is proposed to be served by a two-level underground parkade which includes 130 parking stalls, 13 bicycle storage stalls, and commercial end-of-trip facilities with change rooms and lockers. The hotel lobby and parkade entrance are accessed from a porte-cochere off the proposed Curling Road extension.

The south building is proposed to be served by a separate two-level parkade with 209 parking stalls and 632 bicycle storage stalls accessed from a new lane south of the property. The applicant is also exploring an on-site car share program. The proposal includes a knock-out wall in the parkade to facilitate access for any future redevelopment of the adjacent lots to the south.

The applicant is proposing Transportation Demand Management (TDM) strategies in order to capitalize on the transit-oriented location and contribute to the overall mode split in the district. A preliminary assessment of the proposed TDM plan shows that the proposed parking is slightly short of the required in accordance with the District's Alternative Vehicle Parking Rates Policy - the proposed parking rate on the north parcel would be deficient by 27 stalls and, on the south parcel, by 14 stalls.

As the proposal progresses, staff will work with the applicant on the TDM plan in order to meet the requirements, or, Council could direct staff to explore minimum parking on this development in order to demonstrate transportation demand management and environmental leadership (i.e. less excavation and lower embodied carbon).

Public Input - Virtual Early Input Opportunity

A virtual Early Input Opportunity meeting for the Preliminary Application was held from November 15 to 29, 2021. The meeting generated 14 comments comments/questions from the public. Key topics in these 14 comments include:

- Traffic and parking
- Height and density
- Support for more affordable housing units
- Support for a mix of small-scale commercial spaces

A Public Information Meeting will be required as part of any Detailed Application review.

Next steps

Input provided by the Committee of Council will be shared with the applicant to assist in the preparation of a Detailed Application submission. Following submission of an application, a Public Information Meeting will be scheduled, and staff will evaluate the proposal and public input prior to forwarding the project and associated bylaws to Council for consideration. The project as currently proposed would require Council consideration of an OCP amendment, rezoning to a new comprehensive development zone, and issuance of a development permit.

CONCLUSION

The information in this report was prepared to provide information to Council regarding development in the Lions Gate Village and to seek Council's early input on the proposed development at 1634-1748 Capilano Road.

OPTIONS

- 1. THAT the March 14, 2023 report of the Development Planner entitled Lions Gate Village Centre and Peripheral Area Development Update & Early Input Opportunity for a Proposed Development at 1634-1748 Capilano Road is received for information; or
- 2. That alternative direction is provided.

Respectfully submitted,

Robyn Hay Development Planner

Attachments:

- A. Development Project Details
- B. Drawing Package
- C. Applicants Covering Letter dated February 23, 2023
- D. Staff Slide Presentation

REVIEWED WITH:				
Community Planning		Clerk's Office	External Agencies:	
I Development Planning	JP	Communications	Library Board	
Utilities		Given Finance	NS Health	
Engineering Operations		Fire Services		
Parks				
Environment		Solicitor	Museum & Arch.	
Facilities		GIS GIS	Other:	
Building		Real Estate		
Review and Compliance		Bylaw Services		
Economic Development		Planning		

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Development Projects – The table below shows all <u>approved/occupied</u> housing projects (approved through rezoning) in the Lions Gate Village Centre, Marine Drive corridor and peripheral area broken down by tenure.

			Social Housing - Rental	Market Housing - Rental	Market Housing - Ownership	Total
Project Name	Address	Status	Net Unit Count	Net Unit Count	Net Unit Count	Net Unit Count
Capilano Residences	2035 Fullerton Ave	Occupied		460*		460
Park West	1633 Capilano Rd	Residential component recently occupied and CRU's still vacant			258	258
Mason	2070 Curling Rd	Occupied			34	34
Belle Isle	2060 Curling Rd	Occupied			80	80
Ebb + Flow – Phase 1	2035 & 2050 Glenaire Dr	Partially occupied			98	98
Ebb + Flow – Phase 2	2035 & 2050 Glenaire Dr	BP stage			36	36
Holland Row – Phase 1	1960 Glenaire Dr	Occupied			18	18
Holland Row – Phase 2	1920 and 1932 Glenaire Dr	BP stage			13	13
Travel Lodge	2050-2070 Marine Dr	Rezoning approved - awaiting DP	41	77	212	330
Chelsea Mews	1591 Bowers Ave	Occupied			16	16
Total	I	L.	41	537	765	1,343

*119 units have been secured for rental in perpetuity while the remaining 341 units are secured for rental under a time-limited covenant with BC Housing. The 10-year rental commitment restriction runs until July 26, 2029.

The table below shows all <u>in-steam</u>* applications in the Lions Gate Village Centre and peripheral area broken down by tenure.

			Social Housing – Rental	Market Housing – Rental	Market Housing – Ownership	Total
Project Name	Address	Status	Net Unit Count	Net Unit Count	Net Unit Count	Net Unit Count
Belle Isle North	1927 Glenaire Dr	Detailed Application			87	87
TBD by Matthew Cheng	1900 Sandown Pl	Detailed Application		2	19	22
TBD by Chard Development	1634-1748 Capilano Rd	In between Preliminary and Detailed		382		382
Total				384	106	491

* "In-stream" applications include all rezoning applications that were submitted to the District, but had not received Council approval, nor been withdrawn by the applicant. These include preliminary and detailed rezoning applications, as well as applications between these stages.

The table below shows all <u>approved/occupied</u> commercial projects in the Lions Gate Village Centre.

Project Name	Address	Status	Use	Size	
Capilano Residences	2035 Fullerton Ave	Occupied	CRU – used as daycare Mini-storage (underground)	452m ² 11,327m ²	4,865 sq. ft. 121,922 sq. ft.
Park West	1633 Capilano Rd	Residential component recently occupied and CRU's still vacant	CRU – secured as grocery store 12 CRU's	805m ² 1,797m ²	8,664 sq. ft. 19,342 sq. ft.
Travelodge	2050-2070 Marine Dr	Rezoning approved - awaiting DP	CRU	53m ²	570 sq. ft.
Total				14,434m ²	155,363 sq. ft.

Development Projects – occupied, approved/under construction or in-stream applications with detailed information.

Address	2035 Fullerton Avenue
Project name	Capilano Residences and Lions Gate Recreation Centre by Larco
	Mixed-use development including 460 market rental units* including 45 seniors' rental units, a public community centre, a small commercial space used as a daycare, an underground mini-storage facility and public plaza in seven buildings ranging in height from an 18-storey tower to three-storey townhouses
	*119 units have been secured for rental in perpetuity while the remaining 341 units are secured for rental under a time-limited covenant with BC Housing. The 10-year rental commitment restriction runs until July 26, 2029.
Status	Occupied

Address	1633 Capilano Road
Project name	Park West by Keltic
	Mixed-use development including 258 owned apartments, commercial space including a small (8,673 sq. ft) grocery store and 12 other CRU's. The total area of all commercial space within this development is approximately 28,000 sq. ft. The development is within three buildings which are three, 19 and 23-storeys in height.
Status	The building is mostly occupied with the exception CRU's

Address	2070 Curling Road
Project name	Mason by Cressy
Project details	40 owned townhouses in six three-storey buildings
Status	Occupied

Address	2060 Curling Road
Project name	Belle Isle by Citimark
Project details	88 owned townhouses in 11 three-storey buildings
Status	Occupied

Address	2035 & 2050 Glenaire Drive
Project name	Ebb + Flow – Phase 1 by Citimark and Woodbridge Homes
Project details	109 owned townhouses in 6 three-storey buildings
Status	Partial occupancy (49 units occupied)

Address	2035 & 2050 Glenaire Drive
Project name	Ebb + Flow – Phase 2 by Citimark and Woodbridge Homes
Project details	41 owned townhouses in 6 three-storey buildings
Status	Building Permit currently under review.

Address	1960 Glenaire Drive
Project name	Holland Row – Phase 1 by PC Urban
Project details	23 owned townhouses in three three-storey buildings
Status	Occupied

Address	1920 and 1932 Glenaire Drive			
Project name	Holland Row – Phase 2 by PC Urban			
Project details	15 owned townhouses including 3 lock-off suites in two three-storey			
	buildings			
Status	OCP Amendment, Rezoning, and DP approved in April 2022. Building			
	Permit currently under review.			

Address	1591 Bowers Avenue
Project name	Chelsea Mews
Project details	16 owned condos in a three-storey building
Status	Occupied

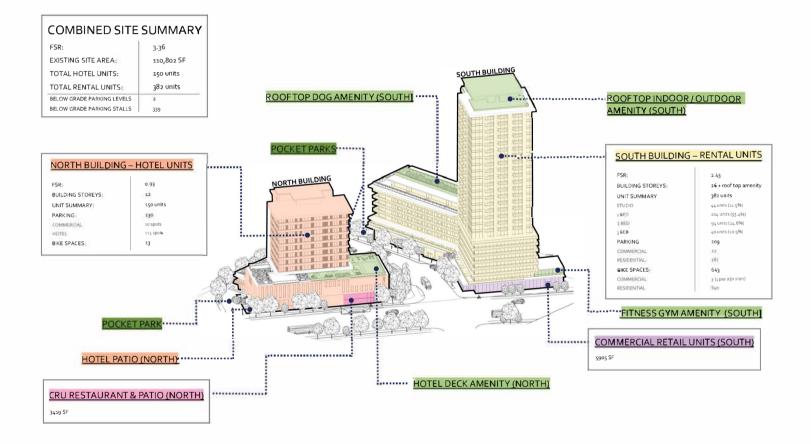
Address	2050-2070 Marine Drive			
Project name	Travel Lodge site by Marvel Group Corp.			
	Mixed-use development including 77 market rental apartments and 158 owned apartments (including 8 rent-to-own) in a 27-storey tower, 54 owned apartments in a nine-storey building, 41 non-market rental apartments in a four-storey building, a small commercial space and a new public park.			
	Rezoning approved in September 2022. Awaiting Development Permit submission.			

Address	1927 Glenaire Drive			
Project name	Belle Isle North by Citimark and Woodbridge Homes			
Project details	The Detailed Application as submitted proposes 96 owned townhouses			
	in nine three-storey buildings.			
Status	Rezoning and Development Permit under review. Awaiting resubmission			
	prior to First Reading.			

Address	1900 Sandown Place			
Project name	TBD by Matthew Cheng			
Project details	The Detailed Application as submitted proposes 24 townhouses including			
-	22 owned and two market rentals in two three-storey buildings			
Status	OCP Amendment, Rezoning, and Development Permit under review.			
	Awaiting resubmission prior to First Reading.			

Address	2035 & 2050 Glenaire Drive
Project name	Ebb + Flow – Phase 2 by Citimark and Woodbridge Homes
Project details	41 owned townhouses in 6 three-storey buildings
Status	Building Permit currently under review.

Proposal Breakdown



NORTH SITE PARKING				
UNIT SIZE	SIZE	PARKING ALLOC.	# OF SPOTS	
COMMERCIAL	3092 SF	1/323 SF	10	
HOTEL	150	0.75	113	

PROVIDED 130 NORTH SITE BIKE STORAGE

123

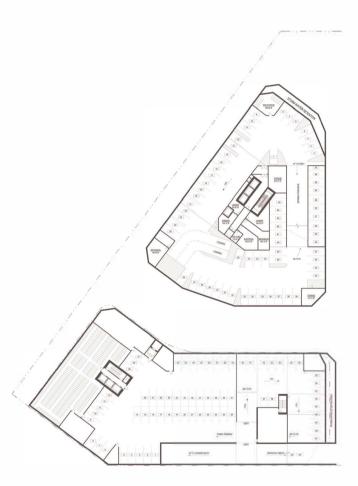
REQUIRED

PROVIDED			17
REOUIRED			1
HOTEL	15	5	-
COMMERCIAL	3092 SF	3/5382 SF	1
UNIT SIZE	UNITS	ALLOC.	STORAGE
UNIT SIZE	#OF	BIKE	#OF

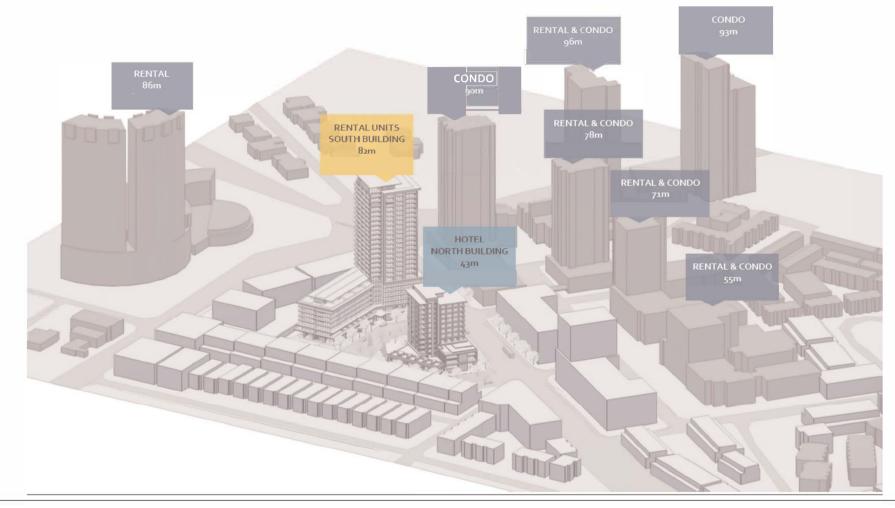
SOUTH SITE PARKING

UNIT SIZE	# OF UNITS	PARKING ALLOC.	# OF SPOTS
STUDIO-1 BED	248	0.7	174
2 BED	94	0.85	80
3 BED	40	1.1	44
VISITOR	382	0.1	38
COMMERCIAL	(6)	1/323 SF	22
REQUIRED		0.7	358
PROVIDED		0.4	209
SOUTH SITE BIKE STORAGE			
	#OF	BIKE	#OF

PROVIDED			643
REQUIRED			643
COMMERCIAL (1/250 SM)		1.0	3
2 BED-3 BED	134	2.0	268
STUDIO-1 BED	248	1.5	372
UNITSIZE	UNITS	ALLOC.	STORAGE



OCP Context



Massing





Massing





Massing





Access and Movement



Site/Roof Plan



Significant Improvements of Off Site Infrastructure

This proposal seeks to alleviate some of the existing traffic pressure and improve mobility for area residents and those passing through by:





Adding significant setbacks along all frontages increasing the boulevard width for the public Realm and pedestrian safety



Added intersections fronting the site including the addition of a new intersection on McGuire Ave and Capilano Road.



Extension of Curling Road through the site to complete the McGuire Avenue connection to Marine Drive and alleviate commuter stress to create a more accessible and connected community.





Incorporation of protected bike lane on capilano for a safer environment for pedestrian and cyclists who travel northbound and southbound near the vicinity of the site.

By completing the Curling Road extension east of Capilano through to McGuire Avenue and essentially 'unlocking' an alternate route for those traveling down Capilano and east onto Marine.

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Attachment C

February 23, 2023

Mayor and Council District of North Vancouver 355 West Queens Road North Vancouver, BC V7N 4N5 <u>www.dnv.org</u> 604-990-2311

Dear Mayor and Council,

RE: 1634 & 1748 Capilano Road – Redevelopment Proposal

On behalf of my team at Chard Development Ltd., I am proud to present our proposal for redevelopment of 1634 & 1748 Capilano Road for your consideration. I appreciate the amount of community input and dialog that has already occurred in relation to these two properties – dating back to 2015 initially and to 2018 under the direction of Chard. As someone who was born and raised on the North Shore and is a current resident of the District of North Vancouver (DNV), I am particularly excited to have the opportunity to work with you to build upon these conversations as we move forward with efforts to renew and improve this aging site alongside District policies and community priorities.

The proposed mixed-use development occupies a key site within the Lower Capilano Marine Village Centre area plan and is located at 1634 & 1748 Capilano Road, sited along the eastern frontage of Capilano Road. In 2018, Chard Development assumed responsibility for redeveloping the site. Since then, we have worked with DNV Staff and the community to undertake a pre-application process which included a presentation to Advisory Design Panel (ADP) and a voluntary virtual Open House for the community. We also conducted one-on-one meetings with adjacent neighbours on McGuire Street.

In response to feedback we received throughout this process – and to better address housing needs of the local community and current priorities of local municipal and provincial governments – our application has been transformed to deepen affordability by transitioning to a **100% purpose-built rental housing** (rather than a portion of condominium homes as previously contemplated) along with the **hotel redevelopment**. We have dedicated over 40% of the site area to improving mobility for cyclists, pedestrians and vehicles. We have added significant green space, including a public plaza space and two pocket parks to create a transitional zone between the Lions Gate Village centre and the lower rise residential zone to the east. We have committed to meeting or exceeding objectives to reduce greenhouse gas emissions through a fully electrified, fossil fuel free development among other sustainability measures. Our enhanced and evolved vision for this redevelopment prioritizes the housing, transportation and public benefit objectives outlined by Mayor, Council and DNV policies , without displacing a single resident.



PROPOSED DEVELOPMENT OVERVIEW

Positioned just one block north of the intersection of Capilano Road and Marine Drive, this site sits at the gateway to North Vancouver, welcoming residents and visitors alike from its critical position within the Lower Capilano Marine Village Centre. The triangular-shaped site is bordered by Capilano Road and McGuire Avenue with Marine Drive immediately south. The proposed redevelopment consists of two parcels bisected by a new (future) extension of Curling Road through to McGuire Avenue. The vision for this development is to complement the community with workforce rental housing, community-serving retail, hotel uses that support employment and economic growth on the North Shore and significant green open space in the form of a public plaza and two pocket parks.

North Parcel

The north parcel of the proposed development consists of a 12-storey, 150 room hotel replacement and a dedicated restaurant space with patio seating at grade. A portion of the hotel units will be townhomes focused on long-term stay visitors that will be directly accessible from grade along McGuire Avenue as well as through the parkade. The north parcel will be serviced by a two-level underground parkade which includes secure bike storage, commercial end-of-trip facilities with change rooms and lockers, and electric vehicle charging stations. The hotel lobby and parkade entrance are accessed from a porte-cochere off the proposed Curling Road extension.

NORTH PARCEL - Hotel	
Total Area	26,268 sf
FSR	0.93
Building Site Coverage	53.69%
Building Storeys	12
# Hotel Rooms	150
Commercial	3,419 sf
Parking Levels	2
Parking Provided	130
Bike Spaces Provided	13

South Parcel

The south parcel of the proposal consists of 382 units of purpose-built market rental housing and 6,500 sf of at grade community-serving retail. A 26-storey building (plus one level of rooftop amenity) adjacent to Capilano Road steps down to a 7-storey podium along the McGuire Avenue frontage. The building has been designed to mitigate the shadows east of McGuire Avenue. Residents will have access to a suite of amenities including secure bike storage, charging and maintenance, a fitness facility, guest suites, pet wash facilities, outdoor pet amenity space, and an outdoor children's play area. Instead of traditional penthouse homes at the top of the building, all residents will also have access to a rooftop indoor and outdoor amenity. This parcel is serviced by a separate two level parkade accessed from a new lane south of the property. The redevelopment will provide a knock-out panel for any future redevelopment of the neighboring site to the south (1980 Marine Dr.) to ensure accessibility for an associated parkade and preserve their development opportunity. Given future development of this adjacent site would not be able to access a parkade from Marine Dr., Capilano Rd. or McGuire Ave. (too close to the intersection), this prevents the site from being orphaned.



SOUTH PARCEL – Rental				
Total Area	34,864 sf			
FSR	2.43			
Building Site Coverage	82.88%			
Building Storeys	26 + Roof Top			
	Amenity			
Rental Units	382			
Studio	44	11.5%		
1-Bedroom	204	53.4%		
2-Bedroom	94	24.6%		
3-Bedroom	40	10.5%		
Commercial Retail	5,905 sf			
Parking Levels	2			
Parking Provided	209			
Bike Space Provided	632			

The project supports many of the priority actions within the DNV's OCP and responds to the Community Energy and Emissions Plan (CEEP), Accessible Design Policy for Multi-Family Housing, Lower Capilano Marine Village Centre Implementation Plan, Lions Gate Public Realm Strategy as well as the Rental and Affordable Housing Strategy. Specifically, the proposal contributes responsible densification aligned with DNV Official Community Plan objectives for the Lower Capilano Marine Village Centre.

The proposed development provides the following key benefits:

- Approximately 382 much-needed purpose-built rental housing homes
- A sustainable design and construction approach being fully electrified and fossil fuel free
- Support and enhancement of multi-modal transportation with dedicated bike lines and a boulevard protected sidewalk
- Significant improvement of off-site infrastructure including new intersections and an extension of Curling Road
- An improved destination to support North Shore tourism with 150 new hotel rooms and employment generation
- Increased open space and improved public amenities with 40% of the site going to all modes of transportation and green space.

In order to achieve these benefits, we will be seeking a relaxation in height, density and parking. Further details are provided below.

KEY PROJECT BENEFITS

Approximately 382 much-needed purpose-built rental housing units.

The previous two applications for this site offered condominiums on this property. When we consider population and housing statistics within the DNV, the need for additional purpose-built rental housing is clear and well supported.

- The proportion of people who work in the DNV but live elsewhere increased from 41% in 2016 to 65% in 2021 which has had a direct impact to the traffic concerns on the North Shore.
- The DNV's population growth between 2016 to 2021 was only 2.9%, well below the 7.3% growth rate for the Vancouver CMA.



• The proportion of population under 55 years of age has decreased in the DNV from 77.3% in 2001 to 65.8% of the population in 2021.

As these statistics suggest, a lack of attainable housing on the North Shore has limited population growth and driven away young professionals and families.

- Since 2016, the benchmark apartment sale price has increased by 65%, while the average rental unit rent has increased by 42%.
- The reported average household income in the DNV in 2021 was \$123,000.
- The current benchmark condo sale price in the DNV is \$749,000 requiring an average household income of \$139,099 to qualify for home ownership.

Based on the numbers outlined above, it is clear that home ownership is no longer achievable for the average DNV household or individuals working on the North Shore which is a reason for a greater amount commuting for work to the North Shore

- The average purpose-built rental unit on the North Shore is \$2,155/month requiring an average household income of \$86,200.
- In 2021, the DNV's rental vacancy rate was 1.3%, well below the 3% recommended for a healthy, balanced rental market.
- Total rental inventory in the DNV is 2,746 units, enough to house 4,668 residents given the average household unit size of 1.7 persons. This represents just 5.3% of the population. For comparison, the City of Vancouver rental stock accommodates 9.3% of the population.

As these numbers suggest, rental housing is a viable alternative to the average DNV household, but deeply undersupplied.

The facts presented above clearly suggest that a lack of attainable housing alternatives on the North Shore has limited population growth, increased the cost of home ownership, increased the number of individuals commuting to and from the north shore to work, and placed a significant strain on the availability of rental housing. The continued lack of housing supply and affordability has pushed much needed professionals – including scientific, technical services, health care and social assistance professionals – out of the DNV. The site is located near a significant north shore transit hub to further assist affordability for the future residents.

As a direct response to these challenges, this proposal will bring approximately 382 much-needed purpose-built rental units to the DNV in the form of 'workforce housing' targeted towards young professionals and families. Chard has had previous success with this model at The Royals in the City of North Vancouver. A purpose-built, two tower rental project completed in 2020 and 2021, The Royals is home to residents with an average annual household income of \$98,130, with 65% of renters having incomes under \$100,000. Most tenants (64%) were previously renting and a significant number of tenants (30%) were already North Shore residents which assisted free up other rental homes on the North Shore. Of the remaining 70% of tenants, over 50% of them work on the North Shore and moved into the Royals to reduce their commute time.

Chard is extremely proud of the Royals and the tenants who call it home as they have assisted to reduce commuting traffic, free up other rental properties in the housing continuum, and have incomes that match the desired profile of the purpose built rental project. Chard is confident that a similar trend would occur on Capilano Road given the location and transit accessibility of the site.



A sustainable design and construction approach.

Aligning with the DNV's OCP initiatives for more sustainable development, Chard is committed to meeting or exceeding objectives to reduce greenhouse gas emissions. This project looks to achieve the following in compliance with Step Code 3, low-carbon energy systems and community sustainability initiatives:

- Full electrification of residential rental buildings with all space heating and domestic hot water heating using fossil-free energy sources from BC Hydro. Chard has a proven track record and ability to deliver on these targets. In 2020, Chard delivered one of Vancouver's first fully electric building mechanical systems at 210 E 5th Avenue (Elenore on Fifth).
- Designed and constructed to LEED Gold Certification or equivalent.
- Employment of Unbuilders, a local building deconstruction company with a commitment to salvaging and repurposing existing building materials, thereby significantly reducing materials sent to landfill.
- Enhanced stormwater management and rainwater retention facilities.

Support and enhancement of multi-modal transportation.

Capilano Road is a major transportation route that connects ingoing/outgoing residents, tourists and recreators to the rest of the city; however, it suffers from traffic congestion, low cyclist/pedestrian safety and challenging public transit access. Aligning with OCP objectives, this proposal supports safer, integrated multi-modal transportation networks through a commitment to improved infrastructure and transportation demand management (TDM) measures.

- Dedicated protected bike lane along Capilano Rd.
- Tree lined sidewalks separated from the road by boulevards
- End-of-trip facilities will support cycling as a viable means of commuting for hotel and commercial workers.
- Maintenance facilities will be set up to ensure cyclists have easy access to the tools and resources needed to ensure bikes are in good working condition for their daily commute.
- Ample secure bike parking will be conveniently accessible for residents, hotel guests and employees.
- Bike facilities will include charging outlets for every pedestal to accommodate electric bikes, as per the Zero Emission Vehicle (ZEV) strategy.
- Electric vehicle charging stations will be available to residents and commercial workers
- An on-site car share program will support a car-light lifestyle for residents (applicant is exploring with EVO and Modo).
- Through this commitment, a car-free or car-light lifestyle will be a viable, safer alternative for residents and visitors alike.

Significant improvement of off-site infrastructure.

Currently, all traffic heading southeast down Capilano to Marine is required to funnel through this intersection. This proposal seeks to alleviate some of this pressure and improve mobility for area residents and those passing through by completing the Curling Road extension east of Capilano through to McGuire Avenue and essentially 'unlocking' an alternate route for those traveling down Capilano and east onto Marine. Transportation studies anticipate substantial relief/avoidance of southeast-bound traffic on the Marine intersection while enhancing the street grid network and reinforcing the continuity of smaller block sizes. In addition to this significant infrastructure improvement, the proposal will:

 Allow for better bus connectivity to Marine Drive and the surrounding area through off-site improvements along Capilano Road



- Bring new signalized intersections at Curling and Capilano, and Curling and McGuire to improve vehicle, cyclist and pedestrian movements and safety.
- Add a setback along all frontages, increasing the boulevard width and creating a protected bike lane, thereby improving safety for pedestrians and cyclists who travel northbound and southbound near the vicinity of the site.

An improved destination to support North Shore tourism and provide employment.

The subject property has long been acknowledged as an important element in facilitating visitors to the DNV. The existing EconoLodge and Sure Stay Inn have provided a viable alternative for those looking to explore the North Shore without having to commute from downtown. Between August 2015 and February 2020 (pre-COVID), the number of rooms rented nightly averaged 132. The proposed development commits to a continued focus on accommodating this visitor demand – and more – through a new 150-room hotel on the north parcel of the site. This new hotel will be a significant draw to those visiting the area and will help to minimize bridge crossings for those visiting or working on the North Shore.

The DNV currently has a four operating hotels providing a total of 400 rooms. These hotels were constructed between 1964 and 2000 with the average age of existing hotels being 47 years. The proposed hotel would be the first newly built hotel in the DNV in the last 20+ years and would directly address the key principle of economic vitality for the Lions Gate Village area plan.

The intended markets for the hotel are:

- 20% groups sports teams, recreational groups, etc.
- 45% leisure tourists, outdoor enthusiasts and those visiting friends and relatives
- 35% corporate individuals visiting to conduct business on the North Shore

When operational, the new hotel will increase annual GDP by an estimated \$10,670,000 and the annual tourism revenue on goods and services is projected to increase annual GDP by an estimated \$8,760,000 for a total of \$19,430,000. The economic value generated by the hotel operations translates to 386 jobs created. Further, the rental housing as part of this development will assist support and house these individuals for easy access to their employment. A new hotel will further support critical large employers on the North Shore to support their ongoing operations and economic vitality.

More open space and improved public amenities.

With over 40% of the site dedicated to the DNV for roads, landscaped boulevards and bike lanes, the public realm of the subject site will be significantly improved. In addition to the pedestrian, cyclist and transit friendly improvements noted above, this dedication will include:

- A large, public plaza space at Curling Rd. and McGuire Ave.
- Pocket park spaces at the corners of Curling and Capilano, and Curling and McGuire.
- Small scale retail that serves the needs of local residents.

Public spaces have been intentionally positioned to reduce the shadow impact on existing and future residents on McGuire Avenue and to act as a transitional zone between the higher density city centre and the lower rise residential zone to the east. Further, the addition of ground-level retail space along Capilano Road along with ground-accessed townhome units along Curling Road and McGuire Avenue will provide passive community surveillance through 'eyes on the street', helping to create a welcoming, comfortable environment for residents, visitors and workers alike.



OCP & ZONING RELAXATIONS

As noted above, development of this property unlocks a key site within the Lions Gate Village community. The proposed development has the potential to create a high quality, attractively built environment that reflects the role of this community as a gateway to the District of North Vancouver and to accommodate many of the priority items within the OCP action plan. We are seeking to amend these properties from the current zoning to a new, site-specific zoning. To realize the many benefits outlined above, we are asking Council to approve the proposed development with the following relaxations to the OCP:

Height

• The proposed development contemplates heights as follows:

BUILDING	OCP HEIGHT	PROPOSED HEIGHT	
RENTAL	12-18 floors	26 floors plus rooftop amenity	
HOTEL	6-12 floors	12 floors	

The increase in height and density for the rental building is being requested to support the adjustment from providing condominiums in the previous proposals, increased green space and road infostructure, and adjust the density from the podium along McGuire to provide the pocket parks.

Respecting the intent of the OCP – which encourages stepping down of building elevations International Plaza Tower and the new building at the corner of Capilano and Marine – the buildings have been articulated to shift the massing and tier the building down from the existing International Plaza Tower. Further, the positioning of the taller buildings has been strategic to reduce the shadow impact on the homes east of McGuire Avenue.

Density

• The project is proposed to have a combined density of 3.36 FSR. The OCP contemplates increased multi-use density at limited appropriate sites in the District's Centre. In this strategic location, the proposed density will facilitate the development of the hotel and the continued economic benefit it brings.

BUILDING	ОСР	PROPOSED (FSR)
RENTAL	n/a	2.43
HOTEL	n/a	0.93
TOTAL	3.0	3.36

Parking

• A parking relaxation is being requested given the close proximity to transit, rental tenure of the building, and to encourage green modes of transportation. Adjustments to the assigned uses of parking are proposed as follows to meet market requirements:

NORTH PARCEL - PARKING			
Unit Size	# Units	Parking Allocation	# Stalls
Commercial	3092 sf	1/323 sf	10
Hotel	150	0.75	113
Required			122
Provided			130



NORTH PARCEL – BIKE STORAGE			
Unit Size	# Units	Bike Allocation	# Storage
Commercial	3092 sf	3/5382 sf	1
Hotel	-	-	-
Required			1
Provided			13

SOUTH PARCEL - PARKING			
Unit Size	# Units	Parking Allocation	# Stalls
Studio / 1 Bed	262	0.7	183
2 Bed	96	0.85	82
3 Bed	22	1.1	24
Visitor	382 (total units)	0.1	38
Commercial		1/323 sf	22
Required		0.7	349
Provided		0.4	209

SOUTH PARCEL – BIKE STORAGE			
Unit Size	# Units	Bike Allocation	# Storage
Studio / 1 Bed	262	1.5	393
2 Bed – 3 Bed	118	2.0	236
Commercial (1/250sm)	-	1.0	3
Required			632
Provided			632

- A relaxation of the residential parking requirement is proposed to reflect the overall design approach to support active forms of transportation. Located within an urban city context, this site has the potential to benefit from existing, immediate access to transit in an area earmarked for continued growth. The overall design approach reflects a development where residents have access to their day-to-day needs within a distance manageably achieved by walking, cycling or rolling. Reduced reliance on vehicles is further supported by the inclusion of additional bike parking, bike maintenance facilities, end-of-trip facilities, and an improved pedestrian public realm. A car-share program has also been proposed to address longer trip requirements while also helping to reduce parking requirements.
- The proposed off-street commercial parking count will ensure the needs of the new development are accommodated on site and not reliant upon on-street parking.

SUMMARY

For almost 30 years, Chard has been at the forefront of mixed-use and residential development in Metro Vancouver and Victoria. We have successfully completed numerous projects that have re-energized urban centres and provided a variety of housing options and retail opportunities for community residents. As someone who was born and raised on the North Shore and who currently resides just a few blocks from this site in the District of North Vancouver, I am excited by the opportunity to bring this same level of expertise and commitment to the DNV through the redevelopment of 1934 & 1748 Capilano Road. My team has a proven track record as builders of and believers in vibrant communities, and we are eager to create innovative and sustainable developments that will enhance the quality of life for North Vancouver residents.



Our proposal for a mixed-use development will deliver urgently needed market rental housing without displacing a single resident and while generating sustained economic activity through the redevelopment of the hotel. Further, this proposal will provide a significant number of community benefits to the DNV through transportation related upgrades as well as additional community assets in the form of an improved public realm, increased public open space and encouragement of safe, multi-modal transportation options. We view this proposal as an opportunity to work with the DNV to make immediate progress towards addressing our housing crisis.

I appreciate Council's consideration of this application and look forward to working with you to make this diverse community a reality.

Sincerely,

CHARD DEVELOPMENT LTD.

Byron Chard President & CEO

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Lions Gate Village Centre and Peripheral Area Development Update & Early Input Opportunity for a Proposed Development at 1634-1748 Capilano Road

Council Workshop March 27, 2023



Slide 1 of 8 DM#:5941218

Lions Gate Village

- Housing Development
 - Estimated 2,000 new units by 2030
 - Since 2011, there has been a net increase of:
 - 1,064 residential units in the Village Centre and Marine Drive corridor
 - 279 residential units in the peripheral area

Commercial Development

- 9,290 m² (100,000 sq. ft.) of commercial space envisioned by 2030
- Since 2011, there has been 3,107m²
 (33,441 sq.ft) of commercial space approved (excluded the mini-storage)





Slide 2 of 8 DM#:5941218

Lions Gate Village

- Community Amenities and Infrastructure
 - Parks and open space improvements
 - Lions Gate Community Centre
 - Infrastructure improvements



Temporary dog park at Belle Isle Park and Belle Isle south development behind



Marine Dr bus shelters



Pedestrian/cycle 'greenway'

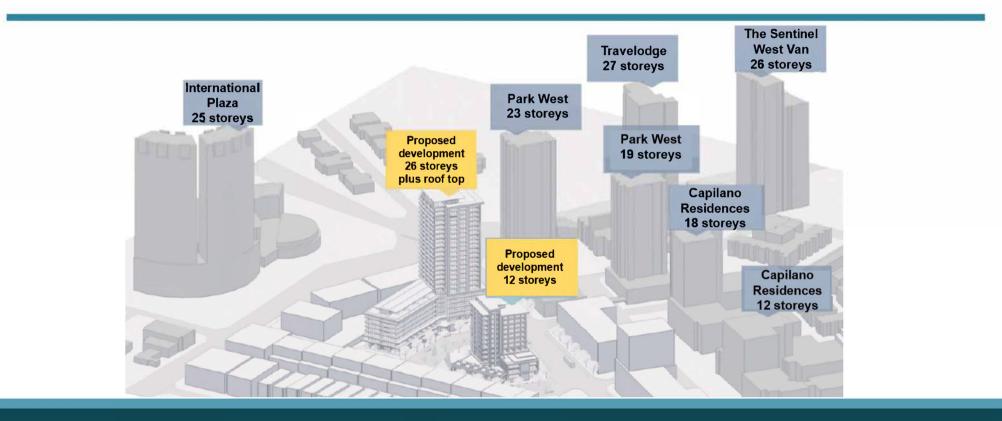


Public Plaza at Lions Gate Community Centre



Slide 3 of 8 DM#:5941218

Lions Gate Village





Slide 4 of 8 DM#:5941218

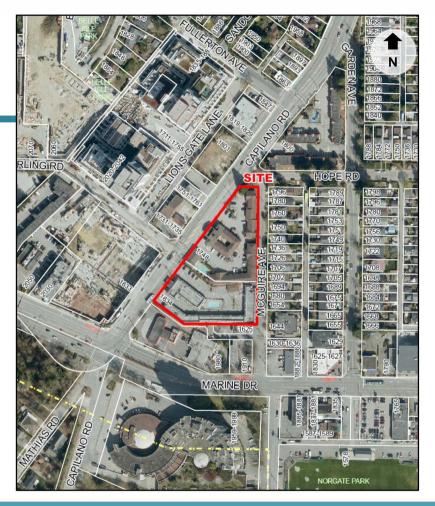
Flyover video



Slide 5 of 8 DM#:5941218

1634-1748 Capilano Road







Slide 6 of 8 DM#:5941218

1634-1748 Capilano Road



View of hotel building on left and new Curling Road extension dividing the site

View of hotel building and plaza from the new Crossroads intersection



Slide 7 of 8 DM#:5941218

1634-1748 Capilano Road



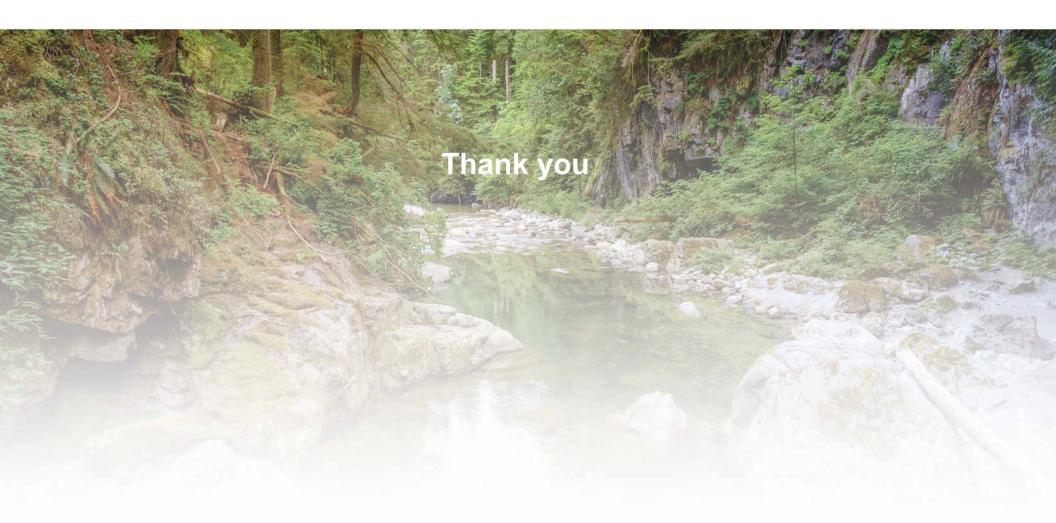
View of the proposed development from the northeast



View of the proposed development from the northeast



Slide 8 of 8 DM#:5941218





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