



**AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, JANUARY 22, 2024 AT 6:00 PM**

Watch Livestream at cnv.org/LiveStreaming
View complete Agenda Package at cnv.org/CouncilMeetings

The City of North Vancouver respectfully acknowledges that this Council meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlíl̓wətaʔ (Tsleil-Waututh) Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, January 22, 2024

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, January 15, 2024

PROCLAMATION

International Holocaust Remembrance Day – January 27, 2024

PUBLIC INPUT PERIOD

PUBLIC MEETING – 125 East 2nd Street

MOTION

3. Temporary Use Permit No. PLN2023-00031 (125 East 2nd Street)

REPORTS

4. St. Andrews Avenue Safety Improvements Project – Recommended Design – Keith Road to 9th Street
5. Zoning Bylaw Amendment for 351 West 3rd Street (Jim Pattison Developments Ltd.)
6. 2024 CanExport Community Investment Project
7. 2024 Early Appropriations #1
8. North Shore Neighbourhood House and City Parks Loan Authorization Bylaw

BYLAW – FIRST, SECOND AND THIRD READINGS

9. “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

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PROCLAMATION

International Holocaust Remembrance Day – January 27, 2024

PUBLIC INPUT PERIOD

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.” The time allotted for each speaker addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers’ comments will be audio recorded, as well as live-streamed on the City’s website, and will form part of the public record.

Speakers may only speak on the same matter once in a 3-month period.

Speakers during the Public Input Period are permitted to join the meeting in person in the Council Chamber or electronically via Webex. There are 2 ways to sign up to speak during the Public Input Period.

- 1) IN PERSON: Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:55pm on the day of the Council meeting.
- 2) ELECTRONICALLY VIA WEBEX: Speakers who choose to participate electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at cnv.org/PublicInputPeriod, or by phoning 604-990-4230. These pre-registrants will receive instructions by email or phone on the afternoon before the Council meeting.

If a speaker has written material to accompany their comments, the material must be sent to the Corporate Officer at clerks@cnv.org no later than 12:00 noon on the day of the Council Meeting.

The Public Input Period provides an opportunity for comment only and places the speaker’s concern on record, without the expectation of a response from Council. Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items as listed in section 12.25(2).

Speakers are requested not to address matters that refer to items from a concluded Public Hearing/Public Meeting or to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda, as an opportunity for public input is provided when the particular item comes forward for discussion.

Please address the Mayor as “Your Worship” or “Mayor, followed by their surname”. Councillors should be addressed as “Councillor, followed by their surname”.

PUBLIC MEETING – 125 East 2nd Street

Temporary Use Permit No. PLN2023-00031 would permit a real estate sales centre at 125 East 2nd Street, operated by the Staburn Group, for marketing of the site's future development project. The permit would allow the business to operate for a period of up to three years.

Temporary Use Permit No. PLN2023-00031 to be considered under Item 3.

AGENDA

Representations from the public
Questions and comments from Council
Motion to conclude the Public Meeting

MOTION

3. Temporary Use Permit No. PLN2023-00031 (125 East 2nd Street)
– File: 08-3400-20-0137/1

RECOMMENDATION:

THAT Temporary Use Permit No. PLN2023-00031 (125 East 2nd Street) be issued to East Second Lonsdale Project Ltd., Inc. No. BC1100032, in accordance with Section 493 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Temporary Use Permit No. PLN2023-00031.

REPORTS

4. St. Andrews Avenue Safety Improvements Project – Recommended Design – Keith Road to 9th Street – File: 16-8350-20-0038/1

Report: Manager, Public Realm Infrastructure, January 10, 2024

Presentation: Council Workshop on St. Andrews Avenue Improvements Project held on January 17, 2024

RECOMMENDATION:

PURSUANT to the report of the Manager, Public Realm Infrastructure, dated January 10, 2024, entitled "St. Andrews Avenue Safety Improvements Project – Recommended Design – Keith Road to 9th Street":

THAT staff be authorized to proceed with implementing the recommended option, Design Concept 3, which includes the feedback received from Council and the community through the engagement process;

AND THAT funding to deliver the recommended design be incorporated into the 2024-2028 Financial Plan for Council's consideration.

REPORTS – Continued

5. Zoning Bylaw Amendment for 351 West 3rd Street (Jim Pattison Developments Ltd.)
– File: 08-3400-20-0082/1

Report: Planner 3, January 10, 2024

RECOMMENDATION:

PURSUANT to the report of the Planner 3, dated January 10, 2024, entitled “Zoning Bylaw Amendment for 351 West 3rd Street (Jim Pattison Developments Ltd.)”:

THAT the application submitted by Jim Pattison Developments Ltd., to rezone the property located at 351 West 3rd Street from a CS-2 Zone to a Comprehensive Development Zone, be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

THAT notification be circulated prior to first reading of the bylaw in accordance with the *Local Government Act*;

AND THAT the community benefits listed in the report section “Density Bonus and Community Benefits” be secured through agreements at the applicant’s expense and to the satisfaction of staff.

6. 2024 CanExport Community Investment Project – File: 13-6750-20-0008/1

Report: Economic and Business Development Coordinator, January 10, 2024

RECOMMENDATION:

PURSUANT to the report of the Economic and Business Development Coordinator, dated January 10, 2024, entitled “2024 CanExport Community Investment Project”:

THAT the Mayor and Corporate Officer be authorized to sign the Grant Agreement with Global Affairs Canada for the 2024 CanExport Community Investment Sub-Program and any other necessary documentation required to give effect to this motion;

AND THAT staff be requested to report back to Council on project implementation and outcomes at the conclusion of the Grant Agreement.

REPORTS – Continued

7. 2024 Early Appropriations #1 – 05-1705-30-0019/2024

Report: Chief Financial Officer, January 10, 2024

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated January 10, 2024, entitled “2024 Early Appropriations #1”:

THAT (Funding Appropriation #2401) an amount of \$3,250,000 be appropriated from the Civic Amenity HJ Reserve for the purpose of funding the 2023-2027 Capital Plan;

THAT (Funding Appropriation #2402) an amount of \$940,000 be appropriated from the General Capital Reserve for the purpose of funding the 2023-2027 Capital Plan;

AND THAT should any of the amounts remain unexpended as at December 31, 2027, the unexpended balances shall be returned to the credit of the respective reserve.

8. North Shore Neighbourhood House and City Parks Loan Authorization Bylaw
– File: 05-1705-01-0001/2024

Report: Chief Financial Officer, January 10, 2024

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated January 10, 2024, entitled “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw”:

THAT “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” be considered;

AND THAT the Corporate Officer be directed to submit “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” to the Inspector of Municipalities for review and approval.

Item 9 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

9. “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”

RECOMMENDATION:

THAT “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” be given first, second and third readings.

PUBLIC CLARIFICATION PERIOD

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information] and 90(1)(e) [land matter].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PUBLIC HEARING / PUBLIC MEETING GUIDELINES

The purpose of **Public Hearings** is to provide members of the public an opportunity to make representations to Council regarding proposed changes to zoning bylaws, heritage designations or the Official Community Plan. Public Hearings are included as part of a Regular Council agenda and governed by the provisions of the *Local Government Act*.

The purpose of **Public Meetings** is to provide members of the public an opportunity to make representations to Council regarding various issues and/or proposed changes that do not require a Public Hearing, such as a Development Variance Permit or Temporary Use Permit. North Vancouver residents can participate in the civic process of a Public Meeting that may affect their community, property and interests.

All persons who believe their interest in property is affected by a proposed bylaw or permit are afforded a reasonable opportunity to be heard, voice concerns or present written submissions regarding matters contained within the bylaw/permit.

All written submissions and representations made at a Public Hearing or Public Meeting will form part of the official public record. Minutes of the Public Hearing/Public Meeting and a video recording of the proceedings will be posted on the City's website at cnv.org.

To provide written input: All written submissions must include your name and address. If this information is not provided, it cannot be included as part of the public record. Email submissions sent to the Corporate Officer at input@cnv.org are preferred, and hand-delivered or mailed submissions will also be accepted. **The deadline to submit written submissions is 12:00 noon on the day of the Public Hearing/Public Meeting.**

To speak at a Public Hearing or Public Meeting:

In person at City Hall: On the day of the meeting, a sign-up sheet will be available in the lobby, outside the Council Chamber, from 5:30pm. Enter City Hall through the doors at the southwest corner of the building (off 13th Street) after 5:30pm.

Via Webex/phone: Pre-register by completing the online form at cnv.org/PublicHearings, or by phoning 604-990-4230 to provide contact details, so call-in instructions can be forwarded to you. **All Webex/phone pre-registration must be submitted no later than 12:00 noon on the day of the Public Hearing/Public Meeting.**

Non-registered speakers: Speakers who have not pre-registered will also have an opportunity to provide input. Once all registered speakers have spoken, the Mayor will call for a recess to allow time for additional speakers to phone in or speak in person. Call-in details will be displayed on-screen during the livestream at cnv.org/LiveStreaming.

Continued...



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PUBLIC HEARING / PUBLIC MEETING GUIDELINES – Continued

Comments from the public must specifically relate to the proposed bylaw/permit or subject of the Public Hearing/Public Meeting. Speakers are asked to avoid repetitive comments and not to divert to other matters.

Speakers will be asked to confirm their name and address for the record and will be provided one 5-minute opportunity to present their comments. Everyone will be given a reasonable opportunity to be heard and no one should feel discouraged or prevented from making their views known.

Procedural rules for the conduct of a Public Hearing/Public Meeting are set at the call of the Chair. Council's main function is to listen to the views of the public regarding the change of land use in the proposed bylaw/permit. It is not the function of Council to debate the merits of an application with speakers. Questions from members of the public and Council must be addressed through the Chair.

Once the Public Hearing/Public Meeting concludes, no further information or submissions can be considered by Council.

Following adjournment of the Public Hearing/Public Meeting, the Regular meeting reconvenes and the bylaw/permit is discussed and debated by members of Council, followed by consideration of third reading of the bylaw or approval of the permit.

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**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, JANUARY 15, 2024**

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back*
Councillor D. Bell
Councillor A. Girard
Councillor J. McIlroy
Councillor S. Shahriari
Councillor T. Valente

**participated electronically*

STAFF MEMBERS

L. McCarthy, CAO
B. Pearce, Deputy CAO
A. Cifarelli, Corporate Officer
K. Graham, Corporate Officer
J. Peters, Acting Deputy Corporate Officer
L. Sawrenko, Chief Financial Officer
H. Granger, City Solicitor
K. Magnusson, Director, Engineering, Parks and Environment
S. Galloway, Director, Planning and Development
S. Tandon, Committee Clerk

The meeting was called to order at 6:00 pm.

APPROVAL OF AGENDA

Moved by Councillor McIlroy, seconded by Councillor Girard

1. Regular Council Meeting Agenda, January 15, 2024

CARRIED UNANIMOUSLY

R2024/1-1

ADOPTION OF MINUTES

Moved by Councillor Valente, seconded by Councillor Shahriari

2. Regular Council Meeting Minutes, December 11, 2023

CARRIED UNANIMOUSLY

R2024/1-2

PROCLAMATION

Mayor Buchanan declared the following proclamation:

Alzheimer's Awareness Month – January 2024

PUBLIC INPUT PERIOD

- Gordon Doyle, 712 St. Andrews Avenue, North Vancouver, spoke regarding the St. Andrews Avenue Improvement Project, identifying how staff need to solicit additional feedback regarding the project and implement a communications strategy.
- Wendy Nielsen, 725 St. Andrews Avenue, North Vancouver, spoke regarding the proliferation of signage and visual clutter on St. Andrews Avenue.
- Charles Taylor, 721 St. Andrews Avenue, North Vancouver, spoke regarding the St. Andrews Avenue Improvement Project, traffic management and the Avenue's prior functioning.

REPORT

3. Temporary Use Permit – 125 East 2nd Street – Temporary Sales Office
– File: 08-3400-20-0137/1

Report: Planner 1, January 10, 2024

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 1, dated January 10, 2024, entitled
“Temporary Use Permit – 125 East 2nd Street – Temporary Sales Office”:

THAT Temporary Use Permit No. PLN2023-00031 (Staburn), to permit a temporary sales office on the property located at 125 East 2nd Street for a three-year term, be considered and referred to a Public Meeting;

AND THAT notification be circulated in accordance with the *Local Government Act*.

CARRIED UNANIMOUSLY

R2024/1-3

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES / REPORTS

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Back, seconded by Councillor Shahriari

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information], 90(1)(e) [land matter], 90(1)(k) [proposed service] and 90(2)(b) [intergovernmental relations].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 6:12 pm and reconvened at 8:50 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

4. Land Matter – File: 01-0530-05-0001/2023

Report: Acting Deputy Director, Planning and Development, Director, Engineering Services, and Deputy Director, Real Estate and Economic Development, January 8, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Acting Deputy Director, Planning and Development, the Director, Engineering Services, and the Deputy Director, Real Estate and Economic Development, dated January 8, 2024, regarding a land matter:

THAT the action taken by the Committee of the Whole (Closed Session) be ratified;

AND THAT the wording of the resolution and the report of the Acting Deputy Director, Planning and Development, the Director, Engineering Services, and the Deputy Director, Real Estate and Economic Development, dated January 8, 2024, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-4

5. Intergovernmental Relations – File: 05-1610-01-0001/2024

Report: Chief Financial Officer, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Chief Financial Officer, dated January 3, 2024, regarding intergovernmental relations:

THAT the action taken by the Committee of the Whole (Closed Session) be ratified;

AND THAT the wording of the resolution and the report of the Chief Financial Officer, dated January 3, 2024, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-5

6. Intergovernmental Relations – File: 10-5040-20-0008/1

Report: Manager, Long Range and Community Planning, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Manager, Long Range and Community Planning, dated January 3, 2024, regarding intergovernmental relations:

THAT the action taken by the Committee of the Whole (Closed Session) be ratified;

AND THAT the wording of the resolution and the report of the Manager, Long Range and Community Planning, dated January 3, 2024, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-6

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

7. 2024 Appointments to the Advisory Design Panel – File: 01-0360-20-0001/2024

Report: Corporate Officer, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Advisory Design Panel”:

THAT Angela Enman be appointed as an Architect representative and Jason Wegman be appointed as a Landscape Architect representative to the Advisory Design Panel for the term commencing on February 1, 2024 and concluding on January 31, 2026;

AND THAT the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Advisory Design Panel”, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-7

8. 2024 Appointments to the Advisory Planning Commission
– File: 01-0360-20-0002/2024

Report: Corporate Officer, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Advisory Planning Commission”:

THAT Meghan Mathieson be re-appointed to the Advisory Planning Commission for the term commencing on February 1, 2024 and concluding on January 31, 2027;

THAT Bahare Eris and Mahshid Rezaei be appointed to the Advisory Planning Commission for the term commencing on February 1, 2024 and concluding on January 31, 2027;

AND THAT the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Advisory Planning Commission”, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-8

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

9. 2024 Appointments to the Board of Variance – File: 01-0360-20-0007/2024

Report: Corporate Officer, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Board of Variance”:

THAT David Fawley be re-appointed to the Board of Variance for the term commencing on February 1, 2024 and concluding on January 31, 2027;

AND THAT the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Board of Variance”, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-9

10. 2024 Appointments to the Heritage Advisory Commission
– File: 01-0360-20-0036/2024

Report: Corporate Officer, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Heritage Advisory Commission”:

THAT David Longpre be appointed as the Architect representative to the Heritage Advisory Commission for the term commencing on February 1, 2024 and concluding on January 31, 2026;

THAT Chris Carnovale and Christine Wilson be re-appointed to the Heritage Advisory Commission for the term commencing on February 1, 2024 and concluding on January 31, 2026;

AND THAT the report of the Corporate Officer, dated January 3, 2024, entitled “2024 Appointments to the Heritage Advisory Commission”, remain in the Closed session.

CARRIED UNANIMOUSLY

R2024/1-10

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

11. 2024 Appointments to the Social Planning Advisory Committee
– File: 01-0360-20-0088/2024

Report: Corporate Officer, January 3, 2024

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Corporate Officer, dated January 3, 2024, entitled
“2024 Appointments to the Social Planning Advisory Committee”:

THAT Anahita Naeini and Charles Pan be appointed to the Social Planning
Advisory Committee for the term commencing on February 1, 2024 and concluding
on January 31, 2026;

AND THAT the report of the Corporate Officer, dated January 3, 2024, entitled
“2024 Appointments to the Social Planning Advisory Committee”, remain in the
Closed session.

CARRIED UNANIMOUSLY

R2024/1-11

ADJOURN

Moved by Councillor Girard, seconded by Councillor Shahriari

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:51 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

INTERNATIONAL HOLOCAUST REMEMBRANCE DAY

Whereas

in 2005, the United Nations General Assembly designated January 27 – the anniversary of the liberation of Auschwitz-Birkenau – as International Holocaust Remembrance Day;

Whereas

on this annual day of commemoration, every member state of the United Nations has an obligation to honour the victims of the Nazi era and to develop educational programs to help prevent future genocides;

Whereas

the United Nations resolution that created International Holocaust Remembrance Day rejects denial of the Holocaust and condemns discrimination and violence based on religion or ethnicity;

Whereas

Canada offers refuge and new hope to immigrants, refugees and survivors, some of whom have escaped more recent genocides – and it is a place where people learn from each other and share cultures;

And Whereas

we join the Vancouver Holocaust Education Centre, the Centre for Israel and Jewish Affairs, the Jewish Federation of Greater Vancouver and our Jewish community on an annual day of commemoration to honour the victims of the Nazi era;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **January 27, 2024** as **International Holocaust Remembrance Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.




So proclaimed on Monday, January 22, 2024

Linda C. Buchanan

Mayor Linda Buchanan

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 Department Manager	 A/Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Bram van der Heijden, Planner 1

Subject: TEMPORARY USE PERMIT – 125 EAST 2ND STREET– TEMPORARY
SALES OFFICE

Date: January 10, 2024 File No: 08-3400-20-0137/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated January 10, 2024, entitled
“Temporary Use Permit – 125 East 2nd Street – Temporary Sales Office”:

THAT Temporary Use Permit No. PLN2023-00031 (Staburn), to permit a
temporary sales office on the property located at 125 East 2nd Street for a three-
year term, be considered and referred to a Public Meeting;

AND THAT notification be circulated in accordance with the *Local Government
Act*.

ATTACHMENTS

1. Context Map (CityDocs [#2449225](#))
2. Applicant's Proposal Letter (CityDocs [#2449214](#))
3. Architectural Plans, dated October 2022 (CityDocs [#2439455](#))
4. Temporary Use Permit No. PLN2023-00031 (CityDocs [#2449219](#))

SUMMARY

This application from Staburn Group proposes the temporary use of a sales office within the building's ground level commercial/retail units at 125 East 2nd Street, which fronts onto the street. The proposed sales office is intended for the sale and marketing of residential Strata units to be developed on the site.

Table 1. Request for 125 East 2nd Street

	Current Designation/Regulation	Proposed Designation/Regulation
Zone	CD-753	CD-753/TUP

POLICY FRAMEWORK

The subject site has a land use designation in the Official Community Plan (OCP) of Mixed Use Level 4A (MU4A), which allows for a mix of higher density residential and commercial uses, including retail and office uses.

The Temporary Use Permit (TUP) is required as the use of a general sales office is not permitted within the Retail Service Group 1A provision for units accessed from East 2nd Street, as per the property's recent Comprehensive Development 753 (CD-753) acquired zoning designation. The OCP allows for a TUP to be issued in accordance with the policy below:

Table 2. Temporary Use Permits

Official Community Plan	
Policy 2.7 Temporary Use Permits	The OCP grants the ability for Temporary Use Permits (TUP) to be issued for short-term uses to site-specific locations that are otherwise not permitted under the current zoning.
	The OCP designates all areas of the City to be a TUP area where TUP's can be granted, should the temporary use be in the interest of the public in general and the public has been advised of, and allowed to comment on, through a public meeting.
	Temporary Use Permits are valid for three years when approved by Council and can only be renewed by Council once for another three-year term. The permit cannot exceed the combined six-year term.

PLANNING ANALYSIS

The site is located on the south side of East 2nd Street between Lonsdale Avenue and St. Georges Avenue. There are currently two low-rise commercial buildings on site that eventually will be demolished to allow the development of the approved mixed use development for the site.

The proposed sales office would occupy the vacant 401.65 sq.m. (4,323.42 sq.ft.) commercial ground-level units at 125 East 2nd Street, otherwise identified as "New Presentation Centre", as outlined within the Architectural Plans (Attachment No. 3). The sales centre would include a reception desk, display models, seating areas and a replica suite. The applicant has submitted a Building Permit to construct the described works, and staff will resume their reviews should this TUP be approved by Council.

The applicant has indicated in their application that they would like to use the ground-level unit as a sales centre as it became recently vacant. Due to the short timeline before the site is redeveloped, a new lease to a business is not considered practical. Therefore a sales centre is a suitable option to use the space until redevelopment of the site commences.

The Comprehensive Development Zone 753 (CD-753) is written for future development, which results in some practical constraints for the current buildings. Although Retail Service Group 1 uses are permitted in the zone, only Retail Service Group 1A and Childcare uses are permitted to have access off East 2nd Street. The Retail Service Group 1A definition in the Zoning Bylaw generally includes more active commercial and retail business uses that would facilitate more foot traffic and frequent drop-in services, such as retail stores, service shops, and restaurants, which is intended to provide a more activated street frontage along East 2nd Street. Less active uses, such as corporate offices and professional offices and sales centres, are not included in this definition; however, these uses are permitted if not accessed from East 2nd Street. Providing a sales centre in this location, without access from East 2nd Street, would be cost-prohibitive and require closure of the principal entrance and therefore undermine the activation of the street.

Within the period of the proposed TUP, the applicant plans to showcase the approved development for the site. Once the new development has been completed, the commercial units facing East 2nd Street will be occupied by Retail Service Group 1A uses as per the Zoning Bylaw.

Considering that an alternative location for the proposed development's sales centre would likely occupy a different commercial unit in the Lower Lonsdale area, a temporary sales centre in the vacant commercial unit on site is a positive outcome. Through the conditions of the TUP (Attachment No. 4), the sales centre would provide an active street frontage by maintaining fully transparent window glazing and locating the seating areas towards the storefront as shown on the Architectural Plans (Attachment No. 3).

CONCLUSION

Considering that the proposed temporary sales centre use is consistent with the OCP land use designation in that it is located on the site where the development is to take place, that the unit is currently vacant, and that it is being designed to provide an active frontage, staff are supportive of the TUP proposal.

RESPECTFULLY SUBMITTED:



Bram van der Heijden
Planner I



STABURN
GROUP

December 19, 2023

VIA EMAIL (bheijden@cnv.org)

Mr. Bram van der Heijden
City of North Vancouver
Planning and Development
141 West 14th Street
North Vancouver, BC V7M 1H9

Dear Mr. van der Heijden

Re: PLN2023-00031 - 125 East 2nd Street – Temporary Use Permit Application
--

We write to provide additional rationale for the operation of a residential sales centre for marketing residential and commercial strata units in a project to be developed on the same property.

As staff and council may recall, considerable discussion and reflection was done regarding disrupting existing businesses with the applicant (Staburn) as part of the rezoning of the property to CD which was completed earlier this year.

As relates to the specific premises which are the subject of this application, the former Tenant, Maru Korean Bistro, was ordered closed by the City in August of 2022, for failure of various inspections, and was unable to rectify the situation nor resume business, leading to termination of its lease and surrender to us as Landlord in October 2022. On Christmas night, 2022, there was a catastrophic failure of a 2" watermain in the unoccupied 2nd floor, leading to the substantial destruction of improvements on both floors. Restoration contractors completed partial demolition and hazardous material removal by June of 2023, and subsequently the balance of the interior improvements were removed back to a concrete shell. The building currently is not tenantable, as it has no heat, water distribution, and power distribution other than temporary connections for contractors. The underground parking area has been hoarded and secured by order of the Fire Department.

We intend to demolish the building as soon as we can once pre-sales are completed to make way for the new project. It has also been our experience that the ideal location for any sales centre would be within the project property.

We are anxious and ready to proceed immediately with the sales centre and, if successful, the immediate development of the project.

Yours truly,

STABURN GROUP
EAST SECOND LONSDALE PROJECT LTD.

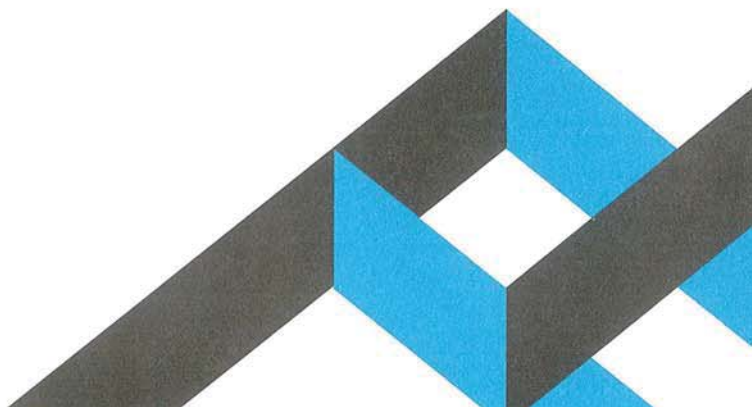


Stephen Henderson

STABURN PROPERTY GROUP LTD

#200 - 111 Lonsdale Avenue T 604.770.2588
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mail@staburn.com
WWW.STABURN.COM

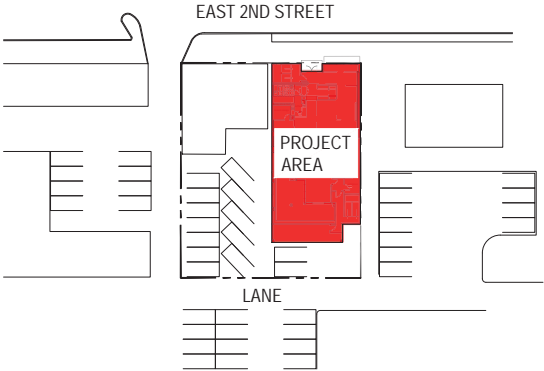


EAST SECOND STREET PRESENTATION CENTRE

125 2nd STREET EAST
North Vancouver, BC



BUILDING IMAGE



CONTEXT MAP

PROJECT INFORMATION

PROJECT DESCRIPTION :

A TEMPORARY USE PERMIT APPLICATION FOR AN APPOINTMENT ONLY PRESENTATION CENTRE FOR THE FUTURE NORTH VANCOUVER MIXED-USE RESIDENTIAL BUILDING. THE PRESENTATION CENTRE WILL BE BUILT WITHIN AN EXISTING BUILDING AT THE GROUND LEVEL. THE EXTERIOR PERIMETER WALLS WILL REMAIN AS IS. THE EXISTING BUILDING IS A 3 STOREY MIXED USE BUILDING WITH A GROUP A DIV. 2 RESTAURANT OCCUPANCY.

MUNICIPAL ADDRESS :

125 2nd STREET EAST, NORTH VANCOUVER, BC

LEGAL DESCRIPTION :

STRATA PLAN OF LOT A, BLOCK 155, DISTRICT LOT 274, PLAN EPP128401

SITE AREA :

12,064.94 SQ. FT. (0.112 HA)

SALES CENTRE AREA :

4323.42 SQ. FT. (401.65 M2)

PROPOSED OCCUPANCY :

BCBC: 3.2.2.60
ALLOWABLE: 2 STOREY VISIBLE FROM 1 STREET
L2: NOT ACCESSIBLE
L1: (D) BUSINESS AND PERSONAL SERVICES - 1 STOREY
LP1: GROUP F3 - PARKING

OCCUPANT LOAD:

15 PERSONS (MAX) - 108 PERSONS BY CALCULATION

ZONE :

CURRENT ZONING: CD-753

EXISTING BUILDING CLASSIFICATIONS :

L1 - L2: GROUP A DIV. 2 - RESTAURANT
LP1: GROUP F3 - PARKING

EXISTING FIRE PROTECTION:

TO BE REMOVED

PARKING:

REQUIRED: 1 SPACE/69.67M2 OF GFA = 6 SPACES
PROVIDED: 13 SPACES

PROJECT DIRECTORY:

OWNER

EAST SECOND LONSDALE PROJECT LTD.

CONTACTS: STEPHEN HENDERSON
Phone: 604-770-2588
Email: STEVE@STABURN.COM

ARCHITECT

ROSTICH HEWPHILL ARCHITECTS

#16-120 POWELL STREET
VANCOUVER, BC V6A 1G1

CONTACTS:

BRYCE ROSTICH
ANTON URTON
BRODY CLAVEL
(604) 669-0002
bryce@rharchitects.ca
anton@rharchitects.ca
brody@rharchitects.ca

INTERIOR DESIGN

THE MILL
163 EAST 1ST STREET,
NORTH VANCOUVER, BC V7L 1B2

CONTACTS:

JANINE WILSON
GAVIN HADDEN
(604) 789-7591
janine@themill.ca
gavin@themill.ca

CONTRACTOR

DARWIN CONSTRUCTION LTD.

#404, 197 FORESTER ST
NORTH VANCOUVER, BC V7H 0A6

CONTACTS:

BEN DANIELL
SHAUN FRANCIS
(604) 929-7944
ben@darwin.ca
shaun@darwin.ca

DRAWING LIST:

ARCHITECTURAL

A0.0	COVER PAGE	N/A
A1.0	GEN NOTES, SCHEDULES, LEGEND	AS NOTED
A2.0	SITE PLAN	1/8" = 1'-0"
A3.0	PARKADE FLOOR PLAN	1/4" = 1'-0"
A3.1	GROUND FLOOR PLAN	1/4" = 1'-0"
A3.2	SECOND FLOOR PLAN	1/4" = 1'-0"
A3.3	GROUND FLOOR REFLECTED CEILING PLAN	1/4" = 1'-0"
A3.4	H/C WASHROOM PLAN	3/4" = 1'-0"
A4.0	ELEVATIONS	1/4" = 1'-0"
A5.0	BUILDING SECTION 1	1/4" = 1'-0"
A5.1	BUILDING SECTION 2	1/4" = 1'-0"

INTERIOR DESIGN

REFER TO INTERIOR DESIGN DWGS COVER SHEET

NOTE:

MECHANICAL + ELECTRICAL WORK WILL BE VIA DESIGN-BUILD TO SUIT EXISTING CONDITIONS.
SEPARATE MECHANICAL + ELECTRICAL BUILDING PERMITS WILL BE APPLIED FOR.



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CLIENT:

STABURN
GROUP

PROJECT:

PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

DRAWING TITLE:

COVER SHEET
TENANT IMPROVEMENT

DATABASE: 1912-PC A3.0 Plan-01
SCALE: N/A
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

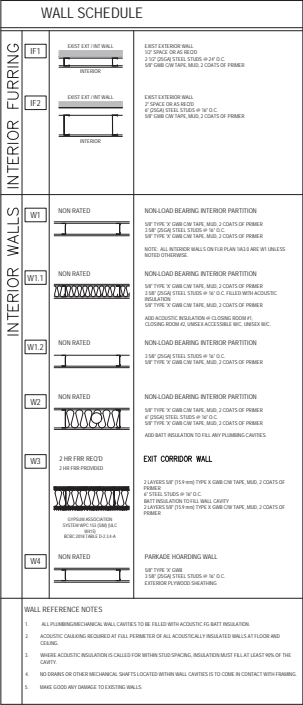
PROJECT NO. 1912-PC



DWG. NO.
A0.0

DP No:

BP No:



of the maximum duration of this separation.

1. The maximum duration of a comparable separation through a separation is 2 (two) years with the exception of a comparable separation after a comparable separation. You may have a maximum duration of 1 (one) year.

2. When required, submit Ship Drawing to Health/Hazard/Hazard in accordance with Section 5 of the General Conditions.

3. Each set of ship drawings are required to have the Contractor's Ship Drawing signed indicating that the Ship Drawing has been reviewed by the Contractor prior to being submitted to Health/Hazard/Hazard.

4. When fabricated building components are under design, are required to be designed by and subsequently reviewed by a Registered Professional under the Contractor's sign, "Engineered Ship Drawing" that have the original seal and signature of a Registered Professional licensed to practice in the province of British Columbia. These Ship Drawings must also be accompanied by a signed and stamped Mechanical Schedule, S-B and S-C for the design Work covered by these Ship Drawings.

5. Digital ship drawings are acceptable for final submissions for Ship Drawing; the original sealed version of the drawing by a professional engineer or architect. These Ship Drawings must be submitted in "hardcopy" format, with original signatures of the professional engineer or architect responsible for the design.

6. Provide 4 (six) sets of "hardcopy" Ship Drawing to the "Engineered Ship Drawing" with Original Signatures.

7. When required, submit prepared material and product samples in accordance with Section 5 of the General Conditions.

8. "Substantive" to Health/Hazard/Hazard and review.

9. This Contract will not require a walk-through of a wall after it has been substantially finished by the Owner. Architect and Contractor to review a digital wall and documents, water of height, door locations etc. The walk-through should also place early if any areas may need to require to subsequent sets of the same or similar design.


10. This Contract is responsible for the organization of all meeting the required of the Contractor's (discretion) on the Contractor's of materials, underpinning, or applicable, the review of the Contractor's (discretion) the Contractor's with the Owner review.

11. Trade permits not forming part of the approved Building Permit, such as, but not limited to mechanical and electrical permits are the Contractor's responsibility to apply and pay for.

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17 OCTOBER 2023**

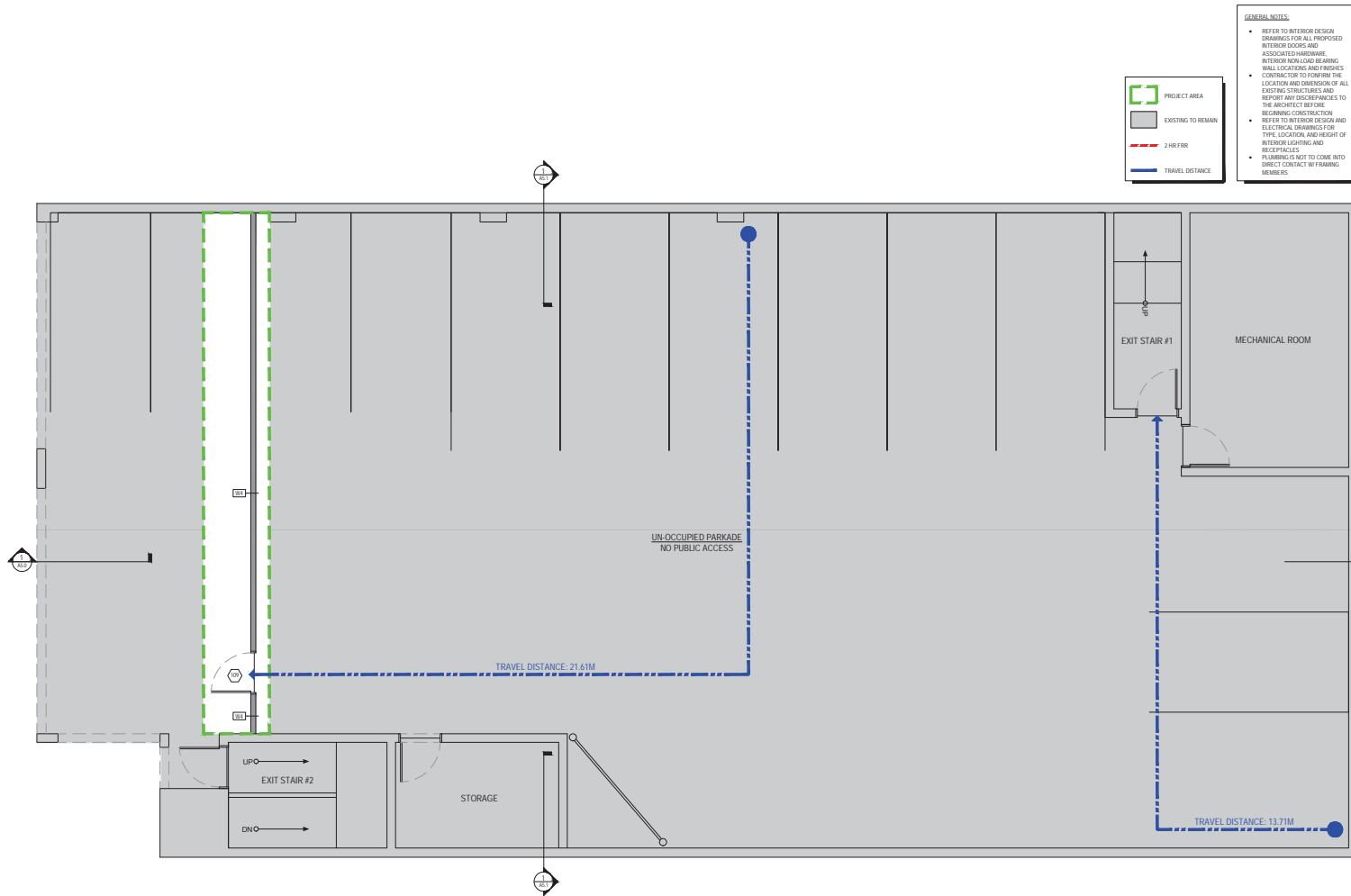
NO REVISION: DATE:

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SCALE :	N/A
PLOTDATE :	17 OCT 2023
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PROJECT NO. 1912-PC	
DWG. NO. A1.0	
	
DTP No: BP No:	



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1
A3.0
EXISTING PARKADE - TENANT IMPROVEMENT
SCALE: 1/4" = 1'-0"



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ARCHITECTURAL SEAL:



CLIENT:

STABURN
GROUP

PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

DRAWING TITLE:
**EXISTING PARKADE
TENANT IMPROVEMENT**

DATABASE: 1912-PC A3.0 Plan-01
SCALE: 1/4" = 1'-0"
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

PROJECT NO. 1912-PC

DWG. NO.
A3.0

DP No:
BP No:

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ARCHITECTURAL SEAL:



CLIENT:

STABURN
GROUP

PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

DRAWING TITLE:
**GROUND FLOOR PLAN
TENANT IMPROVEMENT**

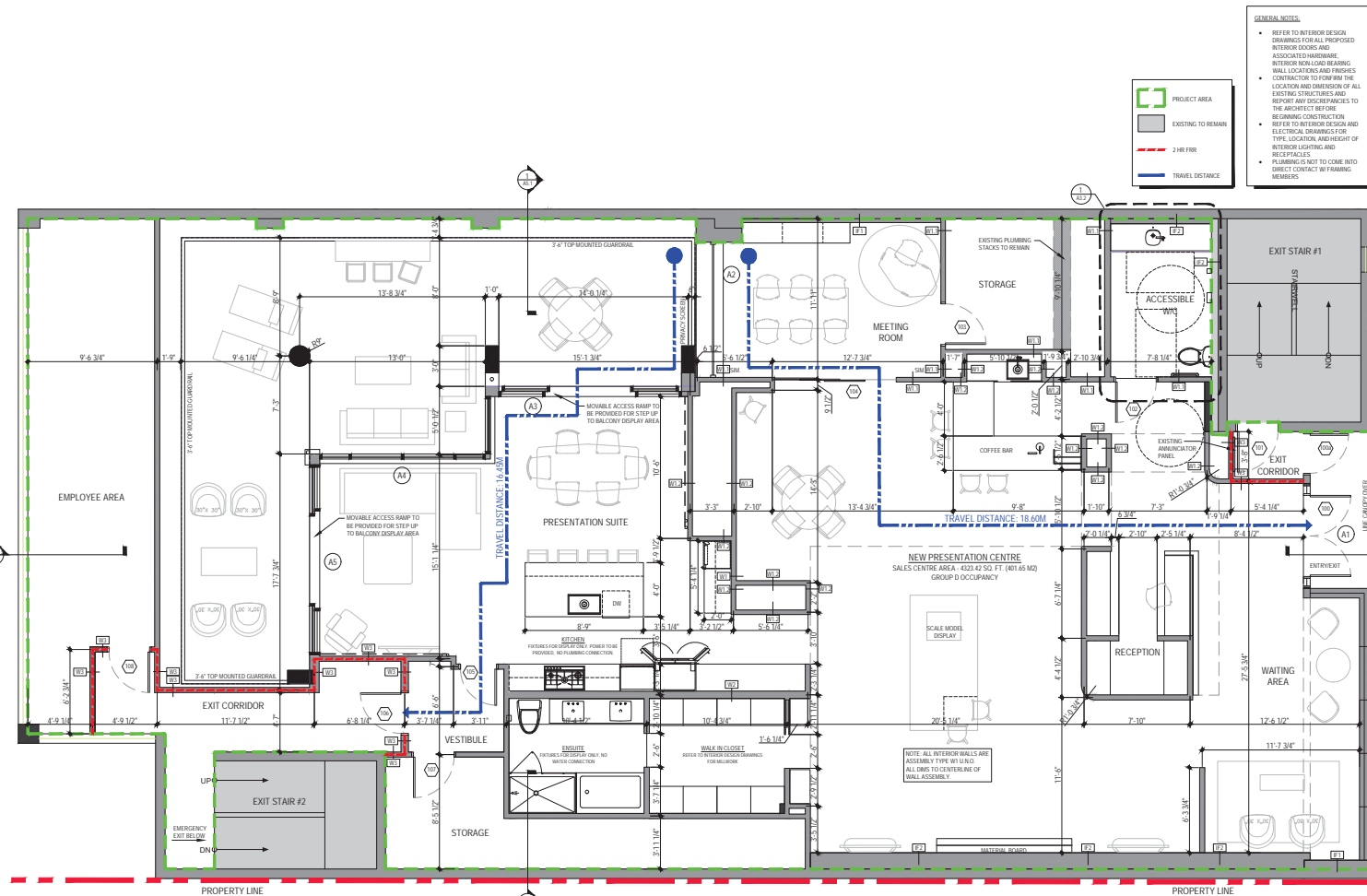
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PROJECT NO. 1912-PC

DWG. NO.
A3.1

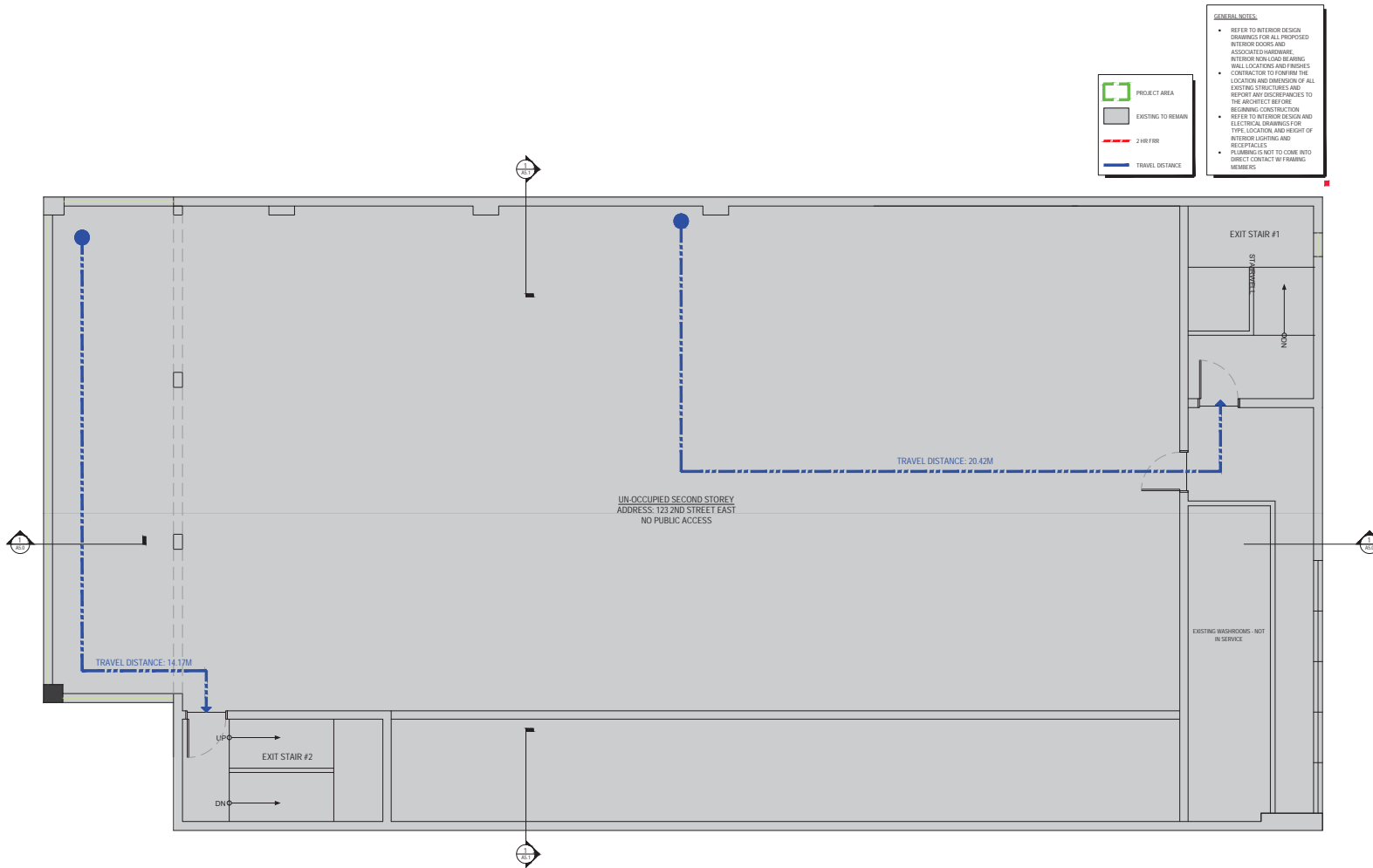
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BP No:



1
A3.1
GROUND FLOOR PLAN - TENANT IMPROVEMENT
SCALE: 1/4" = 1'-0"

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1 SECOND FLOOR PLAN - TENANT IMPROVEMENT
A3.2 SCALE: 1/4" = 1'-0"



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ARCHITECTURAL SEAL:



CLIENT:
STABURN
GROUP

PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

DRAWING TITLE:
SECOND FLOOR PLAN
TENANT IMPROVEMENT

DATABASE: 1912-PC A3.0 Plan-01
SCALE: 1/4" = 1'-0"
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

PROJECT NO. 1912-PC

DWG. NO.
A3.2

DP No:
BP No:



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PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

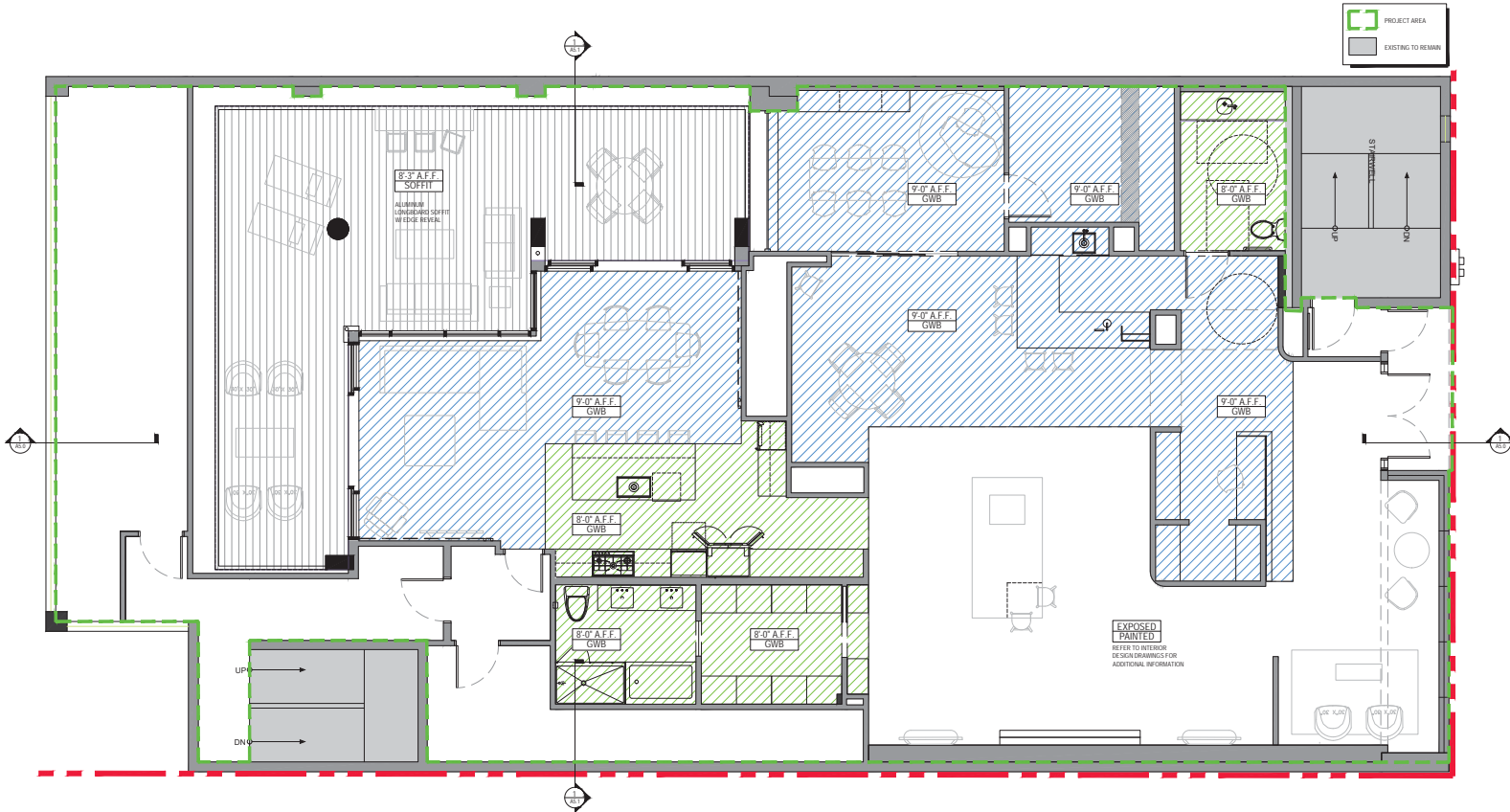
DRAWING TITLE:
**GROUND FLOOR PLAN
TENANT IMPROVEMENT
REFLECTED CEILING PLAN**

DATABASE: 1912-PC A3.0 Plan-01
SCALE: 1/4" = 1'-0"
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

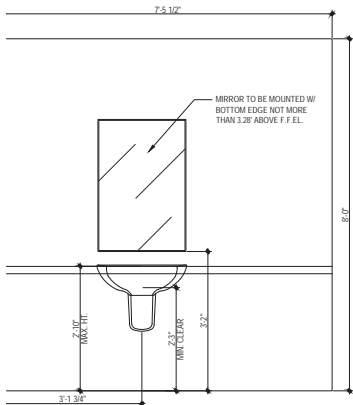
PROJECT NO. 1912-PC

DWG. NO.
A3.3

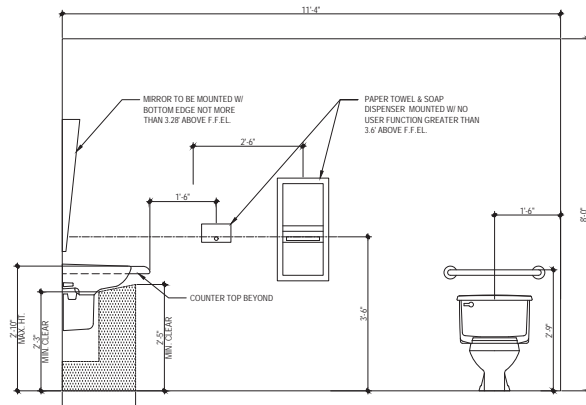
DP No:
BP No:



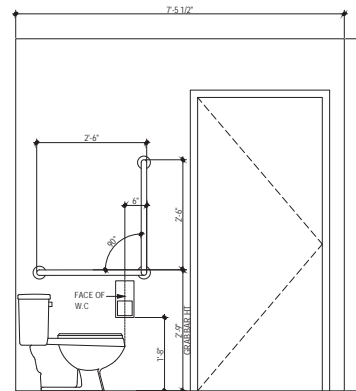
1 REFLECTED CEILING PLAN - TENANT IMPROVEMENT
A3.3 SCALE: 1/4" = 1'-0"



2 WASHROOM WEST ELEVATION
SCALE: 3/4" = 1'-0"



3 WASHROOM NORTH ELEVATION
SCALE: 3/4" = 1'-0"



4 WASHROOM EAST ELEVATION
SCALE: 3/4" = 1'-0"

H/C WASHROOM GENERAL NOTES:

WATER CLOSETS SHALL:

BE LOCATED WITH THE CENTRE LINE OF THE FIXTURE BETWEEN 420mm (16 1/2") AND 480mm (18 3/4") FROM THE SIDE WALL CARRYING THE GRAB BAR AND AT LEAST 1020mm (40") FROM ANY OBSTRUCTION ON THE NON GRAB BAR SIDE.

HAVE THE SEAT AT 430mm (17") TO 480mm (18 3/4") ABOVE THE FLOOR.

HAVE A TOILET SEAT THAT IS NOT THE SPRING-UP TYPE.

HAVE ACCESSIBLE HAND-OPERATED FLUSHING CONTROLS.

WHERE TANK-TYPE WATER CLOSETS ARE PROVIDED, HAVE TANK LIDS BOLTED DOWN.

WHERE TANK-TYPE WATER CLOSETS ARE NOT USED, HAVE A TOILET SEAT COVER THAT RESTS AGAINST THE GRAB BAR REFERENCED IN CLAUSE 3.7.2.10(4)(b) AT AN ANGLE OF BETWEEN 95° AND 110° TO PROVIDE BACK SUPPORT.

NOTE: THIS CLAUSE DOES NOT APPLY TO THIS PROJECT SINCE A TANK-TYPE WATER CLOSET HAS BEEN PROVIDED.

GRAB BARS SHALL:

BE 30mm (1 1/8") TO 40mm (1 5/8") DIAMETER.

BE NOT LESS THAN 900mm (35") LONG.

BE MOUNTED WITH A CLEARANCE OF 35mm (1 3/8") AND 45mm (1 3/4") FROM THE WALL.

BE MOUNTED HORIZONTALLY BETWEEN 840mm (33") AND 920 mm (36") ABOVE THE FINISHED FLOOR, WITH THE MID-POINT OF THE LENGTH IN LINE WITH THE FRONT EDGE OF THE WATER CLOSET.

MAY BE ANGLED UPWARD AT THE MID-POINT OF THE LENGTH NOT MORE THAN 40° FROM THE HORIZONTAL FORWARD OF THE WATER CLOSET.

NOTE: THIS CLAUSE DOES NOT APPLY TO THIS PROJECT SINCE WE ARE INSTALLING A HORIZONTAL GRAB BAR.

WHERE TANK-TYPE WATER CLOSETS ARE NOT USED, HAVE A SECOND BAR NOT LESS THAN 480mm LONG, MOUNTED ON THE WALL BEHIND AND CENTRED OVER THE WATER CLOSET WITH THE CENTRE LINE BETWEEN 815mm (32") AND 865mm (34").

NOTE: THIS CLAUSE DOES NOT APPLY TO THIS PROJECT SINCE WE ARE INSTALLING A TANK-TYPE WATER CLOSET.

WASH BASINS SHALL:

BE LOCATED WITH ITS CENTRE LINE NOT LESS THAN 460mm (18") FROM A SIDE WALL.

BE LOCATED WITH ITS RIM NOT MORE THAN 865mm (34") ABOVE THE FINISHED FLOOR.

BE LOCATED WITH A VERTICAL CLEARANCE OF NOT LESS THAN 735mm (29") UNDER THE FRONT EDGE.

BE LOCATED WITH A CLEAR AREA CENTERED UNDER THE WASH BASIN NOT LESS THAN 760mm (30") WIDE AND REDUCING TO NOT LESS THAN 685mm (27") HIGH AT A POINT 250mm (9 7/8") BACK FROM THE FRONT FACE OF THE APRON.

HAVE A FURTHER CLEAR SPACE 220mm (8 5/8") ABOVE THE FLOOR TO A POINT 500mm (19 1/2") BACK FROM THE FRONT FACE OF THE APRON.

HAVE A CLEAR FLOOR SPACE CENTERED IN FRONT OF THE WASH BASIN NOT LESS THAN 800mm (31 1/2") WIDE AND 1100mm DEEP (43 3/4") DEEP EXCLUSIVE OF SPACE UNDER THE WASH BASIN.

HAVE FAUCETS CONFORMING TO SENTENCE 3.7.2.3.(4).

HAVE A SOAP DISPENSER LOCATED CLOSE TO THE WASH BASIN, NOT MORE THAN 1200mm (47 1/4") ABOVE THE FINISHED FLOOR AND ACCESSIBLE TO PERSONS IN WHEELCHAIRS.

HAVE A TOWEL DISPENSER OR OTHER HAND DRYING EQUIPMENT LOCATED CLOSE TO THE WASH BASIN, NOT MORE THAN 1200mm (47 1/4") ABOVE THE FINISHED FLOOR IN AN AREA ACCESSIBLE TO PERSONS IN WHEELCHAIRS.

LAVATORIES SHALL:

BE EQUIPPED WITH FAUCETS THAT OPERATE AUTOMATICALLY OR HAVE LEVER-TYPE HANDLES THAT DO NOT CLOSE UNDER SPRING ACTION.

MIRRORS SHALL:

BE MOUNTED WITH ITS BOTTOM EDGE NOT MORE THAN 1000mm (3'-3 1/2") ABOVE THE FINISHED FLOOR, OR SHALL BE TILTED TO BE USABLE BY PERSONS IN WHEELCHAIRS.

ACCESSORIES SHALL:

BE OF A TYPE, AND BE INSTALLED, SO AS TO BE USABLE BY PERSONS IN WHEELCHAIRS WITH NO USER FUNCTION MORE THAN 1100mm (43 1/2") FROM THE FINISHED FLOOR.

ANY SHELF OR PROJECTION ABOVE A LAVATORY SHALL BE LOCATED SO THAT IT WILL NOT BE A HAZARD.

UNIVERSAL TOILET ROOM SHALL HAVE:

A FLOOR SPACE OF NOT LESS THAN 3.7m (39 ft 3/8") WITH NO DIMENSION LESS THAN 1700mm (5'-10 1/2") WHEN THE DOOR SWINGS OUT AND 4.0m (43 ft 4 3/8") WITH NO DIMENSION LESS THAN 1800mm (5'-11") WHEN THE DOOR SWINGS IN.

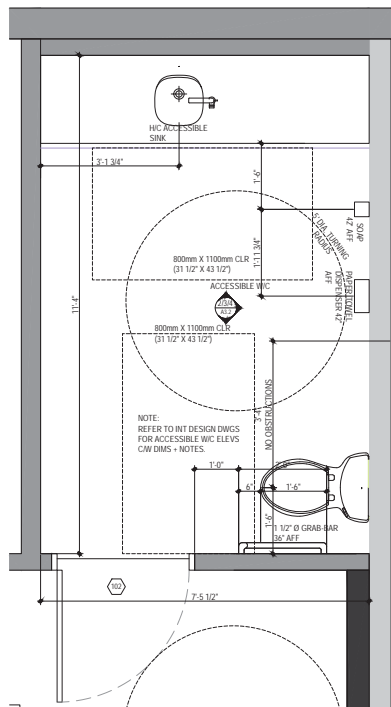
FIXTURES LOCATED TO PROVIDE MAXIMUM MANEUVERABILITY FOR PERSONS IN WHEELCHAIRS.

A WATER CLOSET AS OUTLINED ABOVE.

AT LEAST ONE MIRROR AS OUTLINED ABOVE.

WASHROOM ACCESSORIES CONFORMING AS OUTLINED ABOVE.

A LOCK ON THE ENTRANCE DOOR THAT IS OPERABLE WITH ONE HAND AND CAN BE UNLOCKED FROM THE OUTSIDE IN CASE OF EMERGENCY.



1 ACCESSIBLE WASHROOM LAYOUT
SCALE: 3/4" = 1'-0"



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ARCHITECTURAL SEAL:



CLIENT:

STABURN GROUP

PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

DRAWING TITLE:
H/C WASHROOM PLAN
GUARD DETAILS
TENANT IMPROVEMENT

DATABASE: 1912-PC A3.0 Plan-01
SCALE: AS NOTED
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

PROJECT NO: 1912-PC

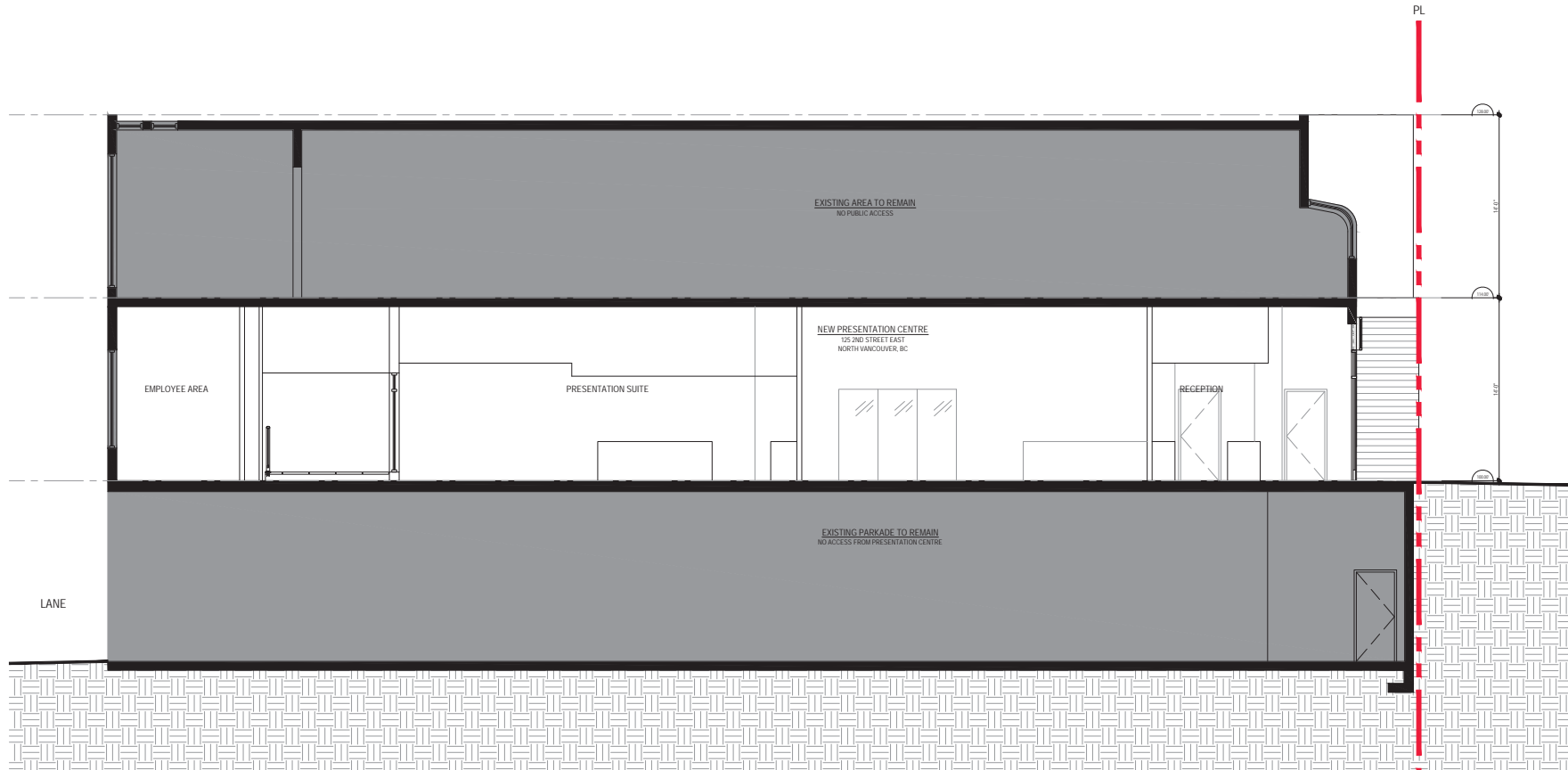
DWG. NO.
A3.4

DP No:
BP No:



1 NORTH ELEVATION - NEW ENTRY PORTAL OPTION 2
A4.0 SCALE: 1/4" = 1'-0"

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1 BUILDING SECTION 1
A5.0 SCALE: 1/4" = 1'-0"



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ARCHITECTURAL SEAL:



CLIENT:

STABURN
GROUP

PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

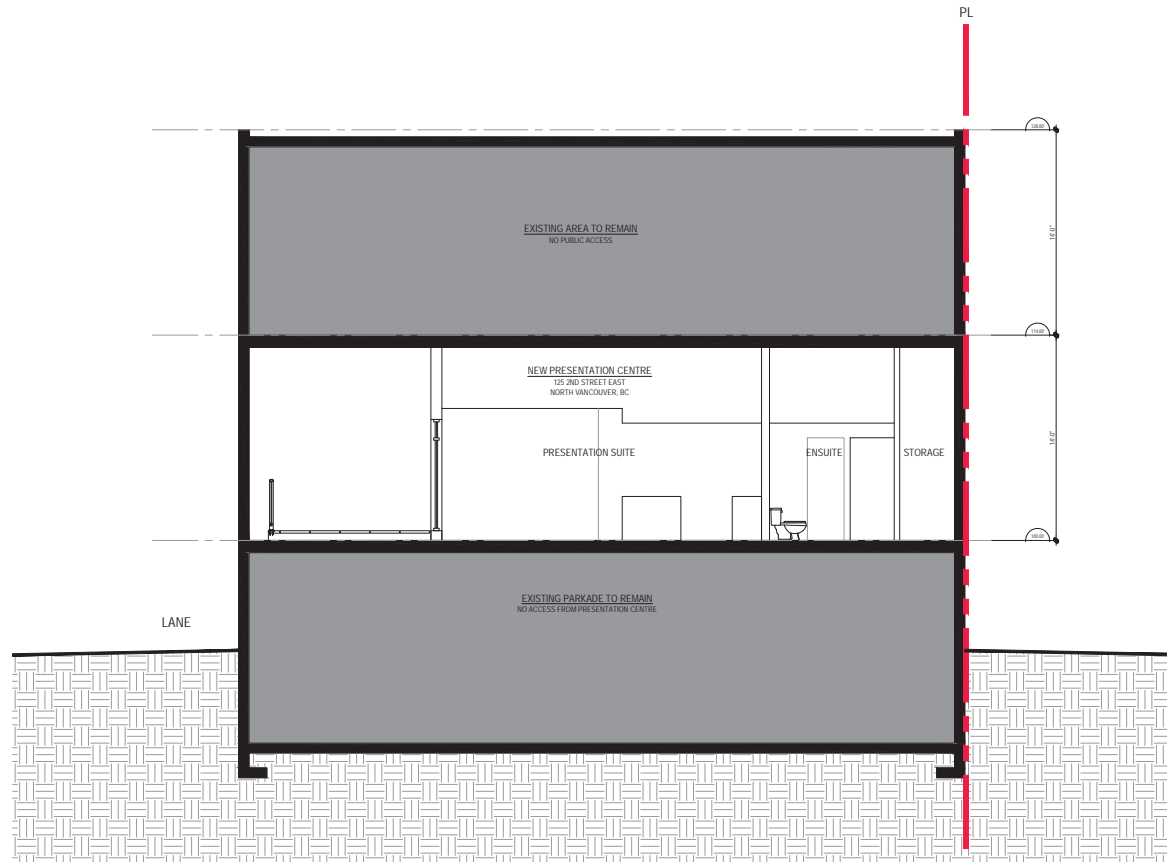
DRAWING TITLE:
GROUND FLOOR PLAN
TENANT IMPROVEMENT
BUILDING SECTION 1

DATABASE: 1912-PC A3.0 Plan-01
SCALE: 1/4" = 1'-0"
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

PROJECT NO. 1912-PC

DWG. NO.
A5.0

DP No:
BP No:



1 BUILDING SECTION 2
A5.1 SCALE: 1/4" = 1'-0"



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1. TI BPA 17 OCT 2023

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ARCHITECTURAL SEAL:



CLIENT:
STABURN
GROUP

PROJECT:
PRESENTATION CENTRE
125 2ND STREET EAST
NORTH VANCOUVER, B.C.

DRAWING TITLE:
GROUND FLOOR PLAN
TENANT IMPROVEMENT
BUILDING SECTION 2

DATABASE: 1912-PC A3.0 Plan-01
SCALE: 1/4" = 1'-0"
PLOT DATE: 17 OCT 2023
DRAWN: BC
CHECKED: BR

PROJECT NO. 1912-PC

DWG. NO.
A5.1

DP No:

BP No:

PUBLIC MEETING

Monday, January 22, 2024 at 6:00pm

Watch the meeting online at cnv.org/LiveStreaming or in person at City Hall

**Temporary Use
Permit No.
PLN2023-00031**

125 East 2nd Street



Proposal: To permit a real estate sales centre at 125 East 2nd Street, operated by the Staburn Group, for the marketing of the site's future development project. The permit would allow the business to operate for a period of up to 3 years.

Provide written input: All persons who believe their interest in property may be affected by the proposed permit will be afforded an opportunity to speak at the Public Meeting and/or by written or email submission.

All submissions must include your name and address and should be sent to the Corporate Officer at input@cnv.org, or by mail or delivered to City Hall, **no later than noon on Monday, January 22, 2024**, to ensure their availability to Council at the Public Meeting.

Speak at the meeting:

In person at City Hall: On the day of the Public Meeting, a sign-up sheet will be available in the lobby, outside the Council Chamber, between 5:30-6:00pm. Enter City Hall from 13th Street after 5:30pm.

By Webex or phone: Pre-register online at cnv.org/PublicMeetings, or by phoning 604-990-4230 to provide contact details. Login instructions will be forwarded to you. **All Webex/phone pre-registration must be submitted no later than noon on Monday, January 22, 2024.**

Non-registered speakers: Once all registered speakers have spoken, anyone who did not pre-register will also have an opportunity to provide input.

View the documents online at cnv.org/PublicMeetings

Questions? Bram van der Heijden, Planner
bheijden@cnv.org / 604-982-3995

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER
TEMPORARY USE PERMIT

Permit No. PLN2023-00031

File: 08-3400-20-0137/1

Issued to owner(s): **EAST SECOND LONSDALE PROJECT LTD., INC.NO. BC1100032**

Respecting the lands located at **125 East 2nd Street**, North Vancouver, BC, legally described as:

LOT A BLOCK 155 DL 274 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP128401 PID: 031-983-782

(the “Lands”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

1. This Temporary Use Permit is issued pursuant to Section 493 of the *Local Government Act*.
-

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” Comprehensive Development 677 (CD-677) Zone are hereby varied as follows:
 - A. This permit temporarily allows the Lands to be used for the purposes described below:
 - i. To permit Staburn Group to occupy the subject ground level commercial unit at 125 East 2nd Street for the purpose of a temporary sales office (business office).
-

Special Terms and Conditions of Use:

3. Development upon or use of the Lands shall conform to the following specifications:
 - A. This permit is subject to the following conditions, completed to the satisfaction of City staff:
 - i. All windows facing onto East 2nd Street shall not include any visual obstructions and shall be maintained at all times with clear, transparent glazing.
 - ii. Any proposed window advertising or decals throughout the tenure of the subject use shall be reviewed by staff for approval prior to installation.
-

General Terms and Conditions:

4. This Temporary Use Permit is issued by the City of North Vancouver subject to compliance with all the applicable bylaws of the City except as specifically varied or supplemented by this Permit. No variances other than those specifically set out in this permit are implied or to be construed.
5. The Lands shall be used in accordance with the terms and conditions of this Permit. All terms and conditions are subject to any changes required by the Building Inspector or other officials of the City where such specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted through the issuance of this Temporary Use Permit.
6. This Permit expires: three years from date of issuance.
7. The Permit holder acknowledges that a Building Permit or other City Permits may be required. This is not a Building Permit.
8. Nothing in this Permit shall in any way relieve Land Owner/Business Owners obligation to ensure that the use complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Business Owners obligation to comply with regulations for construction of structures or provision of on-site services pursuant to the Health Act, the Fire Services Act, the Electrical Energy Inspection Act, and any other provincial statutes.
-

Authorized by Council: _____
Year / Month / Day

Expiry Date: _____
Year / Month / Day

Linda C. Buchanan, Mayor

Amelia Cifarelli, Corporate Officer

Date Signed: _____
Year / Month / Day

Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Temporary Use Permit No. PLN2023-00031.




Notice filed the _____ day of _____, 20____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 125 East 2nd Street

Author	Sheet Name	Sheet No.	Date Received	CityDocs File Number
RH Architects Inc.	Cover Sheet Tenant Improvement	A0.0	October 17, 2023	2449214
RH Architects Inc.	Site Plan	A2.0	October 17, 2023	2449214
RH Architects Inc.	Ground Floor Plan Tenant Improvement	A3.1	October 17, 2023	2449214
RH Architects Inc.	Ground Floor Plan Tenant Improvement Entry Elevation	A4.0	October 17, 2023	2449214



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Justin Hall, Manager, Public Realm Infrastructure

Subject: ST. ANDREWS AVENUE SAFETY IMPROVEMENTS PROJECT –
RECOMMENDED DESIGN – KEITH ROAD TO 9TH STREET

Date: January 10, 2024 File No: 16-8350-20-0038/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Public Realm Infrastructure, dated January 10, 2024, entitled "St. Andrews Avenue Safety Improvements Project – Recommended Design – Keith Road to 9th Street":

THAT staff be authorized to proceed with implementing the recommended option, Design Concept 3, which includes the feedback received from Council and the community through the engagement process;

AND THAT funding to deliver the recommended design be incorporated into the 2024-2028 Financial Plan for Council's consideration.

ATTACHMENTS

1. St Andrews Keith to 9th Design Concepts (CityDocs [2455793](#))
2. Design Comparison Table (CityDocs [2456212](#))
3. Design Comparison Table Scoring (CityDocs [2455829](#))
4. St Andrews Keith to 9th Recommended Design (CityDocs [2455738](#))

SUMMARY

This report presents a design evaluation and comparison process that has resulted in a recommended design to complete the St. Andrews Avenue Safety Improvements Project. The recommended design received the highest cumulative score and had the most beneficial trade-offs for the final street segment between Keith Road and 9th Street.

The comprehensive process involved comparing and evaluating 16 design concepts applying a range of design approaches. The evaluation process was informed by Council feedback and the Mobility Strategy and relied on series of weighted criteria and comparative trade-offs. The final recommended design provides an uphill, on-road mobility lane with mobility device users travelling southbound sharing the road with drivers.

The recommended design proposes six key changes to the street that incorporate feedback received from the community during phase 3 of engagement:

- 1) Clarify the intersection of St. Andrews Avenue at Keith Road to make transitioning onto the street easier for drivers;
- 2) Increase sightlines at intersections to improve driver-to-driver and driver-to-pedestrian visibility;
- 3) Enhance the pedestrian refuge at crossings to clearly delineate where it is safe for pedestrians to look both ways before proceeding to cross the street;
- 4) Reduce driver speeds by adding one speed bump on each block;
- 5) Increase the roadway width to provide more comfortable conditions for drivers and downhill cyclists sharing the roadway; and,
- 6) Add delineators to better define the parking and sightline zones.

BACKGROUND

In July 2020, Council approved a motion to reduce the speed limit on St. Andrews Avenue, between Keith Road and 13th Street, to 30km/h. Vehicle speeds noted after the posted reduction indicated minimal change and it was apparent that design changes to the street were necessary to achieve the safety improvements desired.

The St. Andrews Avenue Safety Improvements Project was launched in spring 2021 with the goal of providing a safer, more comfortable experience for all road users and sought to achieve the following objectives:

- 1) To fill gaps in the sidewalk network;
- 2) Align driver speed with the posted 30km/h speed limit; and,
- 3) Improve mobility facilities.¹

Following a multi-phased engagement process, street design changes were implemented in July 2022. Based on public feedback on the design, staff conducted a subsequent community engagement phase beginning in March 2023. Community feedback was used to inform design revisions and staff sought Council direction to implement the revised design.

At the July 24, 2023 meeting, Council directed staff to implement the revised design from 9th Street to 13th Street and directed staff to explore further design opportunities between Keith Road and 9th Street (Figure 1). The final design from 9th Street to 13th Street was implemented in October 2023.

¹ The Council approved Mobility Network Strategy (2019) established a practice to improve mobility facilities on identified mobility corridors in the City's Bicycle Master Plan and All ages and Abilities Bicycle Network when delivering other projects (e.g. repaving Brooksbank Avenue incorporated adding mobility lanes)

explore:

- management strategy; and,

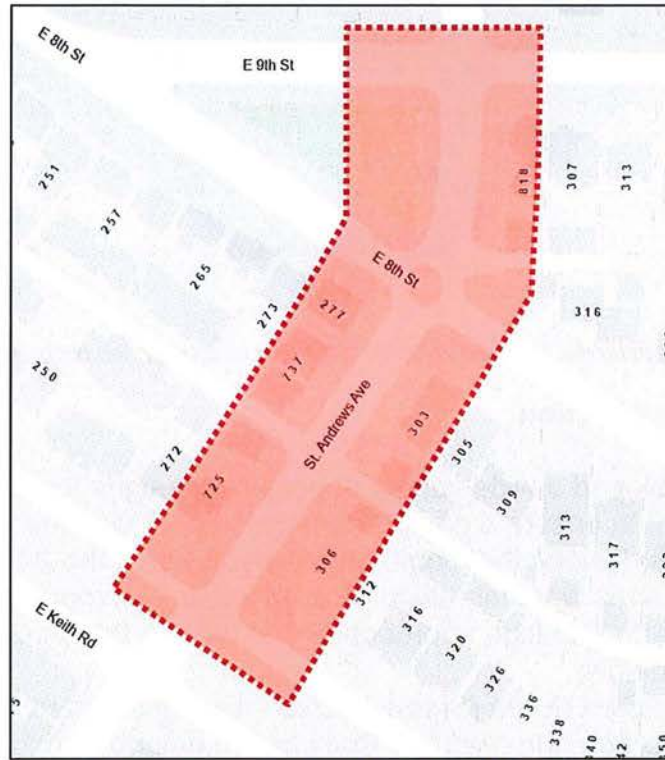


Figure 1: Project area from East Keith Road to East 9th Street

Improvement Project Background”

DISCUSSION

to further explore design concepts on St. Andrews Avenue between Keith Road and 9th Street. Comments from Council, in combination with other relevant policy such as the Mobility Strategy, were used to help shape concepts for consideration and establish evaluation criteria to be used to compare the trade-offs between designs.

Council's comments highlighted a number of possible designs, therefore it was important that the project team to take a comprehensive approach in evaluating all design possibilities to address the more complex challenges of this segment of St. Andrews Avenue. To this end, staff retained an external consultant to join the project team to contribute a valuable external perspective and additional technical expertise. Given the number of possible designs that could conceivably fit the street context, the team developed a multi-phased process to consistently evaluate each possibility to compare trade-offs between them. The following section outlines the approach taken to examine possible designs and evaluate designs against one another to ultimately reach a recommended design.



Figure 2: Process map illustrating the steps followed to establish a recommended option for Council's consideration

Design Concept Identification

The project team developed a wide variety of possible designs for consideration utilizing the external consultant to ensure a comprehensive suite of designs were considered. Ultimately, 16 possible designs that could physically fit within the 24 metre right-of-way between the property lines were identified. The concepts incorporated *Comfortable for Most* mobility infrastructure design approaches that fall into three configuration typologies described below:

- *Neighbourhood Bike Route (Shared Lane)* – Designs that reduce vehicle volumes by incorporating diverters that change neighbourhood access and restrict circulation patterns for drivers; *On-road Separated Bike Lane* – Designs that utilize basic materials like paint, curbs, and delineators to protect mobility device users; and,
- *Off-road Separated Bike Lane* – Off-street designs that reconstruct the boulevard to maximize the use of space to accommodate all users.



Figure 3: Comfortable for most mobility facilities

Many concepts that the project team explored incorporated hybrid designs that drew components from multiple infrastructure design approaches divided by the direction of travel (e.g. Off-road facilities on one side of the street and on-road separated facilities on the other or on-road separated facilities paired with a shared lane from a neighbourhood bike route). For ease of classification, hybrid designs were categorized under the typology with the greater level of effort required to deliver (e.g. The off-street and on-road separated facility example mentioned previously would be categorized under the *Off-road Separated Bike Lane* concepts due to the level of effort associated with reconstructing one side of the street).

Concept design drawings were developed including basic plan-view drawings and typical cross-sections for each possibility. Concept designs illustrate layout with typical dimensions, but do not include details around grading, site specific adjustments to typical dimensions that may be required at pinch points, or other elements like property access that are best addressed through detailed design. All concept designs with annotations describing the features of the design can be found in Attachment 1.

Design Evaluation & Comparison

The project team evaluated each design concept based on a series of weighted criteria informed by the Mobility Strategy and Council feedback. Scores were assigned to each criteria based on whether the design would make the existing conditions² better or worse. A cumulative score was calculated enabling the project team to consistently compare trade-offs associated with each concept and highlight the concept with the most favorable outcomes for the context. The Design Comparison Table found in attachments 3 and 4 document the criteria scoring and components of the design that informed each score.

Weighting favoured improvements for vulnerable road users and contextual considerations like curbside access and neighbourhood transportation impacts. Criteria and their weighting used for the evaluation were:

- User Safety and Comfort (50%) – A combination of impact on pedestrians (20%), mobility device users (20%), and drivers (10%) including considerations for sightlines, street crossings, user separation and treatments at conflict areas;
- Parking and Loading (15%) – Impact on driver access for loading as well as short-term and long-term vehicle parking;
- Cost (15%) – Approximate financial cost to deliver the infrastructure;
- Network Impact (10%) – Degree of change to the function of St. Andrews Avenue and neighbouring streets; and,
- Encroachment Impacts (10%) – Degree of change to private use of public spaces like fences, gardens, decorative trees and other plantings in the City boulevard.

² The existing condition consists of a narrowed roadway shared with southbound mobility device users and a parking protected uphill mobility lane defined by paint.

The criteria scoring and explanations informing each score were vetted by multiple technical professionals including the external consulting team to ensure consistent and defensible scoring. The project team performed a series of sensitivity analyses to establish the stability of the cumulative scores. This involved adjusting criteria weighting and criteria scoring up and down to reflect different design priorities to observe the impact to the cumulative score. Changes to criteria weighting and scoring had limited impact on the top designs – some changed positions amongst one another, but the top designs remained the same.

Design Concept Elimination

While all designs evaluated are technically feasible, only concepts that provided greater positive benefits were advanced to a short list. Concepts that did not advance typically had more significant negative impacts to the transportation network or parking with only neutral or modest improvement for people walking and rolling. The remainder of this section will outline the justification for design concepts eliminated in the first round of evaluation.

Concepts 1A, 1A+, 1B, 1B+, 1C, and 1C+

These concepts apply a Neighbourhood Bike Route Design approach by introducing traffic diverters. The diverters would reduce the vehicle volume on St. Andrews Avenue, making slight improvements for the safety and comfort of drivers and cyclists, but would divert vehicle volumes to other streets and restrict travel patterns for residents and visitors traveling in a car. These concepts scored low because:

- They result in higher vehicle volumes on Ridgeway Avenue next to Ridgeway Elementary School which is not a desirable outcome;
- To deliver a Neighbourhood Bike Route design, significant efforts would be required to develop a neighbourhood wide access management plan that incorporates coordinated traffic diversion elements. A successful access management plan would be a considerable change to how drivers access and travel to reach destinations in the neighbourhood. Facilitating neighbourhood level changes exceeds the scope of the St. Andrews Avenue project and staff's current capacity to deliver effectively.

Eliminated Design Concepts (shaded cells)																
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10	

Concepts 5A and 5B

These concepts reduce the amount of mobility (cycling) infrastructure on any one street by creating a couplet paired with St. Andrews Avenue. St. Andrews Avenue provides separated infrastructure for mobility device users traveling uphill and St Georges Avenue or Ridgeway Avenue provides separated infrastructure for users travelling downhill. These concepts scored low because:

- Couplets are an unfamiliar condition on the North Shore (and regionally) that cyclists may not find easy to navigate. This could lead to wrong-way travel within the facility increasing the risk of an incident;
- With either couplet corridor option the concept requires complete parking removal on one side of the street; and

- Concept 5A on St Georges Avenue requires changes to intersection operations (e.g. restricting right turns) causing other network impacts or significant costs to protect users at intersections.

Eliminated Design Concepts (shaded cells)															
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10

Low scoring On-Road and Off-Road Separated Concepts

This series of concepts yielded low scores with more competitive concepts developed within each design typology category.

- Concept 2 – Eliminates driver queuing by widening the travel-way to establish dedicated north- and southbound travel lanes. This is achieved through the removal of parking on the west side. A northbound mobility lane is provided and southbound mobility device users are directed to share the southbound travel lane with drivers. This concept scored low due to the impacts to parking with only marginal comfort and safety improvements.
- Concept 6 – Builds a new curb on the east side of the street to shift the northbound mobility lane off-road. While providing some improvement to people walking and rolling by establishing a separate space for mobility devices off-road, it did not score well because the cost to deliver the design is high.
- Concept 9 – Creates a bi-directional off-road mobility lane on the east side of the street. This concept did not score well because it introduces safety and navigational challenges for cyclists, significantly impacts private encroachments on one side of the street, and is expensive to implement.

Eliminated Design Concepts (shaded cells)															
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10

Concept 8

Provides a downhill off-road mobility lane on the west side of the street and a northbound on-road parking protected mobility lane through the reconstruction of the west side boulevard. The design improves the comfort and safety of all users and particularly mobility device users traveling downhill. To achieve the off-road downhill mobility lane parking is eliminated south of the laneway on the 700 block and further restrictions to parking north of the laneway on the west side are required. While performing well for cycling safety this concept did not make the short list because:

- Significant impacts to parking and loading space;
- High costs to deliver the work (\$1-\$1.25 million); and
- Relatively high impacts to private encroachments in the boulevard.

Eliminated Design Concepts (shaded cells)															
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10

Concept 4

Provides on-road separated bike lanes both uphill and downhill resulting in high user comfort and safety scores. This is achieved by removing all parking on the west side and partial parking removal on the east side. This design is a cost effective option to deliver a downhill protected mobility lane, but did not make the short list because it requires significant parking removal.

Eliminated Design Concepts (shaded cells)															
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10

Design Concept Short List

The three remaining design concepts all received similar cumulative scores. Breaking down how the scores were reached reveals variations in trade-offs and design priorities between them. The greatest variations exist between the design concept costs, as well as pedestrian and cycling safety and comfort.

Table 1: Condensed table of the short listed design concepts.

Criteria		Weighting	ON-ROAD SEPARATED BIKE LANE	OFF-ROAD SEPARATED BIKE LANE	
			Concept 3 NB On-road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 7 NB Off-road Separated Bike Lane, SB On-road Separated Bike Lane	Concept 10 NB and SB Off-road Separated Bike Lanes
Safety and Comfort	Pedestrian Safety and Comfort	20	2	3	4
	Cycling Safety and Comfort	20	1	4	4
	Driving Safety and Comfort	10	2	1	1
Parking and Loading		15	-1	-2	-1
Cost		15	0	-3	-4
Network Impacts		10	0	0	0
Encroachment Impacts		10	0	-2	-4
Cumulative Score		100	65	55	55

To reach a recommended design, staff applied three assumptions to establish the trade-offs that were most beneficial for the context. Those assumptions were:

- The Mobility Strategy design objectives for a local street emphasize making streets more family-friendly by improving the comfort and safety of walking and rolling; in the context of the 700 and 800 blocks of St. Andrews Avenue providing parking has an elevated priority for street design.

- Substantial changes to the neighbourhood street network or private encroachments like removing fences, hedges, and decorative plantings would be impactful; this is not necessary to deliver mobility network improvements in this context and should be avoided.
- St Andrews is not a Mobility Network priority and a more complete corridor approach could happen in the future. While the St. Andrews Avenue corridor offers a north-south connection through the City; the Mid-town and Chesterfield Corridors have much higher existing mobility device user volumes and further investment will yield greater progress toward increasing the City's 50% active mode share target by 2030 identified in the Mobility Strategy.

When these assumptions are applied, two concepts can be eliminated to establish a recommended design.

Concept 10

Delivers an off-road separated mobility lane in both directions, similar to Esplanade, requiring the complete reconstruction of the right-of-way between the property lines. The design receives the highest comfort and safety scores by creating separate travel spaces for all modes with limited impact to parking. The design was not recommended because:

- It would cause a substantial change to private encroachments on both sides of the street, which is not required to deliver mobility network improvements in this context; and
- Implementation requires an expenditure of approximately \$2,000,000 to construct. This design would improve the comfort and safety of cyclists on the corridor, but is unlikely to yield the equivalent progress toward increasing the City's active mode share as the Mid-town or Chesterfield Corridors.

Eliminated Design Concepts (shaded cells)															
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10

Concept 7

Delivers an off-road separated mobility lane uphill and an on-road parking protected mobility lane downhill. The design requires the reconstruction of the east boulevard and the removal of some parking on the west side on the 700 block north of the lane to improve sightlines for downhill cyclists. This design was not recommended because:

- It would cause substantial change to private encroachments, which is not required to deliver mobility network improvements in this context; and
- Implementation requires an expenditure of approximately \$1,250,000 to construct. This design would improve comfort and safety of cyclists on the corridor, but is unlikely to yield the equivalent progress toward increasing the City's active mode share as the Mid-town or Chesterfield Corridors.

Eliminated Design Concepts (shaded cells)															
1A	1A+	1B	1B+	1C	1C+	2	3	4	5A	5B	6	7	8	9	10

Recommended Design – Concept 3

This concept is consistent with the design applied to St. Andrews Avenue from 9th to 13th Street. It provides an uphill on-road parking protected mobility lane and incorporates changes in response to the feedback from the community received throughout the engagement process. The project team recommends advancing this option as it:

- Improves the comfort and safety of pedestrians by creating a paint defined pedestrian refuge to improve visibility when crossing.
- Improves the comfort and safety of cyclists and other mobility device users by better defining the mobility lane from the parking area with delineators and increasing the travel way to create more space for downhill cyclists and drivers to pass one another.
- Responds to aesthetic concerns by adding a planting in the transition zone on St. Andrews Avenue at Keith.
- Is consistent with the design delivered on St. Andrews Avenue between 9th and 13th Streets.
- Is aligned with City Policy and design best practices.
- Incorporates the key recommendations from the design peer review.
- Is a cost effective design to deliver safety improvements appropriate for the context.

Five key changes identified below would be made to the 700 and 800 blocks to the street design to address the community's main concerns. For a complete view of the design, please see Attachment 5.

- 1) Clarify the Keith Road and St. Andrews Avenue Intersection (Figure 4) – The design incorporates concrete barriers, signage and paint to improve legibility of the transition to the street. Staff will explore options for further aesthetic improvements including a planting bed as a gateway feature to the neighbourhood. The lateral shift of the road has been reduced and the centre line extended to the lane to create a distinct north and southbound travel lane.

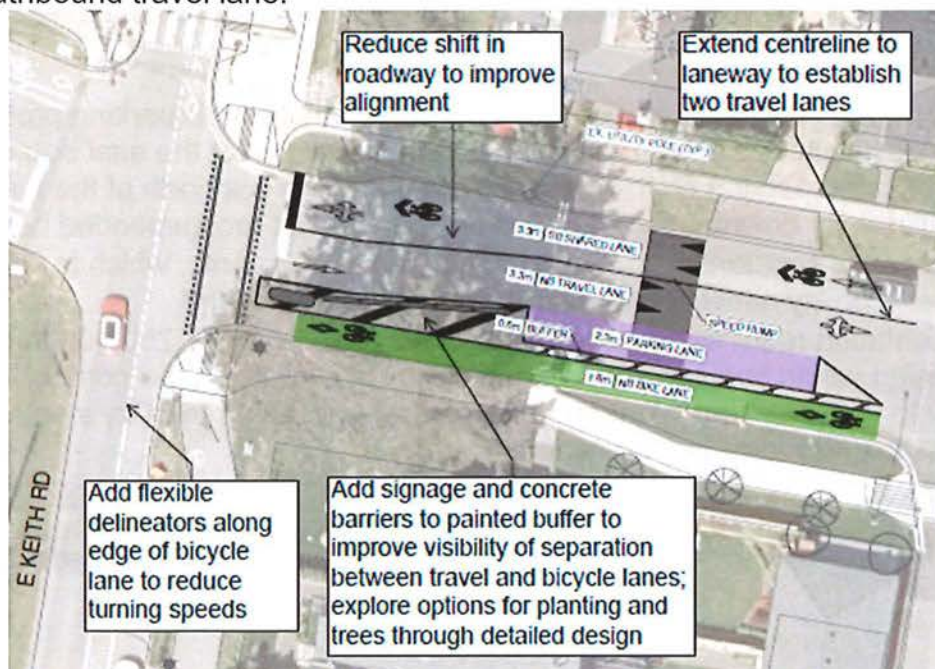


Figure 4: Summary of recommended design changes to improve the Keith and St Andrews intersection

- 2) Improve Sightlines (Figure 5) – Sightlines at intersections of streets and laneways have been adjusted to increase visibility. For pedestrians standing on the curb edge on the east side of the street, their visibility has improved by 100% or more at all intersections compared to the original street design. For drivers, intersection sightlines have improved between 16-30% and at the 8th Street and St. Andrews Avenue intersection sightlines on the south side of the traffic circle have been improved by 75%. At laneways, driver to driver sightlines have improved by between 12-20%. The tradeoff for improving sightlines has been a minor reduction in available street parking space on some blocks resulting in the reduction of one vehicle parking space. Changes that reduce available street parking to improve sightlines were not supported by the majority of 2023 survey respondents, however, those living further away from the street indicated more support for this trade-off and assigning greater value to improved sightlines. Parking space reduction has been performed thoughtfully with guidance features incorporated to ensure available space can be maximally utilized.

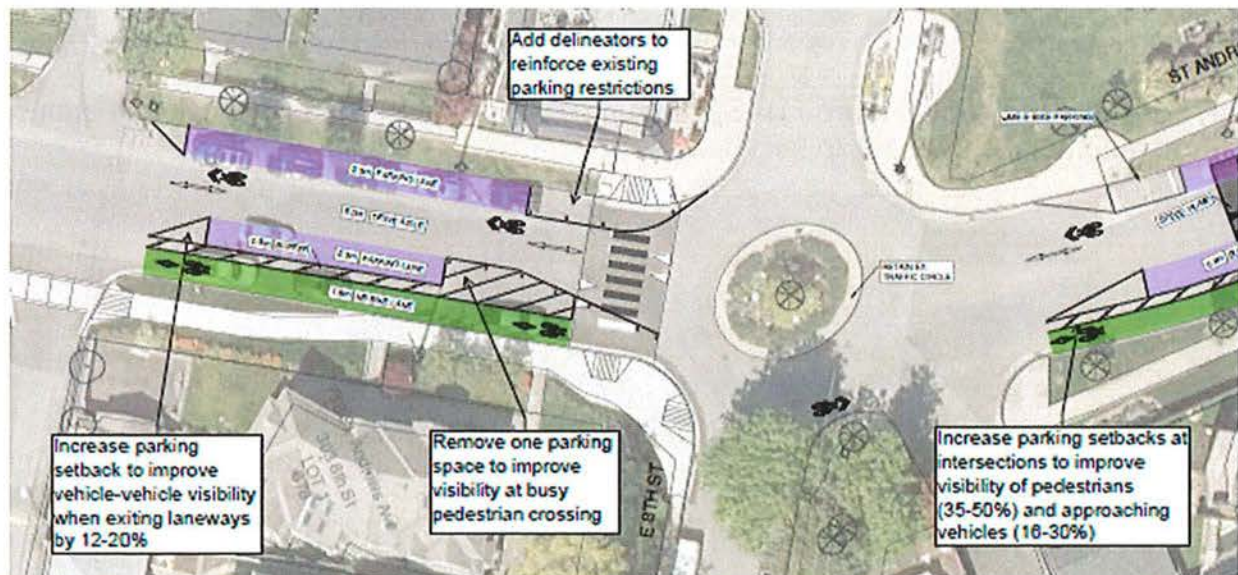


Figure 5: Typical sightline adjustments at intersections of streets and laneways to improve vehicle-vehicle and vehicle-pedestrian visibility

- 3) Enhancing the pedestrian refuge at crossings (Figure 6) – On the east side of the street the pedestrian refuge outside of the vehicle wheel path will be highlighted with paint and delineators to clearly denote a safe space for pedestrians to stand and be visible to drivers when crossing the street. The visibility of pedestrians utilizing the refuges improves by 57% compared to their visibility at the curb (which has also been improved as noted in design change #2). In combination with improving sightlines this action positively responds to feedback in improving the visibility of pedestrians at intersections.

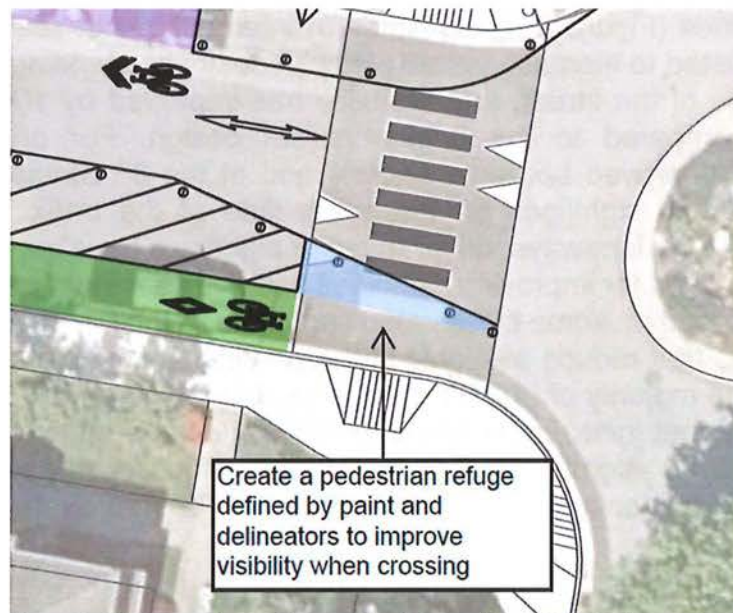


Figure 6: Improvements to pedestrian crossing refuge at the intersection of St. Andrews Avenue at 8th Street

- 4) Add Speedbumps (Figure 7) – Speedbumps will be added to each block in response to community feedback to help slow drivers.

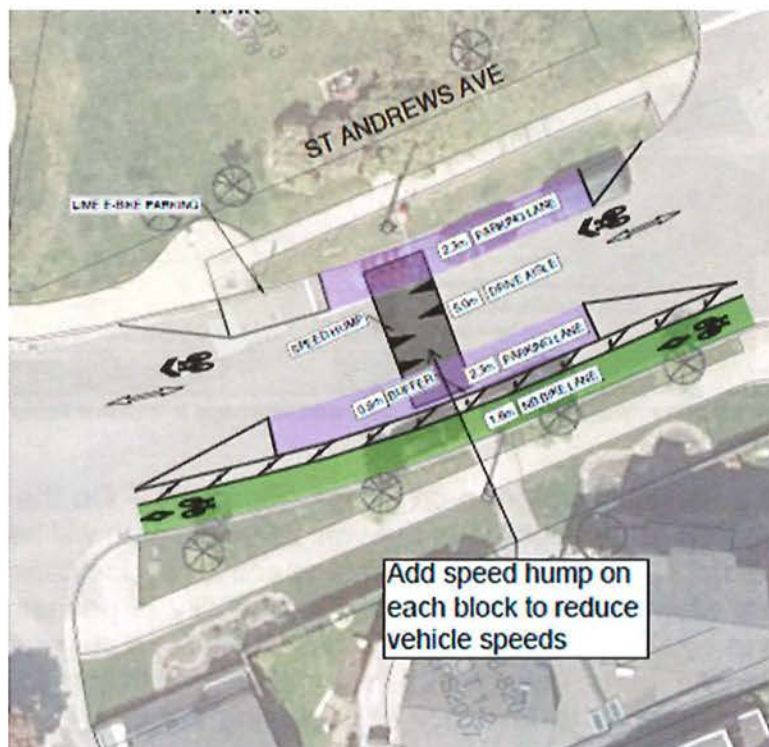


Figure 7: New speed hump added. Placement varies block to block to maintain 60m separation to other driver speed management features

- 5) Increase the roadway width (Figure 8) – The mobility lane will be reduced from 2.2 metres to 1.8 metres plus buffer (which meets minimum standard in the design guidelines) to reallocate the space to the shared roadway. This is in response to drivers and downhill mobility device users feeling constrained using the street. This

change will offer more space, but continue to be aligned with the upper end of the best practice widths for a shared street. The tradeoff means the mobility device users in the uphill parking protected lane will not have as much space in the lane to pass slower moving users however there will be no increased risk of dooring with an adequate door zone buffer retained.

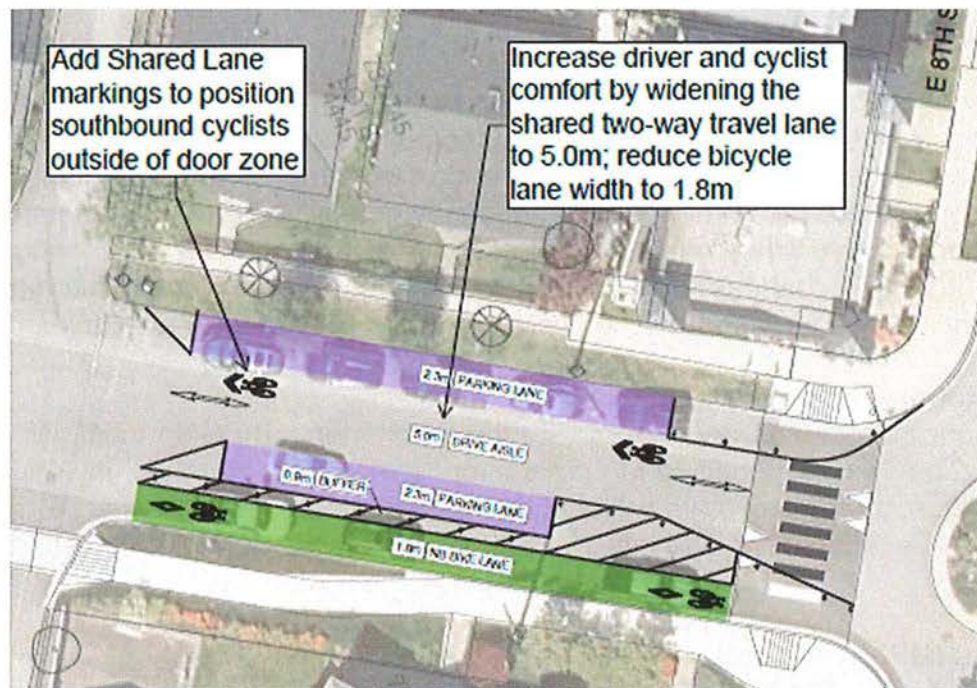


Figure 8: Roadway width adjustment

- 6) Add delineators to better define parking and sightline zones (Figure 9) – Delineators will be added within the door zone buffer and at sightline triangles. Feedback indicated that when parked cars are not present drivers have been observed using the parking and sightline space as driving lanes. Added delineators will give drivers a reference point to assist them in parking in the correct location. This will also prevent incorrectly parked vehicles from obstructing sightlines and better define the roadway when no cars are parked on the road.

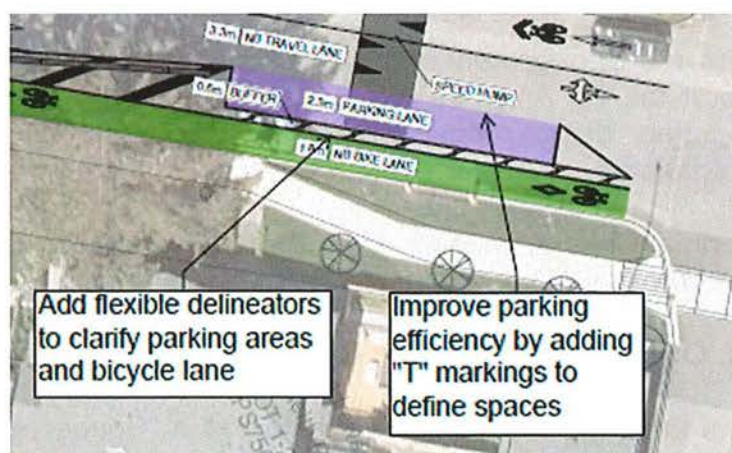


Figure 9: Adjustments to improve parking efficiency and clarify separation between parking and mobility lane.

Communicating Next Steps

Per the City's current practices, the project team will inform community (through established channels) to share how their feedback has been incorporated into the final design and the path forward. . Before any changes to the street are made, interested parties will be provided with information on the expected construction activities and impacts. The project team will keep the community informed throughout the change process.

Community input has been considered along with City policy, industry standards and physical constraints of the roadway. The resulting options were carefully analyzed using weighted criteria. While the recommended option best meets the community's needs, staff acknowledge the recommended changes may not satisfy all interested parties in the neighbourhood. Staff welcome feedback as part of the ongoing monitoring process focused on the new changes to the street, but will not be able to maintain dialogue on subjects previously addressed or where there is information readily available.

Implementation Timeline

Should Council direct staff to proceed with the recommended option, staff will schedule implementation as weather and contractor availability permits in 2024. Post implementation, the project team will continue to monitor the street to ensure changes to the street have effectively addressed feedback received during the re-engagement process.

FINANCIAL IMPLICATIONS

Staff anticipate that implementation of the recommended design will cost approximately \$40,000. Staff will continue to pursue external funding options to reduce the project costs associated with design implementation from Keith Road to 9th Street. CNV's Council approved 2023-2027 Financial Plan includes \$1,645,000 of CNV funding for a Priority Mobility Networks Improvements project. Funding to deliver the recommended design will also be incorporated into the 2024-2028 Financial Plan for Council's further consideration.

INTER-DEPARTMENTAL IMPLICATIONS

The Communications and Engagement and Public Realm Infrastructure Teams work in partnership to support the St. Andrews Avenue project. This partnership ensures all components of the project, design, construction and engagement are delivered utilizing best practices and remaining consistent with the City's standard approach to projects.

The City's Fire department has been engaged on the updated design to ensure revisions minimize impacts on their mobility and to ensure response times are met.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports the Council Strategic Plan goal of a "Connected City," providing active and sustainable ways for people to move to, from and within the City safely and

efficiently by increasing the number of kilometers of protected bike lanes. In addition, the project aligns with and advances policy objectives in the Mobility Strategy, including:

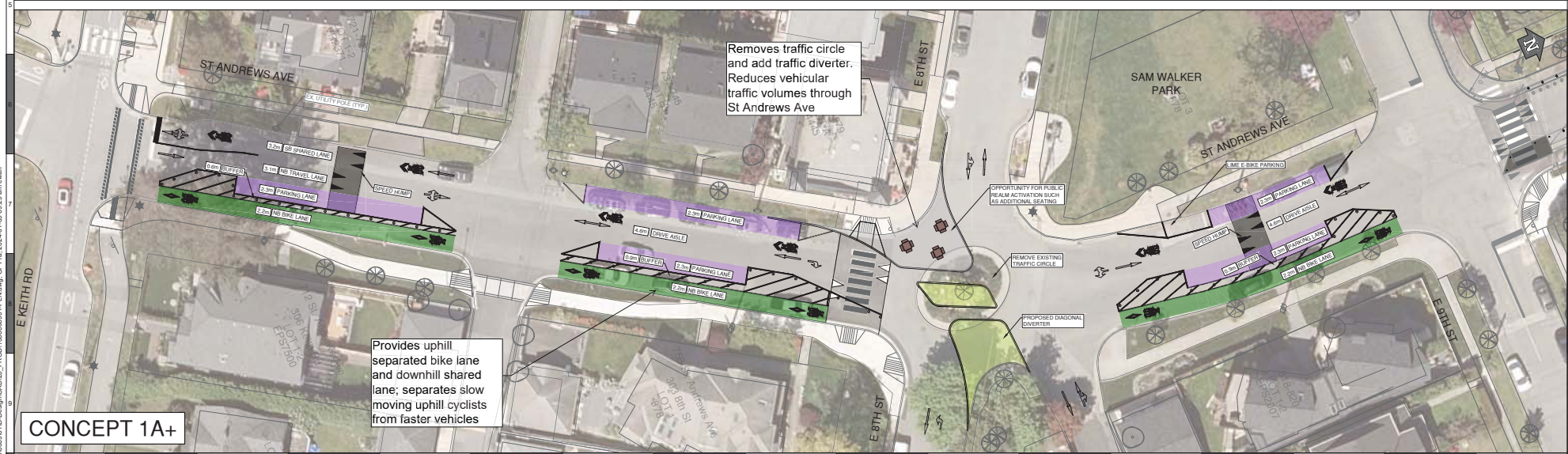
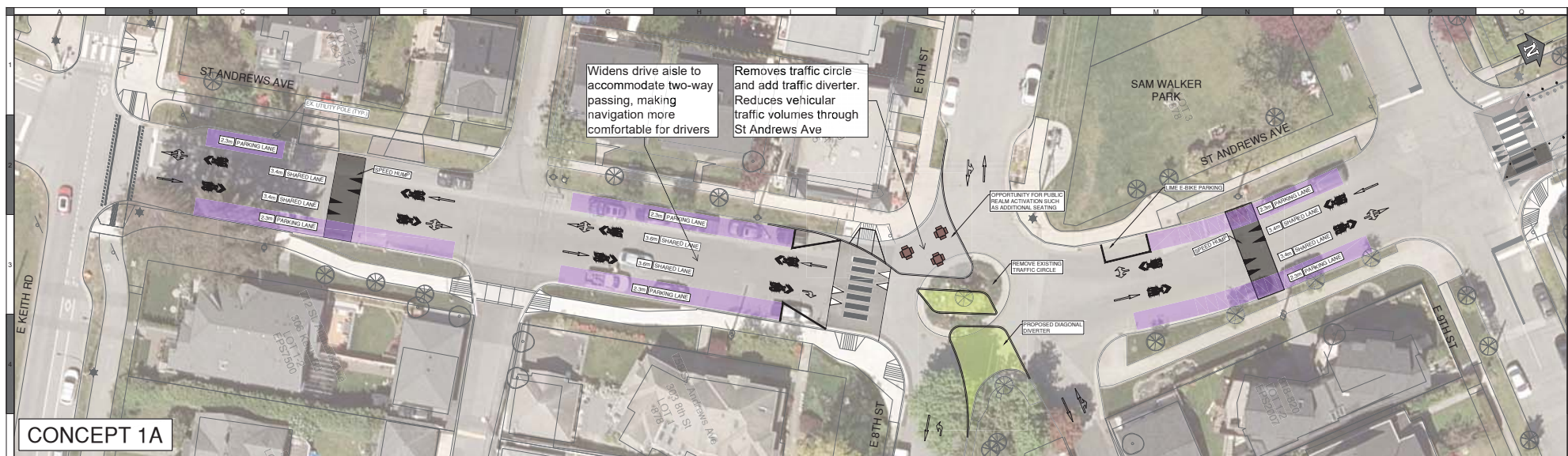
- Action 1A: Deliver a complete, accessible, and high-quality pedestrian network;
- Action 1B: Deliver a AAA Mobility Lane Network that connects all our neighbourhoods and key destinations;
- Action 5B: Manage travel speeds and access to improve neighbourhood safety and livability;
- Action 5D: Make it easier for everyone to be seen while travelling; and
- Action 6B: Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.

The St. Andrews Avenue Safety Improvement project is consistent with the goals and objectives in the City's Official Community Plan, specifically Chapter 2, (Transportation, Mobility and Access) – 2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use.

RESPECTFULLY SUBMITTED:



Justin Hall
Manager, Public Realm Infrastructure



ATTENTION

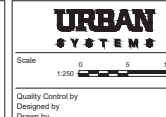
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Professional Seals

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St Andrews Avenue 700 - 800
Blocks
Diverter Across NE to SW
at E 8th St

Sheet Number	01 of		
Project Number	Drawing Number	Revision	
1308.0069.01	Concept 1A	----	

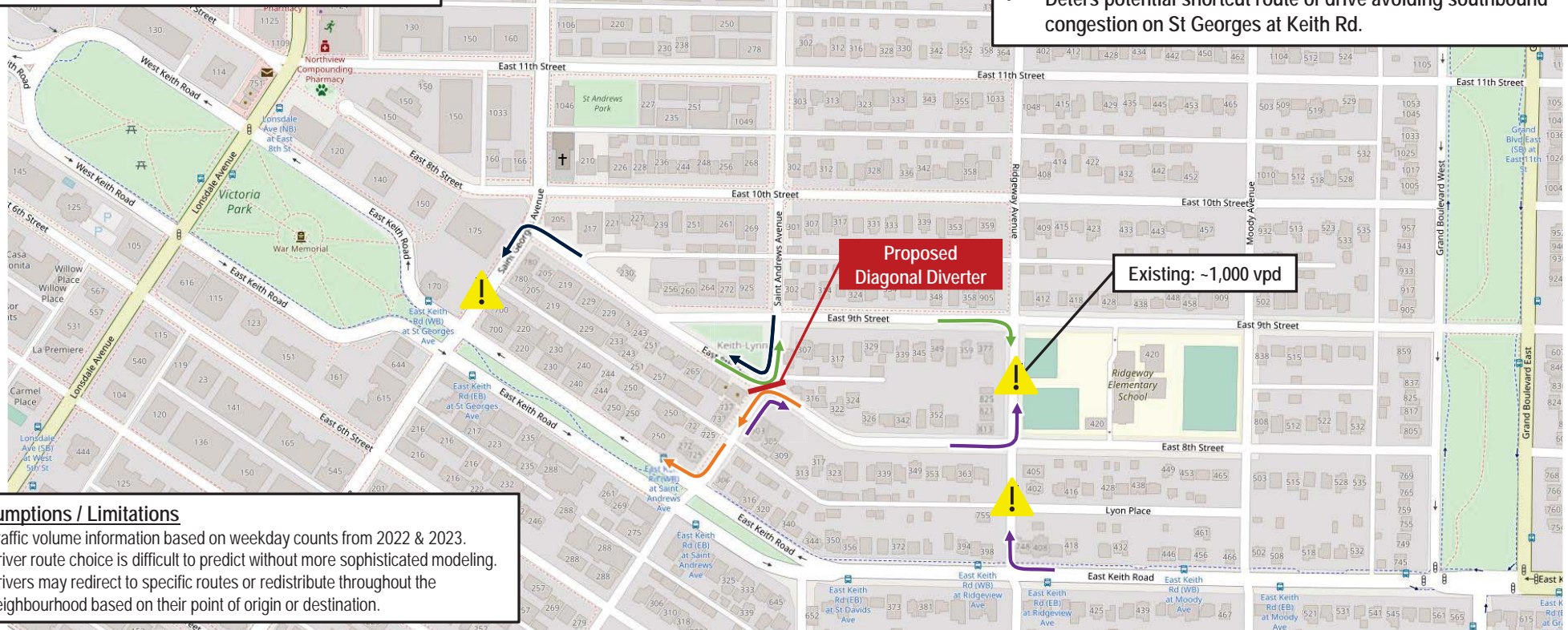
NOT FOR CONSTRUCTION

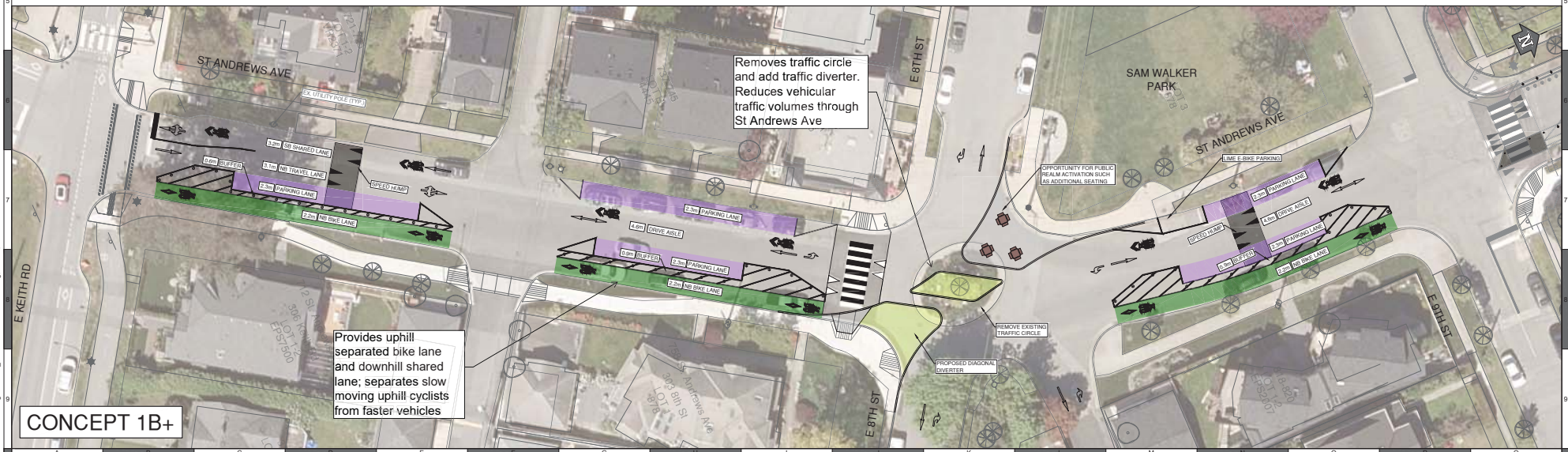
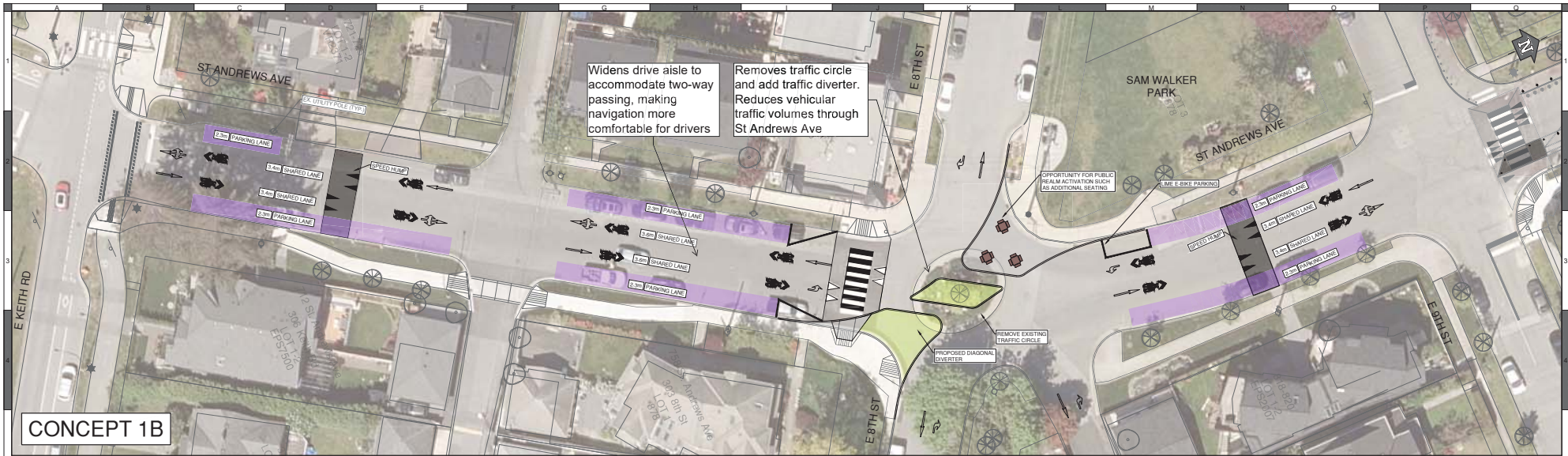
CONCEPT 1A – Diverter Across NE to SW

Impacts:

- Northbound traffic (580vpd (+60vph)) may divert all or a portion of drivers onto Ridgeway.
- Southbound traffic (550vpd (+60vph)) may divert drivers to St Georges or Ridgeway depending on desired destination.
- East-west streets and lanes to see increased vehicle volumes.
- Additional South and Northbound volume on Ridgeway would increase traffic volume over the desired 1,000vpd on a local street.
- Impact would be most pronounced during school pick-up and drop-off times adjacent to Ridgeway Elementary.
- Deters potential shortcut route of drive avoiding southbound congestion on St Georges at Keith Rd.

DIVERTER CONCEPT



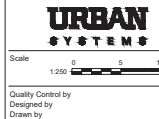


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#	Date	Issue / Revision	App



St Andrews Avenue 700 - 800
Blocks
Diverter Across NW to SE
at E 8th St

Sheet Number: 02 of 11
Project Number: 1308.0069.01
Drawing Number: Concept 1B

Quality Control by: B.FAN
Designed by: C.WAN
Drawn by: C.WAN

ANSI expand D (34.00 x 22.00 inches)

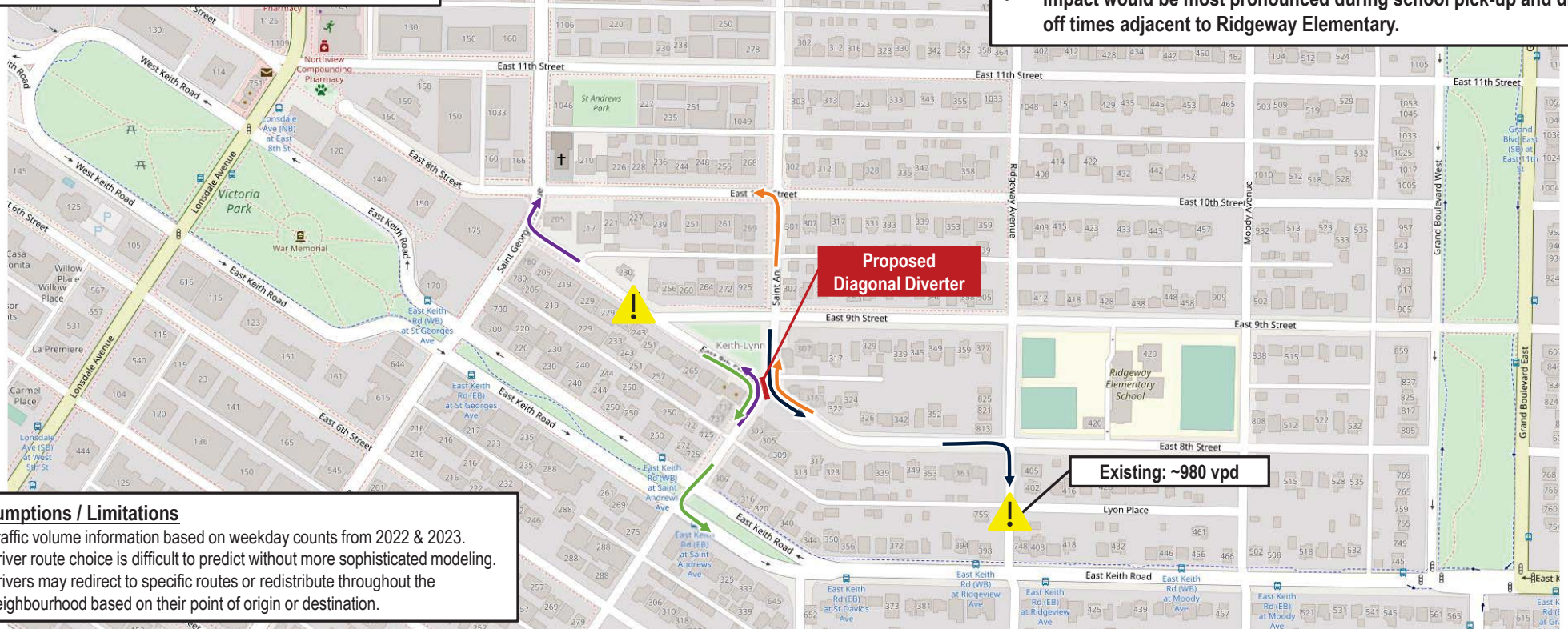
NOT FOR CONSTRUCTION

CONCEPT 1B – Diverter Across NW to SE

Impacts:

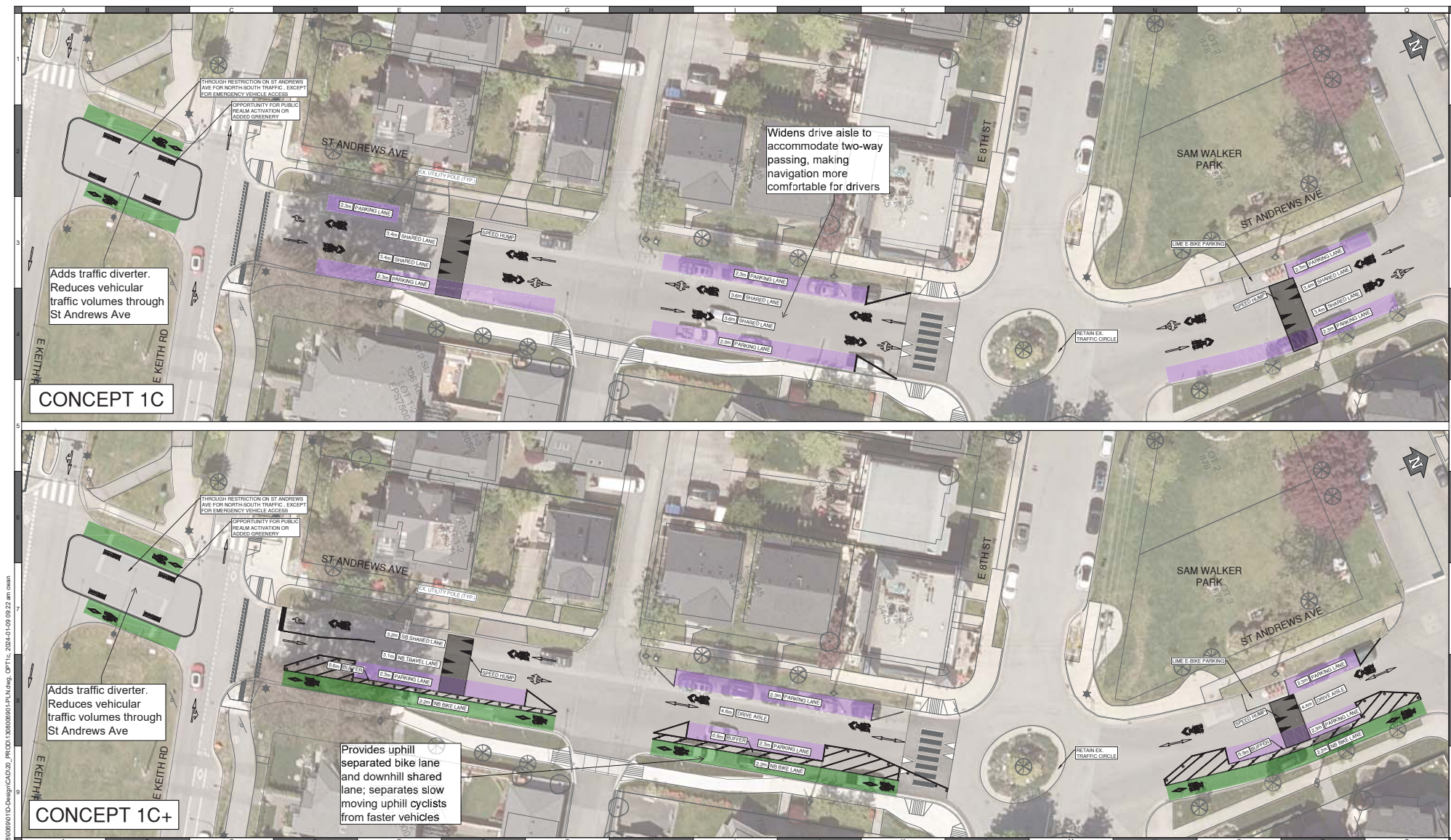
- Northbound traffic (580vpd (+60vph)) may divert all or a portion of drivers onto Ridgeway.
- Southbound traffic (550vpd (+60vph)) may divert drivers to St Georges or Ridgeway depending on desired destination.
- East-west streets and lanes to see increased vehicle volumes.
- Possible eastbound short cut to bi-pass the St Georges and Keith intersection remains.
- Additional South and Northbound volume on Ridgeway would increase traffic volume over the desired 1,000vpd on a local street.
- Impact would be most pronounced during school pick-up and drop-off times adjacent to Ridgeway Elementary.

DIVERTER CONCEPT



Assumptions / Limitations

- Traffic volume information based on weekday counts from 2022 & 2023.
- Driver route choice is difficult to predict without more sophisticated modeling. Drivers may redirect to specific routes or redistribute throughout the neighbourhood based on their point of origin or destination.



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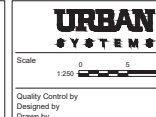
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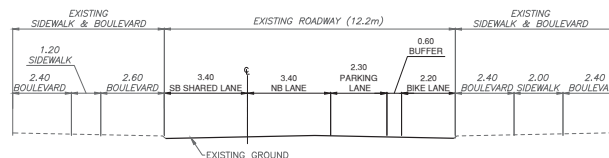
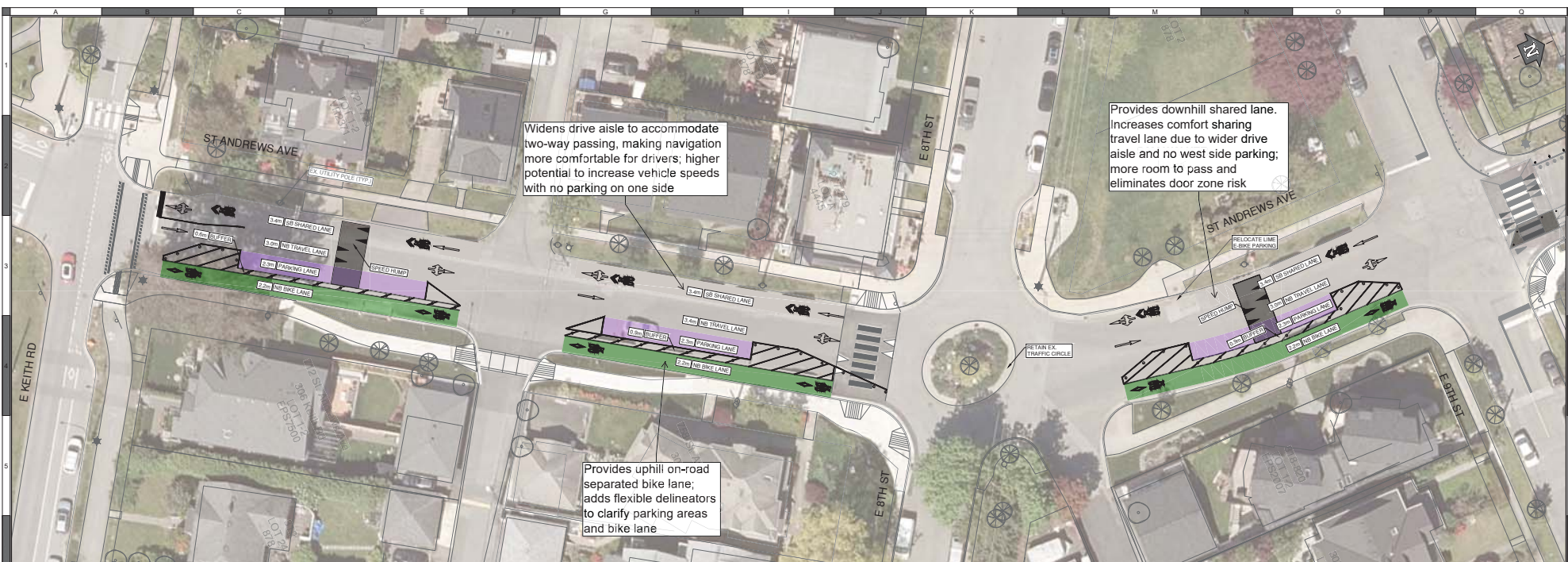


St Andrews Avenue 700 - 800
Blocks
Access Restriction at E Keith Rd

Sheet Number: 03 of 11
Project Number: 1308.0069.01
Drawing Number: Concept 1C

ANSI expand D (34.00 x 22.00 inches)

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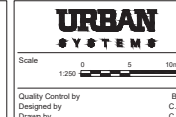


ST ANDREWS AVENUE 700-800 BLOCKS
NORTH OF LANEWAY
CONCEPT 2

SCALE 1:100

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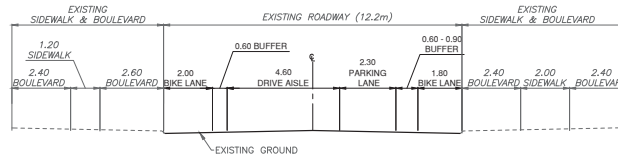
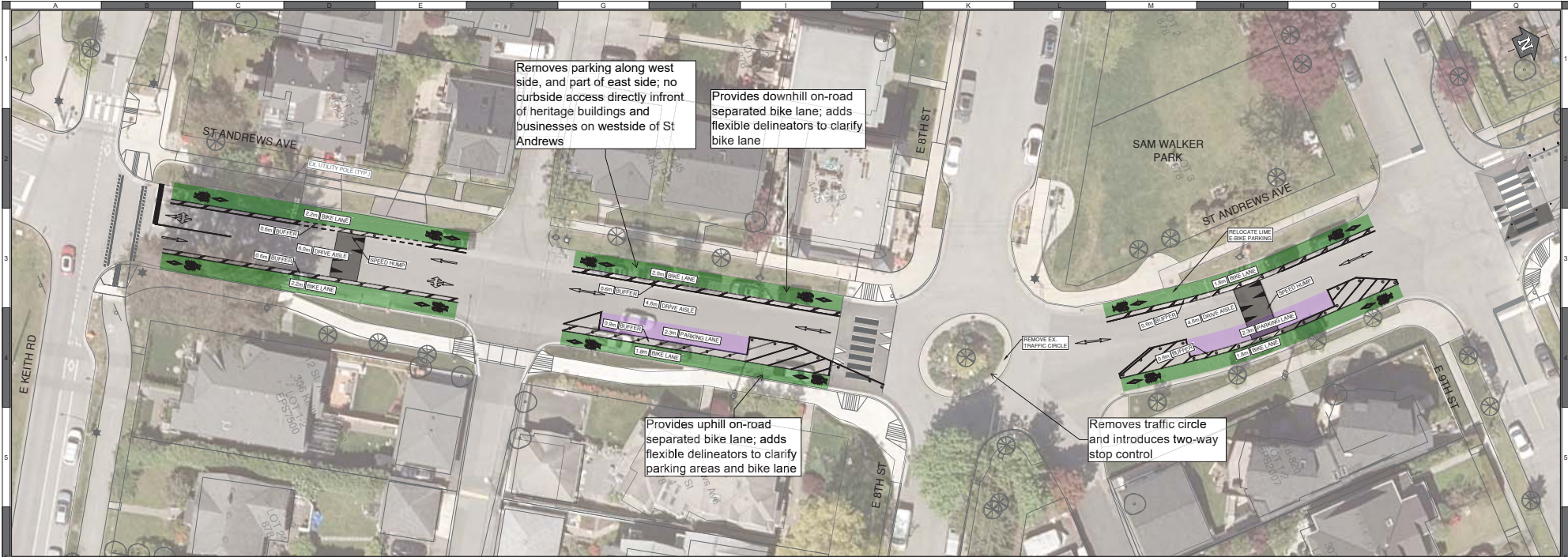
Professional Seals

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**St Andrews Avenue 700 - 800
Blocks**
Dedicated Travel Lanes in Both
Directions, NB On-road Separated,
SB Cyclists Share with Drivers

Sheet Number	04 of		
Project Number	Drawing Number	Revision	
1308.0069.01	Concept 2		

11 19
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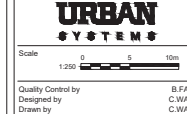
ST ANDREWS AVENUE 700-800 BLOCKS
NORTH OF LANEWAY
CONCEPT 4

SCALE 1:100

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St Andrews Avenue 700 - 800
Blocks
NB and SB On-road Separated Bike
Lanes

Sheet Number 08 of 11
Project Number 1308.0069.01
Drawing Number Concept 4
Revision

ANSI expand D (34.00 x 22.00 inches) 20mm

CONCEPT 5 CYCLING COUPLET

DOWNHILL MOBILITY LANE – CONCEPT 5B

- Further from Key Destinations (i.e. into Shipyard District)
- Narrow ex. roadway width would require parking removal on one side for dedicated mobility lane
- Protection required around school to avoid drivers parking in the bike lane

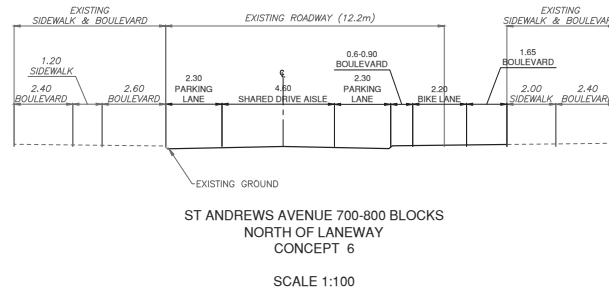
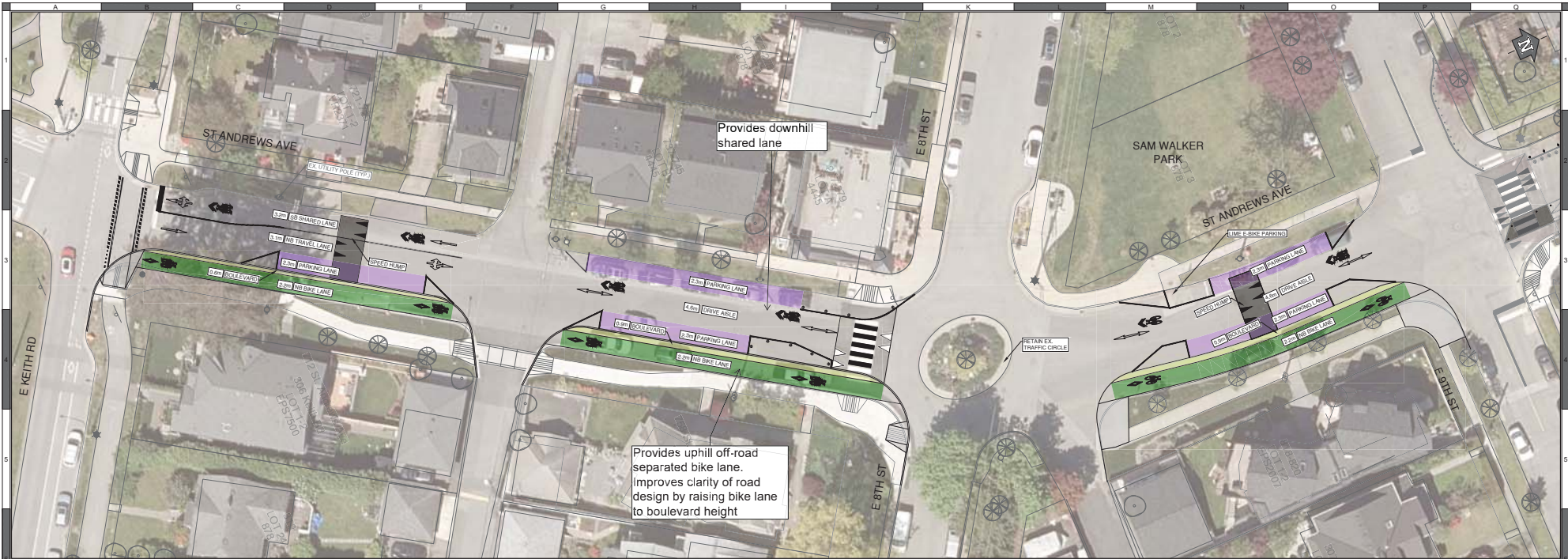
FUTURE FACILITY PROPOSED

DOWNHILL MOBILITY LANE – CONCEPT 5A

- Located on Minor Arterial
- Ex. roadway width would require parking removal on one side and auxiliary lanes at intersections for dedicated mobility lane

EXISTING UPHILL MOBILITY LANE





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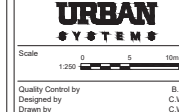
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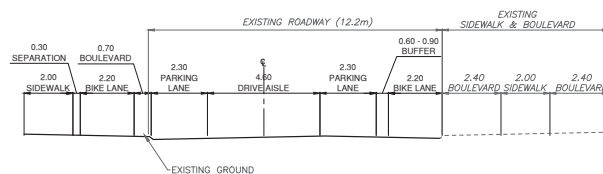
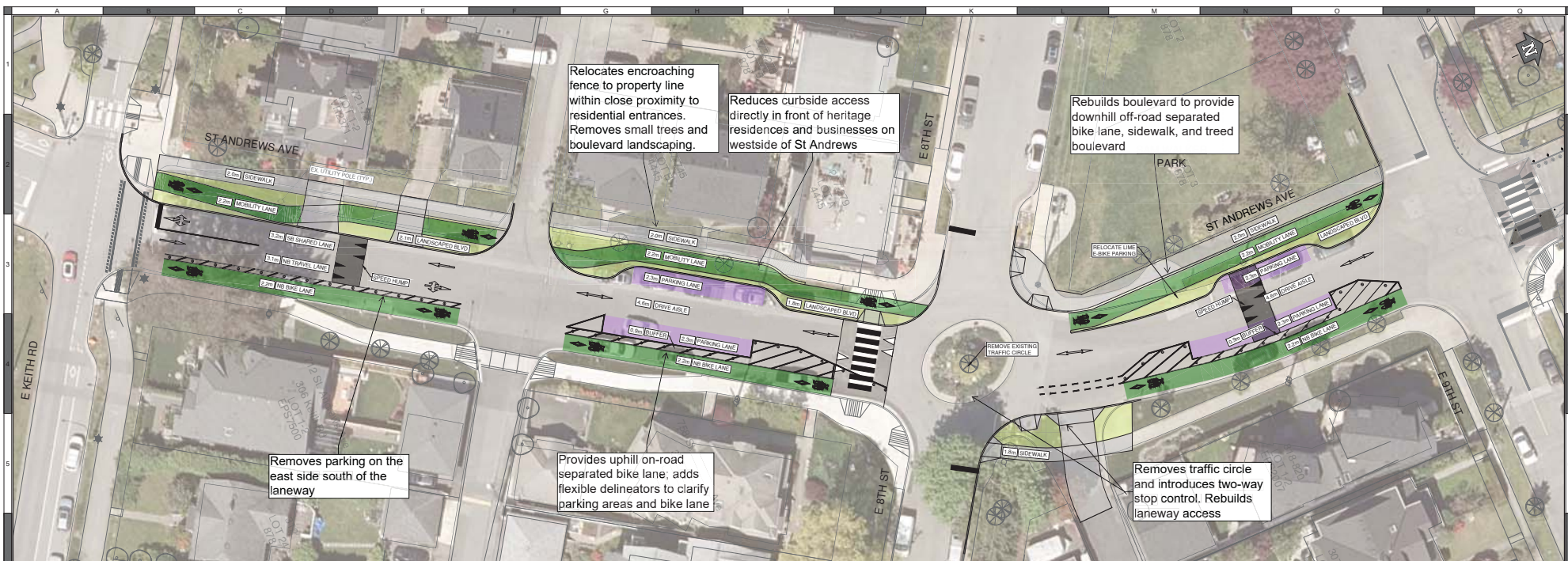
#	Date	Issue / Revision	App



St Andrews Avenue 700 - 800
Blocks
NB Off-road Separated Bike Lane,
SB Cyclists Share with Drivers

Sheet Number: 07 of 11
Project Number: 1308.0069.01
Drawing Number: Concept 6
Revision: ---
ANSI expand D (34.00 x 22.00 inches) 25mm

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ST ANDREWS AVENUE 700-800 BLOCKS
NORTH OF LANEWAY
CONCEPT 8

SCALE 1:100

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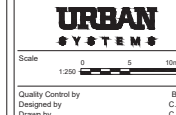
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St Andrews Avenue 700 - 800
Blocks
NB On-road Separated Bike Lane,
SB Off-road Separated Bike Lane

Sheet Number 09 of 11
Project Number 1308.0069.01
Drawing Number Concept 8
Revision

ANSI expand D (34.00 x 22.00 inches) 20mm

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Attachment 2 - Design Comparison Table Scoring Descriptions

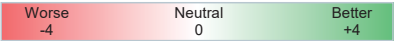
Criteria		NEIGHBOURHOOD BIKE ROUTE - SHARED TRAVEL LANE					
		Concept 1A Diverter Across NE to SW at E 8th St, Dedicated Travel Lanes in Both Directions Shared by Drivers and Cyclists	Concept 1A+ Diverter Across NE to SW at E 8th St, NB On- road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 1B Diverter Across NW to SE at E 8th St, Dedicated Travel Lanes in Both Directions Shared by Drivers and Cyclists	Concept 1B+ Diverter Across NW to SE at E 8th St, NB On- road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 1C Access Restriction at E Keith Rd, Dedicated Travel Lanes in Both Directions Shared by Drivers and Cyclists	Concept 1C+ Access Restriction at E Keith Rd, NB On- road Separated Bike Lane Maintained, SB Cyclists Share with Drivers
Safety and Comfort	Pedestrian Safety and Comfort	- Nominally reduces crossing distance at 8th St - Improves visibility at crossings by increasing parking setbacks - Reduces vehicular traffic volumes through St Andrews Ave; results in fewer veh/ped interactions and increases pedestrian comfort	- Nominally reduces crossing distance at 8th St - Improves visibility at crossings by increasing parking setbacks - Reduces vehicular traffic volumes through St Andrews Ave; results in fewer veh/ped interactions and increases pedestrian comfort	- Nominally reduces crossing distance at 8th St - Improves visibility at crossings by increasing parking setbacks - Reduces vehicular traffic volumes through St Andrews Ave; results in fewer veh/ped interactions and increases ped comfort	- Nominally reduces crossing distance at 8th St - Improves visibility at crossings by increasing parking setbacks - Reduces vehicular traffic volumes through St Andrews Ave; results in fewer veh/ped interactions and increases pedestrian comfort	- Nominally reduces crossing distance at 8th St - Improves visibility at crossings by increasing parking setbacks - Reduces vehicular traffic volumes through St Andrews Ave; results in fewer veh/ped interactions and increases pedestrian comfort	- Reduces crossing distance on both sides of the street with paint and delineators at 8th St - Improves visibility at crossings by increasing parking setbacks - Reduces vehicular traffic volumes through St Andrews Ave; results in fewer veh/ped interactions and increases pedestrian comfort
	Cycling Safety and Comfort	- Provides shared travel lane in both directions - Reduces comfort for slow moving uphill cyclists by requiring them to share the travel lane with drivers - Reduces vehicle traffic volumes with diverter; increases comfort for sharing travel lane due to fewer interactions	- Provides uphill separated bike lane and downhill shared lane - Reduces vehicle traffic volumes with diverter; increases comfort for sharing travel lane due to fewer interactions - Increases visibility of uphill cyclists due to parking removal near intersections	- Provides shared travel lane in both directions - Reduces comfort for slow moving uphill cyclists by requiring them to share the travel lane with drivers - Reduces vehicle traffic volumes with diverter; increases comfort for sharing travel lane due to fewer interactions	- Provides uphill separated bike lane and downhill shared lane - Reduces vehicle traffic volumes with diverter; increases comfort for sharing travel lane due to fewer interactions - Increases visibility of uphill cyclists due to parking removal near intersections	- Provides shared travel lane in both directions - Reduces comfort for slow moving uphill cyclists by requiring them to share the travel lane with drivers - Reduces vehicle traffic volumes with diverter; increases comfort for sharing travel lane due to fewer interactions	- Provides uphill separated bike lane and downhill shared lane - Reduces vehicle traffic volumes with diverter; increases comfort for sharing travel lane due to fewer interactions - Increases visibility of uphill cyclists due to parking removal near intersections
	Driving Safety and Comfort	- Widens drive aisle to accommodate two-way passing, making navigation more comfortable for drivers - Improves visibility at laneways and intersections - Speed reduction benefits from additional speed humps	- Drive aisle does not accommodate two-way passing north of laneway - Improves visibility at laneways and intersections - Speed reduction benefits from additional speed humps	- Widens drive aisle to accommodate two-way passing, making navigation more comfortable for drivers - Improves visibility at laneways and intersections - Speed reduction benefits from additional speed humps	- Drive aisle does not accommodate two-way passing north of laneway - Improves visibility at laneways and intersections - Speed reduction benefits from additional speed humps	- Widens drive aisle to accommodate two-way passing, making navigation more comfortable for drivers - Improves visibility at laneways and intersections - Speed reduction benefits from additional speed humps	- Drive aisle does not accommodate two-way passing north of laneway - Improves visibility at laneways and intersections - Speed reduction benefits from additional speed humps
Parking and Loading		- Increases parking minimally on both sides - Relocates parking to curb which better aligns with driver expectations	- Removes parking minimally on east side to improve visibility at intersections	- Increases parking minimally on both sides - Relocates parking to curb which better aligns with driver expectations	- Removes parking minimally on east side to improve visibility at intersections	- Increases parking minimally on both sides - Relocates parking to curb which better aligns with driver expectations	- Removes parking minimally on east side to improve visibility at intersections
Cost		- Moderate cost with removal of traffic circle & permanent diverter construction Approx: \$100,000 - \$200,000	- Moderate cost with removal of traffic circle & permanent diverter construction Approx: \$100,000 - \$200,000	- Moderate cost with removal of traffic circle & permanent diverter construction Approx: \$100,000 - \$200,000	- Moderate cost with removal of traffic circle & permanent diverter construction Approx: \$100,000 - \$200,000	- Moderate cost with permanent diverter construction Approx: \$100,000 - \$200,000	- Moderate cost with permanent diverter construction Approx: \$100,000 - \$200,000
Network Impacts		- Increases volume on Ridgeway Ave, adjacent to school, exceeding desired volume for local street. Eliminates possible eastbound shortcut to bypass congestion at St Georges and Keith - Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd - Potential emergency response route change for select blocks - Diversion may cause temporary navigation confusion for drivers	- Increases volume on Ridgeway Ave, adjacent to school, exceeding desired volume for local street. Eliminates possible eastbound shortcut to bypass congestion at St Georges and Keith - Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd; Consistent cycling facility type connecting to the northern segment on St Andrews Ave - Potential emergency response route change for select blocks - Diversion may cause temporary navigation confusion for drivers	- Increases volume on Ridgeway Ave, adjacent to school, exceeding desired volume for local street. Does not address possible eastbound shortcut to bypass congestion at St Georges and Keith - Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd - Potential emergency response route change for select blocks - Diversion may cause temporary navigation confusion for drivers	- Increases volume on Ridgeway Ave, adjacent to school, exceeding desired volume for local street. Does not address possible eastbound shortcut to bypass congestion at St Georges and Keith - Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd; Consistent cycling facility type connecting to the northern segment on St Andrews Ave - Potential emergency response route change for select blocks - Diversion may cause temporary navigation confusion for drivers	- Increases volume on Ridgeway Ave, adjacent to school, exceeding desired volume for local street. Eliminates possible eastbound shortcut to bypass congestion at St Georges and Keith - Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd - Diversion may cause temporary navigation confusion for drivers	- Increases volume on Ridgeway Ave, adjacent to school, exceeding desired volume for local street. Eliminates possible eastbound shortcut to bypass congestion at St Georges and Keith - Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd; Consistent cycling facility type connecting to the northern segment on St Andrews Ave - Diversion may cause temporary navigation confusion for drivers
Encroachment Impacts		- None	- None	- None	- None	- None	- None

Attachment 2 - Design Comparison Table Scoring Descriptions

Worse -4	Neutral 0	Better +4
-------------	--------------	--------------

Criteria		ON-ROAD SEPARATED BIKE LANE			
		Concept 2	Concept 3	Concept 4	Concept 5A
		Dedicated Travel Lanes in Both Directions, NB On-road Separated, SB Cyclists Share with Drivers	NB On-road Separated Bike Lane, SB Cyclists Share with Drivers	NB and SB On-road Separated Bike Lanes	Ridgeway Ave SB On-road Separated Bike Lane, St Andrews NB On-road Separated Bike Lane
Safety and Comfort	Pedestrian Safety and Comfort	<ul style="list-style-type: none"> · Reduces crossing distance on east side of the street with paint and delineators at 8th St · Improves visibility at crossings by increasing parking setbacks on east side, and parking removal on west side 	<ul style="list-style-type: none"> · Reduces crossing distance on both sides of the street with paint and delineators at 8th St · Improves visibility at crossings by increasing parking setbacks 	<ul style="list-style-type: none"> · Reduces crossing distance on east side of the street with paint and delineators at 8th St · Improves visibility at crossings by increasing parking setbacks on east side, and parking removal on west side 	<ul style="list-style-type: none"> · Reduces crossing distance on both sides of the street with paint and delineators at 8th St · Improves visibility at crossings by increasing parking setbacks
	Cycling Safety and Comfort	<ul style="list-style-type: none"> · Provides uphill separated bike lane and downhill shared lane · Increases comfort sharing travel lane due to wider drive aisle and no west side parking; more room to pass and eliminates door zone risk · Increases visibility of uphill and downhill cyclists approaching intersections due to parking removal 	<ul style="list-style-type: none"> · Provides uphill separated bike lane and downhill shared lane · Reduces comfort for uphill cyclists due to reduced bike lane width creating less space needed for weaving to navigate grades · Increases comfort sharing travel lane due to wider drive aisle; provides more room to pass and space to cycle outside of door zone · Increases visibility of uphill cyclists due to parking removal near intersections 	<ul style="list-style-type: none"> · Provides uphill and downhill on-road separated bike lanes · Reduces comfort for uphill cyclists due to reduced bike lane width creating less space needed for weaving to navigate grades · Increases visibility of downhill cyclists approaching intersections due to parking removal 	<ul style="list-style-type: none"> · Provides uphill on-road separated bike lane (on St Andrews Ave) and downhill on-road separated bike lane (on St Georges Ave) · Reduces comfort for uphill cyclists due to reduced bike lane width creating less space needed for weaving to navigate grades · Increases visibility of uphill cyclists due to parking removal near intersections
	Driving Safety and Comfort	<ul style="list-style-type: none"> · Widens drive aisle to accommodate two-way passing, making navigation more comfortable for drivers; higher potential to increase vehicle speeds with no parking on one side · Improves visibility at laneways and intersections · Speed reduction benefits from additional speed humps 	<ul style="list-style-type: none"> · Widens existing drive aisle slightly, but does not accommodate two-way passing north of laneway · Improves visibility at laneways and intersections · Speed reduction benefits from additional speed humps 	<ul style="list-style-type: none"> · Drive aisle does not accommodate two-way passing north of laneway · Improves visibility at laneways and intersections · Speed reduction benefits from additional speed humps 	<ul style="list-style-type: none"> · Widens existing drive aisle slightly, but does not accommodate two-way passing north of laneway · Improves visibility at laneways and intersections · Speed reduction benefits from additional speed humps
Parking and Loading		<ul style="list-style-type: none"> · Removes parking along west side; no curbside access directly in front of heritage residences and businesses on west side of St Andrews Ave · Increases risk of vehicles stopping in travel lane to load, or pickup/drop-off 	<ul style="list-style-type: none"> · Removes parking minimally on east side to improve visibility at intersections 	<ul style="list-style-type: none"> · Removes parking along west side, and part of east side; no curbside access directly in front of heritage residences and businesses on west side of St Andrews · Increases risk of vehicles stopping in travel lane to load, or pickup/drop-off 	<ul style="list-style-type: none"> · Removes parking along one or both sides of St Georges · Removes parking minimally on east side of St Andrews Ave to improve visibility at intersections
Cost		<ul style="list-style-type: none"> · Low cost with road space reallocation <p>Approx: \$30,000 - \$50,000</p>	<ul style="list-style-type: none"> · Low cost with road space reallocation <p>Approx: \$30,000 - \$50,000</p>	<ul style="list-style-type: none"> · Moderate cost with removal of traffic circle and road space reallocation <p>Approx: \$100,000 - \$200,000</p>	<ul style="list-style-type: none"> · High cost with construction of on-road separated bike lane on arterial roadway, removal of concrete curb extensions, and relocation of pedestrian signal poles (from Keith Rd to 13th St) <p>Approx: \$500,000 - \$1,000,000</p>
Network Impacts		<ul style="list-style-type: none"> · Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd · Consistent cycling facility type connecting to the northern segment on St Andrews Ave 	<ul style="list-style-type: none"> · Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd · Consistent cycling facility type connecting to the northern segment on St Andrews Ave 	<ul style="list-style-type: none"> · Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd 	<ul style="list-style-type: none"> · Removes auxiliary lanes (left or right turn lanes) at intersections to accommodate on-road separated bike lane, reducing vehicle capacity on arterial roadway and creating potential for traffic diversion to neighbouring streets · Less intuitive for cyclists to navigate as corridors are 200m apart; likely to increase wrong-way riding.
Encroachment Impacts		<ul style="list-style-type: none"> · None 	<ul style="list-style-type: none"> · None 	<ul style="list-style-type: none"> · None 	<ul style="list-style-type: none"> · None

Attachment 2 - Design Comparison Table Scoring Descriptions



Criteria		OFF-ROAD SEPARATED BIKE LANE				
		Concept 6	Concept 7	Concept 8	Concept 9	Concept 10
		NB Off-road Separated Bike Lane, SB Cyclists Share with Drivers	NB Off-road Separated Bike Lane, SB On-road Separated Bike Lane	NB On-road Separated Bike Lane, SB Off-road Separated Bike Lane	Bi-directional Off-road Separated Bike Lane on East Side	NB and SB Off-road Separated Bike Lanes
Safety and Comfort	Pedestrian Safety and Comfort	<ul style="list-style-type: none">· Reduces crossing distance on both sides of the street with paint and delineators at 8th St· Improves visibility at crossings by increasing parking setbacks· Sections of no separation between bike lane and sidewalk at the same grade.	<ul style="list-style-type: none">· Reduces crossing distance on east side with concrete curb extensions at majority of intersections· Improves visibility at crossings by increasing parking setbacks	<ul style="list-style-type: none">· Reduces crossing distance on both sides of the street with concrete curb extension and paint and delineators· Improves visibility at crossings by increasing parking setbacks· Increases comfort by adding new wider sidewalk on west side	<ul style="list-style-type: none">· Reduces crossing distance on east side with concrete curb extension at 8th· Improves visibility at crossings by narrowing crossing and increasing parking setbacks· Pedestrians have to cross two-way bicycle traffic	<ul style="list-style-type: none">· Reduces crossing distance on both sides of the street with concrete curb extension at majority of intersections· Improves visibility at crossings by narrowing crossing· Increases comfort by adding new wider sidewalk on west side
	Cycling Safety and Comfort	<ul style="list-style-type: none">· Provides uphill off-road separated bike lane; retains downhill shared lane· Less separation between cyclists and pedestrians where sidewalk and mobility lane are adjacent· Increases visibility of uphill cyclists due to parking removal near intersections· Improves clarity of road design by raising bike lane to boulevard height	<ul style="list-style-type: none">· Provides uphill off-road separated bike lane, and downhill on-road separated bike lane· Increases visibility of uphill cyclists due to parking removal near intersections	<ul style="list-style-type: none">· Provides uphill on-road separated bike lane and downhill off-road separated bike lane· Downhill bike lane has some jogs in it which might be less comfortable for some cyclists· Increases visibility of uphill cyclists due to parking removal near intersections	<ul style="list-style-type: none">· Provides bi-directional off-road separated bike lane on east side; Bi-directional bicycle traffic on two-way St can introduce safety challenges as road users may not expect cyclists on opposite side of roadway and is less desirable on steep hills due to increased speed· Challenging transition for SB cyclists at E 9th St; many cyclists may end up continuing to use the vehicle lanes instead of making this transition; while some may not make the two-stage turn and will cross diagonally, potentially introducing safety issues	<ul style="list-style-type: none">· Provides uphill and downhill off-road separated bike lanes· Downhill bike lane has some jogs in it which might be less comfortable for some cyclists
	Driving Safety and Comfort	<ul style="list-style-type: none">· Drive aisle does not accommodate two-way passing north of laneway· Improves visibility at laneways and intersections· Speed reduction benefits from additional speed humps	<ul style="list-style-type: none">· Drive aisle does not accommodate two-way passing north of laneway· Improves visibility at laneways and intersections· Speed reduction benefits from additional speed humps	<ul style="list-style-type: none">· Drive aisle does not accommodate two-way passing north of laneway· Improves visibility at laneways and intersections· Speed reduction benefits from additional speed humps	<ul style="list-style-type: none">· Drive aisle does not accommodate two-way passing north of laneway· Improves visibility at laneways and intersections· Speed reduction benefits from additional speed humps	<ul style="list-style-type: none">· Drive aisle does not accommodate two-way passing north of laneway· Improves visibility at laneways and intersections· Speed reduction benefits from additional speed humps
Parking and Loading		<ul style="list-style-type: none">· Removes parking minimally on east side to improve visibility at intersections	<ul style="list-style-type: none">· Removes some parking along west side to improve sightlines for southbound cyclists approaching intersections and laneways	<ul style="list-style-type: none">· Removes some parking along west side and part of east side; Reduces curbside access directly in front of heritage residences and businesses on west side of St Andrews	<ul style="list-style-type: none">· Removes parking minimally on east side to improve visibility at intersections	<ul style="list-style-type: none">· Removes parking minimally on east side to improve visibility at intersections
Cost		<ul style="list-style-type: none">· High cost with rebuild on the east side Approx: \$1,000,000 - \$1,250,000	<ul style="list-style-type: none">· High cost with rebuild on the east side Approx: \$1,000,000 - \$1,250,000	<ul style="list-style-type: none">· High cost with rebuild on the west side Approx: \$1,000,000 - \$1,250,000	<ul style="list-style-type: none">· High cost with rebuild on the east side Approx: \$1,000,000 - \$1,250,000	<ul style="list-style-type: none">· Highest cost with rebuild on both sides Approx: \$1,500,000 - \$2,000,000
Network Impacts		<ul style="list-style-type: none">· Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd	<ul style="list-style-type: none">· Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd	<ul style="list-style-type: none">· Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd	<ul style="list-style-type: none">· Provides a direct connection between existing northbound bike lane north of 9th St and shared lane south of Keith Rd for uphill direction only.· Downhill cyclists wanting to use the protected bike lane must cross St Andrews at E 9th St, crossing back to the west side at E Keith to continue southbound; this introduces potential conflict at intersections for less confident riders· Confident downhill cyclists prioritizing efficiency may choose to continue using the roadway	<ul style="list-style-type: none">· Provides a direct connection between existing bike facilities north of 9th St and on E Keith Rd
Encroachment Impacts		<ul style="list-style-type: none">· None	<ul style="list-style-type: none">· Removes small trees and boulevard landscaping. Relocates sidewalk within close proximity of property line	<ul style="list-style-type: none">· Relocates residential fence to property line, within close proximity to residential entrances. Removes small trees and boulevard landscaping	<ul style="list-style-type: none">· Removes small trees and boulevard landscaping. Relocates sidewalk within close proximity of property line	<ul style="list-style-type: none">· Relocates residential fence to property line, within close proximity to residential entrances. Relocates sidewalk within close proximity of property line. Removes small trees and boulevard landscaping

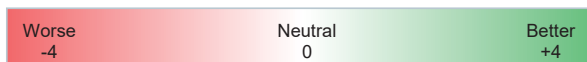
Attachment 3 - Design Comparison Table Scoring

Criteria		Weighting	NEIGHBOURHOOD BIKE ROUTE - SHARED TRAVEL LANE					
			Concept 1A Diverter Across NE to SW at E 8th St, Dedicated Travel Lanes in Both Directions Shared by Drivers and Cyclists	Concept 1A+ Diverter Across NE to SW at E 8th St, NB On-road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 1B Diverter Across NW to SE at E 8th St, Dedicated Travel Lanes in Both Directions Shared by Drivers and Cyclists	Concept 1B+ Diverter Across NW to SE at E 8th St, NB On-road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 1C Access Restriction at E Keith Rd, Dedicated Travel Lanes in Both Directions Shared by Drivers and Cyclists	Concept 1C+ Access Restriction at E Keith Rd, NB On-road Separated Bike Lane Maintained, SB Cyclists Share with Drivers
Safety and Comfort	Pedestrian Safety and Comfort	20	2	2	2	2	2	3
	Cycling Safety and Comfort	20	0	2	0	2	0	2
	Driving Safety and Comfort	10	3	1	3	1	3	1
Parking and Loading		15	1	-1	1	-1	1	-1
Cost		15	-1	-1	-1	-1	-1	-1
Network Impacts		10	-4	-4	-4	-4	-4	-4
Encroachment Impacts		10	0	0	0	0	0	0
Cumulative Score		100	30	20	30	20	30	40

Worse -4 Neutral 0 Better +4

Attachment 3 - Design Comparison Table Scoring

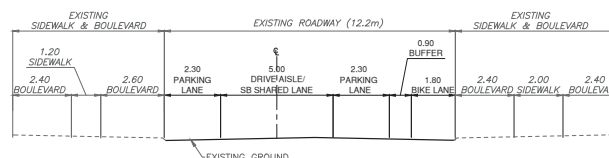
Criteria		Weighting	ON-ROAD SEPARATED BIKE LANE				
			Concept 2 Dedicated Travel Lanes in Both Directions, NB On-road Separated, SB Cyclists Share with Drivers	Concept 3 NB On-road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 4 NB and SB On-road Separated Bike Lanes	Concept 5A St Georges Ave SB On-road Separated Bike Lane, St Andrews NB On-road Separated Bike Lane	Concept 5B Ridgeway Ave SB On-road Separated Bike Lane, St Andrews NB On-road Separated Bike Lane
Safety and Comfort	Pedestrian Safety and Comfort	20	1	2	1	2	2
	Cycling Safety and Comfort	20	2	1	4	4	4
	Driving Safety and Comfort	10	2	2	1	2	2
Parking and Loading		15	-4	-1	-4	-4	-4
Cost		15	0	0	-1	-2	-1
Network Impacts		10	0	0	0	-4	-3
Encroachment Impacts		10	0	0	0	0	0
Cumulative Score		100	20	65	35	10	35



Attachment 3 - Design Comparison Table Scoring

Criteria		Weighting	OFF-ROAD SEPARATED BIKE LANE				
			Concept 6 NB Off-road Separated Bike Lane, SB Cyclists Share with Drivers	Concept 7 NB Off-road Separated Bike Lane, SB On-road Separated Bike Lane	Concept 8 NB On-road Separated Bike Lane, SB Off-road Separated Bike Lane	Concept 9 Bi-directional Off-road Separated Bike Lane on East Side	Concept 10 NB and SB Off-road Separated Bike Lanes
Safety and Comfort	Pedestrian Safety and Comfort	20	2	3	3	3	4
	Cycling Safety and Comfort	20	2	4	4	-1	4
	Driving Safety and Comfort	10	1	1	1	1	1
Parking and Loading		15	-1	-2	-3	-1	-1
Cost		15	-3	-3	-3	-3	-4
Network Impacts		10	0	0	0	-1	0
Encroachment Impacts		10	0	-2	-2	-2	-4
Cumulative Score		100	30	55	40	-40	55








SCALE 1:100

St Andrews Avenue 700 - 800
Blocks
NB On-road Separated Bike Lane, S
Cyclists Share with Drivers

Sheet Number	05 of 05	
Project Number	Drawing Number	Revision
1308.0069.01	Concept 3	---

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 Department Manager	 A/Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Matthew Menzel, Planner 3

Subject: ZONING BYLAW AMENDMENT FOR 351 WEST 3RD STREET (JIM PATTISON DEVELOPMENTS LTD.)

Date: January 10, 2024 File No: 08-3400-20-0082/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Planner 3, dated January 10, 2024, entitled "Zoning Bylaw Amendment for 351 West 3rd Street (Jim Pattison Developments Ltd.):

THAT the application submitted by Jim Pattison Developments Ltd., to rezone the property located at 351 West 3rd Street from a CS-2 Zone to a Comprehensive Development Zone, be considered with no Public Hearing held, in accordance with the *Local Government Act*;

THAT notification be circulated prior to First Reading of the bylaw in accordance with the *Local Government Act*;

AND THAT the community benefits listed in the report section "Density Bonus and Community Benefits" be secured through agreements at the applicant's expense and to the satisfaction of staff.

ATTACHMENTS

1. Context Map (CityDocs [2440419](#))
2. Architectural Plans, dated October 27, 2023 (CityDocs [2455162](#))
3. Landscape Plans, dated September 12, 2023 (CityDocs [2445127](#))
4. Overview of Zoning Variances and Parking Provisioning (CityDocs [2455522](#))
5. Advisory Design Panel Resolution, dated October 28, 2022 (CityDocs [2311622](#))
6. Advisory Design Panel Resolution, dated October 23, 2023 (CityDocs [2425912](#))

7. Public Consultation Summary (CityDocs [2226787](#))
8. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9004" (CityDocs [2441535](#))
9. "Housing Agreement Bylaw, 2023, No. 9005" (CityDocs [2441538](#))

SUMMARY

This report presents a rezoning application for the subject site at 351 West 3rd Street to permit a 5-storey rental apartment building consisting of 53 units, six of which would be mid-market rental units.

A road dedication of 3.048 metres (10 feet), as per bylaw requirement, is to be provided at the northern lot line, being the West 3rd Street frontage, to facilitate future road upgrades. Further, a road dedication of 1.19 metres (3.9 feet) is to be provided along the western lot line, being the Forbes Avenue frontage, to facilitate required road and streetscape upgrades.

BACKGROUND

Applicant:	Jim Pattison Developments Ltd.
Architect:	Mallen Gowing Berzins Architecture
Official Community Plan Designation:	Residential Level 5 (R5)
Existing Zoning:	CS-2 (Service Station Commercial)
Applicable Guidelines:	N/A

DISCUSSION

Site Context and Surrounding Use

The site is located on the south-east corner of West 3rd Street and Forbes Avenue. Both West 3rd Street and Forbes Avenue are identified as arterial roads and are transit routes. The Forbes Avenue frontage contains an existing off-street multi-use path.

The subject site is located within close proximity to a full range of services, public transit facilities and recreation opportunities within Lower Lonsdale to the south-east, and the Marine-Hamilton neighbourhood to the west.

The site is surrounded by multi-family residential apartment buildings with heights ranging from 3 to 4-storey. Land to the west is Squamish First Nation on the opposite side of Forbes Avenue.

The buildings and uses immediately surrounding the site are described in Table 1 following.

Table 1. Surrounding Uses

Direction	Address	Zoning	Description
North (across W 3 rd St.)	308 Forbes Ave	RM-1	3 storey rental apartment
South (across lane)	212 Forbes Ave	RM-1	3 storey strata apartment
East	341 W 3 rd St	RM-1	3 storey strata apartment
West (across Forbes Ave)	Various (Squamish Nation lands)	N/A	Single-family dwellings

Policy Context

The subject site is designated Residential Level 5 in the Official Community Plan (OCP). This designation has the purpose of providing quality multi-family housing with a mix of unit sizes, with a maximum density of 2.6 FSR (including 1.0 bonus FSR). A maximum height of six storeys is permitted.

Project Description

The application proposes a 5-storey residential rental building with one level of parking. Vehicle parking access is provided from the rear lane to the south.

The following table provides an overview of the proposed development:

Table 3: Development proposal overview

Element	Proposal
Density	2.6 FSR
Unit Mix	53 residential rental units, including: <ul style="list-style-type: none"> • 5 studio units; • 36 one-bed units; • 6 two-bed units; and • 6 three-bed units (11%).
Mid Market Rental	6 units (11%), including: <ul style="list-style-type: none"> • 1 studio units; • 3 one-bed units; • 1 two-bed units; and • 1 three-bed units.
Adaptable Units	16, Level 2 adaptable units (30%)
Residential Amenity	Indoor – 103 square metres (1,107 square feet) Outdoor (covered) – 80 square metres (865 square feet) Outdoor (rooftop) – 395 square metres (4,254 square feet)

Six of the units (11%) are proposed as mid-market units and 16 of the units (30%) are proposed to meet Level 2 of the Adaptable Design guidelines. All units would be secured through the Housing Agreement for the life of the building.

PLANNING ANALYSIS

Policy Alignment

The proposal is consistent with the OCP land use designation and below OCP height limits for the site. The proposed density is 2.6 FSR, which is consistent with the OCP Mixed Use Level 2 land use designation.

The proposal is in alignment with a number of OCP goals and objectives to have additional secured rental housing within proximity to the Lonsdale Regional City Centre and close to shops, services, frequent public transit and employment opportunities.

The proposed mix of unit types meets key actions of the Housing Action Plan for mid-market rental units and family-friendly units. The proposal also exceeds the Zoning Bylaw minimum requirement for 25% of units to meet Level 2 Adaptable Design. The proposal generally addresses the Active Design Guidelines through the provision of indoor and outdoor amenity spaces, as well as new public realm upgrades.

Built Form and Urban Design

The proposed built form is consistent with the character of the neighbourhood. The proposed height at 18 metres and five storeys complies with the OCP and will ensure the building integrates with future developments on adjoining lots. The proposal establishes a strong street wall along both West 3rd Street and Forbes Avenue, with a suitable setback to the eastern side boundary to establish suitable building separation to the adjoining residential building.

A high level of activation and casual surveillance of the road frontages and laneway is achieved through orientation of private patios, communal outdoor amenity area and upper level private balconies towards the corresponding road.

The façade of the building has been designed with appropriate articulation through the use of steps and recesses along the elevations, and use of attached balcony structures, which work to break up the form of the building and reduce the perceived bulk. The proposed development has also provided suitable landscaping treatments within the buildings design that will soften the visual impacts of the built form.

Proposed Zoning Changes

The proposed Comprehensive Development Zone will be based off of the Medium Density Apartment Residential 1 RM-1 Zone, consistent with the proposed use types and recent developments of a similar nature. To allow the massing, the proposed bylaw would include modifications to the RM-1 zone density, building height, setbacks and building width. A table summary and overview of the proposed zoning changes is included as Attachment 8 to this report.

Parking, Loading and Transportation

The site is located in the Lonsdale Regional City Centre, approximately 700m from the closest RapidBus Stop along Marine Drive, and 1km from the SeaBus Terminal and Lonsdale Quay Bus Exchange. The proposal will involve construction of an upgraded Local Bus Stop along the West 3rd Street frontage.

The application proposes vehicle access to an underground parkade accessed from the southern laneway. The proposed bicycle rooms and bicycle amenity areas will be accessed directly from Forbes Avenue, as well as via elevator from the main residential lobby and parkade.

Overall, the application generally meets the parking and loading requirements of the Zoning Bylaw apart from a minor variance to resident parking. The design proposes an equivalent of 28 parking spaces, instead of the current bylaw requirement of 32 spaces. Considering the central location and transportation demand management measures in place, this variance is supported by staff.

An overview of the proposed parking variance and relevant statistics are included as part of Attachment 4 to this report.

Off-Site Works and Infrastructure Upgrades

The proposed development will provide appropriate off-site streetscape upgrades consistent with the Subdivision and Development Control Bylaw. This includes the reconstruction of the frontages along West 3rd Street and Forbes Avenue with the installation of new sidewalk, curb and gutter, street trees, street lighting, road paving, and an upgraded bus shelter.

The development will also deliver a 3.048 metre road dedication along the north property line, as required by the Zoning Bylaw, in order to facilitate future road upgrades along West 3rd Street.

In addition to the bylaw required works, the development will secure the following:

- A \$109,460.00 financial contribution for the future upgrade of sanitary sewer infrastructure in the local catchment area, which is currently undersized.
- A \$10,000.00 contribution for a third party review of the intersection and active transportation design.
- A 3.0 metre chamfered statutory right-of-way at the corner of 3rd Street and Forbes Avenue to accommodate a protected intersection design, pedestrian and cyclist movements, and future road widening/boulevard programming.
- A 1.19 metre road dedication along the west property line, in order to facilitate road and streetscape upgrades along Forbes Avenue.
- A 2.5 metre wide statutory right-of-way on the Forbes Avenue frontage to accommodate the proposed boulevard programming.

These requirements will be secured through legal agreements with the City.

Density Bonus and Community Benefits

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the OCP, allows for density bonuses beyond 1.6 FSR in the Residential Level 5 designation, up to a maximum of 2.6 FSR.

The policy provides a number of community benefits options for projects seeking additional density and seeks to ensure the City receives value for additional density granted. The community benefit offered by this proposal is an increase of the City's rental housing stock by 53 units, 6 of which will be mid-market rental units, secured for the life of the building through a Housing Agreement with the City.

In addition to secured market and mid-market rental units, staff are seeking Council direction to secure the following items as conditions of this rezoning:

- Public Art to a value of \$80,000;
- 3.048 metre road dedication along the West 3rd Street frontage; and
- 1.19 metre road dedication along the Forbes Avenue frontage.

Environmental Requirements

The subject site previously contained a gas station, which is a specified industrial or commercial use that is listed in Schedule 2 of the provincial *Contaminated Sites Regulation of the Environmental Management Act*. In June, 2023, the City received an Approval in Principle letter from the province, which allows the City to proceed with the current rezoning application under the relevant provisions of the *Local Government Act*. The most recent Approval in Principle approved an on-site remediation plan supporting independent remediation of the site, to return the site to applicable standards for a residential development.

As the subject site previously accommodated a gas station use, the City owned land adjacent to the site is also potentially affected by contamination. As a consequence, the applicant will need to undertake the following actions prior to Bylaw adoption, to appropriately respond to this potential constraint:

- Provide a report defining the extents of contamination and proposed remediation strategy to be approved by the Ministry of Environment; and
- If deemed necessary, enter into a remediation agreement with the City, to remediate affected soils and groundwater on the subject site and City lands according to the approved remediation plan and to the City's satisfaction.

Legal Agreements

Should Council support this rezoning, the following legal agreements will be prepared and signed by the applicant prior to final adoption:

- Development Covenant;
- Housing Agreement;

- Servicing Agreement;
- Statutory Right of Way over 3.0 metres of the subject site at the corner of 3rd Street and Forbes Avenue.
- Statutory Right of Way over 2.5 metres of the subject site on the Forbes Avenue frontage.
- Community Good Neighbour Agreement;
- Crane Swing and Shoring Agreement;
- Flooding Covenant;
- Community Energy Agreement; and
- Remediation Agreement (if necessary).

The plan for the road dedications will also be required to be prepared by the applicant and signed and delivered to the City with the above-noted agreements prior to final adoption.

ADVISORY BODY INPUT

The application was originally reviewed by the Advisory Design Panel (ADP) on October 28, 2022. The Panel did not recommend approval of the proposal pending resolution of a number of issues (refer to Appendix 4).

The application was subsequently reviewed by the Advisory Design Panel (ADP) on October 23, 2023, with the applicant having responded to the concerns raised at the previous meeting. At the second meeting, the Panel recommended approval of the proposal subject to addressing the following issues to the satisfaction of staff:

- Review the detailed design of the building entrance to incorporate lighting and further emphasize the entrance;
- Review access to bike room from Forbes Avenue focusing on ease of circulation and movement;
- Review placement of lower amenity space to provide greater access to natural light;
- Review layout of adaptable units and alignment of living space with balconies to ensure accessibility;
- Review sizing of Japanese Maple at the building entrance;
- Review security of bike storage areas, building entries and the parking entrance; and
- Recommend maximizing covered spaces on the rooftop.

Revised designs were subsequently submitted that address the above concerns to the satisfaction of staff.

COMMUNITY CONSULTATION

A Developer's Information Session (DIS) was held on August 30, 2022 and was attended by 9 people. 4 comment forms and emails with comments were submitted following the DIS. One member of the community provided support for the project, one opposed, and two provided conditional support.

The main reasons for support were:

- Provision of new rental units and housing options;
- Reduced vehicle parking; and
- Appearance of the building.

The main concerns were:

- Providing trees within the boulevard, especially adjacent to the mobility lane;
- Lack of commercial floor space;
- Provision of family friendly units;
- Reduced vehicle parking;
- Building height and shadow impacts; and
- Sustainability measures.

A summary of the public consultation, as prepared by the applicant, is available in Attachment #7.

Staff Response

The boulevard has been designed to accommodate approximately 16 new street trees, including adjacent to the new mobility lane along Forbes Avenue. This will provide suitable shading to pedestrians and soften the built form elements.

The site is designated Residential Level 5 in the OCP, and therefore no commercial land uses are anticipated. The site is well positioned and highly accessible to existing commercial services within Lower Lonsdale and the Marine Drive Frequent Transit Development Area.

The proposed development has provided 6 three-bedroom units (11%), which meets the Housing Action Plan in relation to providing family friendly housing.

As outlined in Attachment 4, the minor variance to vehicle parking is supported by staff.

Lastly, design development has taken place after the DIS, addressing comments from Advisory Design Panel and the public regarding the building design. Additionally, the development meets the City's building standards and addresses a number of goals set out in the City's Sustainable Development Guidelines.

NO PUBLIC HEARING FOR OCP COMPLIANT RESIDENTIAL DEVELOPMENT

Pursuant to recent Provincial amendments to Section 464 of the *Local Government Act*, which came into force on November 30, 2023, the City must not hold a public hearing on a proposed rezoning bylaw if: an OCP is in place for the subject site; the bylaw is consistent with the OCP; the development is residential; and that residential component is at least half of the gross floor area for the development. Since all of these factors apply to this development, no public hearing will be held and notice will be published for First Reading of the Bylaw, as set out in the *Local Government Act*.

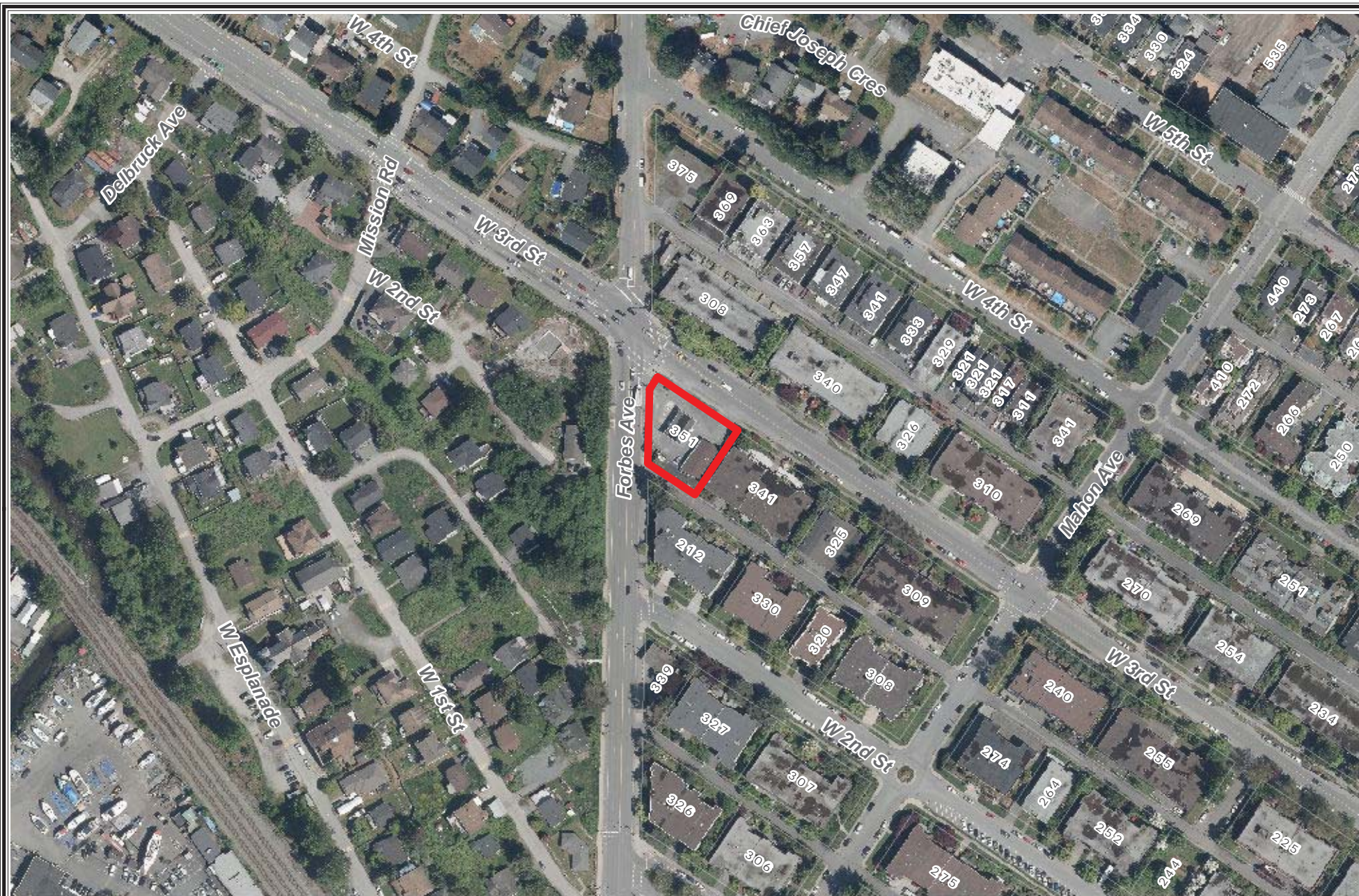
CONCLUSION

This proposal is in alignment with goals and objectives of the OCP and Council Strategic Plan to intensify residential development within the Lonsdale Regional City Centre, and increase rental and mid-market units in the City. The project will also provide appropriate land dedications to facilitate future road upgrades along West 3rd Street, along with a road dedication and statutory right-of-way to facilitate provision of an updated mobility path along the Forbes Avenue frontage.

RESPECTFULLY SUBMITTED:



Matthew Menzel
Planner 3



351 3RD STREET WEST

October 27, 2023

ISSUED FOR REVIEW



LEGAL DESCRIPTION

LOT 1, BLOCK 136 DL 271, G1 NWD, PLAN 13998

DRAWING LIST

G101	COVER SHEET
G102	DRAWING LIST, GENERAL NOTES, SYMBOLS
G201	LEGEND & ABBREVIATIONS
G202	BUILDING CODE ANALYSIS
G203	LANE LEVEL CODE PLAN
G204	BIKE STORAGE LEVEL CODE PLAN
G205	LOBBY LEVEL CODE PLAN
G206	LEVEL 2 TO 4 TYPICAL CODE PLAN
G207	LEVEL 5 CODE PLAN
G208	ROOF CODE PLAN
G209	NORTH SOUTH 1 CODE SECTION
G210	NORTH SOUTH 2 CODE SECTION
G211	FIRE ACCESS
DP-01	PROJECT DATA
DP-02	SITE PHOTOS/ RUNNING STREET ELEVATIONS
DP-03	SITE CONTEXT ZONING & OCP
DP-04	SITE PLAN
DP-05	LANE LEVEL
DP-06	BIKE PARKING LEVEL
DP-07	LOBBY LEVEL
DP-08	2ND RESIDENTIAL LEVEL
DP-09	3RD RESIDENTIAL LEVEL
DP-10	4TH RESIDENTIAL LEVEL
DP-11	5TH RESIDENTIAL LEVEL
DP-12	ROOF PLAN
DP-13	UPPER ROOF PLAN
DP-14	EXTERIOR ELEVATIONS
DP-15	EXTERIOR ELEVATIONS
DP-16	EXTERIOR ELEVATIONS
DP-17	EXTERIOR ELEVATIONS
DP-18	MATERIAL BOARD
DP-19	NORTH-SOUTH BUILDING SECTIONS
DP-20	NORTH-SOUTH BUILDING SECTIONS
DP-21	NORTH-SOUTH BUILDING SECTIONS
DP-22	NORTH-SOUTH BUILDING SECTIONS
DP-23	EAST-WEST BUILDING SECTIONS
DP-24	EAST-WEST BUILDING SECTIONS
DP-25	ADAPTABLE UNIT BY-LAW GUIDELINES
DP-26	ADAPTABLE UNIT PLANS TYPICAL
DP-27	ADAPTABLE UNIT PLANS TYPICAL
DP-28	ENLARGED PLANS
DP-29	AVERAGE GRADE
DP-30	LOT COVERAGE
DP-31	SHADOW STUDY - SEPTEMBER, DECEMBER
DP-32	SHADOW STUDY - MARCH, JUNE
DP-33	FSR OVERLAY & LOT COVERAGE DIAGRAMS
DP-34	RENDERING
DP-35	RENDERING

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ADAM ALTWASSER

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SURREY, BC V3T 2Z3
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LANDSCAPE

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MARK VAUGHAN

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PH: (604)818-9500

CLIENT

JIM PATTISON DEVELOPMENTS
MITCH CRAMP

#200 - 879 MARINE DRIVE
NORTH VANCOUVER, BC V7P 1R7
EMAIL: CRAMP@JP-DEVELOPMENTS.COM
PH: (604)488-5238

DATA SUMMARY

PROJECT DATA

PROPOSED AREA SUMMARY

- Based on 180 degree core Option

Floor Space Ratio

*Each residential level has four Level 2 Adaptable units.

UNITS SUMMARY PER FLOOR

Residential Units

* Mid-Level Rental Unit (10% of Units)

Unit Count

Circulation

Parking Requirement

Bicycle Parking Summary

Refuse & Recycling Summary

Amenity Requirements

Gross Floor Area		Allowable Amenity %	Total Allowable Amenity Area	
62950.00 sf	5888.00 m ²	5%	3147.5 sf	292.41 m ²

and the *Journal of Management Education* (JME) is a peer-reviewed journal that publishes research, theory, and practice in the field of management education. The journal is published by the American Management Education Association (AMEA) and is available online at <http://jme.sagepub.com>.



EAST STREET ELEVATION



NORTH STREET ELEVATION



3D AERIAL VIEW LOOKING SOUTH-EAST



3D AERIAL VIEW LOOKING NORTH-EAST



VIEW ALONG FORBES STREET LOOKING NORTH



VIEW OF SITE LOOKING SOUTH-EAST



VIEW ALONG 3rd STREET LOOKING WEST



ZONING MAP

- PARKS
- TRANSIT ROUTE
- SCHOOL / INSTITUTIONAL
- COMMERCIAL / MIXED USE
- RESIDENTIAL
- SQUAMISH NATION

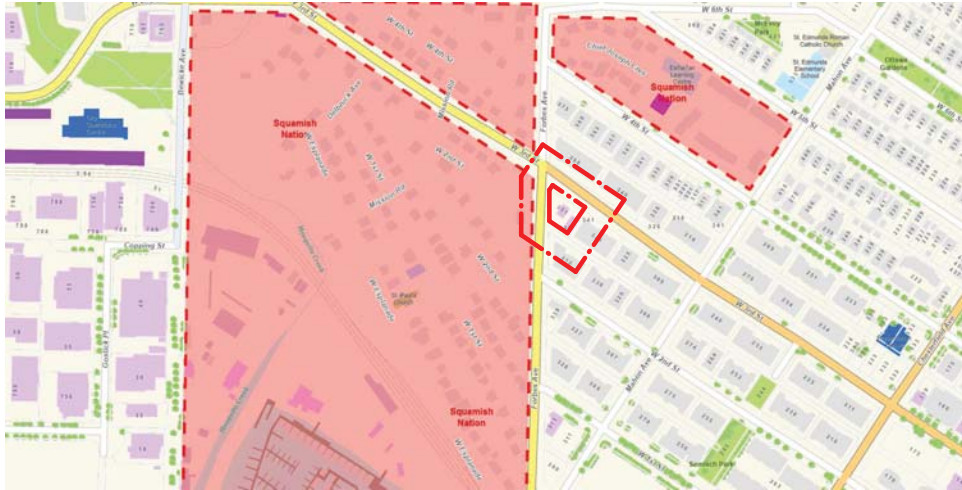
NO.	REVISION	DATE	BY	APP.
1	2023-10-27	Revised to DP Review	BA	JP
2	2023-10-27	Revised to DP Review	BA	JP
3	2023-10-27	Revised to DP Review	BA	JP
4	2023-10-27	Revised to DP Review	BA	JP
5	2023-10-27	Revised to DP Review	BA	JP
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8	2023-10-27	Revised to DP Review	BA	JP
9	2023-10-27	Revised to DP Review	BA	JP
10	2023-10-27	Revised to DP Review	BA	JP

JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
NORTH VANCOUVER, BC
V7M 1G3

**SITE PHOTOS/
RUNNING STREET
ELEVATIONS**

DATE: **October 27, 2023** PROJECT NO: **21035**

DRAWING NO: **DP-02** REVISION: **4**



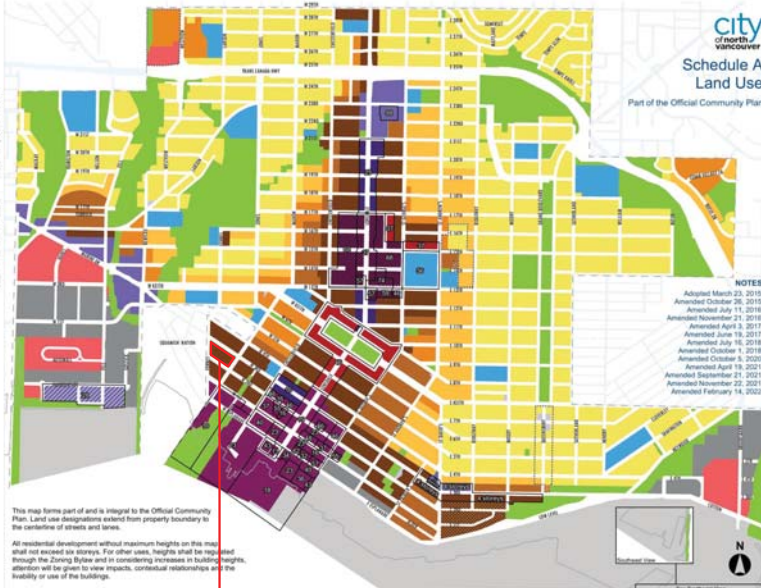
CURRENT ZONING

Land Use Designation
This map should be viewed in conjunction with the provisions of Sections 2.1 and 2.2 of Chapter 1

Land Use Designation	OCIP	Maximum Building Height (m)
Residential Level 1 (Low Density)	0.5	10.5
Residential Level 2 (Low Density)	0.5	10.5
Residential Level 3 (Low Density)	0.75	10.5
Residential Level 4A (Medium Density)	1.0	10.5
Residential Level 4B (Medium Density)	1.25	10.5
Residential Level 5 (Medium Density)	1.6	10.5
Residential Level 6 (High Density)	2.3	10.5
Mixed Use Level 1 (Low Density)	1.0	10.5
Mixed Use Level 2 (Medium Density)	2.0	10.5
Mixed Use Level 3 (Medium Density)	2.3	10.5
Mixed Use Level 4A (High Density)	2.6	10.5
Mixed Use Level 4B (High Density)	3.0	10.5
Harbourfront Waterfront 2.05 (Mixed Use)	2.05	10.5
Parks, Recreation & Open Space		
School & Institutional		
Commercial		
Mixed Employment		
Industrial		
Maximum Building Heights in Metres		
Special Study Area		
City Boundary		

Example Height Equivalencies

Metres	Approx. Storeys
12-13	4
15-19	6
20-25	8
30-35	10
37-42	12
45-50	15
55-60	18
65-70	22
75-80	25
85-90	30



OCIP DESIGNATIONS

SUBJECT SITE

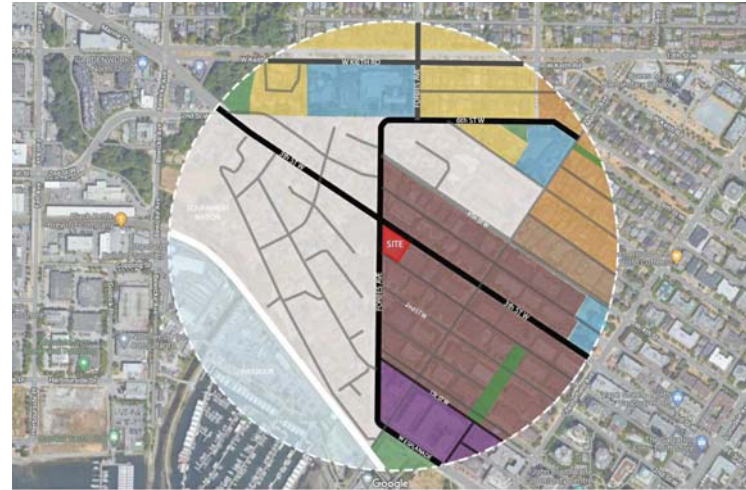
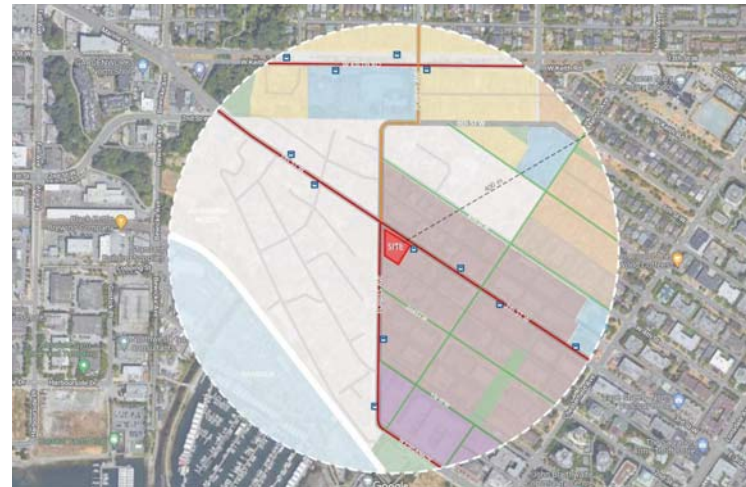


FIGURE GROUND & CONTEXT

RESIDENTIAL LEVEL 5 (MEDIUM DENSITY)	RESIDENTIAL LEVEL 4A (MEDIUM DENSITY)	SQUAMISH NATION
MIXED USE (HIGH DENSITY)	RESIDENTIAL LEVEL 3 (LOW DENSITY)	
SCHOOL & INSTITUTIONAL	RESIDENTIAL LEVEL 2 (LOW DENSITY)	
HARBOUR	PARKS, RECREATION & OPEN SPACE	



TRANSIT MAP

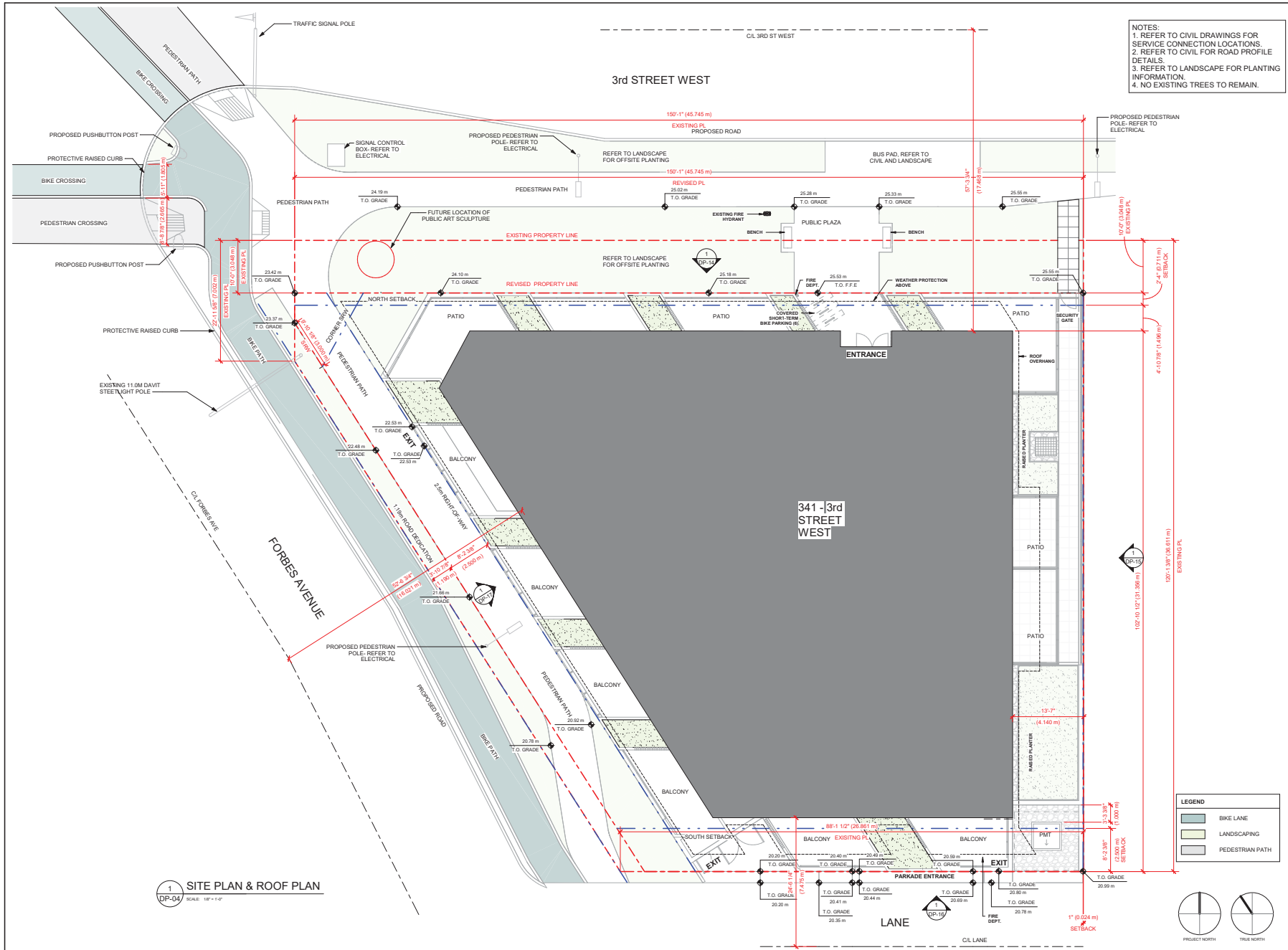
ARTERIAL STREETS	COLLECTOR STREETS	LOCAL STREETS
BUS ROUTES	LEADING TO SCHOOLS	
BUS STOP		

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT REVIEW	2023	JPD
2	ISSUED FOR PERMIT REVIEW	2023	JPD
3	ISSUED FOR PERMIT REVIEW	2023	JPD
4	ISSUED FOR PERMIT REVIEW	2023	JPD
5	ISSUED FOR PERMIT REVIEW	2023	JPD
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7	ISSUED FOR PERMIT REVIEW	2023	JPD
8	ISSUED FOR PERMIT REVIEW	2023	JPD
9	ISSUED FOR PERMIT REVIEW	2023	JPD
10	ISSUED FOR PERMIT REVIEW	2023	JPD

JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

**SITE CONTEXT
ZONING & OCP**

PREP DATE	October 27, 2023	PROJECT NO.	21035
DATE		REVISION	3
DRAWING NO.	DP-03		



NO.	REVISION	DESCRIPTION	DATE	BY
1	2023-10-27	ISSUED FOR PERMIT	2023-10-27	JP
2	2023-10-27	ISSUED FOR PERMIT	2023-10-27	JP
3	2023-10-27	ISSUED FOR PERMIT	2023-10-27	JP
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5	2023-10-27	ISSUED FOR PERMIT	2023-10-27	JP

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JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

SITE PLAN

DP-04

October 27, 2023

As indicated

21035

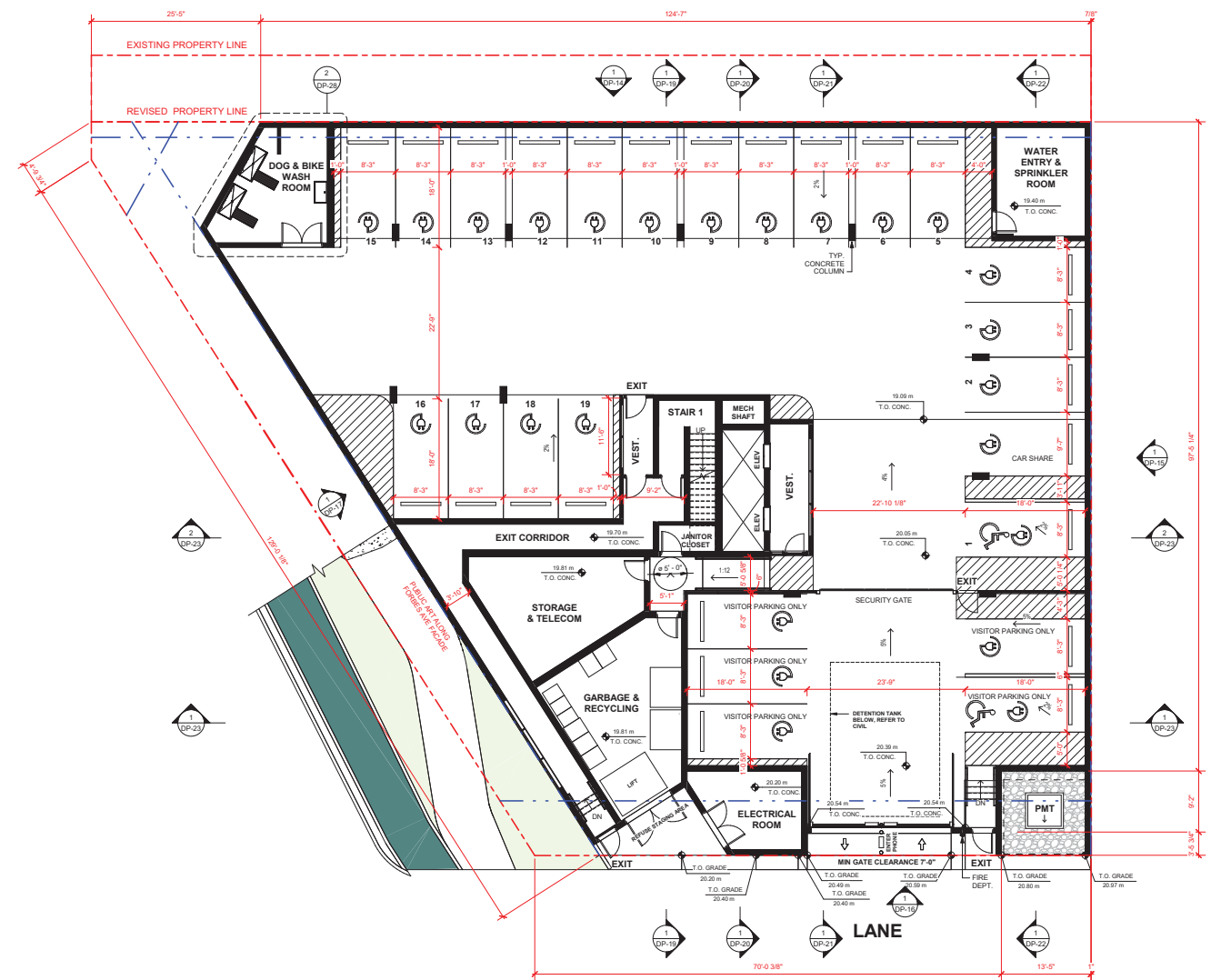
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1 LANE LEVEL

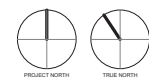
DP-05 SCALE: 1/8" = 1'-0"

NOTES:

1. MIN HEIGHT CLEARANCE AT ACCESSIBLE STALLS AND ACCESS TO STALL IS 7'-7".
2. MIN HEIGHT CLEARANCE IN PARKADE IS 7'-0", EXCEPT AS NOTED IN NOTE #1.



SYMBOL LEGEND	
	LEVEL 2 ELECTRIC CHARGER READY
	ACCESSIBLE STALL
	PAINTED LINES



NO.	DESCRIPTION	DATE	BY
1	2023-10-27	2023-10-27	J.P.
2	2023-10-27	2023-10-27	J.P.
3	2023-10-27	2023-10-27	J.P.
4	2023-10-27	2023-10-27	J.P.
5	2023-10-27	2023-10-27	J.P.
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8	2023-10-27	2023-10-27	J.P.
9	2023-10-27	2023-10-27	J.P.
10	2023-10-27	2023-10-27	J.P.

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VANCOUVER, BC
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PROJECT TITLE

LANE LEVEL

PROJECT NO. 21035

DATE: October 27, 2023

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

CONTRACT NO. DP-05

REVISION 5

NO.	REVISION	DESCRIPTION	DATE	BY
1	2023-03-27	Issued for Review	2023-03-27	J.P.
2	2023-03-28	Returned to JPD for Review	2023-03-28	J.P.
3	2023-03-28	Returned to JPD for Review	2023-03-28	J.P.
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8	2023-03-28	Returned to JPD for Review	2023-03-28	J.P.
9	2023-03-28	Returned to JPD for Review	2023-03-28	J.P.
10	2023-03-28	Returned to JPD for Review	2023-03-28	J.P.

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NORTH VANCOUVER, BC
V7M 1G3

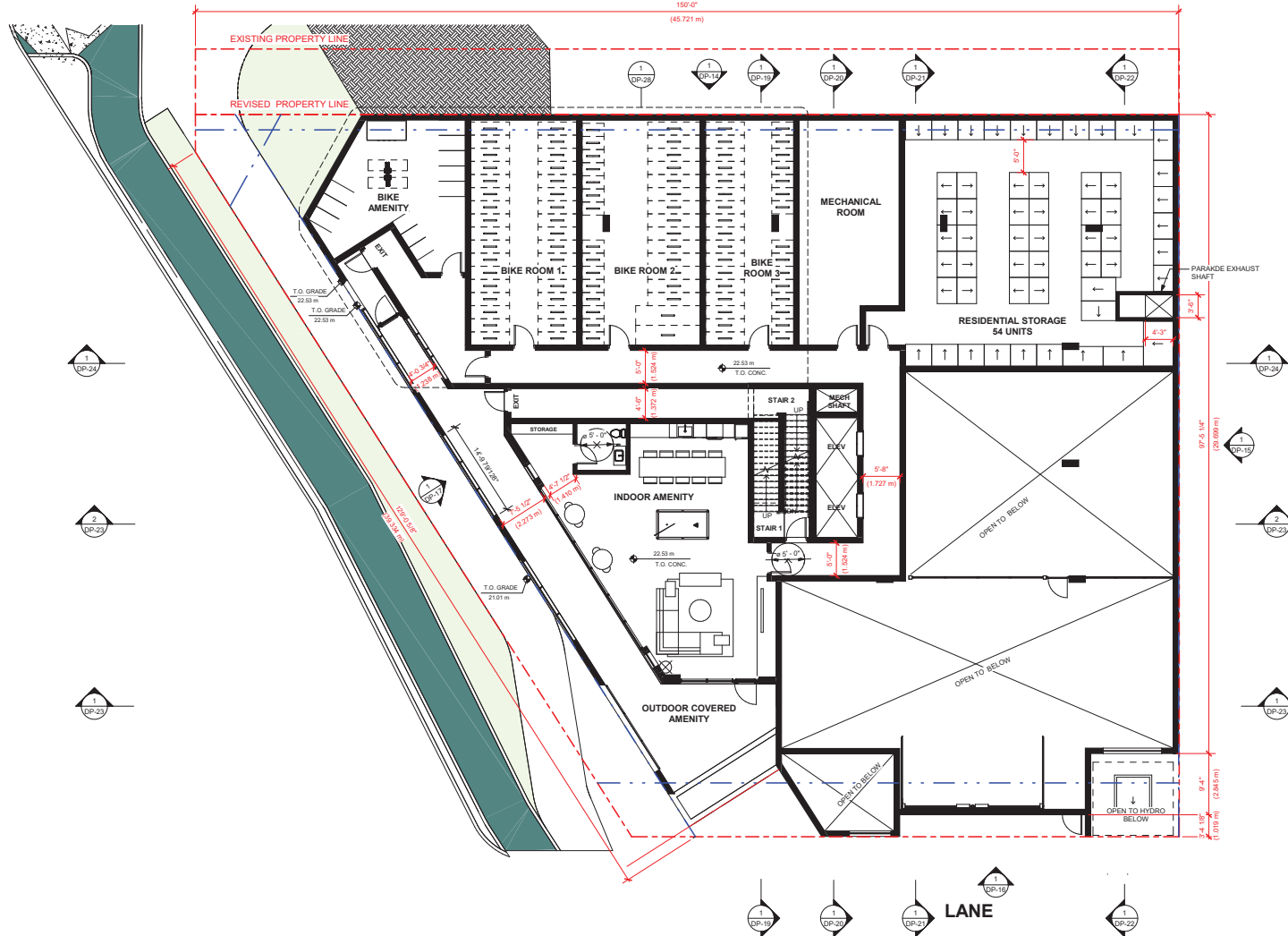
PROJECT TITLE

BIKE PARKING LEVEL

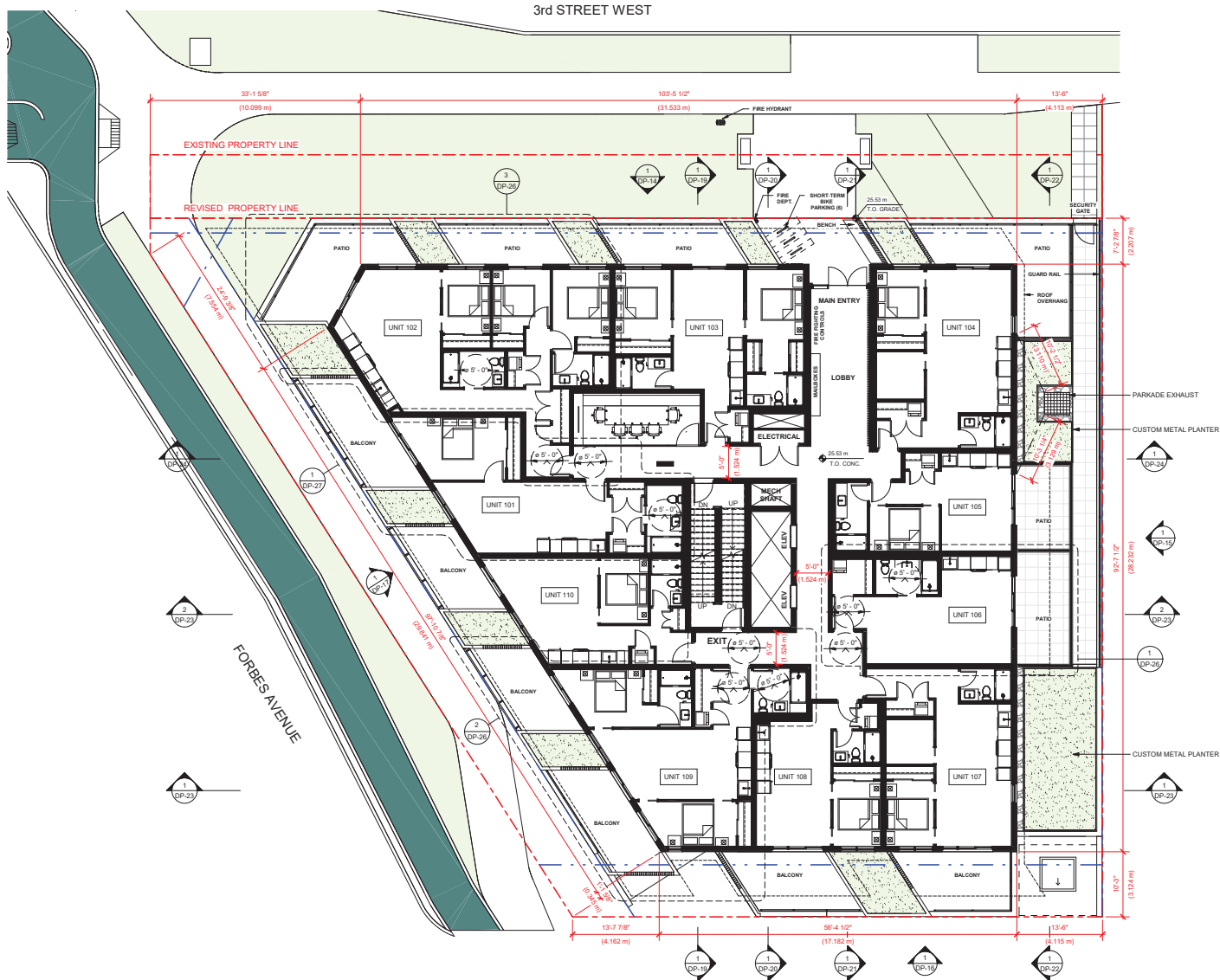
PROJECT DATE: **October 27, 2023**
PROJECT NO: **21035**

SCALE: **1/8" = 1'-0"**
CONTRACT NO: **DP-06**
SHEET NO: **6**

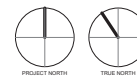
PROJECT NORTH TRUE NORTH



BIKE PARKING LEVEL
DP-06 SCALE: 1/8" = 1'-0"



1 LOBBY LEVEL
DP-07 SCALE: 1/8" = 1'-0"



NO.	REVISION	DATE	BY	APP.
1	ISSUED FOR PERMIT	2023-10-27	DP-07	
2	FOR REVIEW	2023-10-27	DP-07	
3	FOR REVIEW	2023-10-27	DP-07	
4	FOR REVIEW	2023-10-27	DP-07	
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6	FOR REVIEW	2023-10-27	DP-07	
7	FOR REVIEW	2023-10-27	DP-07	
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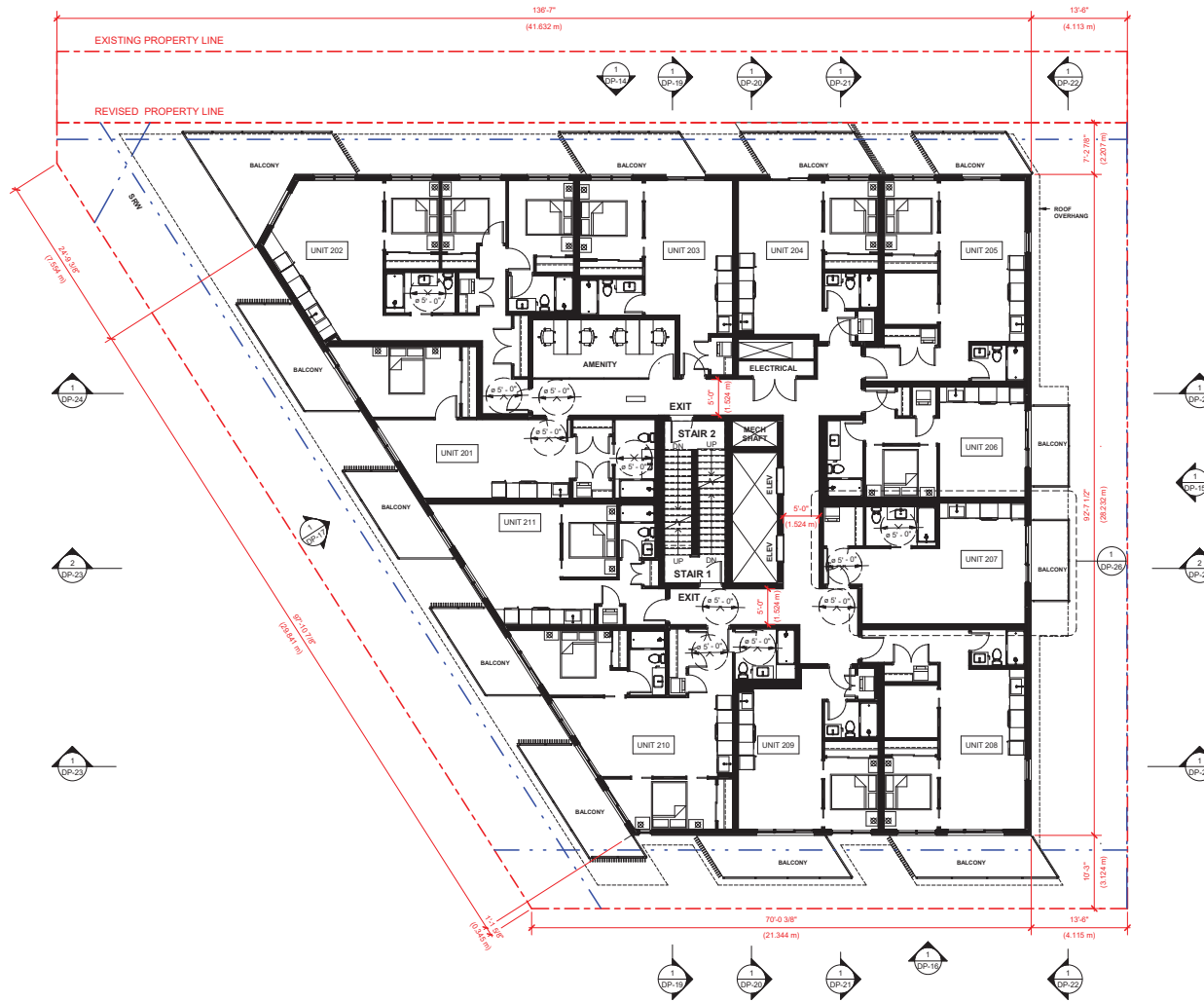
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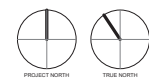
PROJECT TITLE

LOBBY LEVEL

PROJECT DATE: October 27, 2023	PROJECT NO: 21035
SCALE: 1/8" = 1'-0"	REVISION: 6
CONTRACTOR: DP-07	



1 2ND RESIDENTIAL LEVEL
DP-08 SCALE: 1/8" = 1'-0"

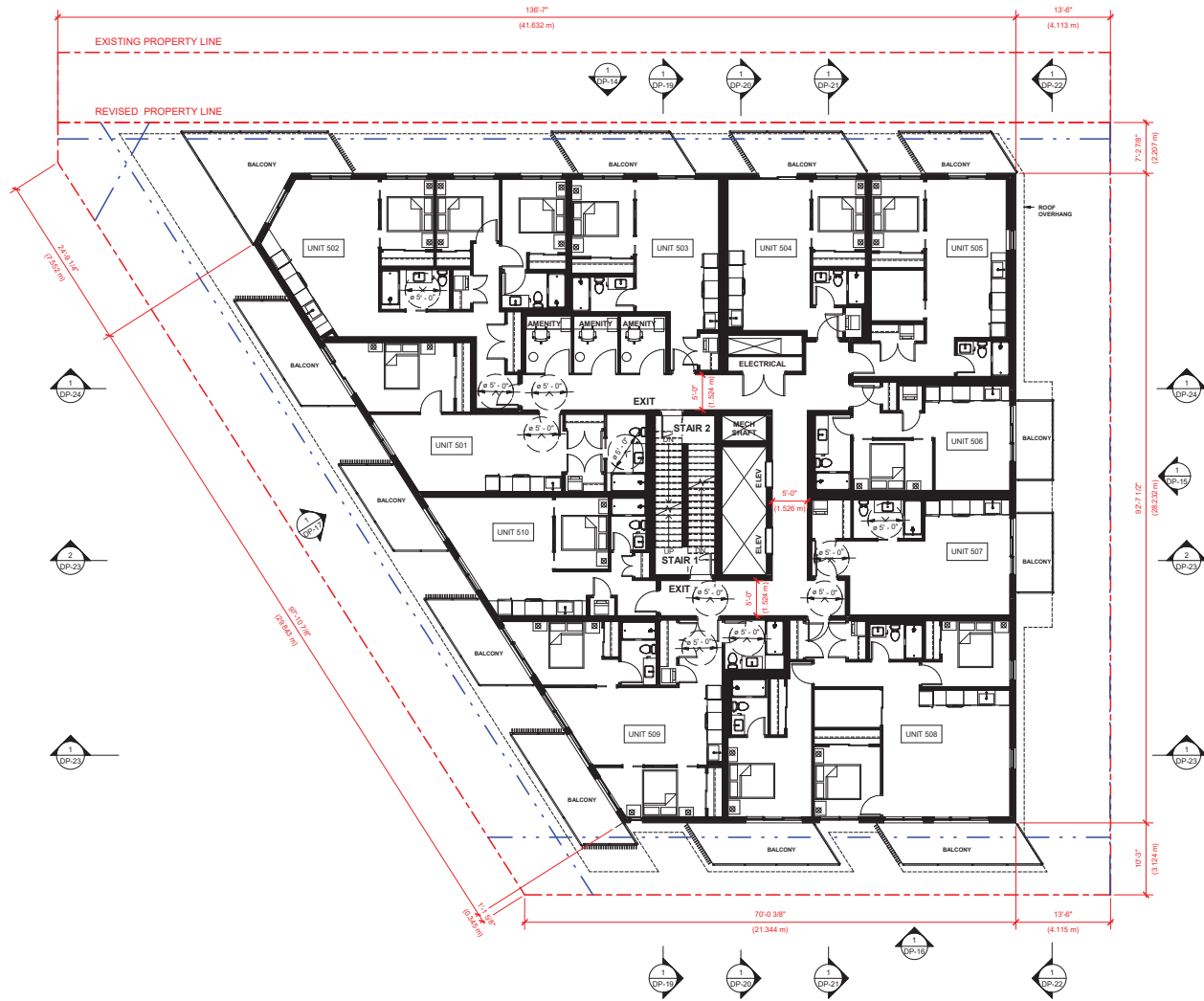


NO.	REVISION	DESCRIPTION	DATE	BY
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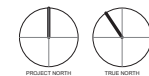
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351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

2nd RESIDENTIAL
LEVEL

PROJECT DATE: October 27, 2023	PROJECT NO: 21035
SCALE: 1/8" = 1'-0"	
CONTRACTOR: DP-08	REVISION: 5



1 LEVEL 5
DP-11 SCALE: 1/8" = 1'-0"



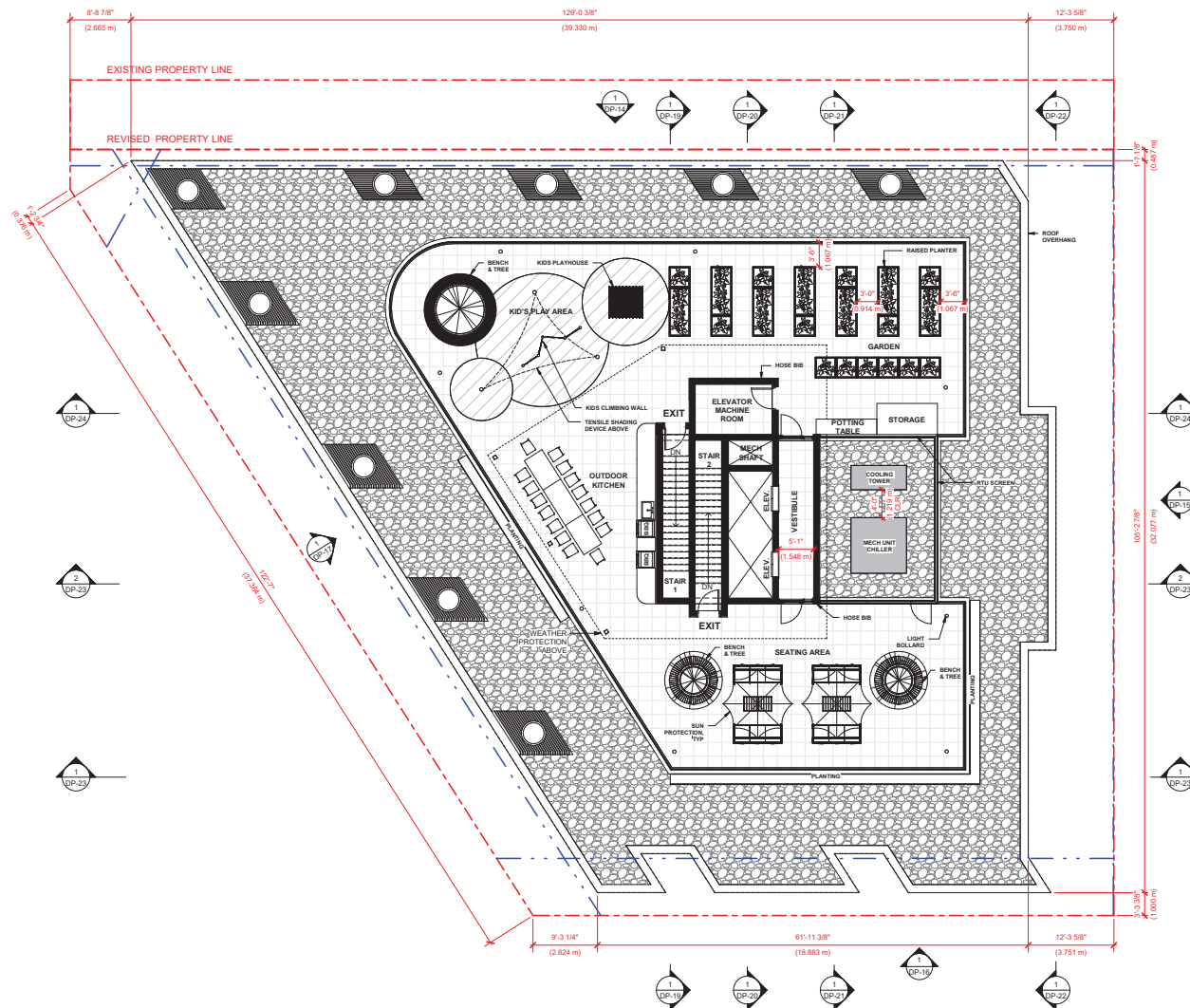
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2	2023.10.28	Revised for Review	BA	DP
3	2023.10.28	Revised for Review	DP	DP
4	2023.10.28	Revised for Review	DP	DP
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7	2023.10.28	Revised for Review	DP	DP
8	2023.10.28	Revised for Review	DP	DP
9	2023.10.28	Revised for Review	DP	DP
10	2023.10.28	Revised for Review	DP	DP

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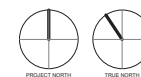
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351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

5th RESIDENTIAL LEVEL

PROJECT DATE: October 27, 2023
SCALE: 1/8" = 1'-0"
PROJECT NO: 21035
DRAWING NO: DP-11
REVISION: 4



1
DP-12
T.O. ROOF
SCALE: 1/8" = 1'-0"



NO.	REVISION	DESCRIPTION	DATE	BY	CHK
1	2023-10-27	Issued for Review	BA	DP	
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3	2023-10-27	Revised for Review	BA	DP	
4	2023-10-27	Revised for Review	BA	DP	

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351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

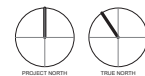
PROJECT TITLE

ROOF PLAN

PROJECT DATE: October 27, 2023	PROJECT NO: 21035
SCALE: 1/8" = 1'-0"	REVISION: 4
DATE: October 27, 2023	

DP-12

1 ELEVATOR ROOF
DP-13 SCALE: 1/8" = 1'-0"



NO.	REVISION	DESCRIPTION	DATE
1		Issued for Permit	2023-10-27
2		Revised to Add Details	2023-10-27
3		Revised to Add Details	2023-10-27
4		Revised to Add Details	2023-10-27
5		Revised to Add Details	2023-10-27
6		Revised to Add Details	2023-10-27
7		Revised to Add Details	2023-10-27
8		Revised to Add Details	2023-10-27
9		Revised to Add Details	2023-10-27
10		Revised to Add Details	2023-10-27

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JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

UPPER ROOF PLAN

PROJECT NO: 21035
DATE: October 27, 2023
SCALE: 1/8" = 1'-0"

5

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	2023.10.27	DP-15	
2	ISSUED FOR PERMIT	2023.10.27	DP-15	
3	ISSUED FOR PERMIT	2023.10.27	DP-15	
4	ISSUED FOR PERMIT	2023.10.27	DP-15	
5	ISSUED FOR PERMIT	2023.10.27	DP-15	
6	ISSUED FOR PERMIT	2023.10.27	DP-15	
7	ISSUED FOR PERMIT	2023.10.27	DP-15	
8	ISSUED FOR PERMIT	2023.10.27	DP-15	
9	ISSUED FOR PERMIT	2023.10.27	DP-15	
10	ISSUED FOR PERMIT	2023.10.27	DP-15	

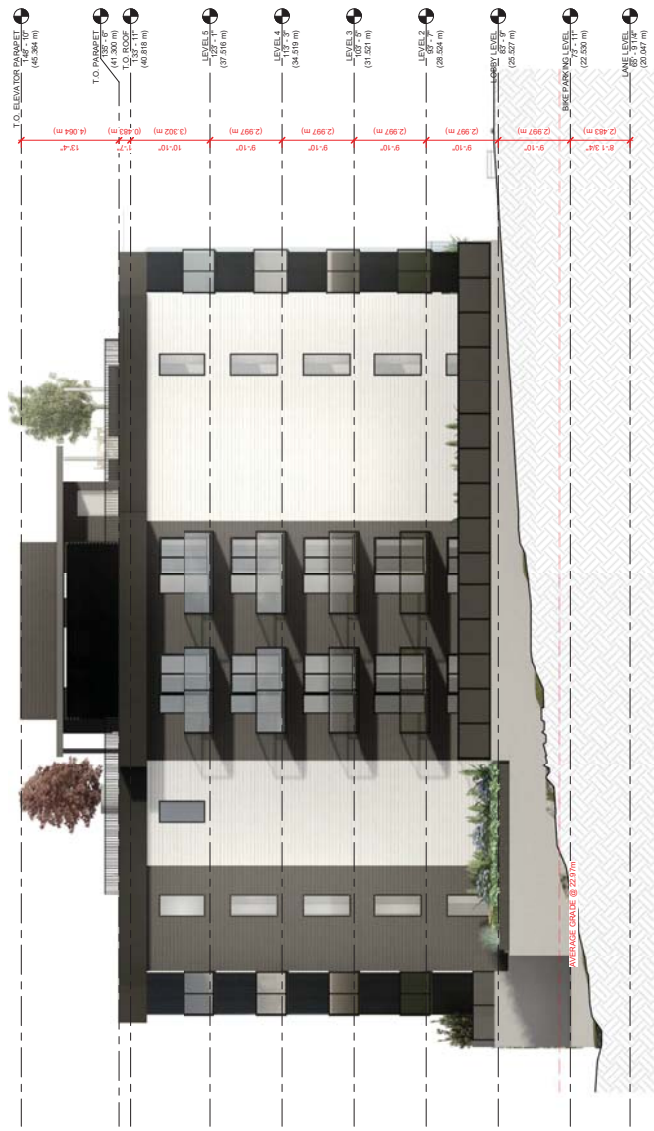
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JIM PATTON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

DATE: 2023.10.27

EXTERIOR
ELEVATIONS

PROJECT NO.	21035
DATE	October 27, 2023
SCALE	1/8" = 1'-0"
REVISIONS	
NO.	4



1 EAST ELEVATION
DP-15 SCALE: 1/8" = 1'-0"



1 WEST ELEVATION
DP-17 SCALE: 1/8" = 1'-0"

NO.	REVISION	DATE	BY	CHKD.	APP'D.
1	ISSUED FOR PERMIT	2023.05.27	JP	JP	JP
2	REVISION				
3	REVISION				
4	REVISION				
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100	REVISION				

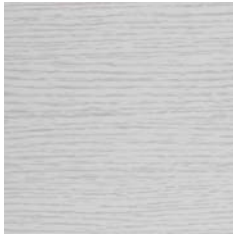
JIM PATTERSON DEVELOPMENTS
351 3RD STREET WEST
VANCOUVER, BC
V6B 5C6

EXTERIOR ELEVATIONS

PROJECT NO.	21035
DATE	2023.05.27
SCALE	1/8" = 1'-0"
DESIGNER	JIM PATTERSON
PROJECT	DP-17



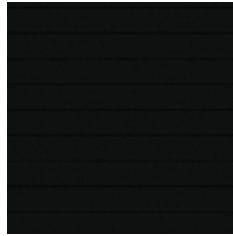
1.1 PAINTED CONCRETE
Base Cladding
Colour: Black



1.2 SAGIPER PANEL
Exterior Cladding
Colour: White



1.3 SAGIPER PANEL
Exterior Cladding
Colour: Black



1.4 METAL PANEL
Slats
Colour: Black



1.5 METAL PANEL
Slats at Lobby Entrance
Colour: Accent colour to be confirmed



1.6 GLAZING
Windows & Guards
Colour: Clear, Low Iron



NO.	REVISION	DESCRIPTION	DATE	BY
1	2023-10-27	Issued for Review	18A	JEP
2	2023-10-27	Revised for Design Review	18A	JEP
3	2023-10-27	Revised for Design Review	18A	JEP
4	2023-10-27	Revised for Design Review	18A	JEP

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JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
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NORTH VANCOUVER, BC
V7M 1G3

PROJECT TITLE

MATERIAL BOARD

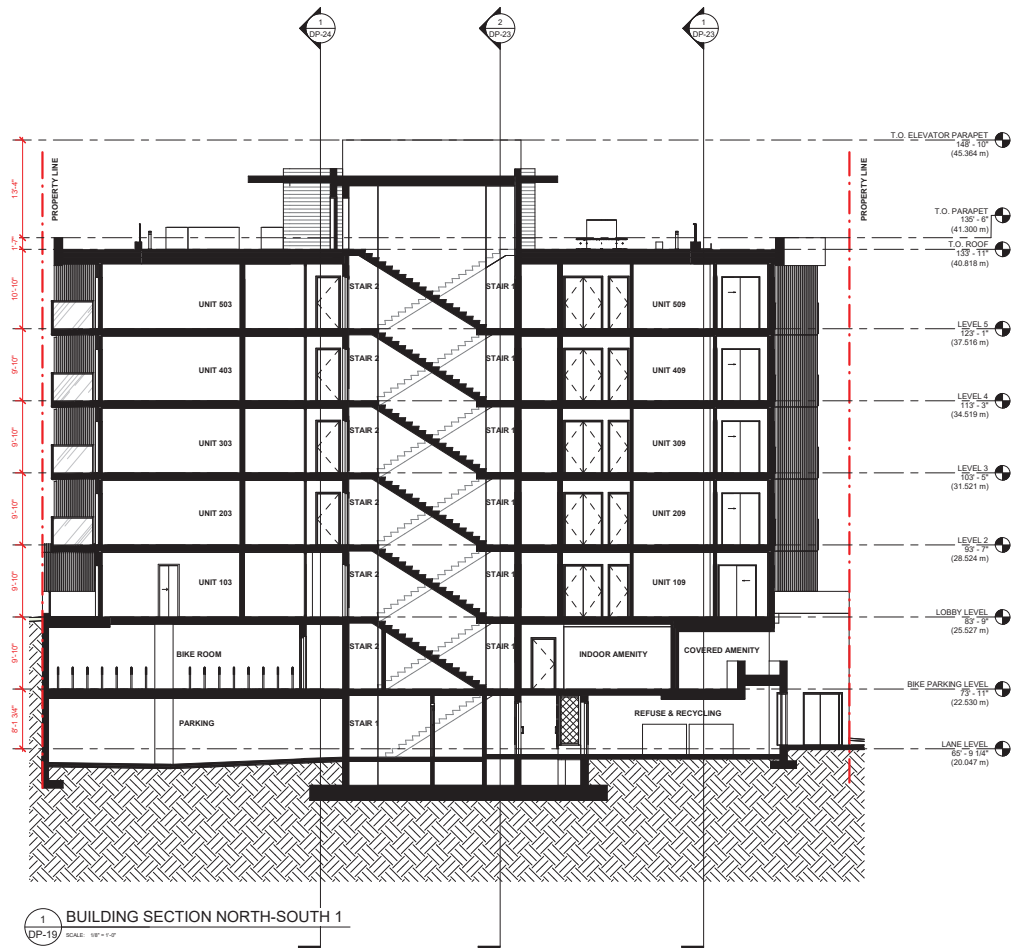
PROJECT DATE: October 27, 2023

PROJECT NO: 21035

SCALE: NO SCALE

DESIGNER: DP-18

REVISION: 4



1 BUILDING SECTION NORTH-SOUTH 1
 DP-19 SCALE: 1/8" = 1'-0"

ARCHITECTURE + INTERIOR DESIGN

SUITE 305 - 7 EAST 6TH AVE
 VANCOUVER BRITISH COLUMBIA CANADA
 V6E 4B6
 TEL: 604.681.8888
 WWW.MGBA.CA

JIM PATTISON DEVELOPMENTS

NO.	REVISION	DESCRIPTION	DATE	BY	APP.
1	2023.10.27	ISSUED FOR PERMIT	2023.10.27	JP	JP
2	2023.10.27	REVISED FOR PERMIT	2023.10.27	JP	JP
3	2023.10.27	REVISED FOR PERMIT	2023.10.27	JP	JP
4	2023.10.27	REVISED FOR PERMIT	2023.10.27	JP	JP

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JIM PATTISON DEVELOPMENTS
 351 3RD STREET WEST
 NORTH VANCOUVER, BC
 V7M 1G3

PROJECT TITLE

NORTH-SOUTH BUILDING SECTIONS

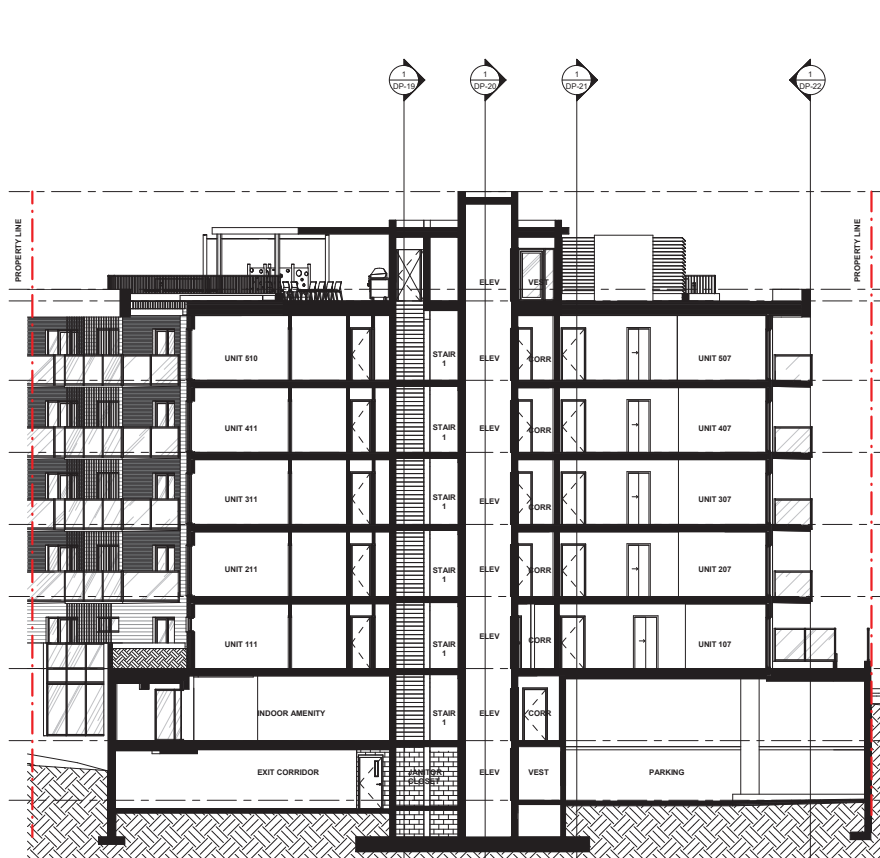
PROJECT DATE: October 27, 2023	PROJECT NO: 21035
SCALE: 1/8" = 1'-0"	
DRAWING NO. DP-19	REVISION 4



DRAWING NO. DP-20	REVISION 4
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DP-21	4
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BUILDING SECTION EAST-WEST 3



BUILDING SECTION EAST-WEST 2

[illegible]

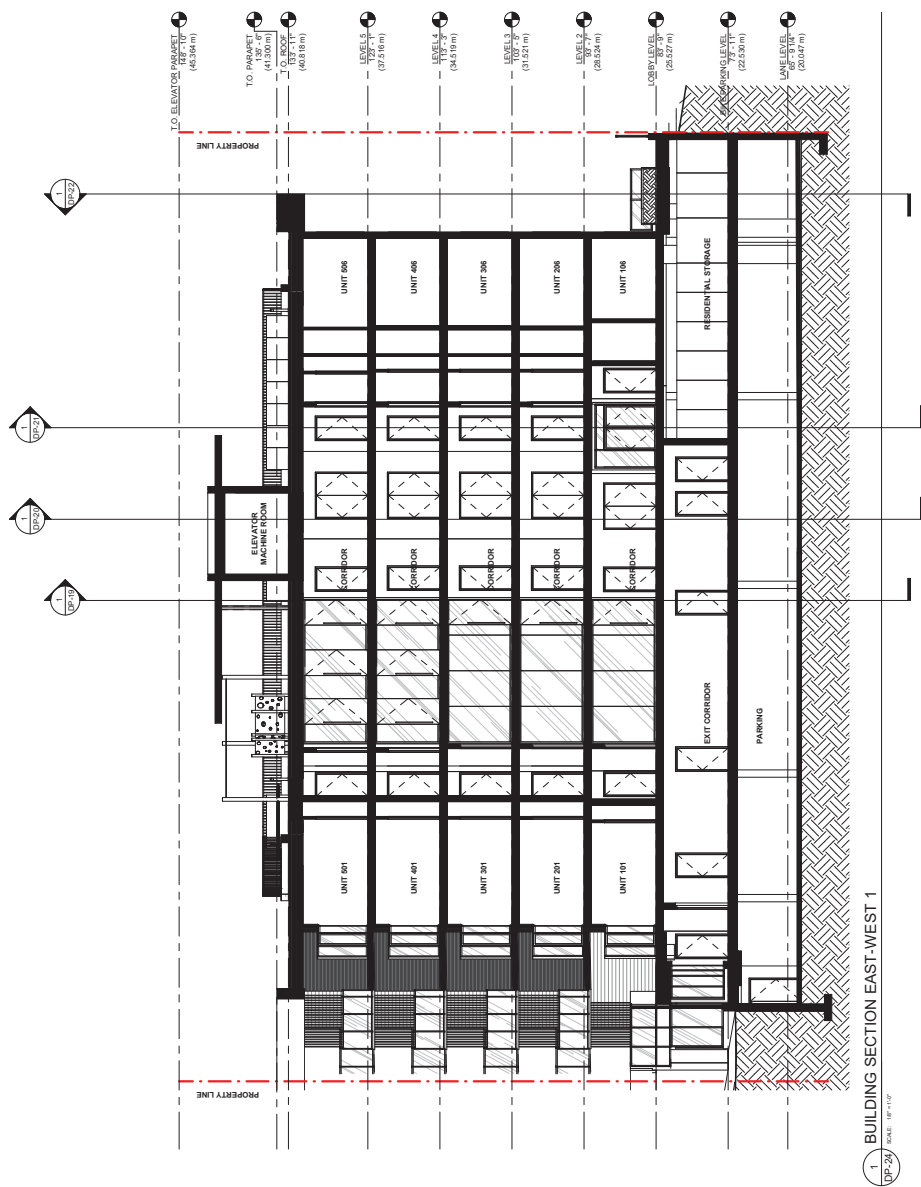
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PROJECT:
JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC

EAST-WEST BUILDING
SECTIONS

PLOT DATE: October 27, 2023	PROJECT NO. 21035
SCALE: 1/8" = 1'-0"	REVISION 4
DRAWING NO. DP-23	



ADAPTABLE DESIGN GUIDELINES DESIGN ELEMENTS

City of North Vancouver Zoning Bylaw, 1995, No. 6700 Amendment Bylaw No. 2005, No. 7721 - Figure 5 - 1

	LEVEL ONE	LEVEL TWO	LEVEL THREE
BUILDING ACCESS	Outside stairs - maximum degree of colour contrast on nosing of each stair	Outside stairs - maximum degree of colour contrast on nosing of each stair	Outside stairs - maximum degree of colour contrast on nosing of each stair
BUILDING ACCESS	Curb cuts have tactile and visual cues	Curb cuts have tactile and visual cues	Curb cuts have tactile and visual cues
BUILDING ACCESS	Unobstructed access to main building entrances from street/sidewalks	Unobstructed access to main building entrances from street/sidewalks	Unobstructed access to main building entrances from street/sidewalks
BUILDING ACCESS	Unobstructed internal access: - from parking levels containing accessible parking (2' or 1500mm wide; 2' or 610mm clear wall space adjacent to door latch) - garbage and recycling receptacles and storage lockers - no stairs within building circulation including corridors on residential levels - accessible storage lockers for each unit	Unobstructed internal access: - from parking levels containing accessible parking (2' or 1500mm wide; 2' or 610mm clear wall space adjacent to door latch) - garbage and recycling receptacles and storage lockers - no stairs within building circulation including corridors on residential levels - accessible storage lockers for each unit	Unobstructed internal access: - from parking levels containing accessible parking (2' or 1500mm wide; 2' or 610mm clear wall space adjacent to door latch) - garbage and recycling receptacles and storage lockers - no stairs within building circulation including corridors on residential levels - accessible storage lockers for each unit
BUILDING ACCESS	Canopy over main building entrances (2' or 915mm) and entrance	Canopy over main building entrances (2' or 915mm) and entrance	Canopy over main building entrances (2' or 915mm) and entrance
BUILDING ACCESS	Provide automatic door opener for at least one building entry door at ground level as well as doors leading into the building on each underground parkade level where disability parking is provided	Provide automatic door opener for at least one building entry door at ground level as well as doors leading into the building on each underground parkade level where disability parking is provided	Provide automatic door opener for at least one building entry door at ground level as well as doors leading into the building on each underground parkade level where disability parking is provided
BUILDING ACCESS	Disability Parking provided in accordance with Zoning Bylaw Figure 9-4 as attached	Disability Parking provided in accordance with Zoning Bylaw Figure 9-4 as attached	Disability Parking provided in accordance with Zoning Bylaw Figure 9-4 as attached
BUILDING ACCESS	Flush thresholds throughout the building (maximum 1/2" or 13mm height)	Flush thresholds throughout the building (maximum 1/2" or 13mm height)	Flush thresholds throughout the building (maximum 1/2" or 13mm height)
BUILDING ACCESS	Accessible building entrance, call buttons and, where provided, suite door bells *	Accessible building entrance, call buttons and, where provided, suite door bells *	Accessible building entrance, call buttons and, where provided, suite door bells *

* Illustrations available
Options considered

Design Elements
July 2005

2 of 11

DESIGN ELEMENTS

ADAPTABLE DESIGN GUIDELINES FIXTURES AND FINISHES

6 of 11

	LEVEL ONE	LEVEL TWO	LEVEL THREE
BASIC	Easy to read building address numbers (min. 4" or 100mm high in contrasting colours)	Easy to read building address numbers (min. 4" or 100mm high in contrasting colours)	Easy to read building address numbers (min. 4" or 100mm high in contrasting colours)
BASIC	Lighting levels to a minimum of 100 lux outside and inside main building entries and suite entries	Lighting levels to a minimum of 100 lux outside and inside main building entries and suite entries	Lighting levels to a minimum of 100 lux outside and inside main building entries and suite entries
BASIC	No polished finish on building entry flooring (provide flooring samples)	No polished finish on building entry flooring (provide flooring samples)	No polished finish on building entry flooring (provide flooring samples)
BASIC	Except for pocket doors, sliding doors, or doors equipped with operators, lever door handles are required on all doors (provide notation on door schedule)	Except for pocket doors, sliding doors, or doors equipped with operators, lever door handles are required on all doors (provide notation on door schedule)	Except for pocket doors, sliding doors, or doors equipped with operators, lever door handles are required on all doors (provide notation on door schedule)
BASIC	Signage throughout common areas has well contrasted colours	Signage throughout common areas has well contrasted colours	Signage throughout common areas has well contrasted colours
BASIC	Elevators have well contrasted control buttons	Elevators have well contrasted control buttons	Elevators have well contrasted control buttons
CIRCULATION	Colour contrasting and doors	Colour contrasting and doors	Colour contrasting and doors
BUILDING MEETING / AMENITY ROOMS	Provide carpet and drapes to absorb sound and decrease echoes	Provide carpet and drapes to absorb sound and decrease echoes	Provide carpet and drapes to absorb sound and decrease echoes
UNIT ENTRIES	Adjustable door closers to reduce force to open door to maximum 20N or 3 lbs.	Adjustable door closers to reduce force to open door to maximum 20N or 3 lbs.	Adjustable door closers to reduce force to open door to maximum 20N or 3 lbs.
UNIT ENTRIES	Door handles at 40" or 1000mm above the floor, with deadbolts placed immediately above or below	Door handles at 40" or 1000mm above the floor, with deadbolts placed immediately above or below	Door handles at 40" or 1000mm above the floor, with deadbolts placed immediately above or below
UNIT ENTRIES	Two door viewers: 3/8" or 100mm and 3/8" or 100mm	Two door viewers: 3/8" or 100mm and 3/8" or 100mm	Two door viewers: 3/8" or 100mm and 3/8" or 100mm
UNIT FLOORING	Non-slip flooring in kitchen and minimum one bathroom (provide flooring samples)	Non-slip flooring in kitchen and minimum one bathroom (provide flooring samples)	Non-slip flooring in kitchen and minimum one bathroom (provide flooring samples)
UNIT FLOORING	High density, low level loop carpet and underlay (maximum 1/2" or 13mm height)	High density, low level loop carpet and underlay (maximum 1/2" or 13mm height)	High density, low level loop carpet and underlay (maximum 1/2" or 13mm height)
PATIOS AND BALCONIES	Outdoor light fixture provided	Outdoor light fixture provided	Outdoor light fixture provided
PATIOS AND BALCONIES	Electrical outlet provided	Electrical outlet provided	Electrical outlet provided

* Illustrations available

Design Elements
July 2005

Fixtures & Finishes
July 2005

FIXTURES & FINISHES

	LEVEL ONE	LEVEL TWO	LEVEL THREE
COMMON AREAS	Accessible mailboxes for all AD Level 2 units, and 8" or 1500mm turning radius in hall *	Accessible mailboxes for all AD Level 3 units, and 8" or 1500mm turning radius in hall *	Accessible mailboxes for all AD Level 3 units, and 8" or 1500mm turning radius in hall *
CIRCULATION	Corridors minimum 4' or 1200mm wide (except for service access areas) *	Corridors minimum 4' or 1200mm wide (except for service access areas) *	Corridors minimum 4' or 1200mm wide (except for service access areas) *
CIRCULATION	Provide 2' or 1500mm turning radius inside and outside the entry corridor of each dwelling unit *	Provide 2' or 1500mm turning radius inside and outside the entry corridor of each dwelling unit *	Provide 2' or 1500mm turning radius inside and outside the entry corridor of each dwelling unit *
SUITE CIRCULATION	Provide wiring for an automatic door opener for the suite entry door	Provide wiring for an automatic door opener for the suite entry door	Provide wiring for an automatic door opener for the suite entry door
SUITE CIRCULATION	Provide 2' or 610mm clear wall space adjacent to door latches where door swings toward user (pocket doors acceptable for bedrooms and bedrooms)	Provide 2' or 610mm clear wall space adjacent to door latches where door swings toward user (pocket doors acceptable for bedrooms and bedrooms)	Provide 2' or 610mm clear wall space adjacent to door latches where door swings toward user (pocket doors acceptable for bedrooms and bedrooms)
DOORS	Minimum one bathroom, minimum one bedroom and storage room doors 2'-10" or 610mm clear opening	Minimum one bathroom, minimum one bedroom and storage room doors 2'-10" or 610mm clear opening	Minimum one bathroom, minimum one bedroom and storage room doors 2'-10" or 610mm clear opening
PATIOS & BALCONIES	Minimum one door 2'-10" or 610mm clear door opening	Minimum one door 2'-10" or 610mm clear door opening	Minimum one door 2'-10" or 610mm clear door opening
PATIOS & BALCONIES	Minimum one patio or balcony door with maximum 3/8" or 100mm threshold	Minimum one patio or balcony door with maximum 3/8" or 100mm threshold	Minimum one patio or balcony door with maximum 3/8" or 100mm threshold
PATIOS & BALCONIES	Minimum 5' or 1500mm turning radius on patio / balcony	Minimum 5' or 1500mm turning radius on patio / balcony	Minimum 5' or 1500mm turning radius on patio / balcony
WINDOWS	Opening mechanism maximum 40" or 1100mm above floor (provide notation on window schedule)	Opening mechanism maximum 40" or 1100mm above floor (provide notation on window schedule)	Opening mechanism maximum 40" or 1100mm above floor (provide notation on window schedule)
WINDOWS	Provide minimum 8/8" or 1800mm horizontal windows in living room, dining room and minimum one bedroom where sills are not more than 2'-6" or 750mm above the floor	Provide minimum 8/8" or 1800mm horizontal windows in living room, dining room and minimum one bedroom where sills are not more than 2'-6" or 750mm above the floor	Provide minimum 8/8" or 1800mm horizontal windows in living room, dining room and minimum one bedroom where sills are not more than 2'-6" or 750mm above the floor
KITCHEN	Continuous counter between sink and stove *	Continuous counter between sink and stove *	Continuous counter between sink and stove *
KITCHEN	Provide sufficient space for future installation of cooking and wall oven	Provide sufficient space for future installation of cooking and wall oven	Provide sufficient space for future installation of cooking and wall oven
KITCHEN	Provide for potential 2'8" or 810mm wide undercounter workspace	Provide for potential 2'8" or 810mm wide undercounter workspace	Provide for potential 2'8" or 810mm wide undercounter workspace
KITCHEN	Lower edge of upper cupboards 4'8" or 1300mm above floor	Lower edge of upper cupboards 4'8" or 1300mm above floor	Lower edge of upper cupboards 4'8" or 1300mm above floor

* Illustrations available
Options considered

Design Elements
July 2005

3 of 11

DESIGN ELEMENTS

	LEVEL ONE	LEVEL TWO	LEVEL THREE
ELECTRICAL	Switches, controls, thermostats and the highest breaker in the suite panel, to be installed no higher than 40" or 1100mm above finished floor	Switches, controls, thermostats and the highest breaker in the suite panel, to be installed no higher than 40" or 1100mm above finished floor	Switches, controls, thermostats and the highest breaker in the suite panel, to be installed no higher than 40" or 1100mm above finished floor
ELECTRICAL	Electrical outlets, cable outlets, telephone jacks not lower than 18" or 450mm above floor	Electrical outlets, cable outlets, telephone jacks not lower than 18" or 450mm above floor	Electrical outlets, cable outlets, telephone jacks not lower than 18" or 450mm above floor
ELECTRICAL	Within suites a duplex outlet is required within 8' or 200mm of a telephone jack	Within suites a duplex outlet is required within 8' or 200mm of a telephone jack	Within suites a duplex outlet is required within 8' or 200mm of a telephone jack
ELECTRICAL	Wiring for visual alarm system in living room and minimum one bedroom, connected to fire alarm system	Wiring for visual alarm system in living room and minimum one bedroom, connected to fire alarm system	Wiring for visual alarm system in living room and minimum one bedroom, connected to fire alarm system
ELECTRICAL	Double switch	Double switch	Double switch
ELECTRICAL	Double switch	Double switch	Double switch
WINDOWS	Easily gripped and operated mechanism for opening and locking windows	Easily gripped and operated mechanism for opening and locking windows	Easily gripped and operated mechanism for opening and locking windows
KITCHEN	Task lighting of at least 100 lux level at sink, stove and work areas in addition to general overhead lighting	Task lighting of at least 100 lux level at sink, stove and work areas in addition to general overhead lighting	Task lighting of at least 100 lux level at sink, stove and work areas in addition to general overhead lighting
KITCHEN	Push-out work boards at 2'8" or 810mm height *	Push-out work boards at 2'8" or 810mm height *	Push-out work boards at 2'8" or 810mm height *
KITCHEN	Lever handle faucets and cabinet handles which can be easily used with an open hand eg. TV or "J" cabinet handles	Lever handle faucets and cabinet handles which can be easily used with an open hand eg. TV or "J" cabinet handles	Lever handle faucets and cabinet handles which can be easily used with an open hand eg. TV or "J" cabinet handles
KITCHEN	Adjustable shelves in all cabinets	Adjustable shelves in all cabinets	Adjustable shelves in all cabinets
KITCHEN	Drawer storage in key areas	Drawer storage in key areas	Drawer storage in key areas
KITCHEN	Provision for removal of sink cabinet and (height of counter height)	Provision for removal of sink cabinet and (height of counter height)	Provision for removal of sink cabinet and (height of counter height)
KITCHEN	Provision for water supply and drain to allow for a 4" (100mm) drop in vanity height (offset plumbing)	Provision for water supply and drain to allow for a 4" (100mm) drop in vanity height (offset plumbing)	Provision for water supply and drain to allow for a 4" (100mm) drop in vanity height (offset plumbing)
KITCHEN	Provision for the future installation of at least one counter receptacle in front of cabinets	Provision for the future installation of at least one counter receptacle in front of cabinets	Provision for the future installation of at least one counter receptacle in front of cabinets
KITCHEN	Where regular refrigerator installed, provide adequate space for side by side model	Where regular refrigerator installed, provide adequate space for side by side model	Where regular refrigerator installed, provide adequate space for side by side model
KITCHEN	Countertop knives on stove / cook top	Countertop knives on stove / cook top	Countertop knives on stove / cook top

* Illustrations available

Design Elements
July 2005

Fixtures & Finishes
July 2005

FIXTURES & FINISHES

	LEVEL ONE	LEVEL TWO	LEVEL THREE
KITCHEN	Minimum 4' or 1200mm floor space between base cabinets / walls (possible with removal of sink cabinet) *	Minimum 4' or 1200mm floor space between base cabinets / walls (possible with removal of sink cabinet) *	Minimum 4' or 1200mm floor space between base cabinets / walls (possible with removal of sink cabinet) *
MIN. ONE BATHROOM	Toilet located adjacent to wall (min 2'8" or 810mm height) *	Toilet located adjacent to wall (min 2'8" or 810mm height) *	Toilet located adjacent to wall (min 2'8" or 810mm height) *
MIN. ONE BATHROOM	Provide turning radius within bathroom (may result from removal of vanity cabinet) *	Provide turning radius within bathroom (may result from removal of vanity cabinet) *	Provide turning radius within bathroom (may result from removal of vanity cabinet) *
MIN. ONE BATHROOM	2' or 610mm clearance along full length of tub *	2' or 610mm clearance along full length of tub *	2' or 610mm clearance along full length of tub *
MIN. ONE BATHROOM	Tub control valve placed at outer edge of tub, with tub spout remaining in central position *	Tub control valve placed at outer edge of tub, with tub spout remaining in central position *	Tub control valve placed at outer edge of tub, with tub spout remaining in central position *
MIN. ONE BATHROOM	Accessible storage *	Accessible storage *	Accessible storage *
MIN. ONE BATHROOM	Provide pocket door or door swing out *	Provide pocket door or door swing out *	Provide pocket door or door swing out *
MIN. ONE BATHROOM	Space under sink minimum 2'8" or 810mm wide *	Space under sink minimum 2'8" or 810mm wide *	Space under sink minimum 2'8" or 810mm wide *
MIN. ONE BATHROOM	Provide for the possible future installation of an accessible shower stall, sized at least 3'0" x 5'0" or 910mm x 1500mm - refer to the 1996 BC Building Access Handbook for details	Provide for the possible future installation of an accessible shower stall, sized at least 3'0" x 5'0" or 910mm x 1500mm - refer to the 1996 BC Building Access Handbook for details	Provide for the possible future installation of an accessible shower stall, sized at least 3'0" x 5'0" or 910mm x 1500mm - refer to the 1996 BC Building Access Handbook for details
MIN. ONE BEDROOM	Sufficient maneuvering room between closet and double bed *	Sufficient maneuvering room between closet and double bed *	Sufficient maneuvering room between closet and double bed *
MIN. ONE BEDROOM	Provide 2' or 610mm access to window opening *	Provide 2' or 610mm access to window opening *	Provide 2' or 610mm access to window opening *
MIN. ONE BEDROOM	Provide front loading side-by-side washer / dryer in suite or in common area	Provide front loading side-by-side washer / dryer in suite or in common area	Provide front loading side-by-side washer / dryer in suite or in common area
LAUNDRY FACILITIES	4' or 1200mm maneuvering space in front of washer / dryer	4' or 1200mm maneuvering space in front of washer / dryer	4' or 1200mm maneuvering space in front of washer / dryer

* Illustrations available
Options considered

Design Elements
July 2005

4 of 11

DESIGN ELEMENTS

	LEVEL ONE	LEVEL TWO	LEVEL THREE
MIN. ONE BATHROOM	Solid blocking provided in walls of tub / shower and toilet areas, and behind towel bars *	Solid blocking provided in walls of tub / shower and toilet areas, and behind towel bars *	Solid blocking provided in walls of tub / shower and toilet areas, and behind towel bars *
MIN. ONE BATHROOM	Pressure balanced tub / shower valves	Pressure balanced tub / shower valves	Pressure balanced tub / shower valves
MIN. ONE BATHROOM	Provision in water supply and drain to allow for a 4" (100mm) drop in vanity height (offset plumbing)	Provision in water supply and drain to allow for a 4" (100mm) drop in vanity height (offset plumbing)	Provision in water supply and drain to allow for a 4" (100mm) drop in vanity height (offset plumbing)
MIN. ONE BATHROOM	Provision for vanity sink removal	Provision for vanity sink removal	Provision for vanity sink removal
MIN. ONE BATHROOM	Adjustable height shower head or hand-held shower head on adjustable bracket *	Adjustable height shower head or hand-held shower head on adjustable bracket *	Adjustable height shower head or hand-held shower head on adjustable bracket *
MIN. ONE BATHROOM	One switched electrical outlet	One switched electrical outlet	One switched electrical outlet
LIVING ROOM	Three-way switched outlet at bed area and doorway	Three-way switched outlet at bed area and doorway	Three-way switched outlet at bed area and doorway
BEDROOMS	Provision light fixture in or adjacent to closet	Provision light fixture in or adjacent to closet	Provision light fixture in or adjacent to closet
BEDROOMS	Telephone jack	Telephone jack	Telephone jack
IN-SUITE STORAGE	Provide light and electrical outlet	Provide light and electrical outlet	Provide light and electrical outlet

* Illustrations available

Design Elements
July 2005

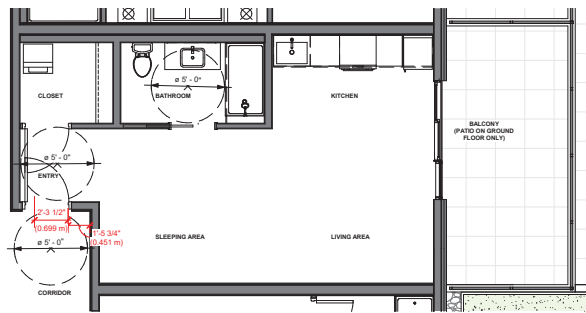
Fixtures & Finishes
July 2005

FIXTURES & FINISHES

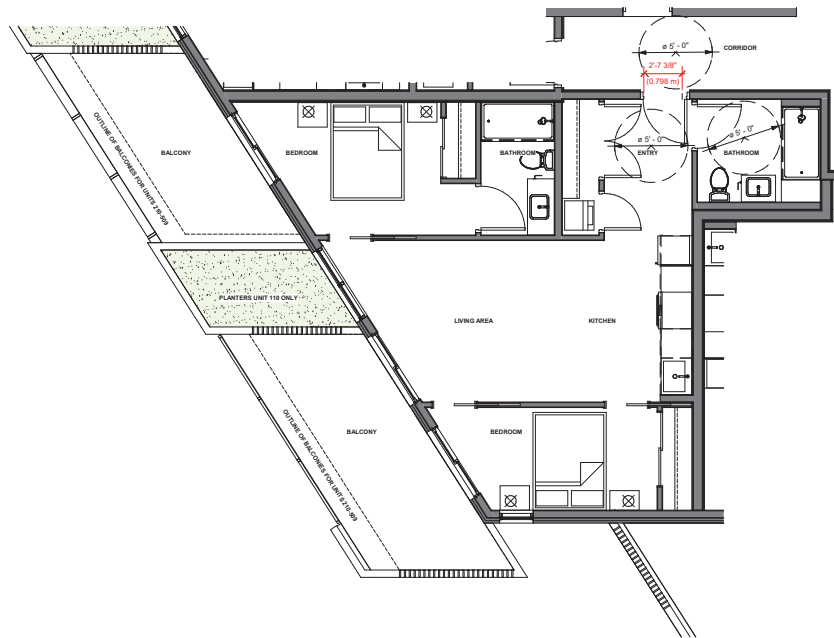
5. COMMUNITY PLANNING/Adaptable Design/Handbook/Design Elements Handbook

* Illustrations available
Options considered

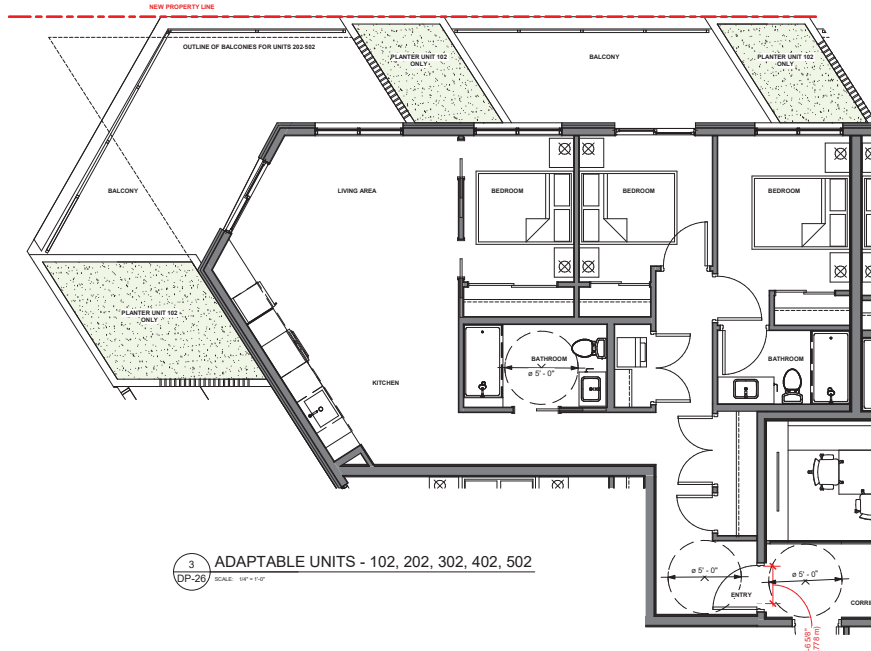
Design Elements
July 2005



1 ADAPTABLE UNITS - 106, 206, 306, 406, 506
DP-26 SCALE: 1/8" = 1'-0"



2 ADAPTABLE UNITS - 110, 210, 310, 410, 509
DP-26 SCALE: 1/8" = 1'-0"



3 ADAPTABLE UNITS - 102, 202, 302, 402, 502
DP-26 SCALE: 1/8" = 1'-0"

NOTES:

1. ALL SUITE ENTRY DOORS, ONE BATHROOM DOOR AND ONE BEDROOM DOOR ARE TO BE MIN 850MM CLEAR MEASURED FROM DOOR SLAB FACE TO INSIDE FACE OF DOOR JAMB WHEN OPEN AT 90 DEGREES. PROVIDE MIN 300MM CLEAR ON THE CORRIDOR FACE OF THE EACH SUITE ENTRY DOOR, AND 600MM CLEAR ON THE INTERIOR.
- 2.

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	2023-10-27	J.P.	J.P.
2	ISSUED FOR PERMIT	2023-10-27	J.P.	J.P.
3	ISSUED FOR PERMIT	2023-10-27	J.P.	J.P.

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JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

PROJECT TITLE:

ADAPTABLE UNIT PLANS TYPICAL

PROJECT NO:

21035

DATE:

October 27, 2023

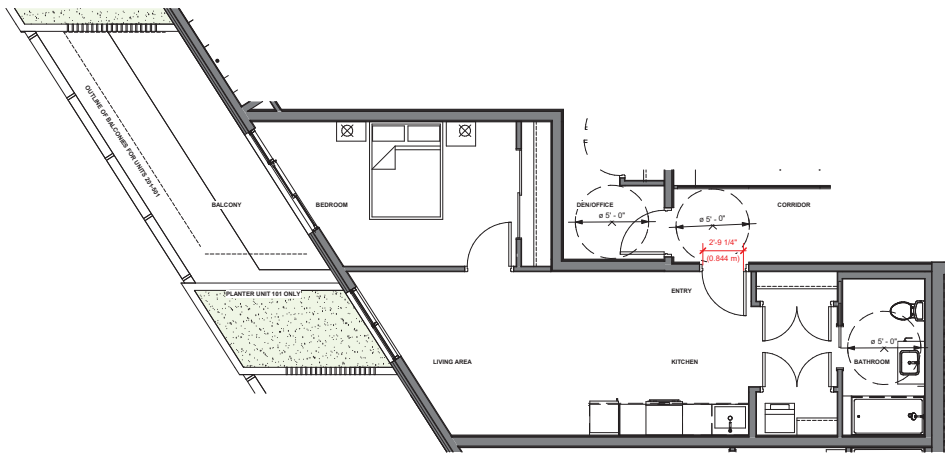
SCALE:

As indicated

CONTRACT NO:

3

DP-26



1 ADAPTABLE UNITS - 101, 201, 301, 401, 501
DP-27 SCALE: 1/8" = 1'-0"

- NOTES:
1. ALL SUITE ENTRY DOORS, ONE BATHROOM DOOR AND ONE BEDROOM DOOR ARE TO BE MIN 850MM CLEAR MEASURED FROM DOOR SLAB FACE TO INSIDE FACE OF DOOR JAMB WHEN OPEN AT 90 DEGREES.
 2. PROVIDE MIN 500MM CLEAR ON THE CORRIDOR FACE OF THE EACH SUITE ENTRY DOOR, AND 600MM CLEAR ON THE INTERIOR.

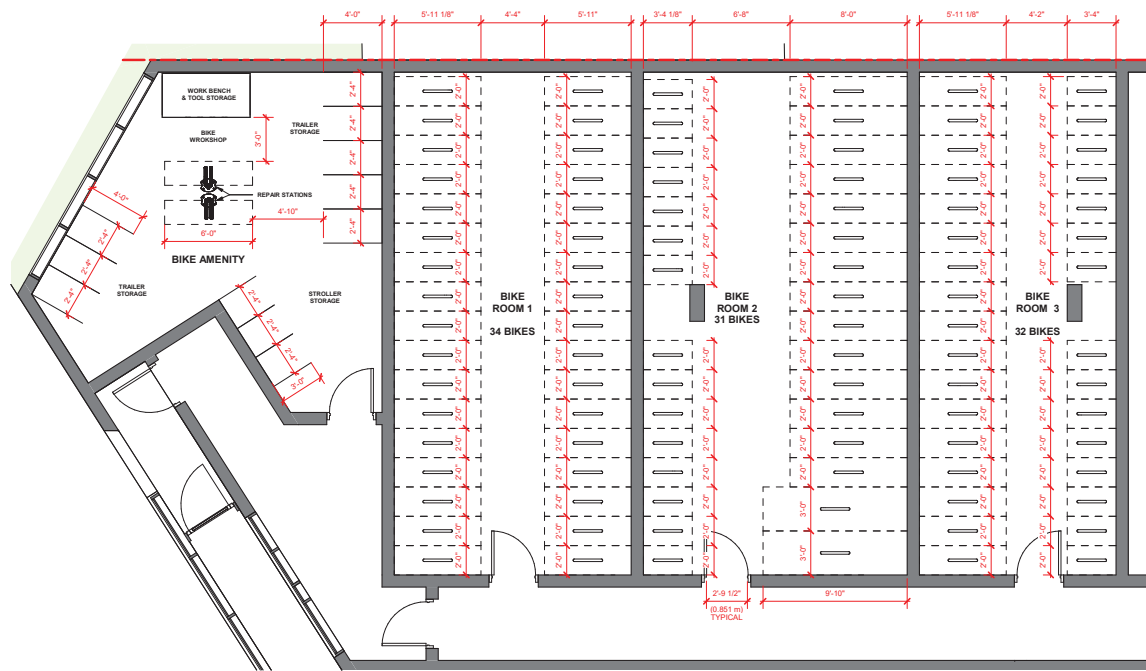
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3	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
4	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
5	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
6	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
7	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
8	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
9	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP
10	2023-01-10	ISSUED FOR PERMIT	2023-01-10	JP

THIS DRAWING MUST NOT BE SCALED. THE CONTRACTOR IS TO VERIFY ALL DRAWING DIMENSIONS AND DATA NOTED HEREIN WITH CONDITIONS ON THE SITE AND TO BE RESPONSIBLE FOR REPORTING DISCREPANCIES TO HALLS CORING ARCHITECTURE INC. IMMEDIATELY. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED BY THE CONSULTANT.

JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

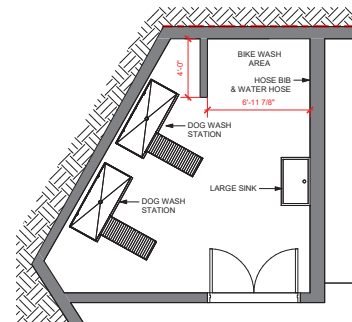
**ADAPTABLE UNIT
PLANS TYPICAL**

PROJECT NO.	21035
DATE	October 27, 2023
DESIGNED BY	As indicated
DRAWN BY	2



1 BIKE ROOM LAYOUT
DP-26 SCALE: 1/4" = 1'-0"

- NOTES:
1. MIN CLEAR HEIGHT IN ALL BIKE ROOMS IS 2.5m.
 2. PROVIDE ONE ELECTRICAL OUTLET PER 4 BIKE PARKING STALLS.
 3. PROVIDE AUTOMATIC DOOR OPENERS FOR ALL BIKE ROOMS.



2 DOG & BIKE WASH
DP-26 SCALE: 1/4" = 1'-0"

NO.	REVISION	DATE	BY	CHK
1	ISSUED FOR PERMIT	2023-10-27	JPM	MP
2	FOR CONSTRUCTION	2023-10-27	JPM	MP

OWNER AND SPECIFICATIONS ARE RESPONSIBLE FOR SERVICE, AND THE PROPERTY OF MALKIN GROUPS BEING ARCHITECTS ARE INCORPORATED. THE COMPANY IN THE SAME BEING ASSIGNED TO THEM. NO REPRODUCTION IS ALLOWED WITHOUT THE PERMISSION OF MALKIN GROUPS BEING ARCHITECTS. NO REPRODUCTION IS ALLOWED WITHOUT THE PERMISSION OF MALKIN GROUPS BEING ARCHITECTS. ALL PRINTS TO BE RETURNED.

THIS DRAWING MUST NOT BE SCALED. THE CONTRACTOR IS TO VERIFY ALL DRAWING DIMENSIONS AND DATA NOTED HEREIN WITH CONDITIONS ON THE SITE AND IS BEING RESPONSIBLE FOR REPORTING DISCREPANCIES TO MALKIN GROUPS BEING ARCHITECTS. NO REPRODUCTION IS ALLOWED WITHOUT THE PERMISSION OF MALKIN GROUPS BEING ARCHITECTS. NO REPRODUCTION IS ALLOWED WITHOUT THE PERMISSION OF MALKIN GROUPS BEING ARCHITECTS. ALL PRINTS TO BE RETURNED.

JIM PATTON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

ENLARGED PLANS

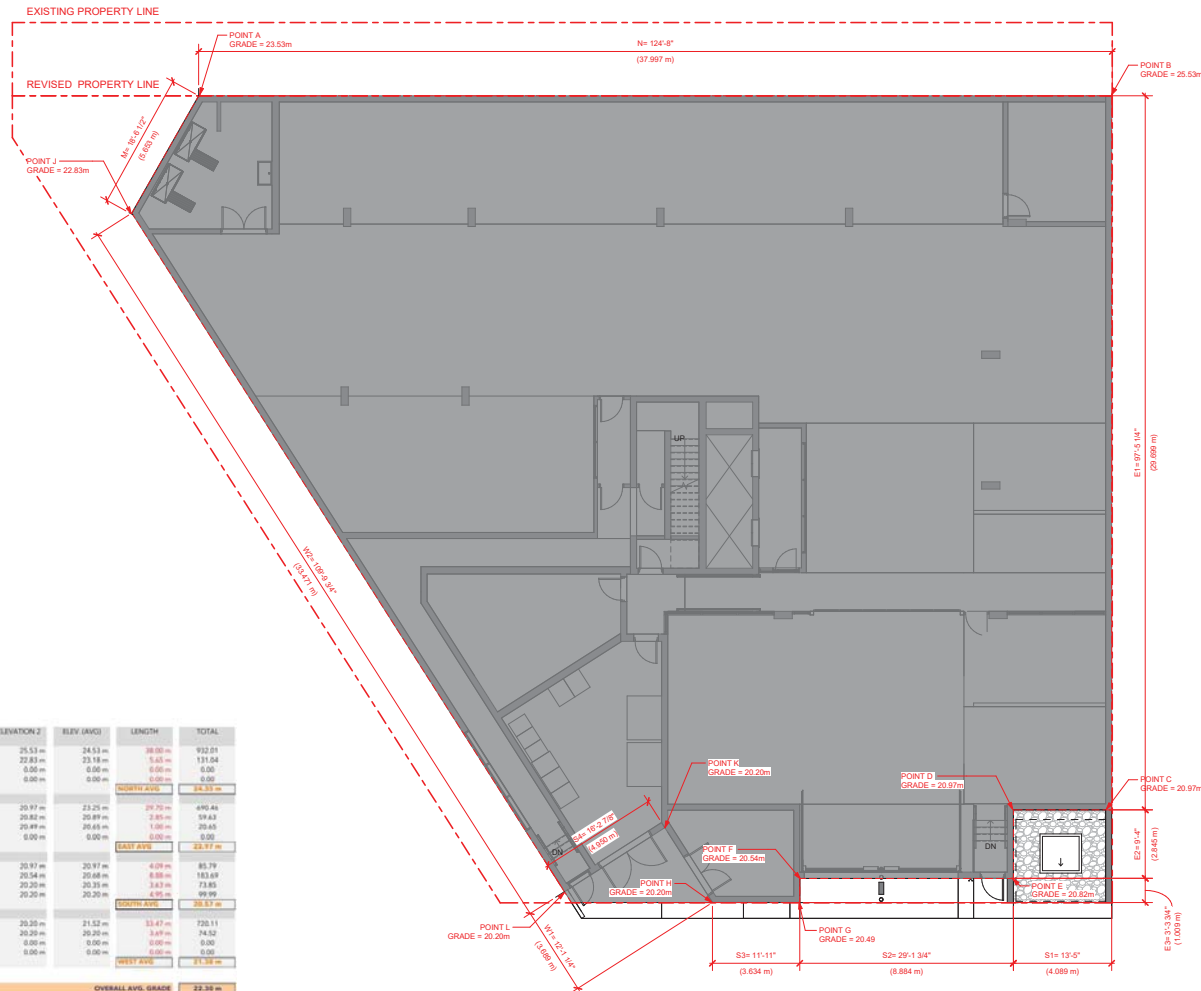
PROJECT DATE: October 27, 2023	PROJECT NO: 21035
SCALE: 1/4" = 1'-0"	
DATE: October 27, 2023	REVISION: 3

DP-28

AVERAGE GRADES

	POINT	ELEVATION 1	POINT	ELEVATION 2	ELEV (AUG)	LENGTH	TOTAL
NORTH	N (a & b)	a	b	25.53 m	24.53 m	38.00 m	932.01
	M (a & j)	a	j	23.53 m	23.18 m	5.65 m	131.04
				0.00 m	0.00 m	0.00 m	0.00
				0.00 m	0.00 m	0.00 m	0.00
NORTH AVE							84.53 m
EAST	E1 (b & c)	b	c	20.97 m	23.25 m	29.70 m	490.48
	E2 (c & d)	c	d	20.97 m	20.82 m	2.85 m	59.63
	E3 (f & g)	e	g	20.82 m	20.65 m	1.00 m	20.65
				0.00 m	0.00 m	0.00 m	0.00
EAST AVE							22.57 m
SOUTH	S1 (d & e)	d	e	20.97 m	20.97 m	4.09 m	85.79
	S2 (e & f)	e	f	20.82 m	20.68 m	8.86 m	183.69
	S3 (g & h)	f	h	20.20 m	20.33 m	3.63 m	73.85
	S4 (h & i)	h	i	20.20 m	20.20 m	4.95 m	99.99
SOUTH AVE							26.57 m
WEST	W1 (h & a)	j	i	22.83 m	21.52 m	33.47 m	720.11
	W2 (h & a)	h	k	20.20 m	20.20 m	3.67 m	74.52
				0.00 m	0.00 m	0.00 m	0.00
				0.00 m	0.00 m	0.00 m	0.00
WEST AVE							81.18 m
OVERALL AVG. GRADE							22.38 m
LOWEST AVG. GRADE							20.57 m

1 AVERAGE GRADE
DP-29 SCALE: 1/8" = 1'-0"



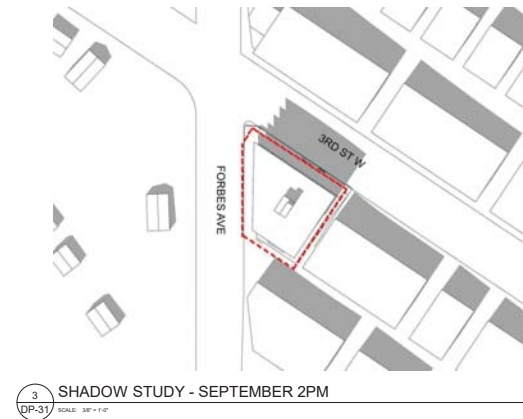
NO.	REVISION	DESCRIPTION	DATE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

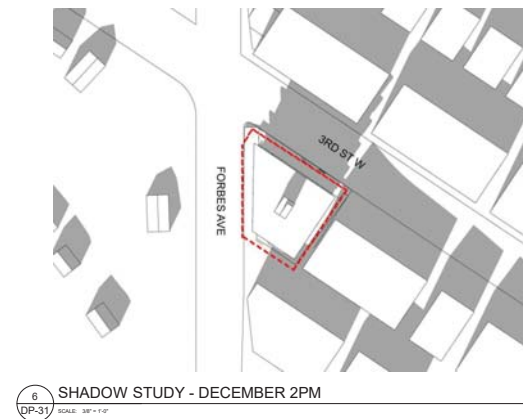
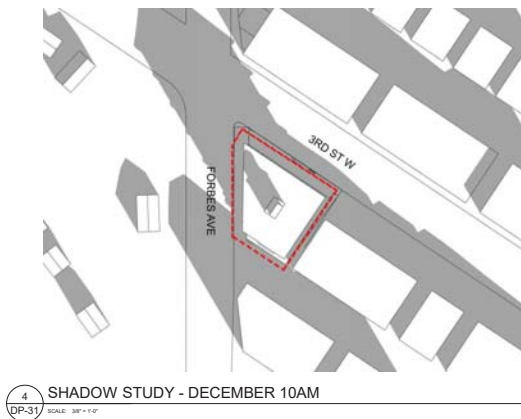
AVERAGE GRADE

PROJECT DATE: October 27, 2023	PROJECT NO: 21035
SCALE: 1/8" = 1'-0"	REVISION: 2
CONTRACTOR: DP-29	

FALL EQUINOX
SEPTEMBER 22



WINTER SOLSTICE
DECEMBER 21



2024-03-23	As Issued for ACP Review	200	0.00
2024-03-25	As Issued for ACP Review	200	0.00
0001	MADGVEY Description	000	0.00

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JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

SHEET TITLE:

SHADOW STUDY -
SEPTEMBER,
DECEMBER

PLOT DATE: October 27, 2023	PROJECT NO. 21035
SCALE: 3/8" = 1'-0"	
DRAWING NO. DP-31	REVISION 2

SPRING EQUINOX
MARCH 20



1 SHADOW STUDY - MARCH 10AM
DP-32 SCALE: 3/8" = 1'-0"



2 SHADOW STUDY - MARCH 12PM
DP-32 SCALE: 3/8" = 1'-0"



3 SHADOW STUDY - MARCH 2PM
DP-32 SCALE: 3/8" = 1'-0"

SUMMER SOLSTICE
JUNE 21



4 SHADOW STUDY - JUNE 10AM
DP-32 SCALE: 3/8" = 1'-0"



5 SHADOW STUDY - JUNE 12PM
DP-32 SCALE: 3/8" = 1'-0"



6 SHADOW STUDY - JUNE 2PM
DP-32 SCALE: 3/8" = 1'-0"

[illegible]

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PROJECT:
JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST

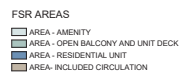
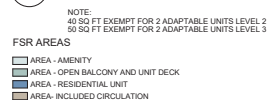
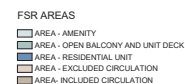
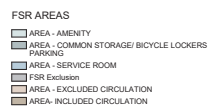
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

SHEET TITLE: _____

SHADOW STUDY -
MARCH, JUNE

PLOT DATE: October 27, 2023	PROJECT NO. 21035
SCALE: 3/8" = 1'-0"	

DRAWING NO. DP-32	REVISION 2
-----------------------------	----------------------





SCALE:	2100
DRAWING NO.	REVISION
DP-34	1

[illegible]

0	2003-10-27	Issued for Review	SA	1
REV	MMDDYY	DESCRIPTION	DR	1

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JIM PATTISON DEVELOPMENTS
351 3RD STREET WEST
351 WEST 3RD STREET
NORTH VANCOUVER, BC
V7M 1G3

SHEET TITLE:

RENDERING

PLOT DATE: October 27, 2023	PROJECT 2103
SCALE:	
DRAWING NO. DP-35	REVISION 1

351 3RD STREET WEST

October 27, 2023 ISSUED FOR REVIEW



LEGAL DESCRIPTION

LOT 1, BLOCK 136 DL 271, G1 NWD, PLAN 13998

DRAWING LIST

01 GENERAL	COVER SHEET
G101	DRAWING LIST, GENERAL NOTES, SYMBOLS
G102	LEGEND & ABBREVIATIONS
G201	BUILDING CODE ANALYSIS
G202	LANE LEVEL CODE PLAN
G203	BIKE STORAGE LEVEL CODE PLAN
G204	LOBBY LEVEL CODE PLAN
G205	LEVEL 2 TO 4 TYPICAL CODE PLAN
G206	LEVEL 5 CODE PLAN
G207	ROOF CODE PLAN
G208	NORTH SOUTH 1 CODE SECTION
G209	NORTH SOUTH 2 CODE SECTION
G210	FIRE ACCESS
02 ARCHITECTURAL	
A100	SITE PLAN
A101	LANE LEVEL PLAN
A102	BIKE LEVEL
A103	LOBBY LEVEL
A104	LEVEL 2-4
A105	LEVEL 5
A106	ROOF LEVEL
A107	UPPER ROOF
A201	RCP - BIKE LEVEL
A202	RCP - LOBBY LEVEL
A203	RCP - LEVEL 2
A204	RCP - LEVEL 3
A205	RCP - LEVEL 4
A206	RCP - LEVEL 5
A207	RCP - ROOF LEVEL
A300	BUILDING SECTIONS
A301	WALL SECTIONS
A400	WALL SECTIONS
A401	WALL SECTIONS
A500	PLAN & SECTION DETAILS
A501	PLAN & SECTION DETAILS
A600	SUITE PLANS
A700	STAR PLANS & SECTIONS
A701	STAR PLANS & SECTIONS
A800	RENDERINGS
10 DP	
DP-01	PROJECT DATA
DP-02	SITE PHOTOS / RUNNING STREET ELEVATIONS
DP-03	SITE CONTEXT ZONING & OCP
DP-04	SITE PLAN
DP-05	LANE LEVEL
DP-06	BIKE PARKING LEVEL
DP-07	LOBBY LEVEL
DP-08	2nd RESIDENTIAL LEVEL
DP-09	3rd RESIDENTIAL LEVEL
DP-10	4th RESIDENTIAL LEVEL
DP-11	5th RESIDENTIAL LEVEL
DP-12	ROOF PLAN
DP-13	UPPER ROOF PLAN
DP-14	EXTERIOR ELEVATIONS
DP-15	EXTERIOR ELEVATIONS
DP-16	EXTERIOR ELEVATIONS
DP-17	EXTERIOR ELEVATIONS
DP-18	MATERIAL BOARD
DP-19	NORTH-SOUTH BUILDING SECTIONS
DP-20	NORTH-SOUTH BUILDING SECTIONS
DP-21	NORTH-SOUTH BUILDING SECTIONS
DP-22	NORTH-SOUTH BUILDING SECTIONS
DP-23	EAST-WEST BUILDING SECTIONS
DP-24	EAST-WEST BUILDING SECTIONS
DP-25	ADAPTABLE UNIT BY LAW GUIDELINES
DP-26	ADAPTABLE UNIT PLANS TYPICAL
DP-27	ADAPTABLE UNIT PLANS TYPICAL
DP-28	ENLARGED PLANS
DP-29	AVERAGE GRADE
DP-30	LOT COVERAGE
DP-31	SHADOW STUDY - SEPTEMBER, DECEMBER
DP-32	SHADOW STUDY - MARCH, JUNE
DP-33	FSR OVERLAY & LOT COVERAGE DIAGRAMS
DP-34	RENDERING
DP-35	RENDERING

CLIENT

JIM PATTISON DEVELOPMENTS
MITCH CRAMP

#200 - 879 MARINE DRIVE
NORTH VANCOUVER, BC V7P 1R7
EMAIL: CRAMP@JP-DEVELOPMENTS.COM
PH: (604)488-5238

ARCHITECTURAL

MALLEN GOWING BERZINS ARCHITECTURE INC.
FJ MALLEN

SUITE 300 7 EAST 6TH AVE.
VANCOUVER, BC V5T 1J3
EMAIL: MALLEN@MGBA.COM
PH: (604)484-8285

CIVIL

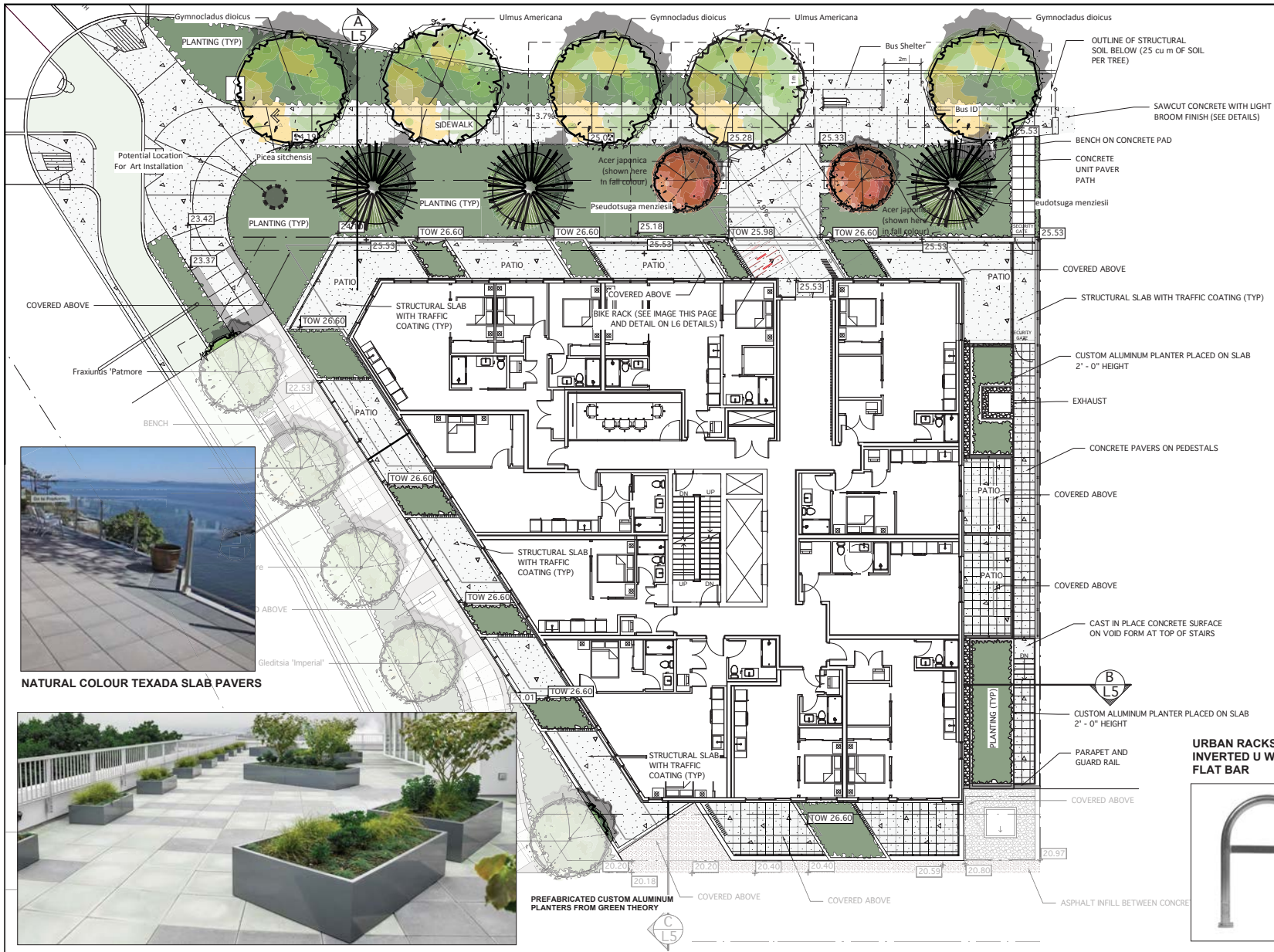
WEDLER ENGINEERING LLP
ADAM ALTWASSER

#202-10216 128TH STREET
SURREY, BC V3T 2Z3
EMAIL: AALTWASSER@WEDLER.COM
PH: (604)588-1919 EXT. 106

LANDSCAPE

VAUGHAN LANDSCAPE PLANNING & DESIGN LTD
MARK VAUGHAN

#105 - 1425 MARINE DRIVE
WEST VANCOUVER, BC V7T 1B9
EMAIL: MARK@VAUGHANPLANNING.COM
PH: (604)818-9500



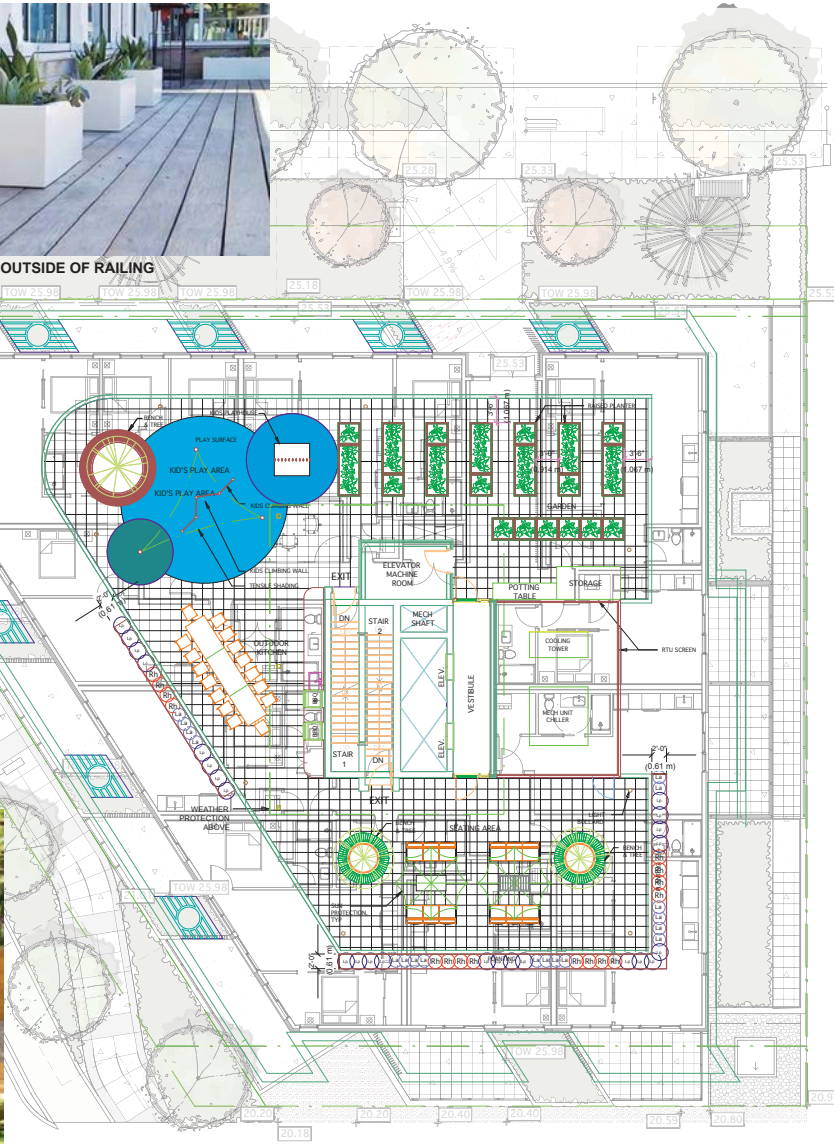
LEGEND		
DATE	ISSUED	
REV.	DATE	DESCRIPTION
4	Sept 12, 2023	REVISED FOR RESUBMISSION
3	Jun 12, 2023	REVISED BASED CITY COMMENTS
2	Apr 26, 2023	REVISED BASED ON CIVIL UPDATE
1	Apr 01, 2023	RESPONSE TO CITY COMMENTS
351 West 3rd. St. Midrise Residential North Vancouver, BC		
<div style="display: inline-block; vertical-align: middle; text-align: left;"> Vaughan Landscape Planning and Design 1406 Clyde Ave., West Vancouver, B.C. Canada V7T 1G1 PH:922-1885 FAX:922-5485 office@vaughanplanning.com </div>		
DESIGNED	MCV	
SCALE	1/8" = 1'-0"	
DATE	Mar 14,2022	
TITLE LANDSCAPE PLAN - LEVEL 1		
		DRAWING NO. L1
		REV 4
THIS REVISION SUPERCEDES DRAWINGS BEARING PREVIOUS REVISION NUMBER		



CUSTOM WHITE 2' WIDE 2' TALL ALUMINUM PLANTERS OUTSIDE OF RAILING



RAISED WOOD PLANTERS WITH BENCHES



PLAY EQUIPMENT



GEOPLEX® CLIMBING WALL
(AGES 5-12)



ROBINIA VILLAGE
VILLAGE PLAYHOUSE
(AGES 2-5)

PAVING MATERIALS



NATURAL COLOUR TEXADA SLAB PAVERS

LEGEND

DATE	ISSUED

4	Sept 12, 2023	REVISED FOR RESUBMISSION
3	Jun 12, 2023	REVISED BASED CITY COMMENTS
2	Apr 26, 2023	REVISED BASED ON CIVIL UPDATE
1	Apr 01, 2023	RESPONSE TO CITY COMMENTS

REV.	DATE	DESCRIPTION

REV.	DATE	DESCRIPTION

REV.	DATE	DESCRIPTION

REV.	DATE	DESCRIPTION

**351 West 3rd. St.
Midrise Residential**

North Vancouver, BC

Vaughan
Landscape Planning
and Design

1406 Clyde Ave.
West Vancouver, B.C.
Canada V7T 1G1
PH: 922-1885
FAX: 922-5485

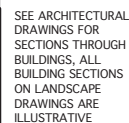
office@vaughanplanning.com

DESIGNED	MCV
SCALE	1/8" = 1'-0"
DATE	Mar 14, 2022

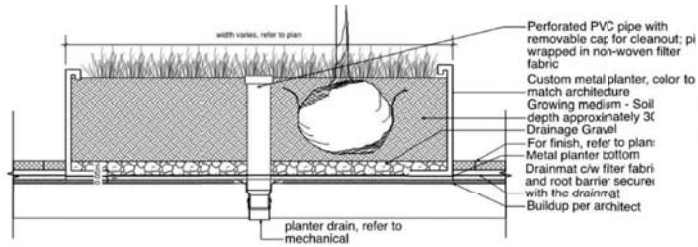
TITLE	LANDSCAPE PLAN - ROOF
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DRAWING NO.	REV
L3	4

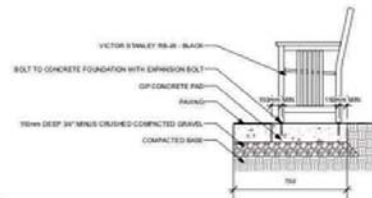
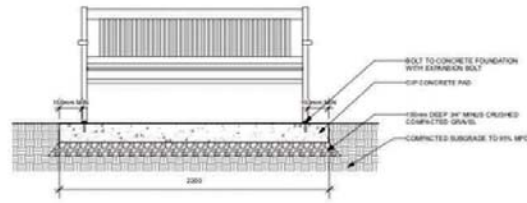
THIS REVISION SUPERCEDES DRAWINGS
BEARING PREVIOUS REVISION NUMBER

[illegible]

ALUMINUM PLANTER DETAIL



CITY OF NORTH VANCOUVER MARINE DRIVE DESIGN GUIDELINES BENCH DETAIL



5 Bench Detail
Scale: 1:25

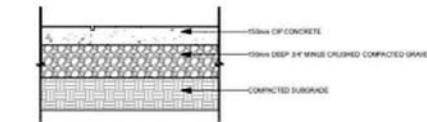


Vector Stanley FB-28

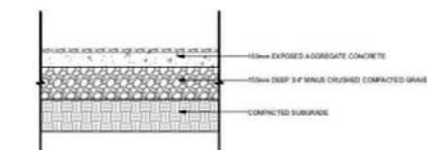


Broom Finish Concrete and Exposed Aggregate Concrete

CITY OF NORTH VANCOUVER MARINE DRIVE DESIGN GUIDELINES EXPOSED AGGREGATE AND BROOM FINISH CONCRETE DETAILS

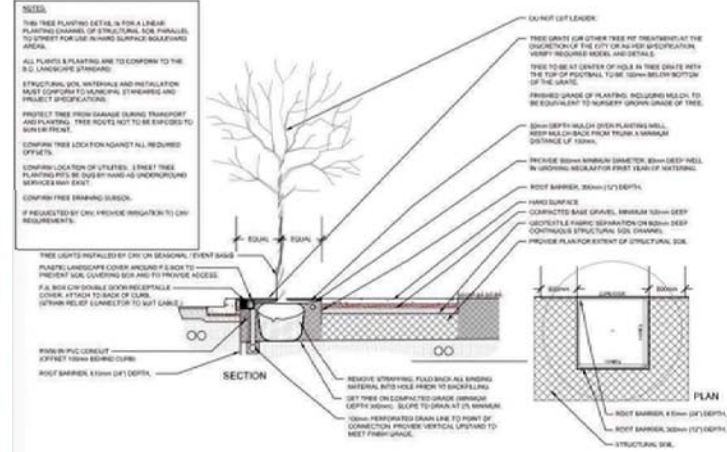


2 Broom Finish Concrete Detail
Scale: 1:20

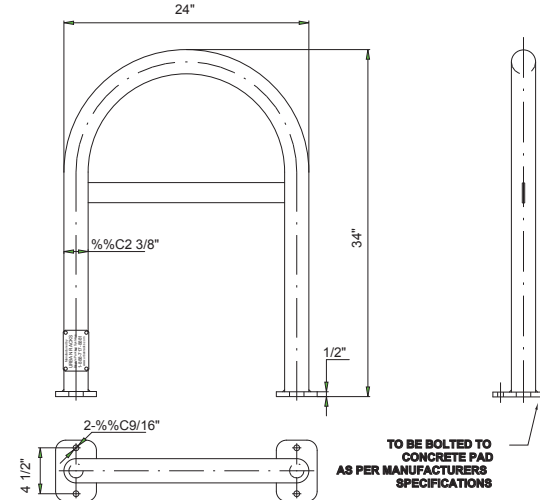


3 Exposed Aggregate Concrete Detail
Scale: 1:20

CITY OF NORTH VANCOUVER MARINE DRIVE DESIGN GUIDELINES STRUCTURAL SOIL DETAIL



BIKE RACK DETAILS



Urban Rack - Inverted U - Standard + Flat Bar
UB-1000-STD

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BIKE RACK DETAIL
SCALE: NTS

LEGEND

DATE	ISSUED

4	Sept 12, 2023	REVISED FOR RESUBMISSION
3	Jun 12, 2023	REVISED BASED CITY COMMENTS
2	Apr 26, 2023	REVISED BASED ON CIVIL UPDATE
1	Apr 01, 2023	RESPONSE TO CITY COMMENTS
REV.	DATE	DESCRIPTION

351 West 3rd. St.
Midrise Residential

North Vancouver, BC

Vaughan
Landscape Planning
and Design

1406 Clyde Ave.
West Vancouver, B.C.
Canada V7T 1G1
PH: 922-1885
FAX: 922-5485

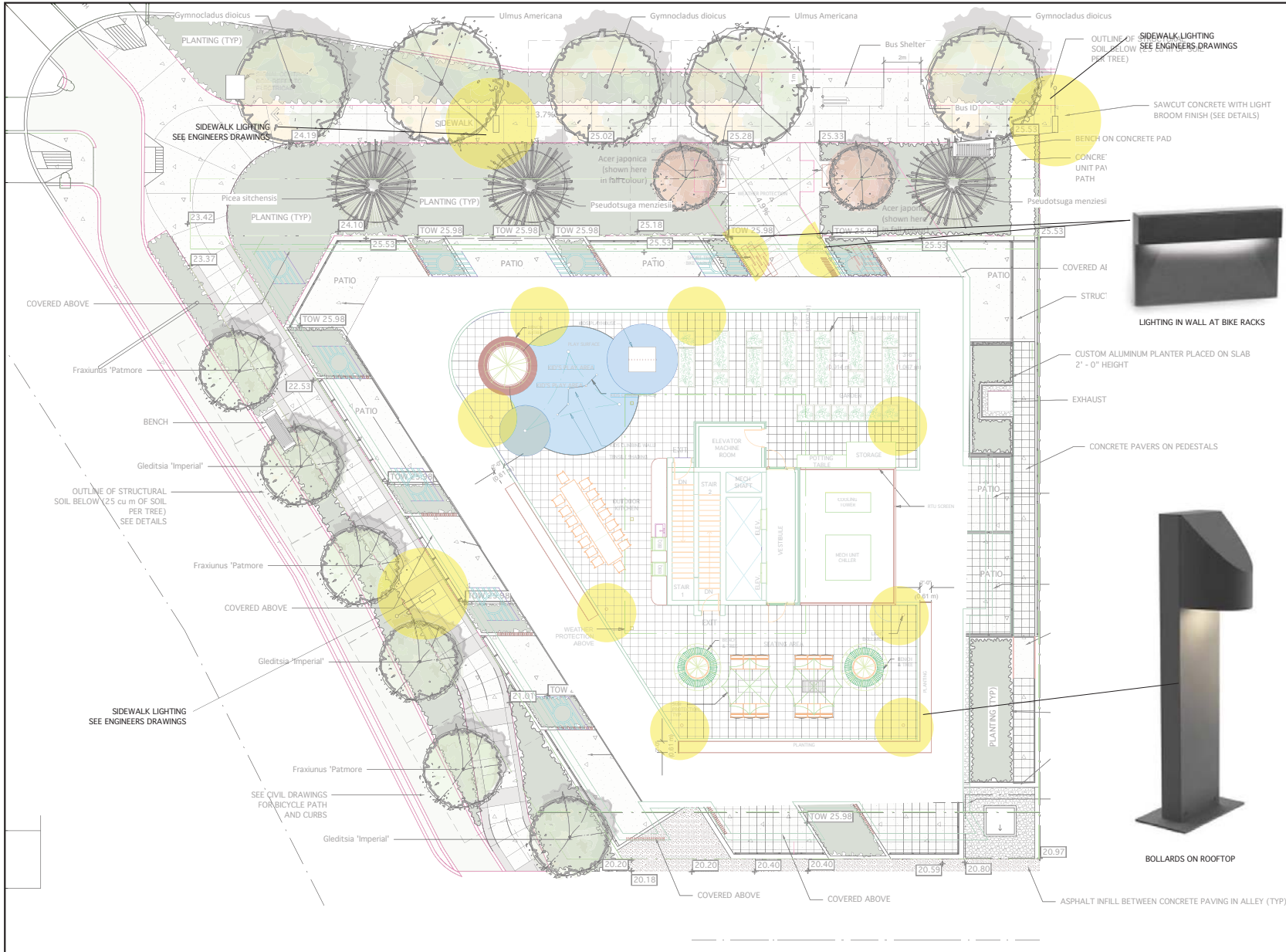
office@vaughanplanning.com

DESIGNED	MCV
SCALE	1/8" = 1'-0"
DATE	Mar 14, 2022

TITLE
DETAILS

DRAWING NO.	REV
L6	4

THIS REVISION SUPERSEDES DRAWINGS
BEARING PREVIOUS REVISION NUMBER



Overview for Zoning Variances and Parking Provisioning

The following provides a summary and overview of the proposed zoning variances and car parking provisioning associated with the project at 351 West 3rd Street:

Table 1. Summary of Proposed Zoning Changes

	BASE RM-1 ZONE	PROPOSED CD-749 ZONE
Permitted Principal Uses	Retail-Service Group 1 Accessory Residential and Parking Uses	Rental Apartment Residential Use Accessory Residential Uses Accessory Parking Uses
Density Maximum	1.6 FSR	2.6 FSR (as per the OCP) of the original lot area of 1,396m ²
Lot Coverage Maximum	50%	67% of the original lot area of 1,396m ²
Height Maximum	13 metres (42.65 feet)	18 metres & 5 storeys (as per the OCP)
Siting	6.096 metres (20 feet) from a front, rear, or Exterior Side Lot Line 4.57 metres (15 feet) from an Interior Side Lot Line	<p>From the Front Lot Line (northern property boundary), being from the new property boundary following road dedication:</p> <ul style="list-style-type: none"> • 0 metres to the basement levels; • No less than 2.1 metres (6.9 feet) to upper level walls; • No less than 0.3 metres (1 foot) to an unenclosed balcony. <p>From Rear Lot Line (southern boundary);</p> <ul style="list-style-type: none"> • 0 metres the basement levels; • No less than 3.0 metres (9.8 feet) to the upper level walls; • No less than 1.2 metres (4.2 feet) to an unenclosed balcony. <p>From the Exterior Side Lot Line (western boundary):</p> <ul style="list-style-type: none"> • No less than 2.5 metres (8.2 feet) to the basement levels; • No less than 5.2 metres (17.1 feet) to the upper level walls; • No less than 3.1 metres (10.2 feet) to an unenclosed balcony. <p>From Interior Side Lot Line (eastern boundary):</p> <ul style="list-style-type: none"> • 0 metres to the basement levels; • No less than 4.0 metres (13.1 feet) to the upper level wall; • No less than 2.3 metres (7.5 feet) to an unenclosed balcony.

	BASE RM-1 ZONE	PROPOSED CD-749 ZONE
Building Width & Length	Shall not exceed a horizontal width or length of 30.48 metres (100 feet) above third storey	31.5 metres (approx. 103 feet) to the northern elevation.

Table 2. Proposed Vehicle and Bicycle Parking

Car Parking	Provided Total of 25 spaces, comprised of: <ul style="list-style-type: none"> • 19 resident parking spaces (including 1 accessible spaces); • 5 residential visitor spaces (including 1 accessible spaces); • 1 car share space (equal to 4 regular parking spaces). <i>Note, the total parking provided is equivalent to 28 spaces with the inclusion of the 1 car share space.</i>	Required by Zoning Bylaw <ul style="list-style-type: none"> • 32 resident spaces, including 5 visitor parking spaces and 2 accessible spaces.
Bicycle Parking / Amenities	Provided <ul style="list-style-type: none"> • Secure – 97 spaces; • Short Term – 6 spaces; • 11 stroller / bicycle trailer storage spaces; • 2 Bike repair stations; • Bicycle work bench and tool storage. <i>Note:</i> <ul style="list-style-type: none"> ○ 16 of the 97 secure spaces have been provided for larger cargo bikes. 	Required by Zoning Bylaw Residential: <ul style="list-style-type: none"> • Secure – 80 spaces; • Short Term – 6 spaces.

Justification for Variances

Lot Coverage

The application seeks a variation to the lot coverage requirements set for the RM-1 zone, specifically being 50%. The application proposes a lot coverage of 67% of the original lot area of 1,396m².

The proposed lot coverage at the ground level is required in order to meet operational functions of the building, including for example vehicle and bicycle parking, loading and garbage storage/staging, and to establish active residential frontage to both West 3rd Street and Forbes Avenue.

The site has also been designed with appropriate landscaping treatments within the boulevard, and integrated within the residential building where possible. The proposed development will involve reconstruction of the front boulevard along both the West 3rd Street and Forbes Avenue frontages. These works will introduce approximately 16 new trees within this area, which will ensure the development positively contributes to the streetscape character, and reduces visual impacts of the development.

The proposed Lot Coverage is determined to result in an appropriate form and intensity for the medium density residential location.

Boundary Setbacks

The proposed development will result in a variation to the siting requirements for the RM-1 zone, as outlined in Table 1.

It is important to note that the proposed development will facilitate a 3m road dedication along the West 3rd Street frontage for future road upgrades along this corridor. Furthermore, a 2.5m statutory right of way has been provided over part of the western portion of the site to facilitate construction of a separated mobility lane. These two elements have significantly reduced the developable portion of the site, and have resulted in the reduced setbacks defining the new building.

With that said, the proposed setback variances are considered appropriate and consistent with similar rental apartment buildings in the R5 Residential areas. The development has been designed with a building height of 5 storeys, which is less than the 6-storey limit imposed by the OCP. Additionally the reduced setbacks still allows for suitable landscaping with tree plantings on all sides of the development. Attention has been paid to the western boundary edge, to ensure an appropriate side boundary setback has been achieved to create suitable separation to the adjoining building to the east. The eastern elevation has also been designed to limit the number of habitable rooms, balconies and windows facing the side boundary, to reduce potential privacy issues.

The proposed siting is determined to be appropriate for the subject site.

Building Width and Length

The proposed development will result in a minor variation to the building width and length requirements set for the C-2 zone, specifically being 30.48 m (100 ft). The proposed development results in a maximum building width of 31.5 m (103.3 ft) above the third storey for the northern elevation only.

The proposed elevations have been designed with appropriate articulation along the length of the building, including steps in the building line, and inclusion of recessed balconies. The building also adopts a contemporary design, which utilizes a variety of façade materials. These built form elements appropriately break up the form of the building and reduce the perceived building bulk, despite the minor variance to building length and width.

The building width and length standards are regularly varied in individual Comprehensive Development Zones to ensure a functional built form outcome is established in R5 areas.

Vehicle Parking Spaces

The proposed development involves a minor variation to the proposed vehicle parking. Specifically, an equivalent of 28 vehicle parking spaces will be provided in lieu of the required 32 spaces, factoring in the 1 shared vehicle spaces provided.

The reduction of vehicle parking by 4 spaces is supported on the following basis:

- The development will provide a 3.0m land dedication along the West 3rd Street frontage for future road upgrades, including for improvement of Transit networks;
- The project provides an additional 17 secure bicycle parking spaces for residents;

- The project provides 16 bicycle parking spaces capable of accommodating larger cargo bikes;
- The project provides enhanced bicycle amenities, including 11 stroller / bicycle trailer storages spaces, 2 bike repair stations, and a bicycle work bench and tool storage;
- New local bus stop will be installed along the West 3rd Street frontage at the applicant's expense;
- The subject site is within reasonable walking distance to a range to Rapid Transit options including:
 - the RapidBus Stop along Marine Drive, being within 700m of the site;
 - the North Vancouver SeaBus Terminal and Lonsdale Quay Bus Exchange, being within 1km of the site;
- The site has excellent access to existing bicycle networks, including construction of a new off-street mobility lane along the Forbes Avenue frontage.

Given the sites centralized location and access to transit facilities, there is expected to be a reduced demand for parking on the site. The proposed development also provides enhanced bicycle parking facilities to encourage use of active transportation modes. The proposed variance to vehicle parking is supported.



ADVISORY DESIGN PANEL
 CITY OF NORTH VANCOUVER
 141 WEST 14TH STREET
 NORTH VANCOUVER
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 F 604 985 9417
 INFO@CNV.ORG
 CNV.ORG

October 28, 2022

VIA EMAIL: mallen@mgba.com

PJ Mallen, Mallen Gowing Berzins Architecture
 7 East 6th Avenue Unit 300
 Vancouver, BC V5T 1J3

Dear Mr. Mallen:

Re: 351 West 3rd Street (Rezoning Application)

This will confirm that at their meeting on October 19, 2022, the Advisory Design Panel reviewed the above submission and endorsed the following resolution:

“THAT the Advisory Design Panel has reviewed the Rezoning Application for 351 West 3rd Street and does not recommend approval of the submission pending resolution of the issues below:

- Review of the articulation and interface of the building podium, to improve on the public realm and the pedestrian experience;
- Consideration of the safety and vandalism concerns along the podium/mural walls; being mindful of lighting and how the experience will be designed to minimize potential issues;
- Refinement of the site's articulation at the corner; and revisiting of the landscaping to offer more buffer to the units that are facing West 3rd Street and Forbes Avenue;
- Consideration of enhancing the connection between the interior amenity space and the exterior landscaping;
- Consideration of revisiting the building language in more detail, by further refining the expression and distinguishing between the building faces;
- Refinement of the building corner and primary entrances;
- Further consideration of the rooftop amenity, with more thought in terms of potential weather protection;
- Additional review of the security on the parking level and access to bike storage;
- Reconsideration of the planters at the first residential level, with encouragement to have another look at the proportion of the planters with further refinement and engagement with the building base;
- Further development of the art mural; and
- Provision of the landscape design for review by the Panel;

AND THAT the Panel looks forward to reviewing the applicant's response at a future meeting.”

The recommendations of the Advisory Design Panel pertain only to site-specific design and site planning considerations and do not, in any way, represent Council and staff approval or rejection of this project.

Yours truly,



T. Huckell
Committee Clerk-Secretary

Cc: M. Menzel, Planner 2, Planning and Development
H. Dang, Planner 1, Planning and Development
M. Cramp, JP Developments
M. Vaughan, Vaughan Landscape Planning and Design



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October 23, 2023

VIA EMAIL: cramp@jp-developments.com

Mitch Cramp, Vice President,
Development & Investment
Jim Pattison Developments
#200 – 879 Marine Drive,
North Vancouver, BC
V7P 1R7

Dear Mr. Cramp,

Re: 351 West 3rd Street (Rezoning Application)

This will confirm that at their meeting on October 17 2023, the Advisory Design Panel reviewed the above submission and endorsed the following resolution:

THAT the Advisory Design Panel has reviewed the (Rezoning Application) for 351 West 3rd Street, North Vancouver and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner. The Panel wishes to thank the applicant for their presentation:

1. Review the detailed design of the building entrance to incorporate lighting and further emphasize the entrance;
2. Review access to bike room from Forbes Avenue focusing on ease of circulation and movement;
3. Review placement of lower amenity space to provide greater access to natural light;
4. Review layout of adaptable units and alignment of living space with balconies to ensure accessibility;
5. Review sizing of Japanese Maple at the building entrance;
6. Review security of bike storage areas, building entries and the parking entrance; and
7. Recommend maximizing covered spaces on the rooftop.

AND THAT the Panel commends the applicant for the quality of the proposal and their presentation.



ADVISORY DESIGN PANEL

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141 WEST 14TH STREET
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The recommendations of the Advisory Design Panel pertain only to site-specific design and site planning considerations and do not, in any way, represent Council and staff approval or rejection of this project.

Yours truly,

A handwritten signature in black ink that reads "Shreeya Tandon". The signature is written in a cursive, flowing style.

S. Tandon
Committee Clerk

CC: L.M. Blair, Planner 1, Planning & Development
M. Menzel, Planner 2, Planning & Development

351 West 3rd Street, North Vancouver – Developer Information Session Summary Report

Event Date: Tuesday August 30th, 2022
Time: 6:00 PM – 7:15 PM
Location: Online Zoom Webinar

Attendance: 9 members of the public attended virtually.
 The Jim Pattison Developments applicant team was in attendance, as was a representative from the City of North Vancouver staff.

Comments: Four (4) comments forms and/or emails were received following the DIS.

Meeting Purpose: 1) To present rezoning application materials to the community
 2) To provide an opportunity for the community to ask questions about the development
 3) To provide an opportunity for the community to comment on the proposal

Notification:

In accordance with City of North Vancouver policies:

Invitation Flyers

DIS Invitation flyers were mailed on August 16th, 2022 to 214 addresses within a 40 m radius of the site. Appendix A: Notification includes a copy of this material.

Newspaper Ad

DIS newspaper ads were placed in the North Shore News on August 17th, 2022 and August 24th, 2022, as well as in the Vancouver Sun on August 23rd, 2022. A copy of the ads is included in Appendix A: Notification.

Notification Sign

A DIS notification sign was erected on the site August 4th, 2022. A copy of the installed site sign is included in Appendix A: Notification.

Attendance:

Nine (9) members of the public signed in for the virtual meeting. A copy of the attendee list is included in Appendix B: Attendee List (redacted for privacy).

The following City staff and project team members were in attendance:

City of North Vancouver:

- Huy Dang, Planner I

Jim Pattison Developments Project Team:

- Mitch Cramp, Jim Pattison Developments Ltd.
- Melissa Jang, Jim Pattison Developments Ltd.

- P.J. Mallen, Mallen Gowing Berzins Architecture Incorporated

Facilitators:

- Katrina May, Katrina May Consulting
- Charles Pan, Assistant

Overview:

In accordance with the City of North Vancouver’s Virtual DIS Public Consultation Guidelines, the developer-led meeting was held in an online Virtual Developer Information Session (DIS) format. Meeting participants watched a PowerPoint presentation by the applicant project team.

Participants were invited to use the Zoom Webinar Q&A function to ask questions or submit comments during the DIS, which were addressed at the end of the presentation during the Question & Answer period. The facilitator read all questions received aloud and directed questions to the appropriate project team member to respond verbally for all participants to hear. Answers were transcribed by the facilitator’s assistant and posted for all to see.

The project presentation and facilitated Question & Answer period took approximately 75 minutes. The facilitators received several questions and comments about the project and recorded them for inclusion in this summary report, attached as a separate Appendix C: Public Dialogue.

A total of 37 questions or comments were received during the DIS. The key themes related to concern over the number of parking stalls provided and whether or not this would be sufficient for the number of rental units proposed at this location, and the impact on traffic and parking for the neighbourhood. The applicant noted that initial traffic studies have suggested there would be a reduction in traffic volume as compared to the site’s previous use as a gas station. The applicant noted that in an effort to reduce costs of excavation and maintain affordability in the project, and in part due to the significant grade change on the site, that a relaxation of 5-6 stalls was being sought from the required parking ratio of 0.6 stalls per unit. Additional bike storage was being provided beyond the requirement, with the intent to attract tenants without motor vehicles.

Further questions related to sustainability, such as the sustainability approach being taken in the project as well as if the site would require environmental remediation. The applicant noted that the excavation process would likely remove any contaminated soils, which would be disposed of per applicable regulations. The site’s location is adjacent to two bus routes and close to the Sea Bus, as well as the proposed oversupply of bike parking and the provision of bike amenities, would incentivize the use of public transit and reduce greenhouse gas emissions. Additional sustainability measures include the use of wood-framed construction, the connection to LEC, heating and cooling being individually sub-metered, the use of a simple building envelope, the use of high-performance glazing, and the ability to add a roof-top garden.

Questions arose on the general design and construction of the building such as the proposed height and how it relates to the site’s grade change, the Official Community Plan (OCP) and Zoning, the use of wood-frame versus concrete construction. The applicant noted that the building is considered 6-storeys, in line with the suggested 4-6 storeys in the OCP, however due to the site’s grade change there is a partial seventh storey that comprises the concrete underground parkade. The building height enables

the use of wood-frame construction, as the building code does not permit anything over 6-storeys to be made of combustible material.

Further questions included whether the development is required to install a new sanitary or storm sewer or LEC that could be of benefit to the community. The applicant noted that the building would be connected to the existing LEC system and does not yet know if sanitary or storm system upgrades would be required.

Questions arose on whether the building would have air conditioning, if it would be non-smoking, and if there would be a loading zone. The applicant noted that the building will likely have air conditioning and likely would be non-smoking. There is no formal loading zone proposed but the parkade level contains the refuse and recycling, which would be wheeled out on service days.

The suggestion was made to include public art and/or a mural on the western façade of the building. The applicant thanked the participants for their suggestions and would investigate this possibility further.

Comment Sheet and Email Summary:

Participants were invited to submit written comments (using the City's standard comment form or via email) to the applicant and/or the municipal development planner, following the DIS. Two (2) comment forms and two (2) emails were submitted before or after the DIS. These are submitted as a separate Appendix D: Public Comments.

The correspondence included support for rental housing at this location and the suggestion to include more larger (2 and 3-bedroom) units. Support was expressed for the attractive design of the building, the height proposed and for the use of wood-frame construction. Support was expressed for the reduced number of parking stalls proposed related to the site's central location and the need to encourage active transportation.

Concern was expressed regarding the height of the building and how it may block neighbouring views, privacy and daylight, with the suggestion that 3 or 4 storeys would be more appropriate. The applicant noted in the DIS that the Official Community Plan described 4-6 storeys as permissible for this location, and that initially a different design was presented but staff encouraged the current building form.

Questions arose on the existing trees and the soil remediation procedures, as well as what passive design measures would be employed to reduce cooling and heating loads. The applicant noted during the DIS that the soil would likely not need to be remediated, as the excavation would likely remove any contaminated soil. The applicant noted that the building envelope and glazing would be high efficiency.

The suggestion was made to include commercial uses within the building along 3rd Street, as well as to activate and include active transportation strategies in the laneway and along Forbes Ave (such as planting trees for shading) to support community wellbeing and prioritize pedestrians and cyclists. The applicant noted during the DIS that commercial uses are not a requirement in this location and that an indoor tenant amenity space would be provided on the ground floor. They noted that the laneway was envisaged as an active service point for the building, e.g. for refuse, recycling, water, electricity, etc.

Concern was expressed over the number of parking stalls proposed as well as the impact of traffic and parking to the surrounding neighbourhood. The applicant noted during the DIS that a modest relaxation was being sought to reduce excavation costs and maintain affordability in the project and that additional bike stalls would be provided.

Conclusion:

The purpose of this online Virtual Developer Information Session (DIS) was to present to the community the proposed Rezoning application, and to provide attendees with an opportunity to ask clarifying questions and comment on the proposal. 214 DIS notification flyers were distributed by mail to the surrounding community, three newspaper ads were run, and nine community members signed into the DIS. Two DIS notification signs were posted on the property. A total of 37 questions or comment were received and responded to during the meeting. Two emails and two comment forms were received after the meeting.

Members of the public could participate in this consultation process in three ways:

- Watching a virtual project presentation during the DIS
- Asking questions of the project teams and/or City Staff during the DIS

The DIS meeting length and format was sufficient to provide all participants an opportunity to learn more about the proposed project, ask questions, and make any comments they wished to provide that evening. Participants asked questions or provided comments to the development team, mostly related to the parking count and general building design and sustainability. Support was expressed for the provision of rental housing at this location. Concern was expressed over the height and use of the building, suggesting that a commercial use be included along 3rd Street. Suggestions were made to plant more trees for shading, to activate the laneway, and to include a mural along Forbes Ave. During the DIS the applicant thanked participants for their suggestions and resolved to investigate all suggestions further.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9004

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9004**” (Jim Pattison Developments Ltd., 351 West 3rd Street, CD-763).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lands currently having a civic address of 351 West 3rd Street and legally described below as henceforth being transferred, added to and forming part of CD-763 (Comprehensive Development 763 Zone):

PID: 007-960-255	LOT 1 BLOCK 136 DISTRICT LOT 271 PLAN 13998
------------------	---

from zone CS-2.

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:

- A. Adding the following Comprehensive Development Zone to Section 1101 in numerical order:

CD-763 Comprehensive Development 763 Zone (351 West 3rd Street)

In the CD-763 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RM-1 Zone, except that:

- (1) “Basement” means the floor levels, located below the First Storey;
- (2) One Principal Building shall be permitted on one Lot;
- (3) The permitted Principal Use on the Lot shall be limited to:
 - (a) Rental Apartment Residential Use:
 - i. Accessory Home Occupation Use, subject to Sections 507(6), (7) and (8) of this Bylaw;
 - ii. Accessory Off-Street Parking Use;
 - iii. Accessory Home Office Use;
- (4) Gross Floor Area:
 - (a) Combined and in total, shall not exceed 1.6 times the original lot area of 1,396m²;

- (b) Maximum Gross Floor Area may be further increased to a maximum of 2.6 times the original lot area of 1,396m², upon entering into a Housing Agreement with the City:

BASE DENSITY			
OCP Schedule 'A'		1.6 FSR	
ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL (BONUS) DENSITY	POLICY REFERENCE
Secured Rental Housing	100% rental housing; 10% mid-market rental units	1.0 FSR	OCP section 2.2
TOTAL DENSITY		2.6 FSR	

- (5) Lot Coverage of Principal Building shall not exceed a maximum of 67 percent of the original lot area of 1,396m²;
- (6) Height:
- (a) Height of Principal Building shall not exceed five storeys and 18 metres (59 feet) as measured from average building grade of the new northern property boundary following road dedication (being 24.35 metres);
- (7) Height Exceptions:
- (a) The Heights of Buildings and Structures permitted elsewhere in the Bylaw may be exceeded for:
- parapet walls, guard rails, Garden Structures, common staircase and elevator structures by not more than 4.0 metres (13.13 feet);
 - Fully screened mechanical equipment, sited at least 7.5 metres (24.6 feet.) from the property boundary, by not more than 2 metres (6.6 feet);
- (8) Siting:
- (a) Principal Building shall be sited in accordance with the following:
- from the Front Lot Line (northern property boundary), being from the new property boundary following road dedication:
 - No less than 0 metres to the basement levels;
 - No less than 2.1 metres (6.9 feet) to upper level walls;
 - No less than 0.3 metres (1.0 feet) to an unenclosed balcony;
 - from the Rear Lot Line (southern boundary):
 - No less than 0 metres the basement levels;
 - No less than 3.0 metres (9.8 feet) to the upper level walls;
 - No less than 1.2 metres (4.2 feet) to an unenclosed balcony;
 - from the Exterior Side Lot Line (western boundary):

1. No less than 2.5 metres (8.2 feet) to the basement levels;
 2. No less than 5.2 metres (17.1 feet) to the upper level walls;
 3. No less than 3.1 metres (10.2 feet) to an unenclosed balcony;
 - iv. from the Interior Side Lot Line (eastern boundary):
 1. Not less than 0 metres to the basement levels;
 2. Not less than 4.0 metres (13.1 feet) to the upper level walls;
 3. Not less than 2.3 metres (7.5 feet) to an unenclosed balcony;
- (b) Section 410(3) "Siting Exceptions" is varied as follows:
- i. Where eaves project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted above, may be reduced by:
 1. 1.7 metres (5.6 feet) from a Front Lot Line (northern property boundary);
 2. 2.1 metres (6.9 feet) from a Rear Lot Line (southern boundary);
 3. 2.3 metres (7.5 feet) from an Exterior Side Lot Line (western boundary);
 4. 1.6 metres (5.2 feet) from an Interior Side Lot Line (eastern boundary);
- (9) Section 510(2), Unit Separation, shall be waived;
- (10) Section 510 (3), Building Width and Length, shall be waived;
- (11) Off-Street Parking, Short-Term and Secure Bicycle Parking, and Accessory Off-Street Loading Spaces shall be provided in conformity with the requirements of Division IV, Parts 9, 10, and 10A, except that:
- (a) Minimum number of accessory off-street Parking Spaces required for Rental Apartment Residential Use is varied to 0.53 per unit.

READ a first time on the <> day of <>, 2024.

READ a second time on the <> day of <>, 2024.

READ a third time on the <> day of <>, 2024.

ADOPTED on the <> day of <>, 2024.

MAYOR

CORPORATE OFFICER

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9005

A Bylaw to enter into a Housing Agreement (351 West 3rd Street)

WHEREAS Section 483 of the *Local Government Act* R.S.B.C. 2015 c.1 permits a local government to enter into a housing agreement for rental housing.

NOW THEREFORE the Council of The Corporation of the City of North Vancouver, in open meeting assembled enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Housing Agreement Bylaw, 2024, No. 9005**” (Jim Pattison Developments Ltd., 351 West 3rd Street, CD-763, Rental Housing Commitments).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and the owner of the lands referenced as 351 West 3rd Street, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9005” (Jim Pattison Developments Ltd., 351 West 3rd Street, CD-763).
3. The Mayor and Corporate Officer are authorized to execute the Housing Agreement and any documents required to give effect to the Housing Agreement.

READ a first time on the <> day of <>, 2024.

READ a second time on the <> day of <>, 2024.

READ a third time on the <> day of <>, 2024.

ADOPTED on the <> day of <>, 2024.

MAYOR

CORPORATE OFFICER

PART 2 – TERMS OF INSTRUMENT

RENTAL HOUSING AGREEMENT AND SECTION 219 COVENANT

THIS AGREEMENT,

BETWEEN:

JPD 351 WEST 3RD DEVELOPMENTS LTD., INC. NO. BC1115619
#200 - 879 Marine Drive
North Vancouver, British Columbia,
V7P 1R7

(the “Owner”)

AND:

THE CORPORATION OF THE CITY OF NORTH VANCOUVER,
a municipal corporation pursuant to the *Local Government Act* and
having its offices at 141 West 14th Street, North Vancouver, British
Columbia, V7M 1H9

(the “City”)

WHEREAS:

- A. The Owner is the registered owner of the Lands.
- B. The City is a municipal corporation incorporated pursuant to the *Local Government Act*, RSBC 2015, c. 1 and the *Community Charter*, SBC 2003, c. 26.
- C. Section 219 of the *Land Title Act*, RSBC 1996, c. 250 permits registration of a covenant in favour of a municipality in respect of the use of land or the use of a building on or to be erected on land, that land is or is not to be built on except in accordance with the covenant and that land is not to be subdivided except in accordance with the covenant.
- D. Section 483 of the Act permits a local government to, by bylaw, enter into a housing agreement that may include terms and conditions regarding the occupancy of the housing units identified in the agreement, including respecting the form of tenure of the housing units, the availability of the housing units to classes of persons, the administration and management of the housing units and the rents and lease, sale or share prices that may be charged.
- E. The City has adopted a bylaw authorizing this Agreement.
- F. The Owner and the City wish to enter into this Agreement pursuant to Section 219 of the *Land Title Act* and section 483 of the Act.

NOW THEREFORE in consideration of the sum of Ten Dollars (\$10.00) now paid by the City to the Owner and for other good and valuable consideration (the receipt and sufficiency of which the Owner hereby acknowledges), the Owner and the City covenant each with the other as follows:

1. DEFINITIONS

- (a) **“Act”** means the *Local Government Act*, RSBC 2015, c.1 as amended from time to time;
- (b) **“Affordable Rent”** means with respect to each Mid-Market Rental Unit a rent payment amount equal to 10% below the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year the tenancy is entered into;
- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Commencement Date”** has the meaning set out in section 2.1 herein;
- (e) **“Council”** means the municipal council for the City of North Vancouver;
- (f) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (g) **“Director, Planning and Development”** means the chief administrator of the Department of Planning of the City and their successors in function and their respective nominees;
- (h) **“Dwelling Unit”** means a dwelling unit as defined in the City of North Vancouver’s “Zoning Bylaw 1995, No. 6700” as amended from time to time;
- (i) **“Lands”** means those lands and premises legally described as:

Parcel Identifier: 007-960-255
Lot 1
Block 136
District Lot 271
Plan 13998;
- (j) **“Mid-Market Rental Units”** means the 6 Dwelling Units in the Residential Building to be constructed on the Lands that are rented to tenants for Affordable Rent;
- (k) **“Market Rental Units”** means all Dwelling Units in the Residential Building other than the Mid-Market Rental Units;
- (l) **“Maximum Household Income”** means an annual gross household income determined by multiplying Affordable Rent by 12 to yield the households’ annual housing costs, and divide by 30% (0.30) to meet the standard definition of affordability;
- (m) **“Rental Purposes”** means an occupancy or intended occupancy which is or would be governed by a tenancy agreement as defined in Section 1 of the *Residential Tenancy Act*, SBC 2002 c. 78 as amended from time to time between the Owner and the tenant;
- (n) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units;

- (o) **“Residential Building”** means the 5 storey building to be constructed on the Lands to be used for Rental Purposes with 53 Dwelling Units, of which 47 Dwelling Units will be Market Rental Units and 6 Dwelling Units will be Mid-Market Rental Units;
- (p) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (q) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No.9004”;
- (r) **“Section 219 Covenant”** means a covenant pursuant to Section 219 of the *Land Title Act*;
- (s) **“Tenancy Agreement”** means an agreement, whether written or oral, express or implied, between the Owner and a tenant respecting possession or occupancy of a Rental Unit;
- (t) **“Term”** has the meaning set out in section 2.1 herein.

2. TERM

- 2.1 This Agreement will commence upon adoption by the City’s Council of “Housing Agreement Bylaw, 2024, No. 9005” (Jim Pattison Developments Ltd., 351 West 3rd Street, CD-763, Rental Housing Commitments) (the **“Commencement Date”**) and will continue until the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c) (the **“Term”**).
- 2.2 This Agreement will terminate immediately upon the removal or destruction of the Residential Building provided the Residential Building is not repaired or rebuilt following the destruction thereof.
- 2.3 Subject to section 7.3, upon termination of this Agreement, this Agreement will be at an end and of no further force and effect.

3. SECTION 219 COVENANT

- 3.1 The Owner covenants and agrees with the City as a covenant in favour of the City pursuant to Section 219 of the *Land Title Act*, RSBC 1996, c. 250 that during the Term of this Agreement, it being the intention and agreement of the Owner that the provisions in this Agreement be annexed to, and run with and be a charge upon the Lands, that notwithstanding the Rezoning Bylaw, the Lands will be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
 - (a) the Lands must not be subdivided or stratified;
 - (b) the Rental Units in the Residential Building must be used for Rental Purposes only and all Rental Units must be owned and operated by the Owner, provided that the Mid-Market Rental Units may be operated by a non-profit entity engaged by the Owner and having expertise in non-market housing, with the approval of the Director, Planning and Development; and
 - (c) no Rental Unit in the Residential Building must be occupied for any purpose except for Rental Purposes pursuant to a Tenancy Agreement.

- 3.2 The Owner further covenants and agrees with the City that the Lands and any buildings or structures constructed thereon including the Residential Building must be developed, built, and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.
- 3.3 Pursuant to section 219(6) of the *Land Title Act*, RSBC 1996, c. 250 except for the negligence of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any act or omission, negligent or otherwise, by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible;
 - (b) the Owner's default under this Agreement; and
 - (c) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.

4. TENANCY RESTRICTIONS

- 4.1 The unit mix for Rental Units in the Residential Building will be no fewer than 6 three-bedroom units, 6 two-bedroom units, 36 one-bedroom units and 5 studio units or as otherwise approved in writing by the Director, Planning and Development in their discretion.
- 4.2 The 6 Mid-Market Rental Units will be provided in the following unit mix: 1 studio unit, 3 one-bedroom unit(s), 1 two-bedroom unit, and 1 three-bedroom unit. The Owner may only change this mix with the approval in writing by the Director, Planning and Development with such approval to be granted in their discretion. The Owner will be entitled to determine the locations of the 6 Mid-Market Rental Units within the Residential Building.
- 4.3 The Owner will enter into a minimum 1 year Tenancy Agreement for each of the Mid-Market Rental Units which will convert to a month to month tenancy at the end of the 1 year term. If such a tenancy is ended prior to the end of the Term, the Owner must rent the Mid-Market Rental Unit at Affordable Rent. For greater certainty, at the end of each tenancy, the Mid-Market Rental Unit will continue to be rented as a Mid-Market Rental Unit at Affordable Rent, which obligation will be ongoing at all times during the Term.

5. OWNER'S OBLIGATIONS

- 5.1 Without limiting section 3.1 of this Agreement:
- (a) Management and administration: the management, administration, and associated costs with the management and administration of the Rental Units, including the Mid-Market Rental Units, will be borne by the Owner or its designated rental agent, unless otherwise approved by the City in writing and all Mid-Market Rental Units must be managed by one rental agent;

- (b) Advertisement: when the Mid-Market Rental Units first become available, the Owner will advertise such units for a minimum of one month on at least two common rental property search platforms that allow potential tenants to view available properties for rent in North Vancouver without payment of a fee or requirement for registration, and the Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units. When a Mid-Market Rental Unit becomes available for a subsequent, new tenancy, the Owner will advertise the unit in accordance with the foregoing requirements for a period of at least one week;
- (c) Tenant Selection: the Owner will make the Mid-Market Rental Units available, both at the first tenancy and each subsequent tenancy, in the following order of priority:
- (i) If the Residential Building replaces an existing rental building, then tenants from the existing rental building on the Lands being replaced who have household incomes at or below the Maximum Household Income will be provided first right of refusal in the Mid-Market Rental Units, and have first priority, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis;
 - (ii) Households who have been displaced from redevelopment elsewhere in the City who have household incomes at or below the Maximum Household Income will have second priority, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis
 - (iii) The Owner will then make any remaining Mid-Market Rental Units not rented by tenants from the existing building on the Lands available to tenants with an annual household income at or below that the Maximum Household Income who are either current residents of the City of North Vancouver or who work in the City of North Vancouver and have done so for at least six months, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis;
 - (iv) If there are any remaining Mid-Market Rental Units not rented by tenants who meet the criteria in sections 5.1(d)(i) to (iii) after the expiry of the one-month advertising period, then the Owner will make such units available to tenants who meet the Maximum Household Income requirement; and
 - (v) Tenants in Mid-Market Rental Units must not have an ownership interest in a residential property in the City or in a neighbouring municipality which the tenant could otherwise occupy and the Owner will require confirmation from the prospective tenant that they meet this requirement at the time of tenancy;

- (vi) In determining whether a tenant meets the Maximum Household Income requirements or the requirement in section 5.1(d)(v), the Owner or its rental agent, so long as it acts honestly and in good faith, is entitled to rely on all information provided by the prospective tenant and the Owner will have no liability if the prospective tenant intentionally or unintentionally provides any incorrect information. The Owner is under no obligation to monitor or update the financial circumstances of the tenant once the lease is signed.
- (d) Rent Amount and Permitted Increases: Affordable Rent for Mid-Market Rental Units is to be determined at the time of tenancy. Rent amounts may be subsequently increased below or at the permitted annual rent increase then set under the RT Act;
- (e) Compliance with applicable laws: without restricting the foregoing, the Owner will comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies;
- (f) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith;
- (g) Information Regarding Unit Availability: If the City establishes a register for availability of Mid-Market Rental Units within the City, the Owner will provide to the City information regarding any Mid-Market Rental Units that become available for rent, in a form acceptable to the Director, Planning and Development;
- (h) Evidence of compliance: provided that the same can be done without breaching the *Personal Information Protection Act* (as amended from time to time) the Owner will, on an annual basis at the time of Business License renewal and upon any other request by the City, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

6. DEFAULT AND REMEDIES

- 6.1 The City may, acting reasonably, give to the Owner a written notice (in this section 6.1, the "**Notice**") requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.
- 6.2 If the default is not corrected within the time specified, the Owner will pay to the City on demand by the City 200 percent of the difference between current market rent, as determined by a third-party appraiser, and Affordable Rent for each Mid-Market Rental Unit in default for the default year to the end of the Term of the Agreement. The monies collected from default will be deposited to the City's Affordable Housing Reserve Fund.
- 6.3 The Owner will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.
- 6.4 The Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm

sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.

- 6.5 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.6 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing housing for Rental Purposes, and that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out and that the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.
- 6.7 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right or remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy of a default by the Owner under this Agreement.

7. LIABILITY

- 7.1 Except for the negligence of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any act or omission by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible; and
 - (b) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.
- 7.2 Except to the extent such advice or direction is given negligently, the Owner hereby releases and forever discharges the City, its elected officials, board members, officers, directors, employees and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns from and against all claims, demands, damages, actions or causes of action by reason of or arising out of advice or direction respecting the ownership, operation or management of the Lands for the provision of housing for Rental Purposes which has been or hereafter may be given to the Owner by all or any of them.
- 7.3 The covenants of the Owner set out in sections 7.1 and 7.2 of this Agreement will survive the expiration or the earlier termination of this Agreement and will continue to apply to any breach of the Agreement and to any claims arising under this Agreement during the ownership by the Owner of the Lands.

8. GENERAL PROVISIONS

- 8.1 The Owner agrees to reimburse the City for all legal costs reasonably incurred by the City for the preparation, execution and registration of this Agreement and notice of this Agreement which is required to be filed pursuant to the *Local Government Act*. The Owner will bear their own costs, legal or otherwise, connected with the preparation, execution or registration of this Agreement.
- 8.2 Nothing in this Agreement:
- (a) affects or limits any discretion, rights, powers, duties or obligations of the City under any enactment or at common law, including in relation to the use or subdivision of land;
 - (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
 - (c) relieves the Owner from complying with any enactment, including the City's bylaws in relation to the use of the Lands.
- 8.3 The Owner and the City agree that:
- (a) this Agreement is entered into only for the benefit of the City;
 - (b) this Agreement is not intended to protect the interests of the Owner, occupier or user of the Lands or any portion of it including the Rental Units and the Limited Common Property; and
 - (c) without limiting part 2 of this Agreement, the City may at any time execute a release and discharge of this Agreement in respect of the Lands, without liability to anyone for doing so.
- 8.4 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement. Without limiting the generality of the foregoing, the Owner will not be liable for any breach of any covenant, promise or agreement herein in respect of any portion of the Lands sold, assigned, considered or otherwise disposed of, occurring after the Owner has ceased to be the owner of the Lands.
- 8.5 The covenants and agreements on the part of the Owner in this Agreement have been made by the Owner as contractual obligations as well as being made pursuant to section 483 of the Act and as such will be binding on the Owner.
- 8.6 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement and notice of this Agreement is registered against the title to the Lands, including any amendments to this Agreement as may be required by the Land Title Office or the City to effect such registration.
- 8.7 The City and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.

- 8.8 An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.
- 8.9 If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.
- 8.10 Every obligation of a party which is set out in this Agreement will extend throughout the Term and, to the extent that any obligation ought to have been observed or performed prior to or upon the expiry or earlier termination of the Term, such obligation will survive the expiry or earlier termination of the Term until it has been observed or performed.
- 8.11 All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other parties by registered mail, by facsimile or e-mail transmission, or by personal service, to the following address for each party:

City: The Corporation of the City of North Vancouver
141 West 14th Street
North Vancouver, British Columbia
V7M 1H9
Attention: Director, Planning & Development
Facsimile: 604.985.0576
Email: planning@cnv.org

The Owner: **JPD 351 WEST 3RD DEVELOPMENTS LTD., INC. NO. BC1115619**
#200 - 879 Marine Drive
North Vancouver, British Columbia,
V7P 1R7
Attention: Mitch Cramp
Email: Cramp@jp-developments.com
Phone: 604-488-5238

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request; if made by facsimile or e-mail transmission, on the first business day after the date when the facsimile or e-mail transmission was transmitted; and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

- 8.12 Upon request by the City, the Owner will promptly do such acts and execute such documents as may be reasonably necessary, in the opinion of the City, to give effect to this Agreement.
- 8.13 This Agreement will enure to the benefit of and be binding upon each of the parties and their successors and permitted assigns.

9. INTERPRETATION

- 9.1 Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.
- 9.2 The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.
- 9.3 The word "including" when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term to similar items whether or not words such as "without limitation" or "but not limited to" are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.
- 9.4 The words "must" and "will" are to be construed as imperative.
- 9.5 Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.
- 9.6 This is the entire agreement between the City and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to the subject matter of this Agreement, except as included in this Agreement. This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by City Council of an amending bylaw to "Housing Agreement Bylaw, 2024, No. 9005".
- 9.7 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.
- 9.8 This Agreement can be signed in counterpart.

IN WITNESS OF THIS AGREEMENT the City and the Owner have executed this Agreement by signing the "Form C – General Instrument – Part 1" or "Form D – Executions Continued" attached hereto.



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT
COUNCIL REPORT

To: Mayor Linda Buchanan and Members of Council

From: Brian Lin, Economic and Business Development Coordinator

Subject: 2024 CanExport Community Investment Project

Date: January 10, 2024 File No: 13-6750-20-0008/1

RECOMMENDATION

PURSUANT to the report of the Economic and Business Development Coordinator, dated January 10, 2024, entitled "2024 CanExport Community Investment Project":

THAT the Mayor and Corporate Officer be authorized to sign the Grant Agreement with Global Affairs Canada for the 2024 CanExport Community Investment Sub-Program and other related documents required to give effect to this motion;

AND THAT staff be requested to report back to Council on project implementation and outcomes at the conclusion of the Grant Agreement.

ATTACHMENT

1. Grant Agreement with Global Affairs Canada (City Doc No. [2454337](#))

SUMMARY

This report provides a brief overview of the 2024 CanExport Community Investment project focused on the development of the health cluster in the City of North Vancouver. A grant agreement from Global Affairs Canada in support of this work is attached for Council's consideration for endorsement.

BACKGROUND

The City of North Vancouver (the "City") was awarded financial contributions in 2022 and 2023 through the CanExport Community Investment ("CanExport") sub-program operated by Global Affairs Canada to implement the following projects:

- **Year 2022:** Development of a suite of foundational investment promotion materials to enable the City to actively participate in investor outreach meetings and engagement. The City was awarded matching funds of \$12,500 for completion of this project.
- **Year 2023:** Development of a strategic plan, accompanied by a succinct assessment of stakeholder capacity and sector-relevant initiatives, to identify growth and investment opportunities related to the health cluster in the City. The City was awarded matching funds of \$15,200 for completion of this project.

The launch of the 2023 project was substantially delayed due to the late issuance of the final signed grant agreement from the federal government. The 2023 project centered on the completion of an assessment of stakeholder capacity and relevant initiatives impacting the current cluster¹ within the region, on the North Shore, and, more specifically, within the City. A final report will be available and shared through an Information Report in the coming weeks.

Building on the efforts in 2023, the City applied for and was awarded another financial contribution of \$34,861 by Global Affairs Canada for follow-up work to the 2023 project, focused on implementation in 2024. This funding from the CanExport program will position the City to tactically align City efforts and pursue potential investment opportunities identified through the 2023 project work. This project is in line with the City's efforts to attract strategic and sustainable investment in the health sector in support of cluster growth. As in previous years, the City is required to commit matching funds to complete this third project. The project is expected to conclude by December 31, 2024.

DISCUSSION

Council has prioritized fostering the growth of a health economic hub as one of its core strategic objectives. At its regular meeting on September 25, 2023, Council unanimously approved \$2 million² for the Lonsdale Great Street project, which will involve the development of a community vision and design framework in support of commercial and area revitalization in the Central Lonsdale area. This significant financial commitment to the economic growth and activation of this area will enable specific opportunities to grow the health cluster. The City's draft Economic Strategy also underscores the City's aspiration to grow its health economic hub, with an expected impact of increasing quality jobs and drawing innovative companies to the City.

Against this backdrop, the 2024 project aims to target and drive strategic investment to the City. The specific project work will involve developing business cases aligned with sub-sector opportunities in the City, and targeting and engaging with aligned investment leads. These efforts will be bolstered by the development of opportunity-specific digital materials on relevant site selection elements to progress investment opportunities.

¹ In the City's assessment of economic opportunities related to the health economic cluster, a broad definition of the sector is understood. This includes a wide range of activities in the health sector, which also includes Life Sciences (involving pharmaceutical and medical research and development for preventive, diagnostic or therapeutic purposes), and Bio-Manufacturing (involving processing of raw inputs for the development of drugs, vaccines and medical devices at a commercial scale).

² Funds allocated from the Growing Communities Fund.

Further, the Economic Development team, in collaboration with industry partners, will host a local roundtable event to bring together leading companies and ecosystem supports in the sector.

In summary, this project is expected to meet the following objectives:

- Articulate specific business cases in support of sub-sector opportunities connected to the City's value proposition;
- Generate and target investment leads that align with the value proposition using opportunity-specific materials;
- Facilitate collaboration amongst sector stakeholders, and pursue joint outreach and activities for the purposes of investment attraction; and
- Engage and land site-specific investment opportunities.

Authorization of the attached grant agreement will leverage dedicated resources to further develop the City's health sector. This project is expected to amplify the City's position as a regional health hub that supports a diversity of value-added activities in the sector. A thriving sector is anticipated to fuel economic growth across the City.

FINANCIAL IMPLICATIONS

If Council approves the recommendation, the Economic Development Division will contribute the equivalent amount of funding up to the sum of \$34,861 to undertake the project. There is sufficient 2024 operating funding in the Council approved 2023-2027 Financial Plan to provide the matching funds needed.


INTER-DEPARTMENTAL IMPLICATIONS

The Legal and Financial Services teams have reviewed the attached grant agreement. Staff from City Departments, including Planning and Development and Financial Services, will be consulted during the course of the project work as relevant; there are no anticipated impacts for other City Departments at this time.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project aligns with Council's 2022-2026 Strategic Plan, which underscores actions to achieve economic resiliency while improving the quality of life for its residents. Notably, Council has prioritized fostering the growth of a health economic hub as one of its core initiatives. This project is also in alignment with the draft Economic Strategy, which prioritizes the growth of the health cluster.

RESPECTFULLY SUBMITTED:



Brian Lin
Economic and Business Development
Coordinator



Project No.: 2024/25-BC-08

CanExport Community Investments Sub-Program Grant Agreement to Recipients

This Grant Agreement is made in duplicate between:

HIS MAJESTY THE KING IN RIGHT OF CANADA (the “Crown”), as represented by the Minister for International Trade (the “Department” or “Global Affairs Canada”)
125 Sussex Drive
Ottawa, ON K1A 0G2
Email: communities.municipalites@international.gc.ca

and:

The Corporation of the City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9
Email: mayor@cnv.org

(herein referred to as the “Recipient”)

(jointly referred to as the “Parties”), agree as follows:

1. PURPOSE OF GRANT

- 1.1 The purpose of this Grant Agreement (the “Agreement”) is to enable the Recipient to carry out the Project as described below.
- 1.2 The grant is funded through the CanExport Community Investments Sub-Program (the “Program”) of the Department of Foreign Affairs, Trade and Development (DFATD), administered by the Government of Canada’s Trade Commissioner Service’s CanExport Program.

2. PROJECT

- 2.1 The Recipient has submitted an application to the Program for the funding of a Project called “2024/25-BC-08” which is considered eligible for financial support under the Program.
- 2.2 The Recipient undertakes to use the funds provided pursuant to the Agreement to achieve the following objectives and expected results:
 - **Objectives:** This Project supports the Canadian community’s efforts to attract, retain and expand foreign direct investment (FDI) and is ultimately designed to strengthen the economy at the community level.
 - **Expected results:** The expected results of this Project is to enhance the capability and effectiveness of Canadian communities to attract, retain and expand foreign direct investment (FDI), as measured by analysis of recipient performance reports and surveys.
- 2.3 During the Project Phase of the Agreement the Recipient will implement the following Components and activities therein as set out in the Adjudication Results document:

Component Category (and activities therein)	Approved Funding Amount
FDI Tool and Material Development	\$5,750.00
FDI Lead Generation and Meetings with Potential Investors	\$29,111.15
Total Approved Funding	\$34,861.15

3. MODIFICATIONS/AMENDMENTS

3.1 Modifications to the terms and conditions of this Grant Agreement made by the Recipient and approved by the Department in writing or by electronic correspondence may include, but are not limited to, changes to contacts or signing authorities, or the cancellation of a Component. Modifications require an Amendment to this Grant Agreement if the following terms and conditions are affected:

- change the objectives of the Project;
- extend the Expiration Date of the Grant Agreement;
- change the legal name of the Recipient.

3.2 Any other Modification may require an Amendment to this Grant Agreement approved by the authorized representative of the Department.

3.3 The Department and the Recipient may amend the terms and conditions of this Grant Agreement at any time prior to the expiration or earlier termination of this Grant Agreement, provided that such Amendment is in writing and signed and dated by both Parties.

4. KEY DATES

4.1 This Agreement shall come into effect upon the date of the last signature. Notwithstanding the previous sentence, at the discretion of the Department, the Agreement may be null and void if not signed and returned to the Department within thirty (30) days of receipt.

4.2 Project Phase

- Project Start Date: **January 1, 2024**
- Project Completion Date: **March 31, 2025**
- Agreement Expiry date: **May 15, 2025**

4.3 The Effective Date is the date on which this Grant Agreement is signed by the respective Parties. If the signing occurs on two different dates, this Grant Agreement will take effect on the date of the last signature.

4.4 Retroactive Eligible Expenditures from January 1, 2024 to the Effective Date of this Grant agreement may be considered to be included as eligible expenses and may be reimbursed under the terms and conditions of this Grant Agreement.

5. MAXIMUM AMOUNT OF GRANT AWARDED BY THE DEPARTMENT

5.1 Subject to all terms and conditions indicated in the Agreement, the Department agrees to provide a grant contributing up to 50% of Total Eligible Project Costs, not to exceed the amount of **\$34,861.15** associated with the approved Components (and activities therein) of the project identified in section 2.

5.2 Unless otherwise specifically provided, nothing in the Agreement shall imply the assumption of any responsibility by the Department or its representatives for any aspect of the organization, management, or financing of the Project. Notwithstanding anything in the Agreement, the Department does not by financial or other assistance to the Recipient undertake any responsibility for errors, negligence, mismanagement or debts incurred by the Recipient or any other persons, group, or agent associated with it.

5.3 Disbursements of the grant to the Recipient will not exceed the following amount(s) for the applicable fiscal year(s),

Federal Government Fiscal Year 2023/24:	\$6,164.38
Federal Government Fiscal Year 2024/25:	\$28,696.77
Total Funding Amount:	\$34,861.15

6. GRANT PAYMENT(S) AND REPORTING

6.1 Payment of the grant will be made in one installment for each of the Federal Government's Fiscal Years covered by the Project. The initial payment will be processed once the Agreement has been signed and returned to the Department in accordance with section 4.1. Subsequent payments will be processed at the beginning of the following Federal Government Fiscal Year.

6.2 The Recipient shall inform the department in writing when the Recipient is no longer eligible in accordance with the eligibility criteria of the Program, maintained on the Program website, found at <https://www.tradecommissioner.gc.ca/funding-finance/canexport/community-communaute/index.aspx?>.

6.3 The Department reserves the right to verify the Recipient's continued eligibility and entitlement to the grant, prior to any payment being made.

6.4 For the purposes of verifying the Recipient's eligibility and entitlement to the grant, the Recipient agrees to provide the Department with reports on the progress of the eligible activities.

6.5 If requested by the Department, the Recipient agrees to submit to the Department an Interim Report for a given fiscal year no later than seven (7) days after March 31 (of that Federal Government Fiscal Year).

6.6 The Recipient agrees to submit to the Department a Final Report no later than thirty (30) days after the Project Completion Date.

6.7 The Recipient shall complete a questionnaire related to outcomes arising from the Project funded under this Grant Agreement up to 36 months after the Expiration Date of the Grant Agreement.

6.8 All reporting requirements form an integral part of this Agreement. Failure to submit reports as specified under this article can result in a Breach situation as specified in section 14 of this Agreement.

7. REDUCTION OF GRANT

7.1 Any payment made under the Agreement is subject to the appropriation of funds by the Parliament of Canada for the fiscal year in which the payment is to be made.

7.2 Funding under the Agreement may, at any time, upon not less than ninety (90) days written notice, be reduced or terminated at the Department's discretion if a parliamentary, governmental, departmental or program spending decision is made for any fiscal year in which payment is to be made under the Agreement, or if the mandate and responsibilities of the Program change.

8. ACKNOWLEDGMENT AND PUBLICATION

The Recipient shall identify to the Department any planned media releases announcing CanExport Community Investments Sub-Program support. Where appropriate, and in consultation with the Department, the Recipient shall acknowledge the contribution of the Department in any reference made by it with respect to the Project in publications, speeches, press releases or other similar communications.

9. BENEFITS TO CANADA

During the life of this Agreement, the Recipient agrees to commercially exploit the results of this Project with the intent of creating economic and social benefits for Canada.

10. REPRESENTATIONS BY THE RECIPIENT

The Recipient warrants and represents that:

- (a) it and any person lobbying on its behalf to obtain the grant are in compliance with the *Lobbying Act*, R.S., 1985, c. 44 (4th Supp.) and that it has not, directly or indirectly, paid or agreed to pay, to any person, a contingency fee for the solicitation, negotiation or obtaining of the Agreement;
- (b) it will declare to the Department any amount owing to the Government of Canada under legislation, contract, or other agreements during the term of the Agreement and that it recognizes that amounts due to the Recipient may be withheld to offset amounts owing to the Government of Canada;
- (c) No current or former public office holder, member of the Canadian House of Commons, member of the Senate, current or former public servant of the Government of Canada who is not in compliance with the Canadian Conflict of Interest Act, 2006, c. 9, s.2, the Conflict of Interest Code for Members of the House of Commons, the Conflict of interest Code for Senators, the Values and Ethics Code for the Public Service and the Values and Ethics Code for the Public Sector shall derive a direct benefit from this Agreement unless the provision or receipt of such benefit is in compliance with such legislation and codes.
- (d) the project is not a “designated project” as defined in section 2 of *Canadian Environmental Assessment Act 2012* (S.C. 2012, c. 19, s. 52) and is not a “project” as defined in section 66 of that Act; and
- (e) no company that is related to the Recipient will benefit directly or indirectly pursuant to this Agreement, other than as the Recipient has declared.

11. DISCLOSURE OF INFORMATION

11.1 The Recipient acknowledges that the Department is subject to the *Access to Information Act*, R.S. 1985, c. A 1, and the *Privacy Act*, R.S., 1985, c. P-21 and acknowledges that the Department may be required to disclose information under those Acts.

11.2 The Recipient must indicate in writing, or by a clear label, the confidentiality of any specific information, which it wishes to be treated as confidential by the Department. Protection from third-party access to confidential business information supplied to the Department is established through the application of the federal *Access to Information Act* and *Privacy Act*.

11.3 The Recipient authorizes the Department to disclose any information required to comply with the Government of Canada Proactive Disclosure Guidelines on the Proactive Disclosure of Grants and Contributions, which requires that the Department publish certain information about the Agreement. Published information is in accordance with Treasury Board Policy and may include,

but is not limited to, Recipient name, project title, project dates, project summary and value of grant.

12. LIABILITY

The Recipient agrees that the Department and her/his employees and agents shall not be held liable for any injury, including death, to any person, or for any loss or damage to property of any person or for any obligation of the Recipient or anyone else, including any obligations arising from loans, capital leases, or other long-term obligations in relation to the Agreement.

13. INDEMNIFICATION

The Recipient shall indemnify and save harmless the Department and her/his employees and agents from and against all claims, losses, damages, costs, expenditures, actions, and other proceedings made, sustained, brought, prosecuted, threatened to be brought, or prosecuted in any manner based on, occasioned by, or attributable to any injury to, or death of a, person or damage to, or loss of, property arising from any act, omission, or delay on the part of the Recipient or its employees, servants, agents, or voluntary workers in carrying out the project, except that the Department shall not claim indemnification under this section to the extent that the injury, loss, or damage has been caused by the Department or her/his employees or agents.

14. BREACHES, OVERPAYMENTS & REMEDIES

14.1 Each of the following constitutes a breach of the Agreement:

- (a) misleading statement or representation in respect of any matter related to this Agreement other than in good faith;
- (b) failure by the Recipient to disclose relevant information which may have a negative impact on the Recipient's financial position;
- (c) the Recipient ceases to operate;
- (d) in the Department's opinion, a term, condition, commitment or obligation provided for in the Agreement has not been respected or complied with;
- (e) the Department has reason to believe that the Recipient has acted in breach of the laws of Canada in relation to activities carried out in relation to this Project;
- (f) in the Department's opinion, there is a material adverse risk in the Recipient's ability to complete the Project; or
- (g) the Recipient is no longer eligible under the eligibility criteria of the Program.

14.2 In the event of a breach, the Department shall inform the Recipient by written notice ("Notice of Breach"). The Recipient shall then have fourteen (14) days from the date of the Notice of Breach to demonstrate to the Department's satisfaction, that either the breach has not occurred or that the breach has been fully remedied. Should the Recipient fail to do so, then any, several or all of the consequences described in section 14.3 shall apply, if requested by the Department.

14.3 Consequences of a breach may be one or more of the following:

- (a) suspension or termination by the Department of the Agreement;
- (b) suspension or termination by the Department of any other Agreement that the Recipient may have with the Department;
- (c) refusal by the Department to provide future assistance to the Recipient;
- (d) the Department's demand for, and the Recipient's obligation to, immediately repay to the Department all or part of the amount paid by the Department to the Recipient under the Agreement. The amount demanded for repayment shall bear interest as described in section 14.7; and
- (e) any other action by the Department permitted by law.

14.4 Failure on the part of the Department to act on any breach does not constitute a waiver of the Department's right to act on that breach or any other breach. The fact that the Department refrains from exercising a remedy or any right herein shall not be considered to be a waiver of such remedy or right and, furthermore, partial or limited exercise of a remedy or right conferred on him shall not prevent him/her in any way from later exercising any other remedy or right under the Agreement or other applicable law.

14.5 The Stacking Limit is 75% for total eligible expenditures of a project, with the exception of applications from federally-funded indigenous communities, the maximum level of government assistance is up to 100%. In the event that actual total Canadian federal government funding for the Eligible Costs of a Component exceeds this Stacking Limit, the Department will have the right to adjust the amount of funding referred to in section 5.1 of this Grant Agreement so that the Stacking Limit is not exceeded. The Department has the right to recover such equivalent amount directly from the Recipient as a Debt Due the Crown and/or by withholding payment of all or part of the Grant, as the case may be.

14.6 The maximum level of total funding received under this Grant Agreement and from the Recipient and Contributing Partners (e.g. Canadian government or private funding) for Eligible Costs is 100%. In the event that actual total funding for an Eligible Cost exceeds this limit, the Department will have the right to adjust the amount of funding referred to in section 5.1 of this Grant Agreement so that the limit is not exceeded. The Department has the right to recover such equivalent amount directly from the Recipient as a Debt Due the Crown and/or by withholding payment of all or part of the Grant, as the case may be.

14.7 If the Department determines that:

- (a) the Recipient is not entitled to the grant or a part thereof; or
- (b) the amount of the grant paid under this Agreement exceeds the amount to which the Recipient is entitled under this Agreement;

the Recipient will repay the Department, promptly and by no later than thirty (30) days from the date of the Department's notice under this Agreement, the amount of the grant disbursed or the amount of the overpayment, as the case may be, together with interest calculated in accordance with the federal *Interest and Administrative Charges Regulations*. Any such amount is a Debts Due to the Crown and is recoverable as such.

14.8 Payments of Debts Due to the Crown, or of any other amounts owing to the Department must be made to "Receiver General – Department of Foreign Affairs, Trade and Development (DFATD)" and addressed to:

Cashier's Office
Department of Foreign Affairs, Trade and Development (DFATD)
125 Sussex Drive
Ottawa, ON, K1A 0G2

14.9 In order for the Recipient to best benefit from the resources of the Department, in Canada and abroad, the Recipient will share with the concerned Canadian missions abroad the information on Leads and Prospects generated as a result of international marketing activities carried out through this Grant Agreement. The information will not be used for the direct benefit of the Canadian missions. The Canadian missions will use the information for the purpose of assisting the Recipient to further pursue its investment prospecting activities and, therefore, not for the direct benefit of the Crown.

14.10 The Department shall keep in strict confidence any results shared as per section 14.9 of this Grant Agreement.

15. DISPUTE RESOLUTION

In the event that a dispute arises from or is related to the Agreement, the Department and the Recipient agree to attempt to resolve the dispute through good faith negotiation. If necessary, and if the Recipient and the Department consent in writing, the matter may be resolved through mediation by a mutually acceptable mediator or arbitration in accordance with the *Commercial Arbitration Code* set out in the schedule to the *Commercial Arbitration Act (Canada)*, and all regulations made pursuant to that Act.

16. AUDIT, MONITORING AND EVALUATION

16.1 The Recipient acknowledges that, pursuant to section 7.1 of the *Auditor General Act*, R.S. (1985), c. A-17, the Auditor General of Canada may conduct compliance audits or performance evaluations with respect to the Agreement. The Recipient shall cooperate with the Auditor General or the Department and their representatives or agents relative to any such compliance audit or performance evaluation and shall grant same access to the Recipient's documents, records and premises as required by the Auditor General or the Department or their representatives or agents for purposes of such audit or evaluation. The auditor may discuss any concerns raised in such compliance audit or performance evaluations with the Recipient and with the Department. The results may be reported to Parliament in a report of the Auditor General.

16.2 The Recipient shall keep all records, information, databases, audit and evaluation reports, and all other documentation related to activities and associated expenditures for this project and at the request of the Department, permit reasonable access by the Department representatives to such records and documentation for a period of up to five (5) years after the end of the Agreement, for the purpose of verifying the use of the grant and compliance with the terms and conditions of this Agreement.

16.3 The evaluation of the Agreement is a joint concern of the Department and the Recipient. To this end, the Recipient agrees that:

- (a) it shall provide reports in a way that shows progress in relation to the defined objectives and expected results of the Project and participate in any evaluation of the Project as required and as mutually agreed upon;
- (b) the Department may use its own resources or retain an external monitor or evaluator for an independent evaluation of the Project; and
- (c) the Department may make an evaluation at any time during the term of the Agreement and for a period of up to five (5) years after the end of the Agreement to ensure compliance with the terms and conditions of the Agreement.

17. NO EMPLOYEE OR AGENCY RELATIONSHIP

Nothing in this Agreement has the effect of creating a partnership, joint venture, agency or employment relationship between the Parties. The Recipient agrees that neither the Recipient nor any of its employees, agents or subcontractors shall represent themselves in any manner to be employees, agents, or partners of His Majesty or the Department.

18. APPLICABLE LEGISLATION

18.1 The Recipient must ensure that the Project is carried out in compliance with all applicable statutes, regulations, orders, standards and guidelines and shall ensure that any consultant used in completion of the Project also complies with this provision.

18.2 The Agreement shall be governed by and interpreted in accordance with the applicable federal laws and the laws enforced in the province of Ontario.

19. NOTICES

- 19.1 Any notices to be given and all reports, information, correspondence and other documents to be provided by either party under the Agreement shall be sent, through the online system or via email to the email address stated at the beginning of the Agreement or the last email address provided by the Recipient to the Department.
- 19.2 If there is any change to the postal address, email address or contact person of a party, the party concerned shall notify the other in writing of the change, as soon as possible.

20. ASSIGNMENT

This Grant Agreement, or any of the obligations arising hereunder, shall not be assigned without the Department's prior written consent. No assignment of this Grant Agreement, or any of the obligations arising hereunder, shall relieve the Recipient of any obligation under this Grant Agreement, or impose any liability on the Crown or the Department.

21. INTELLECTUAL PROPERTY

Any intellectual property created by the Recipient during the term of this Grant Agreement shall vest in the Recipient.

22. ANTI-CORRUPTION

- 22.1 The Recipient declares and guarantees that no offer, gift or payment, consideration or benefit of any kind, which constitutes an illegal or corrupt practice, has been or will be made to anyone by the Recipient, either directly or indirectly, as an inducement or reward for the award or execution of this Grant Agreement.
- 22.2 The Recipient declares and guarantees the Recipient:
- (a) Was not convicted during a period of three (3) years prior to the submission of the application, by a court of law in Canada or in any other jurisdiction for an offence involving bribery or corruption or;
 - (b) Is not under sanction, for an offence involving bribery or corruption, imposed by a government or a governmental organization.
- 22.3 Should there be any changes; the Recipient shall promptly update this declaration by completing the Anti-Corruption Declaration form that can be obtained from Global Affairs Canada's Internet site at: <https://www.international.gc.ca/departement-ministere/assets/pdfs/forms-formulaires/2521e.pdf>. This updated declaration shall form an integral part of this Grant Agreement.
- 22.4 The Recipient declares and guarantees that neither the Recipient, nor any Third Party Recipients, nor, to the best of the Recipient's knowledge, any of its owners, officers or employees, or anyone acting on the Recipient's or Third Party Recipients' behalf, are currently under charge or have been convicted in a foreign jurisdiction within the past five years for bribery or corruption offences contrary to any applicable criminal law dealing with **bribery or corruption** of public officials. The Recipient understands that such foreign charges or convictions will be taken into account when the Department is considering whether to provide future funding;
- 22.5 The Recipient declares and guarantees that neither the Recipient, nor any Third Party Recipients, nor, to the best of the Recipient's knowledge, any of its owners, officers or employees, or anyone acting on the Recipient's or Third Party Recipients' behalf, are currently under charge in Canada for **bribery or corruption** of public officials under the Corruption of Foreign Public Officials

Act (CFPOA) or the Criminal Code; or have been convicted in Canada of such conduct during the past five years;

- 22.6 The Recipient declares and guarantees that neither the Recipient, nor any Third Party Recipients, nor, to the best of the Recipient's knowledge, any of its owners, officers or employees, or anyone acting on the Recipient's or Third Party Recipients' behalf, are currently barred from contracting with or are otherwise under sanction from the Government of Canada due to **bribery or corruption** offences; non-engagement with a National Contact Point (NCP) for the Organisation for Economic Co-operation and Development (OECD) Guidelines for Multinational Enterprises; or non-compliance with Responsible Business Conduct (RBC) best practices;
- 22.7 The Recipient declares and guarantees that neither the Recipient, nor any Third Party Recipients, nor, to the best of the Recipient's knowledge, any of its owners, officers or employees, or anyone acting on the Recipient's or Third Party Recipients' behalf, are currently barred from contracting with or are otherwise **under sanction** from an inter-governmental organization or an international financial institution due to bribery or corruption;
- 22.8 The Recipient declares and guarantees that neither the Recipient, nor any of its owners, officers or employees, nor any Third Party Recipients will knowingly engage, directly or indirectly, in **bribery or corrupt business practices** contrary to any applicable Canadian criminal law dealing with bribery or corruption of public officials, including but not limited to the Corruption of Foreign Public Officials Act (CFPOA) and the Criminal Code.
- 22.9 The Recipient acknowledges that the Department expects that the Recipient and any Third Party Recipients shall operate in a manner consistent with the OECD Guidelines for Multinational Enterprises on responsible business conduct. Further, the Recipient acknowledges that the Department expects that the Recipient and any Third Party Recipients shall cooperate with Canada's National Contact Point (NCP) for the Responsible Business Conduct (RBC) and the Canadian Ombudsperson for Responsible Enterprise (CORE) and that the Recipient and any Third Party Recipients shall cooperate with any proceedings before the NCP or CORE which involve a request for review that names the Recipient or any Third Party Recipients. The Recipient acknowledges that the Department shall not provide support to any Canadian organization or company that declines to engage in good faith with an NCP or CORE process and does not reflect **RBC** best practices.
- 22.10 The Recipient acknowledges that the Department may share information concerning bribery or corrupt business practices so obtained with Canadian law enforcement authorities.
- 22.11 The Recipient acknowledges that the Department expects the Recipient and any Third Party Recipients active in any country to operate in a manner that **respects human rights, including with respect to forced or compulsory labour and all applicable laws**, as well as to operate transparently and in a manner that seeks to meet or exceed international RBC standards such as the OECD Guidelines for Multinational Enterprises and the United Nations Guiding Principles on Business and Human Rights. The Recipient acknowledges that the Department will not provide funding to any Canadian organization or company that is found to be knowingly engaged in business conduct inconsistent with these standards.
- 22.12 The Recipient declares and guarantees that the Recipient and any Third Party Recipients have not knowingly sourced, directly or indirectly, products or services from a supplier implicated in **forced or compulsory labour or other human rights violations**. The Recipient acknowledges that any evidence that the Recipient has knowingly done so will result in the immediate termination of any existing funding agreement with the Department and a prohibition on any future applications.

- 22.13 The Recipient acknowledges that all declarations remain in effect for the duration that this agreement is in force. The Recipient also acknowledges that, during this period of validity, the Recipient has an ongoing obligation to report to the Department any material changes to statements in these declarations concerning bribery, corrupt business practices and human rights violations, including with respect to forced or compulsory labour and all applicable laws. The Department reserves the right to terminate a contribution or grant agreement if and when a Recipient fails to meet its obligations.
- 22.14 The Recipient acknowledges that any declaration does not constitute a commitment by the Department to approve funding in the future. All funding decisions are made at the discretion of the Department based on information at their disposal.
- 22.15 The Recipient acknowledges that the Department is committed to protecting the privacy rights of individuals and safeguarding the personal information under its control. Personal information collected is administered in accordance with the Privacy Act. Individuals have the right to the protection of and access to their personal information and to request corrections where the individual believes there is an error or omission. Individuals may contact the Department's Access to Information and Privacy Protection Division to request corrections.
- 22.16 The Recipient shall include a corresponding provision in a Sub-Contract or Sub-Agreement that the Recipient enters into for the purpose of the Project.

23. ANTI-TERRORISM

- 23.1 The Recipient declares and guarantees that the funding for the purposes of the Project will not knowingly be used to benefit terrorist groups as defined in the Criminal Code R.S.C., 1985, c. C-46 or individual members of those groups, or for terrorist activities, either directly or indirectly. The Canadian government list of terrorist entities can be found at the following web address: <https://www.publicsafety.gc.ca/cnt/ntnl-scr/cntr-trrrsm/lstd-ntts/crrnt-lstd-ntts-eng.aspx>
- 23.2 The Recipient is responsible for consulting the list in order to stay informed of the listed terrorist groups and their members and must ensure that the funding of the Department does not benefit any listed terrorist groups and their members during the period of the Agreement.

24. SANCTIONS

- 24.1 The Recipient warrants and covenants that neither the Recipient nor any of its directors or officers are a Designated Person, and the Recipient is in compliance with all applicable Sanctions and other controls.
- 24.2 The Recipient shall comply with all applicable Sanctions and other controls and shall not use, directly or indirectly, any of the financial contribution in violation of all applicable Sanctions and other controls. The Recipient will maintain in effect policies and procedures designed to reasonably ensure compliance with all applicable Sanctions and other controls by itself and its directors or officers.

25. EARLY EXIT

- 25.1 During the life of this Agreement, the Recipient retains the right at its sole discretion, to request a full release from this Grant Agreement, subject to the following:
- (a) The Recipient shall inform the Department in writing of its desire to be relieved of its obligations under this Grant Agreement.
 - (b) The Recipient shall pay back to the Department the entirety of the amount paid by the Department to the Recipient by virtue of the Grant Agreement (herein call the "Exit Payment"). The Exit Payment shall constitute compensation for foregone Benefits to

Canada, that is, those economic and social benefits that will not be realized due to the early termination of this Grant Agreement; and

- (c) At the sole discretion of the Department, and under exceptional circumstances when these are deemed by the Department to be in the best interests of Canada, the Department may consider accepting a reduced refund of the Grant known as an "Exit Payment" but this acceptance would be subject to the negotiation and signature of a "Termination and Settlement Agreement" setting out the Exit Payment and its method of payment.

25.2 The Recipient shall not be released from any of its obligations under the Grant Agreement until it complies with the requirements and conditions issued according to section 24.1.

26. SECURITY AND TRAVEL

The Recipient:

- Shall regularly consult the Country Travel Advice and Advisories issued by Government of Canada throughout the period that this Agreement is in effect and undertakes to respect any travel advisory or warning notice issued for a country/region to which it anticipates having to travel as a result of this Agreement. Country Travel Advice and Advisories are published on and are available at: <http://travel.gc.ca/>.
- Understands and agrees that the work and activities involved in this Project may expose the Recipient's employees and sub-contractors to risk of injury and/or death and that it is the Recipient's sole responsibility to disclose fully and openly the risks of the Project and its work and activities to the Recipient's employees and sub-contractors and that the Department shall not have any liability whatsoever in regard to such risks.

27. ENTIRE GRANT AGREEMENT

27.1 This Agreement, as well as the Adjudication Results document and declaration statements submitted by the Recipient and approved by the Program and any subsequently approved Modifications form an integral part of this Agreement.

27.2 This Agreement constitutes the entire agreement between the Parties and supersedes all previous documents, negotiations, arrangements, undertakings and understandings related to its subject matter except in relation to Eligible Expenses in the Recipient's Adjudication Results document, as noted above.

27.3 The Program has the right to refuse to award to the Recipient any subsequent grant should the Recipient fail to comply with any of the provisions of this Agreement.

The Recipient acknowledges having read and accepts the conditions set out in the Agreement. Each Party represents and warrants that the signatories to this Grant Agreement have been duly authorized to execute and deliver this Grant Agreement.

**FOR HIS MAJESTY THE KING IN RIGHT OF CANADA AS REPRESENTED BY THE
MINISTER FOR INTERNATIONAL TRADE**

Executed on behalf of Global Affairs Canada

Jonathon Kupi
Director, Investment Promotion
Email: Jonathon.Kupi@international.gc.ca
Tel: 343-203-4140

Date

FOR THE RECIPIENT (Authorized Signing Authority)

Linda Buchanan

Mayor

Email: mayor@cnv.org

Tel: 604-998-3280

Date

Amelia Cifarelli

Corporate Officer

Email: acifarelli@cnv.org

Tel: 604-990-4233

Date

ANNEX A: DEFINITIONS

“Adjudication Results” document is a PDF document confirming the approved activities as set out in the email sent to Recipients and maintained in the online system which includes the Components and all activities contained within, as well as a list of the eligible expenditures, as approved by the adjudication committee and which shall form an integral part of this Grant Agreement.

“Agreement” means an agreement entered into between the Department and the Recipient which describes the obligations of each party.

“Benefits to Canada” includes activities that increase communities’ capacity to create jobs for Canadians, support innovation and increase exports through foreign direct investment attraction.

“Component(s)” means a category of Foreign Direct Investment activities approved by the Department. Components are listed in section 2.3.

“Designated Person” is an individual or entity that is:

- Designated in any Sanctions-related Canadian law;
- Identified in any Sanctions-related list maintained by the Government of Canada according to the most current version published by the Government of Canada via Global Affairs Canada and its official website or any replacement website or other replacement official publication of such list; or
- Identified in any other Sanctions-related list.

“Federal Government Fiscal Year” A one-year period, from April 1 to March 31, used for financial reporting and budgeting.

“Final Report” includes a comparison of planned versus actual activities, including an explanation of variances; results (both outputs and outcomes) achieved with a clear linkage to the program’s objectives; an evaluation of the results; an opinion as to the successes or failure of the project in terms of meeting its objectives; and lessons learned and submitted no later than thirty (30) days after the Project Completion Date.

“Interim Report” includes an update on your organization and a description of activities and project outcomes accomplished during the government fiscal year.

“Project” is the set of Components and activities therein which are to be performed by the Recipient during the Project Phase.

“Project Phase” is the time periods between the start date of the Agreement, the Project Completion Date pursuant to article 4.2 and the expiry date of the Agreement.

“Sanctions” are economic, financial or technical assistance prohibitions, export or import restrictions, or trade, arms or material embargoes imposed, administered or enforced from time to time by the Government of Canada, including, without limiting the foregoing, pursuant to the *Special Economic Measures Act*, the *United Nations Act*, the *Justice for Victims of Corrupt Foreign Officials Act*, and any regulations made pursuant to those Acts.

“Total Eligible Project Costs” includes the costs by the Recipient for approved activities associated with the Project as set out in this Grant Agreement, Section 2, as well as the eligible expenditures contained in the Recipient’s Adjudication Results document that was approved by the adjudication committee and the eligibility table on the Program website, found at <https://www.tradecommissioner.gc.ca/funding-financement/canexport/community-communaute/index.aspx?>



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2024 EARLY APPROPRIATIONS #1

Date: January 10, 2024 File No: 05-1705-30-0019/2024

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated January 10, 2024, entitled "2024 Early Appropriations #1":

THAT (Funding Appropriation #2401) an amount of \$3,250,000 be appropriated from the Civic Amenity HJ Reserve for the purpose of funding the 2023-2027 Capital Plan;

THAT (Funding Appropriation #2402) an amount of \$940,000 be appropriated from the General Capital Reserve for the purpose of funding the 2023-2027 Capital Plan;

AND THAT should any of the above amounts remain unexpended as at December 31, 2027, the unexpended balances shall be returned to the credit of the said reserves.

ATTACHMENTS

1. Project Descriptions and Funding Allocations (CityDoc [2454679](#))
2. Information Report by the Senior Project Manager, Strategic and Corporate Services, re: 2023–2027 Capital Plan-Projects Over \$500,000: Funding Appropriation – Harry Jerome Community Centre and Silver Harbour Activity Centre (CityDoc [2453685](#))

3. Information Report by the Senior Project Manager, Strategic and Corporate Services, re: 2023–2027 Capital Plan-Projects Over \$500,000: Funding Appropriation – Mickey McDougall Building Upgrades (CityDoc [2453974](#))

SUMMARY

This report recommends funding appropriations for projects with immediate needs that were included within year 2024 of the approved 2023-2027 Financial Plan.

DISCUSSION

The 2023-2027 Financial Plan Bylaw was approved by Council on April 5, 2023 and included a fully funded 5-year Capital Plan.

This report recommends that funds be appropriated so work can progress on projects, which were included in year 2024 of the 2023-2027 Capital Plan. This appropriation is to allow staff to respond to immediate needs on high priority projects, which will be again included in the 2024-2028 Financial Plan to be approved by May 15, 2024. The attachments provide additional information regarding the said projects.

FINANCIAL IMPLICATIONS

Sections 173(1) and 173(2) of the Community charter specifies that a municipality must not make an expenditure unless it is included in its Financial Plan for that year. Funding for the recommended expenditures is included in year 2024 of CNV's current 2023-2027 Financial Plan.

Sufficient funding is available in the General Capital Reserve and the Civic Amenity Harry Jerome ("HJ") Reserve for the recommended appropriations.

Appropriation is the final step in the funding of this project and, if approved, will allow funds to be expended.

INTER-DEPARTMENTAL IMPLICATIONS

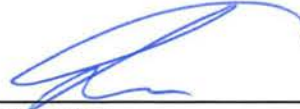
The Financial Plan is a reflection of CNV's policies and the work plans of all CNV departments. Finance staff relied on their close working relationships with all departments in the development of this Report and its recommendations.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The preparation and approval of a Financial Plan is consistent with the requirements of the Community Charter and several of the objectives of the City's 2014 Official

Community Plan. Financial Plans are also prepared taking into consideration Council's Strategic Plan.

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer


Project Description and Funding Allocation

Ref #	Project Name	Dept	Manager	Total 2024 Project Amount	Early Appropriation Request	Description
Appropriation 2401 - Civic Amenity HJ Reserve						
2 - 12	Harry Jerome Community Recreation Centre and Silver Harbour Seniors Activity Centre	DCAO - Civic Development	Dianna Foldi	26,068,121	2,500,000	Tendering, construction and commissioning of remainder of above grade components including FF&E, hard and soft landscaping, skate park and off-site works for the new Harry Jerome Community Recreation Centre (HJCRC) and Silver Harbour Seniors' Activity Centre.
2 - 13	Mickey McDougall Building Upgrades	DCAO - Civic Development	Dianna Foldi	750,000	750,000	Funding to allow for owner improvements to the Mickey McDougall building. Upgrades are focused on energy improvement, accessibility upgrades, life-safety systems, replacement of critical building equipment and general building maintenance in support of tenant improvements to be undertaken by project partner.
Total Appropriation 2401 - Civic Amenity HJ Reserve				26,818,121	3,250,000	
Appropriation 2402 - General Capital Reserve						
10 - 6	Block Funding - Park Infrastructure	Engineering, Parks and Environment	Derek Priestley	75,000	75,000	Since 2005 the Parks Infrastructure Block Funding has supported a variety of small scale park infrastructure upgrades with individual project with values of less than \$10,000, and provides staff with the resources to respond immediately to time-sensitive, smaller infrastructure replacement issues, in order to ensure public safety and maintain levels of service.
10 - 7	Block Funding - EPE - Engineering Equipment	Engineering, Parks and Environment	Bruce Bowman	50,000	50,000	Block funding for unplanned Engineering Operations Equipment expenses.
10 - 14	Block Funding - Information Technology	CAO - IT	Shawna Peters	100,000	100,000	Annual IT spending required to support City's technology needs. This is for the unplanned repairs and replacement of technology
11-37	Parking & Curbside Management Planning and Implementation	Planning & Development	Sean Galloway	120,000	120,000	This project will deliver initiatives and dedicated staffing resources to enable the City to shift towards more proactive parking and curbside management to better respond to emerging needs. Funds will be allocated to reviewing and updating the City's parking policies and programs (2023-2024); developing/implementing plans that will outline the curbside regulations and tools for the City's busiest mixed-use areas (2023-2025); also ensuring consistent staff resources are available to administer curbside management across the City (2023-2026).

Project Description and Funding Allocation

Ref #	Project Name	Dept	Manager	Total 2024 Project Amount	Early Appropriation Request	Description
11-41	Legislative Requirements, Zoning Bylaw, and OCP Alignment (previously titled: Land use and Long Range Studies and OCP 10 year Review)	Planning & Development	Renee de St. Croix	900,000	250,000	To conduct a focused 10-year review of the Official Community Plan. It will address and reflect changing community and demographic needs, emerging and pressing issues, key Council and City strategic priorities, and the new strategies. This is an opportunity to recalibrate some directions and objectives to better support the community as well as new Provincial directions and legislation.
11-42	Supporting Non-Market and Market Housing Supply and Delivery (previously titled: Affordable Housing initiatives)	Planning & Development	Renee de St. Croix	145,000	145,000	This project is to increase capacity to undertake housing initiatives to improve housing policy and the delivery of non-market and market housing in the CNV in alignment with new Provincial directions and legislation.
11-19	Financing Growth Tools (DCC, ACC & Density Bonusing) (previously titled: DCC Bylaw Review)	Finance	Dane Van Heerden	200,000	200,000	Funding to engage consultant support to update CNV's DCC programs and rates. Consultant would provide overall assistance with the project, including assisting with the development of capital spending plans and cost estimates, calculating rates, and leading stakeholder engagement activities. This project would now also support implementation of ACCs announced by the Province in its new housing legislation.
Total Appropriation 2402 - General Capital Reserve				1,590,000	940,000	
Grand Total				28,408,121	4,190,000	



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Dianna Foldi, Sr. Project Manager, Civic Development

Subject: 2023-2027 CAPITAL PLAN – PROJECTS OVER \$500,000: HARRY JEROME COMMUNITY RECREATION CENTRE AND SILVER HARBOUR SENIORS' ACTIVITY CENTRE - FUNDING APPROPRIATION (PROJECT 2-12)

Date: January 10, 2024 File No: 02-0800-30-0028/1

SUMMARY

The below table represents the required funding amount as shown in the 2023-2027 Capital Plan needed to continue with the project construction:

HJCRC and SH:

	2023	2024	2025	2026	2027	Total
City Funding	\$11,483,813	\$26,068,121	\$611,871	\$0	\$0	\$38,163,805
Total	\$11,483,813	\$26,068,121	\$611,871	\$0	\$0	\$38,163,805

BACKGROUND:

The purpose of this report is to provide rationale for the early appropriation of funds indicated for the year 2024, in the amount of \$2.5M, to allow staff to proceed with tendering and award of millwork scope of work, within the approved \$230M budget, in order to fund the Harry Jerome Community Recreation Centre ("HJCRC") and Silver Harbour Seniors' Activity Centre ("SH") projects, as per the approved 2023-2027 Capital Plan.

DISCUSSION:

A budget amount of \$26,068,813 for the HJCRC and SH combined project for 2024 has been indicated in the previously approved 2023-2027 Capital Plan allowing for the award of the majority of the remaining scope of work for the project. Staff will seek access to this

full amount through three separate funding appropriation requests in 2024. The first and current request is for \$2.5M to enable the procurement and award of contract for millwork. The second and final appropriation requests will be sought later in March and September of 2024 based on tendering and schedule requirements.

Previously, in June 2022 and April 2023, Mayor and Council had approved total appropriation requests in the amount of \$162,154,853 for purposes of funding the main building construction works as identified in the 2022-2026 Capital Plan.

The \$2.5M funding is being requested at this time as part of the next stage of construction activities in order to maintain the project schedule.

FINANCIAL IMPLICATIONS:

The remaining un-tendered scopes of work include interior finishes, Fixtures Finishes and Equipment, (some of which will be procured in the summer of 2024), with hard and soft landscaping and off-site surface works anticipated to be tendered in the fall of 2024. All of this scope has been identified in the previously approved 2023 - 2027 Financial Plan.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been developed in consultation with the Finance Department.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS




After serving the community of North Vancouver for more than 55 years, the existing centre, built in 1966 is approaching the end of its useful life. The new HJCRC embraces the CNV's vision of *A Healthy City for All* by creating a welcoming, vibrant, and social heart of the community. Future generations of North Shore residents will enjoy the rejuvenation of this important amenity. This state of the art facility will help our residents maintain or improve health and wellness within our community, and inspire residents to be active and connected throughout their lives.

RESPECTFULLY SUBMITTED:

Dianna Foldi

Dianna Foldi,
Sr. Project Manager, Civic Development



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Dianna Foldi, Sr. Project Manager, Civic Development

Subject: 2023-2027 CAPITAL PLAN – PROJECTS OVER \$500,000:
MICKEY MCDUGALL BUILDING UPGRADES
FUNDING APPROPRIATION (PROJECT 2-13)

Date: January 10, 2024 File No: 02-0800-30-0013/1

SUMMARY

The below table represents the required funding amount as shown in the 2023-2027 Capital Plan, needed to continue with the project construction:

Mickey McDougall:

	2023	2024	2025	2026	2027	Total
City Funding		\$750,000	\$375,000	\$0	\$0	\$1,125,000
External Contribution GICBP	\$2,250,000					\$2,250,000
Total	\$2,250,000	\$750,000	\$611,871	\$0	\$0	\$3,375,000

BACKGROUND:

The purpose of this report is to provide rationale for the early appropriation of funds indicated for the year 2024, in the amount of \$750,000, to allow staff to proceed with contracts for detailed design and construction of the Mickey McDougall building and energy upgrades, within the overall \$3.375M budget as per the approved 2023-2027 Capital Plan.

DISCUSSION:

An appropriation of \$750,000 for 2024 has been included in the 2023-2027 Capital Plan to allow for the continuation of detailed design, procurement of construction manager and associated project oversight.

The funding is being requested at this time as part of the next stage of project delivery in order to maintain the project schedule for completion in fall of 2025. The total project funding includes a significant contribution from GICBP (Green and Inclusive Community Buildings Program) as well as a future contribution, to be determined, from Flicka Gymnastics Club towards modest interior renovations required to accommodate their program needs.

FINANCIAL IMPLICATONS:

The financial implication of the \$750,000 appropriation will allow staff to engage a consultant team to further their design of the Mickey McDougall building upgrades including energy reductions, accessibility and building code improvements, to the beginning of tender stage.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been developed in consultation with the Finance Department.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

With this project CNV will be significantly improving the energy efficiency, climate resilience and accessibility of this recreational facility, as well as contributing to the overall health and wellness within our community by providing the opportunity for recreational and high performance gymnastics training.

RESPECTFULLY SUBMITTED:

Dianna Foldi

Dianna Foldi
Sr. Project Manager, Civic Development

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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: NORTH SHORE NEIGHBOURHOOD HOUSE AND CITY PARKS LOAN
AUTHORIZATION BYLAW

Date: January 10, 2024 File No: 05-1705-01-0001/2024

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated January 10, 2024, entitled "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw":

THAT "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006" be considered;

AND THAT the Corporate Officer be directed to submit "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006" to the Inspector of Municipalities for review and approval.

ATTACHMENTS

1. "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006" (CityDocs [2452739](#))

SUMMARY

The timeline of the North Shore Neighbourhood House ("NSNH") Phase 2 Redevelopment is proposed to be advanced to 2024. This new timing is expected to enable the housing provider opportunities to leverage senior government housing funding, and deliver 180 non profit rental housing units to the City many years sooner

than previously planned. A new much needed NSNH facility can also be delivered concurrent with the housing and is proposed to be funded with CNV debt financing. This Redevelopment advances the "A City for People" priority in Council's 2022-2026 Strategic Plan.

Council's Strategic Plan also includes "A Vibrant City" and "A Resilient City" as a priorities. A Vibrant City has dynamic public spaces and a Resilient City leads the way in climate action and acts as a steward of the environment for future generations. In order to advance these priorities, debt financing to support the delivery of two City parks (Kings Mill Walk Park and 1600 Eastern Park) is also being proposed.

This report initiates the process to obtain \$53.4 million of low cost debt financing from the Municipal Finance Authority to fund CNV's portion of the NSNH Phase 2 Redevelopment, Kings Mill Walk Park, and 1600 Eastern Park projects.

BACKGROUND

North Shore Neighbourhood House:

The NSNH Redevelopment Program is a multiphase redevelopment of an existing CNV owned site. Phase 1 is currently under construction and will deliver five stories of non-profit rental housing and a senior's respite centre. Phase 2 can deliver a new NSNH as well as fifteen stories of non-profit housing. Phase 3 will deliver a new park following the demolition of the existing NSNH facility.

NSNH is a community resource that has been delivering critical services to the North Vancouver community since 1939. With a mission to enhance the lives of community members, especially the most vulnerable, NSNH strives to create a safe, healthy, and inclusive environment where everyone matters. As one of the largest not-for-profit organizations on the North Shore, NSNH employs more than 100 people across 18 sites, providing a wide range of programs and services that cater to children, families, youth, and seniors.

The main NSNH site is situated at 225 East 2nd Street in North Vancouver's lower Lonsdale neighborhood, and serves the community through several major programming areas that operate on-site. These areas encompass a range of services aimed at improving the lives of community members, with a special focus on those who are most vulnerable, and include childcare and children's programs as well as community programs and services that service diverse needs, including food security, service navigators, edible gardens, and lunch programs for new parents, seniors, and teens.

The current NSNH facility, built in 1967, is near end of life. The current facility is also faced with accessibility challenges and lack of storage. Rooms are also needing to be used as multi-purpose without the required support equipment and infrastructure. The replacement of the existing NSNH facility is critical to ensuring continuity of services.

Planning for a new 29,000 sq. ft. facility has begun on the Phase 2 site within a three story podium. Planning for a draft functional program to address current NSNH programming needs has also begun.

There is also an opportunity to incorporate 15 stories (180 units) of non-profit rental housing as part of the Phase 2 project that can contribute to greater livability in the community. The City, like many other municipalities, is facing a housing crisis and, with the NSNH site rezoned in 2021 and opportunities for funding for non profit rental housing emerging, there is an opportunity to advance delivery of the overall Phase 2 project. The 180 housing units are expected to be funded by senior levels of government and the non-profit sector, and require no CNV funding.

A class "D" estimate has been developed for CNV's portion of the Phase 2 project, being the new NSNH facility scope. Total project costs are estimated at \$49.5 million.

Project (\$000's)	Previously Appropriated	Future Appropriations	Total
Base Building and Offsites	-	37,200	37,200
Tenant Improvements	-	9,900	9,900
Total	-	49,500	49,500

Kings Mill Walk Park:

Kings Mill Walk Park was originally constructed in 2000 as part of the initial commercial Harbourside development. In 2014, the upland properties were rezoned to create a vibrant mixed use neighbourhood. This work included the reimagining of Kings Mill Walk Park.

Kings Mill Walk Park offers 500 linear meters of shoreline on Burrard Inlet and is a destination park for City residents who have limited access to the waterfront. This amount of shoreline is over twice the length of Waterfront Park's shoreline (200 linear meters) and is an intensely used waterfront section of the regional Spirit Trail.

In March 2022, Council endorsed the Kings Mill Walk Master Plan following consultation with the community. CNV's park plan now includes a new Kings Mill Walk Park for both the broader community and the new Harbourside Neighbourhood residents. Residents moving into phase one of that development are scheduled to occupy their new homes by the end of 2024.

A reimagined Kings Mill Park includes a series of park zones with distinct programming and character. A new park would gradually transition from a more urban experience near Fell Avenue to a natural character where the park meets Mackay Creek to the west. The main park zones include the Fell Avenue Plaza, an All Ages play area, an off-leash area, an open park, and shoreline habitat. Active, accessible circulation and the connection to the Spirit Trail is prioritized through a hierarchy of multi-use trail and pathway types and connections for pedestrians and cyclists. The renewal of the park will also increase the tree canopy and provide critical supporting amenities.

The current Kings Mill Walk Park shoreline, situated between Mackay and Mosquito Creeks, offers limited ecological value within a regionally significant environmental zone. The newly envisioned park shoreline will deliver a restored habitat within a primarily industrialized inlet therefore providing an overall net benefit to marine habitat in the intertidal and subtidal zones.

A new park is also planned to include upland and shoreline improvements designed to enhance climate and coastal resiliency to seismic events, extreme weather, and sea level rise. The new park's grades are expected to be set 1.5m higher than existing to meet flood protection requirements and the upland park areas can be densified to prevent liquefaction in the event of an earthquake. This scope contributes to the park becoming a high capacity, robust, durable park.

Project (\$000's)	Previously Appropriated	Future Appropriations		Total
		Other TBD	DCC (Parks) Reserves	
Planning	500	-	-	500
Construction	5,300*	4,300	4,400	14,000
Total	5,800	4,300	4,400	14,500

*External funding

1600 Eastern Park:

The Parks Master Plan includes the goal of having all residents within 400 metres (or a 5-minute walk) to a park or public open space. Central Lonsdale is a park deficient neighbourhood with low park service levels.

The addition of a new neighbourhood park in East Central Lonsdale has been identified as a priority to help address the above deficiency. The delivery of a park in this densely populated area can provide valuable enjoyment and recreational opportunities in close proximity to where people in this neighborhood live.

In conjunction with the 2018 rezoning of the adjacent properties for a new rental building, Council endorsed the acquisition of a 0.2 hectare parcel at 1600 Eastern Avenue, using dedicated funding in the DCC (Parks) Reserve. In 2019, CNV funding was approved to commence the planning and community consultation for this new park, and that work was completed in Fall 2021. The resulting park plan, titled the "Oasis of Calm", received strong support from the community and includes a circular trellis and central lawn, pollinator gardens, a playful water feature, in-ground trampoline, porch swings and hammocks.

CNV took possession of the new park site in November 2021 and the CNV project team is preparing detailed design and construction documents.

Project (\$000's)	Previously Appropriated	Future Appropriations		Total
		Other TBD	DCC (Parks) Reserves	
1600 Eastern Park	75	1,852	548	2,475
Total	75	1,852	548	2,475

DISCUSSION

CNV does not have the financial capacity to move forward with the above new projects in 2024 without additional debt financing. The amount of new debt financing proposed to advance the above three projects amounts to \$55.8M, as shown in the table below:

Project	Future Appropriations (\$000's)**
NSNH Phase 2*	49,500
Kings Mill Walk Park	4,300
1600 Eastern Park	1,852
Total	55,652

*Through the construction periods (2024-2026), short-term debt will be utilized as needed, with debt servicing cost (~\$2.4M) being funded by CNV's Civic Amenity Reserve.

**DCC funded components removed.

The purpose of this report is to request Council's consideration of the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006 to enable CNV to raise debt financing needed to close the current funding gap.

Giving first three readings to the Loan Authorization Bylaw is the first step in engaging the Province in the application process as required. If the Bylaw receives three readings, the Corporate Officer will send the Bylaw to the Inspector of Municipalities for review and approval in accordance with the *Community Charter*, Section 179(1). Once the Bylaw has received approval, the Corporate Officer will bring an open report to Council outlining the Alternative Approval Process for the redevelopment of the NSNH, Kings Mill Walk Park, and 1600 Eastern Park for Council's consideration. The process will also eventually require approval from the Municipal Finance Authority. Closing is currently targeted for Q3 2024.

FINANCIAL IMPLICATIONS

Should the full \$55.7 million of debt be drawn and converted to long-term debt after the 2024-2026 construction period, the annual debt servicing costs would be approximately \$3.5 million, assuming current borrowing rates. These additional debt servicing costs are equal to the additional revenues that CNV would generate assuming a one-time 5.4% tax rate increase. Staff are considering recommending, as part of the 2024-2028 Financial Planning process, that any increases in taxes be phased in over a three-year period, beginning with an additional incremental 1.0% tax levy in 2024. The three year phase in period approximates the end of the combined construction periods of the three projects. The debt funding and debt service costs associated with the North Shore Neighbourhood House and City Parks Loan will need to be included in the 2024-2028 Financial Plan.

CNV has the financial capacity to service the recommended new debt. The Province typically permits municipalities in British Columbia to take on additional borrowing so long as annual debt servicing costs (principal and interest) do not exceed 25% of

municipal revenue. Assuming all of CNV's credit facilities are fully drawn, CNV's debt serving costs would be approximately 10% of revenues, well within prescribed limits.

With additional debt, it is also recommended that CNV preserve financial capacity to be able to respond to unexpected events should they occur. As a part of the Harry Jerome Community Recreation Centre ("HJCRC") Financial Strategy endorsed by Council in January 2022, a \$20M "safety net" was created by ensuring that balances in CNV's Tax Sale Land Principle Reserve were maintained at no less than \$20 million. Now that 86% of the HJCRC project has been successfully tendered, the overall financial risk from the HJCRC has been reduced. Staff recommend maintaining the \$20M "safety net" for both the HJCRC and for NSNH projects.

INTER-DEPARTMENTAL IMPLICATIONS

This report was prepared in collaboration with other CNV departments, specifically Strategic Initiatives, Engineering, Parks & Environment, and Clerks, as well as the City Solicitor.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The securing of debt financing enables the advancement of the NSNH Phase 2 project that supports the "A City for People" priority included in Council's 2022-2026 Strategic Plan, including initiatives to "Advance to explore innovative housing policy that includes protection and expansion of rental housing stock", and "Continue to build partnerships with other levels of government and housing providers to deliver more housing diversity and affordability" and to generally improve community well-being.

The recommended debt financing will also enable the advancement of two parks that support Council's priorities for "A Vibrant City" and "A Resilient City", and specifically the initiatives to "Activate Public Spaces – parks, streets, plazas, outdoor areas – for residents to gather together, interact and engage in activities" and "Implement the Kings Mill Walk Park Master Plan".

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9006

A Bylaw to authorize the borrowing of \$55,700,000 for the purpose of the design and construction of a new North Shore Neighborhood House and City Parks

WHEREAS it is deemed desirable to construct a new North Shore Neighborhood House, Kings Mill Walk Park and 1600 Eastern Park;

AND WHEREAS the estimated cost of constructing the new North Shore Neighborhood House, Kings Mill Walk Park and 1600 Eastern Park, including expenses incidental thereto, is the sum of \$66,475,000, of which the sum of \$55,700,000 is the amount of debt intended to be borrowed from the Municipal Financing Authority as authorized by this Bylaw;

NOW THEREFORE the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“North Shore Neighborhood House Loan Authorization and City Parks Bylaw, 2024, No. 9006”**.
2. The Council is hereby empowered and authorized to undertake and carry out, or cause to be carried out, the construction of a new North Shore Neighborhood House, Kings Mill Walk Park and 1600 Eastern Park, generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - A. To borrow on the credit of the City a sum not exceeding \$55,700,000;
 - B. To acquire all such real property, easements, rights-of-way, licences, rights or authorities as may be requisite or desirable for or in connection with the construction of the North Shore Neighborhood House, Kings Mill Walk Park and 1600 Eastern Park.
3. The maximum term for which debentures may be issued to secure the debt created by this Bylaw is 30 years.

READ a first time on the <> day of <>, 2024.

READ a second time on the <> day of <>, 2024.

READ a third time on the <> day of <>, 2024.

ADOPTED on the <> day of <>, 2024.

MAYOR

CORPORATE OFFICER