



TRANSCRIPT OF THE PUBLIC HEARING HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET, NORTH VANCOUVER, B.C., ON MONDAY, MARCH 4, 2013 AT 7:00 P.M.

PRESENT:

COUNCIL MEMBERS

Mayor D.R. Mussatto
Councillor D.H. Bell
Councillor P.J. Bookham
Councillor L.C. Buchanan
Councillor R.C. Clark
Councillor R.G. Heywood
Councillor C.R. Keating

STAFF MEMBERS

A.K. Tollstam, CAO
K.D. Deputy City Clerk
R.G. Anderson, City Clerk
R. H. White, Deputy CAO
D. Pope, City Engineer
G. Penway, Director, Community Development
E. Adin, Deputy Director, Community Development
T. Barber, Deputy City Engineer
M. Roseland, City Planner
C. Purvis, Planner II
J. de Ruiter, Manager of Inspections
S. Wilks, Timekeeper

Re: 2340-2370 Western Avenue

The Public Hearing was called to order at 7:11 p.m.

Mayor D.R. Mussatto

Ms. Graham!

Ms. Karla Graham, Deputy City Clerk

Yes, Your Worship, the public hearing this evening is for Bylaw 8285 for 2340 to 2370 Western Avenue and the rezoning application is to rezone the property from RS1, 1 Unit Residential to CD-635, Comprehensive Development 635 Zone, and in addition to the submissions received that were distributed with the agenda, further correspondence has been received which has been now circulated and is on table for Council.

We have a letter of comment regarding lane access received from Gary Flickinger and Christie Sharp. They reside at 2345 Lonsdale Avenue; a further letter of comment from Wade Bush at 2400 Western Avenue and the comments were regarding traffic, parking, lane access, density, and lock off units; and Peter Clarice and Cameron Maltby of 144 West 23rd Street and they have a letter of comment regarding parking, lane use and traffic; and Rita Nagee of 2331 Western Avenue has submitted a letter of comment regarding increased density, parking and construction debris; and we have a letter of opposition from Meh Najak of 2401 Western Avenue.

Mr. Purvis is her to do the staff presentation.

Mayor Mussatto

Thank you very much. Welcome Mr. Purvis!

Mr. Carl Purvis, Planner II

Thank you, Your Worship. This rezoning application is for 2340 to 2370 Western Avenue to rezone the existing RS-1, 1 Unit Residential Lots, to a Comprehensive Development Zone to accommodate 18 town house style units with 8 of those units including lock-off units accessed from the rear lane.

The subject site is located on the east side of Western Avenue just south of the Trans-Canada Highway and a half block west of Lonsdale. The subject site consists of 3 properties, each currently containing single detached homes. Recent development in the vicinity includes the 29 unit development incorporating heritage building located at 116 West 23rd Street on the North East corner of West 23rd and Western Avenue, 2 buildings to the south of the subject property, and the 6 unit development directly south of the development site, recently under construction. The remainder of Western Avenue is retained at single detached home character.

In looking at the site, this is a picture looking at the south west across the street from the development site across Western Avenue. This is looking north west across from the development site across Western Avenue. This is looking north up Western Avenue towards the TransCanada Highway at the end of Western Avenue, and this is looking south on Western Avenue toward the 6 unit development, this picture being taken at an earlier stage of the construction of that 6 unit development.

This is the landscaping plan and this, just to orient ourselves, in this plan Western Avenue is located at the bottom of the screen with the rear lane at the top. This development proposes a total of 3 buildings connected underground by a common parkade accessed from the rear lane to the east. A total of 18 units in the 3 buildings are being proposed with 8 fronting onto Western Avenue and 10 units fronting onto the shared landscape space. A pedestrian pathway between the 2 Western Avenue buildings accesses those in the rear and 8 of the 10 rear units are proposed to contain lock-off units which can be accessed either from the parkade or directly from the lane via gated stairs; and I will be getting into more detail on this feature of the lock-off units in a later slide.

Amenity spaces for these units include front and rear patio spaces for each unit, rear balconies, as well as the passive landscaped area in between the front and rear buildings. The buildings themselves are 3 stories in height, measuring is 35 feet above average grade on the site. This is in comparison to the 3 story building immediately to the south, the 4 storey development incorporating the heritage building on the corner of Western and 23rd, and the 2 ½ to 3 story residential development located across the lane to the east.

The style of the proposed development is relatively contemporary in nature inclusive of flat roofs, angular design, principal finishing materials include kayo wood siding, concrete board and metal cladding roof of which can be seen on the material boards here.

With regards to a policy context there are 3 levels of regulation which govern the development site and I'll start with the zoning bylaw. So previously mentioned, the current zoning on this site is RS-1, 1 Unit Residential. This designation is shared by properties to the north and to the west of the site; however, properties to the east across the lane are designated with the RM-1, Medium Density Apartment District.

Both of the previously mentioned projects to the south are designated with CD-Zones with the project to the immediate south having its CD-Zone based in the RG-1 Garden Apartment Residential 1 District rules, which is the same base district as this project before you is seeking to re-designate to.

The subject site is designated in the Official Community Plan, which is the map shown here, as R-4 Medium Density Ground Oriented, allowing for densities not exceeding 1.0 FSR. Generally speaking, densities are the highest along Lonsdale on the east side of this map, shown in light blue as the R-5 District, with the densities gradually transitioning down to lower levels as you move west away from Lonsdale, eventually getting to the lowest level of R-1, 1 block west of this subject site on the east side of Chesterfield.

At a proposed 1.0 FSR excluding accessory lock-off units, this project conforms with the maximum densities of the Official Community Plan. Final policy regulating development on this site is the Garden Apartment Guidelines. In 2007 the Western Avenue Planning Study concluded and this study resulted in the OCP designations of this subject site, 2340 to 2370 Western Avenue, being increased from Level 2 to the current Level 4 in the OCP. It was also determined through this study that projects involving larger consolidation of lands would be required to include underground parking.

In 2009, following a Council resolution to investigate adding more affordable housing options within the City, lock-off units were added to the Garden Apartment Guidelines. Lock-off units would be part of a larger dwelling unit with 1 bedroom including an en-suite bathroom and potential for a kitchenette. That room would be connected to the main room but also have direct outdoor access. In essence, it would be a studio apartment with a connecting lockable door to the main unit. In this project, each lock-off unit measures as 297 square feet in area with this area being excluded from the floor area calculations as per recommendations within the Garden Apartment Guidelines.

The right hand side of this slide shows a lock-off unit layout as proposed within this development. Walking through it towards the top of the slide is the gate and stairs coming in from the lane leading to a patio landing with direct access into the lock-off unit. The bottom of the layout shows the door coming up from the shared parkade where one could go upstairs to the main floor of the unit or through another door to the separate lock-off unit. No parking has been provided in associations with these lock-off units nor is any required per the Garden Apartment Guidelines.

This project did go to the Advisory Planning Commission and Advisory Design Panel and they did endorse the project with the recommendation of approval as referenced in page 5 of the report. A synopsis of the development is here as is also included in the attachment in your report and that concludes my presentation, Your Worship.

Mayor Mussatto

Thank you very much, Mr. Purvis. Now is an opportunity for the applicant to make their presentation this evening, if you wouldn't mind. Welcome Ms. Vanczel! We will just get that up for you.

Ms. Gloria Venczel, Applicant, Yadegari Architect

Thank you, Your Worship and Council. Good evening. My name is Gloria Venczel, Principal of City Scape Design Incorporated. Unfortunately I have a cold so I have to make my apologies but it is the season for that.

I'd like to introduce the team for the project. Unfortunately, the architect of record, Farzin Yadegari, has been delayed by a snow storm getting in from Montreal. So we have Kent Halix with us here today to stand in for Farzin Yadegar and of course Kent Halix is well known in the City. He has a number of projects that have been successfully completed. David Rose is our landscape architect, Peter Bake is the owner's representative and Masuit Ciadat is the designer graduate architect from Farzin Yadegari's office.

Thank you for this opportunity to further discuss the project. So, it is an 18 unit town house project and one of the most interesting aspects of this project, in addition to some other design aspects and the sub tide issues that it actually addresses, is the fact that there are 8 lock-off units in the rear lane. As Council has been made aware, rental housing is at a crisis point in the City as many of the rental housing units that were built in the 1970's to the late 70's, possibly early 80's, are nearing the end of their useful lifecycle.

Possibly 2 purpose built rental apartment buildings have been built in the last 20 years, simply because rental housing incurs a loss, it is not financially viable. So incremental market rental housing solutions like lock-off units, are one of the feasible ways of introducing incremental rental housing. So, in addition to the lock-off units providing market rental housing, which is very important for the service industry right along the Lonsdale Corridor, as it provides rental housing options for people at income appropriate housing. The other aspect is that the lock-off units would potentially be legal mortgage helpers making it more market affordable 8 of the town house units.

These are family sized units with 3 bedrooms each. It is a little more difficult always to build 3 bedrooms. So the owners are proposing 3 bedrooms to add to the housing stock in the City, for families. There is an agreement with the owners that the lock-off units will be owner occupied and I'm going to get into, a little bit, about the building itself and some of the front patios and some of the back patios and some of their advantages.

So, the front units, this is Western Avenue right along here, so some of the massing has been articulated, pushed back, slid back, slid forward, so that the units that have slide back on the front area can actually be used as barbeque patios and the other areas can actually be used as verandas where you can actually just pull up a chair.

The advantage to having lock-off units with the main entry off of the laneway is the fact that it provides the opportunity to put in access, a stairwell, so that at any time, anybody can actually come out of that area and those visual cues are there, discouraging anonymous behavior. So that is a fairly important aspect of safety in the neighbourhood. In addition, this area actually provides some green space, greening up the back lane in addition to addressing some safety issues.

As it was mentioned, every 3rd floor master unit has an outdoor deck, a fairly generous outdoor deck and the second and first bedroom either has a balcony or a bay window, so one feature for each of the bedrooms and 2 thirds of them providing an outdoor space. The architect style itself is very contemporary and is using kayo wood and I can pass this out to Council.

Kayo wood is very comparable to cedar except that it is much denser and it needs to be oiled which is a lot easier on maintenance. You don't need to actually scrape it and the white area is actually cementitious board which has a built in rain screen and the colour goes right through the material so it is very chip proof. It will not show. So these are fairly high end materials for this project.

The entry area in between the 2 units is using, and David Rose, our landscape architect will get into it, is using an organic Japanese architectural style to give contrast to the very linear, very rational architectural expression, which relates in spirit to the project to the south. And David will get into it little bit more but there is also a grain storm water management aspect along Western Avenue as well, over which there are some Japanese design elements.

Just some shots of the landscaping in between in the courtyard area and the main entry for the car entrance is off of the back lane and that is another shot actually looking into the sunken patios themselves. Another entry of the courtyard in between the 5 and 3 units along Western Avenue and this is a straight head on elevation of Western Avenue and this massing facing east so the bay windows and the balconies are alternating creating more of an architectural rhythm along the street scape. This is the back which exemplifies the warm west coast materials that are being employed for this project. That is a north and south elevation on the side and some more shots of the project itself. This is in between the front and back units, again another aspect to it. This is the landscape home but I'll let David speak to that.

What else I would like to speak to very briefly is our process for the project. We had an open house on October 6, 2012 and 6 people attended. Some people really liked the project. Some people really didn't like the look of the project. Again, it is a matter of personal taste and in terms of the feedback we had after the project, I did contact some of the residents. I was only able to meet with one of the residents and the others had been invited but the biggest problem seemed to have been the truck turnaround from the previous construction project that was underway, that the trucks were turning into private yards.

So that seemed to be the biggest issue of the day so, I can actually, maybe give this to the City Clerk. This is a letter that we finally passed out over the weekend. I've been working with BC Hydro to actually take a look at the hydro lines, the east west lane, off of Western Avenue. While we couldn't get confirmation, they did go out there but the owners have agreed to make sure and tie a contract where the trucks actually don't use private driveways as there is no cul-de-sac.

Many of the comments from the neighbours have to do with the previous construction site. Something which we have no control over but we were hoping to meet with more of the neighbours more often. I believe I have met with 1 of the neighbours probably if not once, twice, possibly 3 times since the open house. So, all of the other neighbours, there was an email that went around inviting the rest of the neighbours as well. So we have been trying to follow up and address their concerns.

But, more specifically, in terms of how the owners plan to address some of the construction fatigue, while it cannot be entirely avoided, the owners have committed to tying contracts with the building companies restricting them from using any of their private driveways and abiding by the City bylaws in terms of noise.

I see my time has run out. Maybe David can be asked some questions.

Mayor Mussatto

Dave can answer questions. He's got 8 seconds to speak.

David Rose, Architect

We've done a really good job on the landscaping and the courtyard is the interesting communal area where we have numerous small areas that is done in a fairly informal way and on the perimeter of the site we have street trees and shrubs. There is a continuous bios wale down Western Avenue which connects with the existing bios wale that runs up the first 2 projects that are to the south of this one so we are making that connection.

Mayor Mussatto

So if you can stay tuned if any of the people that are speaking this evening have any questions, I certainly know you can answer them for that. Thank you very much, Mr. Rose!

Now is an opportunity for members of the gallery who have questions to ask and comments to make to do so. We had a sign up sheet earlier. Some people signed up so we will go through those first and then we will go to members of the gallery who have any questions to ask or comments to make to do so. If you could try to keep it to 5 minutes and if you need to come back with some information you can come back a second time. The first person is Mr. Wade Bush. Welcome this evening sir! If you wouldn't mind, your address or just your general street would be much appreciated.

Mr. Wade Bush, 2400 Western Avenue, North Vancouver

Will do.

Mayor Mussatto

Thank you.

Mr. Bush

Good evening. My name is Wade Bush and I am an owner and resident of 2400 Western Avenue which is directly north of the proposed project, 2340-2370 Western Avenue. I would like to thank Gloria Venczel of City Scape Design for her availability to meet and educate through this process. I would also like to thank Western Avenue residents and home owners, Jodie, Tracy, Ken, Ruth, Jim, Kathy, Meh, and Ivo and Corinne for their time, suggestions and support.

I am a member of a community and my concern and loyalty must first be to them. Our concerns as a community are many. Our first concern is the population density on a dead end street. It has been my understanding that there has been no traffic studies since the building of the Addison at 116 Western and 23rd Street. I don't know the parking capacity of the Addison but it must be more than 20, then if you add in the 23, 24's, which is the recent projects building with 9 parking stalls and this projects proposed 28 parking stalls, that is a lot of new traffic on Western Street and the alley between Western and Lonsdale.

In the alley there are approximately 10 vehicles at 2345 Lonsdale, 8 vehicles at 2357 Lonsdale, and 4 vehicles at the dead end traffic circle at the end of the alley. This totals 30 vehicles. This number does not include those associated with Western Avenue. If this project is approved through rezoning then we need to consider the Western Avenue's 16 vehicles also. That leaves 9 vehicles during 1 alley that is one City block long. I am not aware of the bylaws so I hope someone here is but it does sound like a lot of traffic.

While on the subject of the alley it is my understanding that the width is to be 20 feet or 6 metres and while this may be true there are areas that it is not the case due to freestanding wooden power poles. If this project is to proceed these poles should be removed. Perhaps the power cables could go below ground. As the density expands from Lonsdale, so should the safety features.

Our second community concern is the construction fatigue. We recognize that yes, we live in a desirable City that is growing but first there was the Addison's trucks and heavy equipment, then there was 2324's. Again, the awareness of the City's bylaws is not our forte and I expect to learn many of them over the next couple of years but until then, the construction noise is beginning at 7:00 a.m. and ending at 8:00 p.m. has left us frazzled and frustrated.

In 2012, I had to repair at my own cost, 2 flat tires that were only half way through their expected warranty. I suspect it was due to the construction site as the nails were roofing nails. I did not make an issue of it because I wanted to be a good neighbour. By not speaking out this may not have been a recommended course of action because it does not feel it has been reciprocated. For example, the house at 2340, this summer 2012, had terrible tenants that left garbage and alcohol bottles on the lawn and on the street.

As a land owner Farin Yadegari and Arch Homes Inc. are responsible for their holdings. These tenants had conflicts with the homeowners of Western Avenue in the way of poor social behavior and verbal assaults that escalated to the threat of physical confrontation. The police had no reason to visit our street until these residents. Presently, we the homeowners are looking at a dumpster and storage container on the same property, 2340.

If there is difficulty selling the new units at 2324 one does not have to look very far to understand why. The neighbouring address, 2340 looks un-kept, abandoned and undesirable. As a land owner, Mr. Yadegari and his Arch homes certainly have not met the commitment as a good neighbour to date.

Our third concern is the lock-off unit. This concerns has been addressed and again I would like the than Ms. Venczel for her contribution in correcting this. I do want to recognize the concern though so that it is followed through on. In the ownership agreement of purchase and any legal document it must state that the lock-off units must be owner occupied. That means the owner of the main unit must live in the main unit if they wish to rent off their lock-off unit. The owner may not rent out the lock-off unit if they are not in the main unit.

Also, in the document there is no mention of how many occupants there may be in a lock off unit. My guess would be that there is no more than 2 individuals but the document does not provide a maximum occupancy. Perhaps, again, this is a regulated bylaw.

A variety of other concerns are asbestos in the building slated for demolition to make room for the project, alley and lane access to 23rd Street during and after construction, parking on Western Avenue, safely merging onto 23rd Street with high population density, communication to residents of power outages, water disruption, and other conveniences.

Having raised these concerns I am hopeful that this project will revitalize our neighbourhood and community with new families that appreciate our special area of North Vancouver City. After completion of the project and the dust has settled I am hopeful that this project will add value to our neighbourhood and to our homes.

At this time I am undecided how this project will affect our neighbourhood over the long term. The buildings in the project in itself are fine but I am hesitant with how this project interfaces with the City and the City's infrastructure. Should this project move forward, as an immediate neighbour to the north of 2340-2370 Western Avenue, I would like to have involvement on how this project affects my home and my neighbourhood. Thank you.

Mayor Mussatto

Thank you very much, Mr. Bush, for your presentation this evening. The next speaker we have is Ms. Ruth Huddleston. Welcome this evening, Ms. Huddleston! Thank you.

Ms. Ruth Huddleston, 2345 Western Avenue, North Vancouver

Thanks for having me, both Mayor and City Council. My name is Ruth Huddleston, I live across the street from the proposed development. I live at 2345 Western Avenue. I own the house. I oppose this rezoning and the development on a whole for a great number of reasons.

Number 1, it is too big for the street. Three lots turn into 18 units plus 8 lock-off units, essentially 26 units, really? That is putting 8.7 units on each one lot. Let's think about this and look at the fact. Western Avenue is a small street. It is just one block long. It is a dead end. It does not even have a turnaround. It feeds onto a main artery, 23rd Street. The most recent development at 2324 Western turned one lot into 6 units. The proposed development wants to further densify this little street, increasing that number by 2.7 units per lot. The best way I can describe it is it is too many rats in a cage.

Number 2, traffic and parking issues. I bought my house on Western because it was a quiet street with little traffic out front and the back is a green paradise with big trees and no alley. I thought it was the perfect place to raise my little girl to have peace and solitude at home. Three years of construction and a party rental house directly across the street from me has left me feeling rather duped. Once these units and the proposed most recent development adjacent to it are occupied it will be so busy with traffic, it will be chaotic.

The traffic on 23rd Street is only increasing as does the population. The new development on the old lot, Lonsdale School Site, just a block away has certainly increased the number of cars in the area. In particular, 23rd Street which, at Western Avenue and the alley behind the proposed development feed onto. At peak rush hour it is sometimes impossible to make a left turn onto 23rd Street from Western. I can only imagine the impact of adding 37 more cars to the alley traffic. This alley as well is a dead end but at least it has a turn around.

The parking is going to be complete catastrophe the way I see it. The proposed development of essentially 26 units provides for only 28 vehicle parking stalls. The 1.5 parking stalls recommended per unit should apply to the lock-off units as well. The houses on the west side of Western Avenue rely on street parking. We don't have underground parking and some of the houses don't even have a driveway. Already, residents of the Addison, at the corner of Western and 23rd are parking up on Western Avenue.

One woman from the Addison declared she felt the alley too narrow to exit her underground garage with oncoming traffic. I called the City and they assured me it met the 20 foot minimum width but I measured it and it doesn't. At the 1st power pole it is 18 feet, 9 inches and at the second power pole, just 17 feet, 1 inch. I can see that traffic congestion in the alley to get to the underground parking will be such a hassle that residents of the proposed development will just park on the street.

Relying on this alley to access the underground parking garages is questionable and I think it needs to be re-examined and fixed. I think it wise and prudent that a traffic study be performed and it should be done once the latest development at 2324 Western

Avenue is occupied, otherwise it is currently empty and a study done right now would only give inaccurate information.

Number 3, construction for how many more years? I appreciate that the City is growing and eager to increase revenue from expanded growth and I can see how the developer is eager to make his huge profit from this project, but what consideration is given to us who live on the street? Why must we live in a construction zone for years and years for another's gain?

My experience with the construction of 2324 Western Avenue site was horrible. It was like living in a war zone. The machines were obnoxiously loud and made the ground tremble and windows of my house rattle. It was summer and hot and I couldn't even open my windows to get some air because of the dust cloud the excavator was kicking up. Even with the windows closed I could feel and taste the grit in the back of my throat.

Their single garden hose was no match to their giant dump trucks and excavator. It was a joke. It was only afterwards that the thought struck me that there likely was asbestos in that house they demolished. What precautions will this proposed development take to contain the dust and properly check for and dispose of any asbestos and who will monitor their diligence to this health issue? The last development, it was common to have 3 B train dump trucks lined up out front of my house on this little street.

Mayor Mussatto

Ms. Huddleston, it sounds like you got a bit more to go.

Ms. Huddleston

Just this much more, it is important.

Mayor Mussatto

Certainly it is, I am denying that but I wondered if, did you want some response in regard to the dust and asbestos and then we've got maybe 6 to 8 speakers and then you can come back and get that finished off or did you want to get it all done now?

Ms. Huddleston

I would like to get it all done now.

Mayor Mussatto

Okay, if you finish that and I'll get them to respond to the dust. You caught me at a weak moment here so you can carry on.

Ms. Huddleston

I'm just trying to find where I was. The last development it was common to have 3 B train dump trucks lined up out front of my house with their diesel engines running. If any other cars needed to use the street it was a juggle and a hassle. The proposed development has stated their trucks will use east west alley off Western to turn around. This alley was not paved and I was told it hasn't been paved because it is too narrow. It doesn't make sense that it is not approved to be a truck route and not to mention an added sources of dust.

The list of disturbances goes on. The last development took full advantage of the bylaws allowing them to work 7:00 a.m. to 8:00 p.m. I phoned the RCMP and wrote to the City complaining of this but found out everything is in favour for the developer. I live on this street. It is my home. I am expected to put up with such disturbances continually. My daughter's bed time is 8:00 p.m. I'm sorry I can't finish.

Mayor Mussatto

So, just to help out maybe, I'm going to go through the other speakers and we'll have you come back, okay? Could I have someone from the applicant just speak to the dust? Now this, I know is not regulated to your development but how you are going to contain the dust and is there any asbestos in the buildings that are going to be demolished?

Ms. Vanczel

Thank you, Your Worship and Council. I would like to address the asbestos issue. There are very strict regulations around asbestos. I believe, my understanding is that they are provincial regulations so they have to be followed. There is no way around it. So, the owners, because this issue has come up before, the owners have agreed to an environmental consultant. Especially with older buildings you do want to take a look at what is there. There is simply no way around that.

So, in terms of the dust and construction control, the owners have also specified that, if there are concerns with the neighbours, they will hire. We don't even know if the project is going to go ahead but they are anticipating hiring a reputable builder and an onsite construction manager. So, if there are ongoing issues, this individual will be available to address the concerns, so that has been thought of ahead of time. Thank you.

Mayor Mussatto

Thank you very much, Ms. Vanczel. I will come back to Ms. Huddleston just after we have gone through this list. The next speaker we have is Ilone Winters.

Mr. Ilone Winters, 3495 Commercial Street, Vancouver

Ilone Winters, 3495 Commercial Street. I don't live on Western Avenue but my daughter does and I spend a lot of time there. Well, I guess you could say that you had a little bit of a taste of maybe some of the emotion that can happen here. Just to add a few things, the whole proposed project that is going to be happening here, we've kind of got a bit of an indication of the kind of people that are going to put this together. 6 Months of the party animal people, but there was one thing that Wade forgot to include, with the rampant pit bulls cruising the streets.

I guess what I'm trying to say is, when you have a 5 year old daughter you kind of wonder what kind of representation you are getting from the City. They came out with their bylaw inspectors, 5 or 6 times to try to put an end to this knocking on the door, telling me, "What do you expect me to do? They won't answer the door." Stuff like this. Stuff like people coming to the door with smart bags after your child's gone to sleep waking up the whole house because they are going to give you a favour that they are going to agree not to use your driveway to back up in. Real smart stuff, okay?

You know, when someone moves into a neighbourhood and because of the present owners of this project, when the whole neighbourhood is up in arms because of a situation of them renting out to maybe people they shouldn't have, 40 or 50 calls to the RCMP, 4 to 6 squad cars turning up, people being threatened. What kind of an indication would you expect from someone who has already started the ball rolling like this?

I guess I'll just finish up by saying I didn't appreciate Ruth having to get to the point here of crying right now but it really does come down to that and in a good natured polite tone I can look around at these faces here and you guys are supposed to be supporting us. Now I have got suspicions of great tax revenue. I mean you can do the math right? One person pays tax, \$3,000, 30 people, come on.

But the point is, right, I am being totally impolite in saying this but I respect none of you. I called you up in the middle of this dog situation. Not one call came back to me from your secretary or you, yourself. In fact, I can politely say I don't feel represented by anybody here and what I am getting back from you is that you really don't have time to represent anybody but yourselves. So there, I'm being polite about it.

Ruth is up here doing her best and you budded in like you've got somewhere else to be. Why do you even invite people here with the idea of should we go ahead with this project? The project is going ahead anyways. All I am saying is, if you could be a decent human being and instead of getting these guys to have the police come out on Sunday and shut them down every single Sunday, why don't you try imposing some fines that work? Why don't you restrict them from 8:00 a.m. to 5:00 p.m. Monday to Friday? You are not going to do any of the and you are my buddy? You are just here. None of the things will change. The good neighbour policy will mean that we will still have the same amount of hardship. You don't have to look at the garbage on this property across the street. It is really of no concern to you so why pretend?

Mayor Mussatto

Thank you very much, Mr. Winters. The next speaker we have is Mr. Jim Aitken. Mr. Aitken. Welcome this evening, Mr. Aitken!

Mr. J. Aitken, 2345 Western Avenue, North Vancouver

Thank you. Jim Aitken, 2345 Western Avenue. That is where I reside, across the street. My concern is, of course the parking. Every morning I get up and I see many people coming up from 23rd Street in other developments that have been done. Getting into their cars and I am saying this street can't handle much more. And also just for that because I've notice that even trying to get out of your parking now there is more and more cars coming by.

The other thing is that building, even though architecturally this picture looks good, seeing is believing. Have you seen the building that is there now? It couldn't win an ugly award. It is too ugly. So me, I'm looking at this structure saying, this isn't even the North Shore, this is not even West Coast. This is something out of some twilight zone, I have no idea. The idea is good, the location is bad. I feel like, Ilone had said, this is a done deal anyways.

It sounds to me like it is done but what I'd like to make sure is who is monitoring the workers? Because I've noticed that the construction of the last 2 buildings, and I was witness to them both, is that it was done pretty half hazard. When the last building went up I thought the guy was just going out there with a bunch of workers giving them beer for the thing, like re-shingling a house. I thought no safety equipment or a lot of the, not, and I thought what is going on here? Who is monitoring this? And just from the fact that even though the City has all these bylaws, who is enforcing it?

You can't be there all the time but as Ruth had pointed out, people were here all the time, trucks were going along, they were even working in the off hours and who's going to be monitoring it? It thought it was ridiculous. My understanding is that certain trees that were not supposed to be cut and the previous ones were cut down but that keeps everybody happy. The developer gets his way, the City gets a nice fine paid.

But I would just like to know who will monitor any infractions that are going on with these properties because I do feel that you have to progress. Again I have to reiterate it is a bad location. The idea is good, it is sound but the location, I guess in a word, sucks.

Other than that I think that is all I've got to say and I just hope it doesn't turn out to be, I mean getting up in the morning and looking across the street to that other one at 2324 Western, god that is an ugly building. I am going, somebody in this Council approved that building? And it doesn't even look like anything on the west coast. But anyway, I wait for your decision on when this is going but again all the trucks coming and going.

The traffic on Western parking is so bad that I backed out the other day and I almost hit a car and I said, what's that car parked there for? The car was parked illegally. No more parking was on the street and they just parked wherever they could. I was totally shocked to see that and that is without this current one. The 6 unit has not even been occupied and I don't blame them either. But anyway, the 6 unit building hasn't been occupied. That's going to add way more traffic to this 23rd on a dead end street with no turnaround. Anyway, you've heard it all. Thank you.

Mayor Mussatto

Mr. Aitken, would you just like a response from staff with regards to the monitoring of the bylaws and the construction.

Mr. Aitken

Sure!

Mayor Mussatto

Okay, Ms. Adin, could you please let us know who will be enforcing and monitoring bylaws and who will be looking at the quality of construction?

Ms. Emilie Adin, Deputy Director, Community Development

Yes, Your Worship, our Manager of Inspections is actually here tonight as well to answer any specific questions but there is a Construction Activity Bylaw. My understanding is a plan has to be submitted prior to construction and there are inspectors and staff that are available at all times and they work closely with the bylaw Enforcement Officers of the City as well, Your Worship.

Mayor Mussatto

So, there is bylaws and then there is construction quality. Mr. de Ruiter, maybe you could separate the 2 and let people know how they are monitored.

Mr. John de Ruiter, Manager of Inspections

Yes, Your Worship. There are construction activities that are inspected through each phase of the project, monitored from the excavation, foundation, framing, finishing. So it is monitored by electrical, plumbing and building inspections.

Mr. Aitken

Right but my question is that you come, you look around, you see that this meets code. Who is coming around – do you make snap inspections? Is anybody coming around to say “Are they following the safety codes within the province or within the City or within the municipality?” Because, I tell you with that other building, I’m looking, I’m going, I’m saying, “Not good, not good.”

Mayor Mussatto

Mr. de Ruiter!

Mr. de Ruiter

Your Worship, there is another process in place with the design consulting team and they are required, through letters of assurance, to monitor the project throughout its duration. There is a discipline to cover each type of construction and the design team could probably respond to that a bit more, but, as I said there are consultants that deals with these disciplines.

Mr. Aitken

Excuse me, sorry, but isn’t that like putting the prisoners in charge of prison because they are the ones designing it? I am talking about the construction workers themselves. Who’s monitoring to make sure everything is done accordingly? But, I don’t think you have an answer for that really because you have certain codes that you to have met so you turn up and you see that they are met and that’s it. I am just thinking of beyond that like just the working environment for the workers themselves.

Mayor Mussatto

So, that is Work Safe BC, is it not Mr. de Ruiter?

Mr. de Ruiter

That is right. That falls under the provincial regulations of Work Safe BC.

Mr. Aitken

Right, and do they ever make spot and check inspections, do you know? Just because I did see what I would consider many violations on the last one and I thought, well, if this is going to go ahead, we mine as well make sure everybody is safe including the residents with all the traffic.

Mr. de Ruiter

Well, that is not really under our jurisdiction. That is under Work Safe BC jurisdiction but I do know that they have regular inspections with Work Safe BC, yes.

Mayor Mussatto

Thank you very much, Mr. Aitken. Just before you go, who can address the issue in regards to work hours and if something happens outside of work hours how do they complaint or contact the City or what do they do?

Mr. de Ruiter

Your Worship, we have a Construction Regulation Noise Bylaw and those hours are monitored by the Building Division and you can contact the Community Development Department that will get ahold of somebody from the Building Division who will put you through to an inspector who will respond to your concerns.

Mayor Mussatto

Okay. So, we are going to go onto the next speaker. Thank you very much for that and then we will make sure everybody gets a chance to be heard. The next speaker we is Ivo van Selst. Welcome sir!

Mr. Ivo van Selst, 2401 Western Avenue, North Vancouver

Hi, Owner at 2401 Western Avenue. We bought our property approximately 12 years ago and in that time we have had the Western Avenue Planning Study go on for several years, construction down on the bottom 23rd and on and on. For the last 12 years it has gone on and on and on.

Mayor, to answer your question, when at 5 a.m. in the morning they are loading a caterpillar truck onto the back of a trailer, you call the police. We've done it. We've done it multiple times over the last number of years. It happens with regularity. You can have inspections, you can have bylaws, you still have to enforce them and ultimately there are breaches. Bylaws do not guarantee compliance.

In regards to this project, just because you can do something doesn't mean that you should. I am hardily opposed to this project. The envelope of the project extends beyond the boundaries of the 1.0 FSR designation for the property. At the time, through the Western Avenue Planning Study, we were focused. We did a lot of discussion about the maximum density on the street.

What we have across Lonsdale, the Official Community Plan calls for a gradual drop off in density away from Lonsdale. By elevating the eastern side of Lonsdale to 1.0 FSR it encourages development in assembly of land packages and will see projects like this. On the other side of the street you have a nominal boost of .75 FSR but it is all single family lots with no garages, no whatever. There is not commercial capability to upgrade those lots and boost the density.

So what you create is you create a zoning cliff that comes along where you've got a project like this with 26 units replacing 3 single family homes where you have families across the street who are obviously quite emotional including myself about the fact of having bought into single family dwelling and watching the neighbourhood get torn apart and densified and there is nothing you can do about it because your property value is dropping so you can't even move elsewhere into the City.

There is a whole bunch of issues around parking, around construction, around construction management, safety. But ultimately it boils down to you are replacing 3 homes with 26 units. That's just way too much of a density boost. I understand the City's need to upgrade the density in the area and I fully support it. I think it is reasonable but this is just way too much. Something has to be, there's got to be a balance here somewhere. That's all I've got to say. Thank you, Mayor and Council.

Mayor Mussatto

Thank you for your presentation. Much appreciated. The next speaker we have it Tony Caldwell. Is Mr. Caldwell here? Welcome this evening, Mr. Caldwell!

Mr. Tony Caldwell, 2400 Chesterfield Avenue, North Vancouver

Mayor and Council, I live at 2400 Chesterfield Avenue so I am in the block directly west of the proposed construction.

Mayor Mussatto

Just so you know, Mr. Caldwell, they are pretty sensitive microphones. You don't have to get too close to them.

Mr. Caldwell

Okay, I am a little hard of hearing myself. At any rate, I have just a couple of comments to make. The principal one, I am neither for nor against the project also, I'd just like to state that. I do feel for my neighbours behind me on Western, the ones that are opposed and want to maintain the neighbourhood the way it is. It is a very nice neighbourhood. I've lived at my location for 28 years now.

At any rate, my main concern with the project, whether it goes ahead or not is parking. To have 26 units including the lock-offs, to have only 28 parking stalls is just not enough. I've watched the redevelopment in the general neighbourhood within a few blocks of where I reside and parking is becoming an increasing problem in the neighbourhood.

I would ask that, if this is going to go ahead in any way, shape or form, be it 26 units, 18 units, 12 units, provide more parking per unit. Just food for thought, the house that I live in and the 2 neighbouring houses, 3 houses, just like what is being replaced here, between our 3 houses we have 17 cars. Okay? That is 3 basic living units, 17 cars. Now you got 26 units going in here. How much parking are you providing? Not enough. Dig the hole a little deeper. That is my main concern here. Provide parking wherever it is, this location or others.

Another one, I happen to work for the District of North Vancouver in solid waste and I would encourage you to make sure that developments like this provide for enough garbage and recycling room onsite. I believe that this municipality, the District, others, they do not do this.

An example, the Anderson Walk development that went through on 22nd and Chesterfield, the old Lonsdale school site, their waste has to be picked up twice a week and they didn't provide servicing room on site. The dumpsters for that site are hauled across Lonsdale, up to the parking lot for the Recreation Centre. That's where their serviced. There is a big problem to do with garbage collection and providing proper servicing room. That's just my own expertise on that subject but back to being a neighbour in this neighbourhood, please, whatever goes ahead here, provide more parking. There is just not enough that I can see in the plan and I do feel sorry for my neighbours on Western that want to maintain the neighbourhood the way it is.

Mayor Mussatto

Thank you very much, Mr. Caldwell, for your presentation. Much appreciated. And the final speaker we have written down here is A.M. Pazcoki. Welcome sir! If you don't mind just coming down to the microphone.

Mr. A.M. Pazcoki, resident of Delbrook area, Business Owner on Lonsdale Avenue

Good evening members of Council. I live in North Vancouver but not that area, I live in Delbrook but my business is on Lonsdale and I always have a problem with hiring staff because rent and property in North Vancouver is quite high and if, in any shape or form, if this project, or a similar project like this would help anybody to get lower rent in this area that would be a good thing I think.

Mayor Mussatto

Thank you very much, sir, for your presentation. Now I am going to go back to Ms. Huddleston. It is certainly fine to come back and you certainly can complete your presentation and ask questions if you like or I can go to the rest of the gallery and come back to you later, whatever you like. Legally we have to have it taped, if you don't mind coming down to the microphone. We can actually maybe, can we send the microphone up to her? I think we can do that. I am really sorry about that but unfortunately it is the requirements. Thank you.

Ms. Huddleston

Okay, thanks for hearing me out. Where I was at was my daughter's bed time is 8:00 p.m. and I just want to know what consideration is given to her entitlement to peace at her home when she gets home from school. The good neighbour policy is nothing. It is not respected. The construction foreman of the last development called us "sick" when we approached him on another Sunday when he was working and that is our only day of relief from construction on our street. I would consider the upkeep of the proposed development site directly across the street from my house to be a very good indicator of how much respect this developer of the proposed development will give to the good neighbour policy and here is a picture. If you want to pass it around.

Mayor Mussatto

Maybe what we will do is we will get a copy for everyone, if you could just pass it to the Clerk. Can we just sent that to the Clerk and she will make sure that we all get a copy right away.

Ms. Huddleston

I will give you a bunch of pictures then.

Mayor Mussatto

Or if you would like to put it on the screen, however you choose.

Ms. Huddleston

I don't know how to do that.

Mayor Mussatto

We can do that for you. Would you like to put them up on the, we have a little screen that projects onto her. It is up to you.

Ms. Huddleston

Sure, let's put it on the screen.

Mayor Mussatto

Thank you very much, Ms. Graham.

Ms. Huddleston

So, it's been like this since the summer and there is 2 bins and it's just garbage and the house is boarded up and I just think that's a good indicator of how he looks after his property, of how he is going to treat the neighbourhood when he's doing his development. That's what I think and the back alley, I don't have a picture of that but there's a big junk heap there too. That alley is actually a problem. There's been lots of dumping and there was a fire in it because someone lit a mattress on fire.

They say they want to be good neighbours like what Gloria was handing out but I think that's just words. Myself and many neighbours have had to make numerous calls, I would guess about 40 calls to the RCMP regarding the party house. That used to be the party house. The one that Ilone was talking about, the dog and Wade made mention to it as well. As well, about the latest development adjacent. We had to phone the police all the time because they were working on Sundays.

So, maybe the previous developer is giving you developers a bad rap but I don't see it changing and we will still have to live with the noise and working in a construction, not unlike a war zone until 8:00 p.m. at night. The loss of community character I think is a real shame on this street. The 2 houses on the north side of the proposed development site that are being torn down, they are perfectly livable. I have a picture of them. The lady living in the house on the left, she doesn't want to move. The people in the other house, they have moved and we are going to be given that? I agree with Jim. I don't like this. They put in flat roofs. They do that to get away from height restrictions. This is the property that Jim mentioned. There is no character left and I think it's a real shame that North Vancouver is just selling out for a buck and the people who live there are just getting steamrolled. Thank you for your time.

Mayor Mussatto

Thank you very much for your presentation. It is very much appreciated and for coming back again. Are there other members of the gallery who have questions to ask or comments to make just please raise your hand and we will go through everybody. Questions to ask or comments with regards to any of this, just raise your hand for Council. Once, a second time and then a third time? Then I will go to questions from members of Council. Councillor Keating and the Councillor Bookham. Councillor Keating!

Councillor C.R. Keating

Thank you very much, Your Worship. I guess the first question would be to the owners representative and the owners representative has just seen the photos of the lot and the way it has been maintained through the summer and I guess how do you respond to the questions that have been raised about how things will be maintained and why things have been maintained the way they have been up until this date.

Ms. Vanczel

Through Your Worship, thank you for the question, Councillor Keating. This project, I actually, in the interim to actually clarify who's bin that actually is. I'm not actually certain who's bin that is so I can't actually comment whether it is the neighbouring construction sites bin that was left over but there have been unfortunate delays in the processing of this project, probably 6 months too long.

So there was an anticipation of the project would go forward so the owners will certainly look after the site in a clean orderly manner. The owners, the developers would like to continue to do business in the City so they are definitely going to be careful interims of maintenance of the site. My understanding is that they were just waiting to go to public hearing and kind of move the process forward and there were some unfortunate delays and it was an over site.

Councillor Keating

Your Worship, yes, I own property to and I think I'd notice a bin in my yard for 6 months.

Ms. Vanczel

I'd actually like to clarify with the owners. I'm sorry, I don't have an answer for that right now.

Mayor Mussatto

We will just check with the owners first. Do you own that bin that is on your property? You are not sure. Well that is not really good. If you don't mind just come down to the microphone if you don't mind mam. If you don't mind just answering the question with regards to the bin. Thank you very much, Ms. Huddleston.

Ms. Huddleston

When I talked to the foreman at the 2324 worksite, the one that just completed the newly completed site adjacent to the proposed site, said that he had talked to the owner and that he had a deal that he could put his stuff on their yard because when they started moving their fence over, they had their construction site fenced off and then they moved the fence over, I'm like "Are you taking over this property too?" and he said he's talked to the owner and he's got a deal with them and he's allowed to do that so the bind is the newly completed worksite.

Mayor Mussatto

Thank you very much. Councillor Keating!

Councillor Keating

Thank you very much, Your Worship. I will have more to say about that during comments. Your Worship, I do want to talk about the parking issue as well. There is a conflict that has been prepared by staff and the summary document that has been prepared by staff around parking. The summary says that there are 28 parking stalls. The report says that there are 30 car parking stalls. The report says there are 20 bicycle stalls. The summary says there are 39 bicycle stalls. Can I have some clarification from staff on what the correct number on both of those numbers are?

Mayor Mussatto

We will just go to Mr. Purvis. He is just checking for you.

Councillor Keating

It is page 3 of the report is where it is dealt with and in the Power Point for the summary, Your Worship; there was a chart there that showed it at the very last page of the Power Point.

Mayor Mussatto

Mr. Purvis!

Mr. Purvis

Through Your Worship, it would be 28 parking stalls in total with 39 proposed bicycle stalls.

Councillor Keating

So, I should pay attention to the summary rather than the report?

Mr. Purvis

That is correct.

Councillor Keating

Your Worship, one final question. We will have comments about all of this afterwards. The proposed lock-off units, they are all below grade for access. Is that the case, Your Worship?

Mayor Mussatto

Mr. Purvis!

Mr. Purvis

Through Your Worship, yes, that is correct. Okay and there will be an opportunity for comments later, Your Worship?

Mayor Mussatto

Yes. I believe so. Councillor Bookham!

Councillor P.J. Bookham

Thank you, Your Worship. Could someone on staff tell me whether or not there is a restriction on left turns from the lane?

Mayor Mussatto

I see Mr. Barber coming down so he will probably be able to respond to that.

Councillor Bookham

From the lane onto 23rd Street.

Mayor Mussatto

Mr. Barber!

Mr. Tony Barber, Deputy City Engineer

Your Worship, I believe the question is regarding whether we will prohibit left hand turns or south bound, a lane west of Lonsdale onto east bound 23rd Street and we don't foresee an immediate need to do that. If this development does proceed, we would be taking a \$60,000 deposit to be applied towards transportation improvements and they were generally going to be surrounding looking at efficiencies with the intersection at 23rd and Lonsdale. Also working with the ministry to improve the integration with the signals at Highway 1 and signage that would help to split up the traffic a little bit better to clear the intersections better than it is presently.

Councillor Bookham

With respect to that \$60,000, clearly the pressure on this lane would not be the result of this particular development. There has been a lot of development that has gone before it, in particular, the Addison. I am just curious, do we have a formula with respect to contributions of that sort or is that something that is done site by site?

Mr. Barber

Your Worship, as I understand it, we do look at what the contribution is based on the value of the development and come up with some judgment on what room the for contributions are. This particular development, the frontages are quite small and the normal type of streetscape improvements are relatively minor and so that does leave some room for that \$60,000 contribution towards the transportation improvements and I think there was already a previous development that also made a similar contribution so that would be combined. So it would actually be in the order of \$75,000 contributions from this development plus the other one.

Councillor Bookham

Sorry, was that \$75,000 from the Addison?

Ms. Barber

Your Worship, no. I believe it was, and my memory is a bit hazy, but I believe it was \$15,000 from the previous one and then that could be applied to this as well looking at some smart signage and those intersection improvements to improve the capacity at the intersection at 23rd and Lonsdale.

Councillor Bookham

Okay. I merely want to make the point that if we are going to put that kind of charge on a development we should make sure we are being even handed in that we should be able to show that the Addison and the other property that was developed at 2324 Western Avenue contributed as much to the solution of the problem that they have, in part, created now. So, with respect to addressing some of the issues around the lane you are saying there is currently no restriction on left hand turns but you are going to collect money on the possibility that the Department of Transportation might be willing to allow the lights to be synchronized in some different way at 23rd and Lonsdale. Is that what that money is for?

Mr. Barber

Your Worship, yes, there was a traffic study done as it was mentioned earlier for the development and 116 West 23rd Street and it identified a number of recommended improvements so we were going to follow up on those and one of the problems we have is with the clearing of the signals that are controlled by the Ministry of Highways and so we want to work with them to try to improve the operational efficiency of that intersection.

Also, we are thinking of things such as directing traffic east on 23rd to access the highway via St. George's that way we could reduce the left hand turn demand off of 23rd and Lonsdale and thereby help to improve that intersection performance.

Councillor Bookham

Sorry. Could you explain that last point again? I didn't understand what you were saying so just take it a little more slowly.

Mr. Barber

Yes, Your Worship. The intersection at 23rd and Lonsdale, in the east bound direction there is presently 2 lanes. The left lane is for the left hand turn up to Lonsdale. A lot of people use that for accessing the highway west bound and accessing Lonsdale north bound. Also accessing highway east bound. We could reduce the cue that is on that left hand turn by encouraging people to carry straight through on the curb lane on east 23rd to St. George's and thereby access the highway and that should reduce the congestion at that intersection.

Councillor Bookham

Okay. I think I get it but I am not sure that it is going to solve the problem.

Mayor Mussatto

So comments are a bit later, just the questions.

Councillor Bookham

Okay, so with the question of the number of units, I understand that the density that is being asked for here is consistent with what resulted from the Western Avenue Community Plan Amendment. Is there a restriction on the number or in any way determining the number of units? If you have a box that is .1 can you fit any number of units in it or is there anything to restrict the number of units?

Mayor Mussatto

Ms. Adin!

Ms. Adin

Yes, Your Worship. Quite a few years ago, Your Worship, a change was made to move from number of units as a way of measuring density to floor space ratio. There was a number of reasons for that. My understanding was that it was to increase affordable housing as one of the main reasons for that but change was made many years ago and that rule applied across the board for all zones in the City, Your Worship.

Councillor Bookham

So the 18 plus 7 units then is simply what the developer wants to do?

Ms. Adin

Yes, Your Worship. That is our understanding.

Councillor Bookham

So the developer could do 20 plus 7?

Mayor Mussatto

You are right, Councillor Bookham, there is no set number. They work within a range with the unit sizes, I think is what they get at.

Councillor Bookham

Okay, so what I am trying to determine is whether or not Council should be concerned with the number of units given the traffic issues and parking issues that have been identified in this area. Thank you.

Mayor Mussatto

So, that is a question we have to answer. Thank you.

Councillor D.R. Bell

Thank you, Your Worship. Questions. In some of the correspondence we received on this one of the questions was a reference to numerous vehicle accidents on the lane just west of Lonsdale. Do we have any record of traffic incidents at that point? Is that a dangerous lane access?

Mayor Mussatto

Mr. Barber!

Mr. Barber

Your Worship, I don't have those statistics handy. I'd have to ask our transportation section to report on.

Mayor Mussatto

Maybe the applicant has that information. Do you have that information? No, you don't. So staff will have to get back to you on that.

Councillor Bell

If we could get that because it was referred to a couple of times.

Mayor Mussatto

They will get it for you.

Councillor Bell

The other is the paved lane. There was the reference to the lane in similar correspondence between Western and Chesterfield. I heard a reference when one of the speakers said that it was not paved because it was substandard in terms of width. I notice that the lane west of Chesterfield that goes down, the lane in that block proceeding west from Chesterfield between 23rd and 24th is paved with a speed bump, certainly at the beginning. I didn't drive all the way down. I pulled in part way and then backed into somebody's driveway. I am wondering if there is a reason why, is it just because it is substandard or hasn't been paved?

Mayor Mussatto

Which lane are you talking about Councillor Bell?

Councillor Bell

Now I am talking about the lane between, I am saying the lane west of Chesterfield, north of 23rd is paved.

Mayor Mussatto

West of Chesterfield?

Councillor Bell

West of Chesterfield.

Mayor Mussatto

Well, that is a block away. Is it not?

Councillor Bell

That is the next one over and I am asking why the lane between Western and Chesterfield isn't paved? I heard a comment earlier.

Mayor Mussatto

Why isn't it paved?

Mr. Barber

Your Worship, the lane north of 23rd between Western and Chesterfield, not all of the dedications are in place, so some sections of the legal lane are only 10 feet wide so we are encouraging people to dedicate their portion of lane and then once that is in place we can pave it under a local area service.

Councillor Bell

Which means the homeowners would have to share in the cost?

Mr. Barber

If it is a local area service, Your Worship, that would be required contributions from the property owners, yes.

Councillor Bell

Okay, and the lock-off units, Your Worship. The reference to no parking requirement, is there a feeling for some reason that anybody who is in these lock-off units would not have cars?

Mayor Mussatto

Mr. Purvis!

Mr. Purvis

Through you, Your Worship, the lock-off units were added in an effort to increase the amount of affordable housing and with a parking stall decreases affordability. So the stalls are limited in size and as well it was recommended in the guidelines that a parking stall not be associated with those uses.

Councillor Bell

Okay, I will save my comments for later, thank you.

Mayor Mussatto

Thank you. Councillor Buchanan!

Councillor L.C. Buchanan

Thank you very much, Your Worship. A few questions. So to date, through you, Your Worship, to probably Mr. Barber, to date has there actually been a traffic study in this particular area?

Mr. Barber

Your Worship, there was a study, not for this particular development, but it was done as sort of an area basis for the development at 116 West 23rd Street and it looked at exhuming there was expansion of the whole entire area into redevelopment. So it was not deemed necessary at this point.

I did also just think of the situation at the late west of Lonsdale on 23rd Street with regard to traffic accidents and I know that the intersection at 23rd and Lonsdale is one of the highest number of traffic accident incidents in the City and given the way the accident data is coded it is likely that any accidents at the lane throat would be combined with that data so it would be very difficult for us actually to get some accurate records from 23rd and that lane area, given the proximity to Lonsdale.

Councillor Buchanan

Okay, so just to follow up with your answer to the question that I asked in terms of the study, there was one done previously, so when this development came forward to staff was it, you said, if I heard you correctly, that it wasn't felt that it was needed to be done again but we are now adding another 24 units so was it in staff's opinion that the amount of vehicles and traffic that was going to be generated from this new applicant, that the streets would be sufficient for that?

Mr. Barber

That is correct, Your Worship. We believe that the traffic conditions in the area are really about the volume of traffic on 23rd Street primarily. The incremental amount of traffic from this particular development is not going to make any difference there. Certainly it is difficult accessing 23rd from these developments but the real issues are related to the present volumes of traffic and not the incremental change from these relatively small developments.

Councillor Buchanan

Okay. My second question, through you, Your Worship, and I'm not sure who it would be directed to, but I heard from several of the speakers that there has been reference to up to 40 calls that have been made to the RCMP and I know it is not necessarily in regards to, well I guess it is in regards to this property and some of the renters that were there through the summertime, but 40 calls in regards to that, construction or bylaw breaches, do we have a process in place when there are that many calls that go regarding a specific construction site or rental home? Do we not have any process in place or do we have a process in place where the City gets feedback about that and if we do what is that process and how do we deal with that?

Mayor Mussatto

Who would like to answer that? Ms. Adin. It is your department I think.

Ms. Adin

Yes, John de Ruiter is well acquainted with the process, Your Worship.

Mayor Mussatto

Okay. Mr. de Ruiter!

Mr. de Ruiter

Your Worship, as far as noise complaints, we have a process in place for that. I spoke to it a little bit earlier. We have the Construction Regulation Noise Bylaw, which gives us the ability to fine and it is an ongoing issue, we know. The fines are fairly large. They are about \$600 each and normally we do achieve some level of compliance with these fees that we charge, or these fines that we charge. As far as the other issues you are speaking to I don't regulate those areas.

Mayor Mussatto

Is that the RCMP then that would regulate that?

Mr. de Ruiter

The RCMP would be the other body responsible for those regulations.

Councillor Buchanan

Okay, I understand that and that's what I heard but I guess what I am asking is what is the process? If we have 40 calls or more, because that sounds to me like a lot of calls, for 2 particular properties, do we not have a process in place? I understand who has to go out because it's their jurisdiction. Do we not have a process in place where it would then come back to the City staff and we would follow up?

Mr. de Ruiter

Your Worship, as far as 40 calls, the RCMP may have a record of 40 calls. There is never a site that I have been involved with that I can remember where we've had 40 calls. We've had maybe half that over a larger project that might have been a year in length but as far as the 40 calls and the RCMP, we don't get a response from the RCMP indicating of these number of calls.

Mayor Mussatto

So, the answer then is no, we don't have a process. Ms. Adin!

Ms. Adin

Sorry, Your Worship, additionally, I do know that our Bylaw Services Division does work very closely with the RCMP and does attend where they can, so there is communication. I know that the Bylaw Enforcement Officers are actually seated in the RCMP building and there is a lot of communication between them. So they can attend certain calls, Your Worship, if it is deemed safe for them to and I know that they are working very hard on creating programs for working with the Justice Institute of BC, for example, to refer civil disputes and other sorts of disputes through justice resolution processes that are available. If it is activity that is more criminal in nature, they wouldn't have jurisdiction there, Your Worship and that would be the RCMP's prevue.

Councillor Buchanan

Thank you. My last question, just in terms of the lock-off units, there was a comment and I think it was in one of the letters we got in terms of the number of occupants that would be allowed, so what is the size of the lock-off units and would there be a restriction on the number of occupants?

Mayor Mussatto

Mr. Purvis!

Mr. Purvis

Through Your Worship, the size of the lock-offs are 297 square feet each. They are described in the bylaw. They are actually defined in this specific bylaw as a self-contained rental dwelling unit which may be rented out provided the main dwelling unit is owner occupied. So while there would be a requirement for the owner to occupy the unit, there wouldn't be a restriction as to the number of occupants in the dwelling unit.

Councillor Buchanan

I think the size along might do that. My final question then would be, in terms of the 18 units, so that's 1 FSR, which fits within the Garden Apartment Guidelines. The lock-off units are on included but if I am reading the summary sheet right do they then represent another 1 FSR? Through Your Worship to Mr. Purvis.

Mr. Purvis

The total square footage of the lock-off units is 2,376 square feet and that is .1 FSR on the site.

Councillor Buchanan

Okay. Thank you very much.

Mayor Mussatto

Thank you. Councillor Heywood!

Councillor R.G. Heywood

Thank you, Your Worship. Some of my questions have been answered but going in order, the very 1st presenter talked about the inadequacy of the lane to handle the traffic and part of that was because of the old fashioned power poles were creating throats. Is it possible, as part of this development, to include the removal or repositioning of hydro poles so that there is a continuous 20 foot width through the laneway instead of the pinch points that were noted by Mr. Bush?

Mayor Mussatto

I am going to go to Mr. Barber!

Mr. Barber

Your Worship, it is likely possible, however, I'd like to say that our standard lane width from property line to property line is 6 metres and it is very common to have poles in lanes so the full width is not required. Even a paved lane, often the paved section is only 14 feet wide and typically you have to pull over to one side to allow an opposing car to pass.

Councillor Heywood

Regarding the parking issue, are the lock-off suites, do they have natural light? Can I ask that of staff or the developer?

Mayor Mussatto

Ms. Vanczel, would you like to respond to that?

Ms. Vanczel

Thank you, through Your Worship, yes they do actually have natural light access but they are sunk and they are at the cellar level but some of the lock-off units have actually been raised up higher since some of the original proposals and we have had comments about that. But most of the façade facing into the patio is glass.

Councillor Heywood

Is the full sub-trading capacity for parking utilized or is some of it taken up by the lock-off suits? Is there a trade-off between lock-off suites and parking?

Ms. Vanczel

Through Your Worship, no it is not.

Councillor Heywood

So is there additional sub-trading space for parking? Could the parking capacity be expanded?

Ms. Vanczel

Through Your Worship, that would actually be quite difficult. I think the concept of the lock-off units near a transportation corridor was to actually encourage public transit use and my understanding of the current thinking around sustainability, based on documents that come from the City, that there is an effort to actually reduce parking from a sustainability point of view and have people take public transit, so that is my understanding of the role of lock-off units close to the Lonsdale Transportation Corridor.

Councillor Heywood

Okay, but I guess my question was, was there more capacity for subtrading parking?

Ms. Vanczel

It would be very difficult. It would be difficult.

Councillor Heywood

Okay. Just a question for staff. One of the concerns here is construction fatigue in this neighbourhood. Is there any policy around trying to create gaps between intensive periods of construction in a given neighbourhood? Is there any way to pace it or provide relief in a neighbourhood that has seen that has seen a particularly intense amount of construction over a period of years?

Mayor Mussatto

Mr. Purvis or Ms. Adin, whoever would like to answer.

Ms. Adin

Your Worship, there is no current policy that we are aware of. The market tends to deal with fatigue of other kinds in certain neighbourhoods and I'm sure the Construction Management Plan would be more difficult if there is more construction going on. So, Your Worship, it would tend to be the market that would control that and my understanding is that we have no policy on the matter.

Councillor Heywood

Just following up, one question that came from our expert on solid waste management, earlier on, does staff have a comment on the way in which waste is handled at Anderson Walk? It sounds quite ridiculous that we are having dumpsters carted across Lonsdale in order to be emptied. Is there any more to that or is it worthy of investigation?

Mayor Mussatto

Mr. Barber.

Mr. Barber

Your Worship, I am not really involved in that aspect of development reviews.

Mayor Mussatto

I see Mr. Penway coming down. Mr. Penway!

Mr. Gary Penway, Director, Community Development

Your Worship, I haven't seen that happen. There are garbage pick-up companies that have a small vehicle that can go directly into a parkade and extract the garbage with a front end loader. There is no need to take it out of the parkade. So, if that is happening that was not the design or intention so there is a shared driveway off of the street that goes both to the School Board Administration Building which has internal. That might be school board materials but again that should all be happening inside the parkade structure. I can look into it.

Councillor Heywood

Through Your Worship, if that was happening there has to be some bylaw restriction against dumpster traffic on streets.

Mr. Penway

Your Worship, my very first boss explained to me the question of the lowest common denominator which is the guy handling the garbage is pretty hard to control in the sense of when he shows up with his truck he sort of puts it down. So it is up to the owner to control that operator of the garbage truck and service. It will get into street and traffic bylaw issues. If it is a simple activity, it is happening very occasionally, things like that do happen but that was not the intention of that design and we will look into it for that project.

Councillor Heywood

Okay. Thank you.

Mayor Mussatto

I just have a few questions here, Mr. Barber. Lonsdale and the highway is a very busy intersection. How much does that controlling of that light contribute to the problem at 23rd and Lonsdale?

Mr. Barber

Your Worship, I don't know how to quantify it but it certainly is significant. We've been trying to work with the Ministry for quite some time and we seem to be making head roads now on getting coordination between the City signals and the Ministries signals and that should go a long way to improve the efficiency there.

Mayor Mussatto

With regards to the untidy premise and such, are we able to get the number of calls for service from the RCMP or from our bylaws to these properties since last summer? Who can answer that? Mr. Tollstam!

Mr. Ken Tollstam, CAO

Your Worship, yes. We are going to find out the number.

Mayor Mussatto

And if we have to, could you send it back to us in confidential if you have to but Council needs to know those numbers, both our bylaws and I'd also like to know what kind of response that the City has done. It may only be a few calls. I don't know but it sounds like there's 40 some people have said. I'd like to know the City's response on all of these issues if we could please.

Mr. Tollstam

We will handle that, Your Worship.

Mayor Mussatto

Thank you. Councillor Bell!

Councillor Bell

A question I forgot to ask through the applicant, if I may. There was a reference when the Advisory Planning Committee dealt with this application, one of the concerns was the lack of outdoor amenity space and I recalled the discussion about the fact that there's landscaping. There is fairly extensive landscaping but there is really nowhere, sort of benches, there was some rocks as I recall or something. If there are 3 bedroom units there is nowhere for children to play. As I also recall, the elevation differences on the sidewalk were such that it wouldn't lend itself to, for example, riding bicycles or pushing buggies through the site easily. Could somebody comment, either staff or the applicant?

Mayor Mussatto

Sir. Yes, Mr. Rose!

Mr. Rose

Your Worship, I can confirm that the changes that were requested by the Design Panel were made to the design of the court yard and we did add benches and we added play features. They are mainly natural sort of play features, rocks, etc. They were made. We also designed the court yard to be accessible. The difficulty was that we had because of the grade change between the top and the bottom of the site, we have 3 different grade changes of slab elevation on the court yard surface so we have got 3 ways to get into the court yard with either a buggy or a wheelchair. There are certain areas where we have to deal in steps. There is not enough room to get around that but we do have access to those areas for wheelchairs and buggies.

Councillor Bell

Okay. Thank you.

Mayor Mussatto

So I see no further questions by members of Council. Then Ms. Graham, we need a motion to conclude, do we?

Ms. Graham

Yes, Your Worship, if we could have a motion please, to conclude the Public Hearing.

Moved by Councillor Keating, seconded by Councillor Buchanan

THAT the Public Hearing conclude.

CARRIED UNANIMOUSLY

The Public Hearing concluded at 8:45 p.m.

Certified a true and accurate transcript of the Public Hearing

"Original Signed by"

Robyn Anderson,
City Clerk

"Signed on March 11, 2013"

Date