

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, APRIL 25, 2022 AT 6:00 PM

"Live" Broadcast via City Website www.cnv.org/LiveStreaming Complete Agenda Package available at www.cnv.org/CouncilMeetings

The City of North Vancouver acknowledges that this Council meeting is held on the traditional territories of the Squamish and Tsleil-Waututh Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, April 25, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, April 11, 2022

PROCLAMATIONS

Day of Mourning – April 28, 2022

Youth Week – May 1 to 7, 2022

Child Care Month – May 2022

MS Awareness Month – May 2022

PUBLIC INPUT PERIOD

CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

BYLAW - ADOPTION

*3. "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding)

PUBLIC HEARING - 364 East 14th Street

BYLAWS – THIRD READING

- "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8904" (Karl Wein / Bradbury Architecture, 364 East 14th Street, CD-750)
- 5. "Heritage Designation Bylaw, 2022, No. 8905" (Karl Wein / Bradbury Architecture, 364 East 14th Street)

Document Number: 2169637 V1

PRESENTATION

Fire Department 2021 Annual Report – Public Safety Director and Fire Chief

Information Report, April 13, 2022 – "Fire Department 2021 Annual Report"

Information Report, April 13, 2022 – "2021 Bylaw Services Overview"

PRESENTATION

Upper Levels Greenway – Corridor Options and Public Engagement Launch – Project Manager, Public Realm Infrastructure

REPORTS

- 6. Upper Levels Greenway Public Engagement Launch for Corridor Options
- 7. 2022 Tax Rates Bylaw

BYLAW - FIRST, SECOND AND THIRD READINGS

8. "Tax Rates Bylaw, 2022, No. 8919"

REPORT

9. Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc.)

BYLAW - RESCIND SECOND READING

10. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741)

BYLAW - AMEND SECOND READING AND SECOND READING, AS AMENDED

11. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741)

BYLAW – FIRST AND SECOND READINGS

 "Housing Agreement Bylaw, 2022, No. 8923" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments)

REPORT

 Rezoning Application: 114-132 West 15th Street (Polygon Development 338 Ltd. / IBI Group Architects, CD-752) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)

BYLAW - FIRST AND SECOND READINGS

14. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8921" (Polygon Development 338 Ltd. / IBI Group Architects, 114-132 West 15th Street, CD-752), and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)

REPORT

15. Streamlining of Development Variance Permit Requests

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

1. Regular Council Meeting Agenda, April 25, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, April 11, 2022

PROCLAMATIONS

Day of Mourning – April 28, 2022 Youth Week – May 1 to 7, 2022 Child Care Month – May 2022 MS Awareness Month – May 2022

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 during the Public Input Period are permitted to join the meeting electronically via Webex or in person in the Council Chamber.

There are 2 ways to sign up to speak during the Public Input Period.

- 1) 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 to provide contact information. Pre-registrants will receive instructions via email or phone on the afternoon of the Council meeting, including a request to connect to the meeting 15-30 minutes before the meeting start time.
- 2) Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:55 pm on the day of 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 offers an opportunity to express comments only; Council is there to listen only and questions will not be responded to. 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 listed in section 12.25(2).

Speakers are not to address matters that refer to items from a concluded Public Hearing or Public Meeting. When a Public Hearing or Public Meeting is scheduled on the same evening's agenda, speakers are asked to only provide input when that matter comes forward for discussion on the agenda in order for the comments to be considered as part of the particular Public Hearing or Public Meeting. Otherwise the input cannot be considered or form part of the official record.

Please address the Mayor as "Your Worship" or "Mayor, followed by his/her surname". Councillors should be addressed as "Councillor, followed by their surname".

CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

RECOMMENDATION:

THAT the recommendation listed within the "Consent Agenda" be approved.

START OF CONSENT AGENDA

BYLAW - ADOPTION

*3. "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding)

RECOMMENDATION:

THAT "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

END OF CONSENT AGENDA

PUBLIC HEARING - 364 East 14th Street - 6:00 pm

"Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8904" (Karl Wein / Bradbury Architecture, 364 East 14th Street, CD-750) and "Heritage Designation Bylaw, 2022, No. 8905" (Karl Wein / Bradbury Architecture, 364 East 14th Street) would rezone the subject property from a One-Unit Residential 1 (RS-1) Zone to a Comprehensive Development 750 (CD-750) Zone to permit the development of an infill duplex, to support the retention and designation of the existing Heritage 'A' building.

Bylaw Nos. 8904 and 8905 to be considered under Items 4 and 5.

AGENDA

Staff presentation
Applicant presentation
Representations from the public
Questions of Council
Motion to conclude the Public Hearing

BYLAWS - THIRD READING

 "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8904" (Karl Wein / Bradbury Architecture, 364 East 14th Street, CD-750)

RECOMMENDATION:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8904" (Karl Wein / Bradbury Architecture, 364 East 14th Street, CD-750) be given third reading.

5. "Heritage Designation Bylaw, 2022, No. 8905" (Karl Wein / Bradbury Architecture, 364 East 14th Street)

RECOMMENDATION:

THAT "Heritage Designation Bylaw, 2022, No. 8905" (Karl Wein / Bradbury Architecture, 364 East 14th Street) be given third reading.

PRESENTATION

Fire Department 2021 Annual Report – Public Safety Director and Fire Chief Information Report, April 13, 2022 – "Fire Department 2021 Annual Report"

Information Report, April 13, 2022 – "2021 Bylaw Services Overview"

PRESENTATION

Upper Levels Greenway – Corridor Options and Public Engagement Launch – Project Manager, Public Realm Infrastructure

Item 6 refers.

<u>REPORTS</u>

6. Upper Levels Greenway – Public Engagement Launch for Corridor Options – File: 16-8350-20-0039/1

Report: Project Manager, Public Realm Infrastructure, April 13, 2022

RECOMMENDATION:

PURSUANT to the report of the Project Manager, Public Realm Infrastructure, dated April 13, 2022, entitled "Upper Levels Greenway – Public Engagement Launch for Corridor Options":

THAT the draft project vision for the Upper Levels Greenway, reflecting the key priorities of the community, be endorsed;

AND THAT staff be directed to initiate the next public engagement phase.

REPORTS – Continued

7. 2022 Tax Rates Bylaw – File: 05-1970-05-0005/2022

Report: Chief Financial Officer, April 13, 2022

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated April 13, 2022, entitled "2022 Tax Rates Bylaw":

THAT "Tax Rates Bylaw, 2022, No. 8919" be considered.

Item 8 refers.

BYLAW - FIRST, SECOND AND THIRD READINGS

8. "Tax Rates Bylaw, 2022, No. 8919"

RECOMMENDATION:

THAT "Tax Rates Bylaw, 2022, No. 8919" be given first, second and third readings.

REPORT

9. Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc.) – File: 08-3400-20-0058/1

Report: Planner 2, April 13, 2022

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated April 13, 2022, entitled "Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc.)":

THAT second reading of "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be rescinded;

Continued...

REPORT – Continued

9. Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc.) – File: 08-3400-20-0058/1 – Continued

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be amended in Part B(6)(a), as follows:

- (6) Off-Street Parking and Short-Term and Secure Bicycle Parking shall be provided in conformity with the requirements of Division IV, Parts 9, and 10A, except that:
 - (a) A maximum of 39% small car parking spaces may be provided;

THAT Part B(6)(b) be deleted;

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741), be given second reading, as amended, and referred to a Public Hearing;

THAT "Housing Agreement Bylaw, 2022, No. 8923" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments) be considered and referred to the same Public Hearing;

THAT notification be circulated in accordance with the Local Government Act:

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:

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

Items 10, 11 and 12 refer.

BYLAW - RESCIND SECOND READING

10. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741)

RECOMMENDATION:

THAT second reading of "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be rescinded.

BYLAW - AMEND SECOND READING AND SECOND READING, AS AMENDED

 "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741)

RECOMMENDATION:

THAT second reading of "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be amended and given second reading, as amended.

BYLAW - FIRST AND SECOND READINGS

 "Housing Agreement Bylaw, 2022, No. 8923" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments)

RECOMMENDATION:

THAT "Housing Agreement Bylaw, 2022, No. 8923" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments) be given first and second readings.

REPORT

13. Rezoning Application: 114-132 West 15th Street (Polygon Development 338 Ltd. / IBI Group Architects, CD-752) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) – File: 08-3400-20-0060/1

Report: Planner 2, April 13, 2022

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated April 13, 2022, entitled "Rezoning Application: 114-132 West 15th Street (Polygon Development 338 Ltd. / IBI Group Architects, CD-752) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8921" (Polygon Development 338 Ltd. / IBI Group Architects, 114-132 West 15th Street, CD-752), and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) be considered and referred to a Public Hearing;

REPORT – Continued

Rezoning Application: 114-132 West 15th Street (Polygon Development 338 Ltd. / IBI Group Architects, CD-752) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) – File: 08-3400-20-0060/1 – Continued

THAT notification be circulated in accordance with the Local Government Act;

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;

THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to permit solar shades, which are permanently affixed to the proposed building as an encroachment over City property;

AND THAT the Mayor and Corporate Officer be authorized to sign any other necessary documentation to give effect to this motion.

Item 14 refers.

BYLAW - FIRST AND SECOND READINGS

14. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8921" (Polygon Development 338 Ltd. / IBI Group Architects, 114-132 West 15th Street, CD-752), and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)

RECOMMENDATION:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8921" (Polygon Development 338 Ltd. / IBI Group Architects, 114-132 West 15th Street, CD-752), and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) be given first and second readings.

REPORT

15. Streamlining of Development Variance Permit Requests – File: 01-0125-01-0001/2022

Report: Director, Planning and Development, April 13, 2022

RECOMMENDATION:

PURSUANT to the report of the Director, Planning and Development, dated April 13, 2022, entitled "Streamlining Development Variance Permit Requests":

THAT staff be directed to bring forward a bylaw to amend the Development Procedures Bylaw, with proposed provisions to delegate authority for issuance of Development Variance Permits for minor variances.

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*, Section 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.

<u>To provide written input</u>: 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:

<u>Via Webex/phone</u>: 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**.

<u>In person at City Hall</u>: On the day of the meeting, a sign-up sheet will be available at City Hall reception (14th Street entrance) between 9:00am and 4:00pm, and then outside the Council Chamber from 5:30pm. Enter City Hall through the doors at the southwest corner of the building (i.e. staff entrance off 13th Street) after 5:30pm.

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.

Document Number: 1914910 v3





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, APRIL 11, 2022

PRESENT

COUNCIL MEMBERS	STAFF MEMBERS
Mayor L. Buchanan	L. McCarthy, CAO
Councillor D. Bell	K. Graham, Corporate Officer
Councillor A. Girard*	B. Pearce, Deputy CAO / Director, Strategic and Corporate
Councillor T. Hu*	Services
Councillor J. McIlroy	C. Baird, Deputy Corporate Officer
Councillor T. Valente	J. Peters, Assistant City Clerk
	H. Granger, City Solicitor
*participated electronically	L. Sawrenko, Chief Financial Officer
	L. Garber, Deputy Director, Finance
<u>ABSENT</u>	M. Epp, Director, Planning and Development
	A. Devlin, Manager, Transportation Planning
Councillor H. Back	R. de St. Croix, Manager, Long Range and Community Planning
	Y. Zeng, Manager, Development Planning
	B. Underhill, Planner, Transportation
	H. Dang, Planner
	K. Magnusson, Acting Director, Engineering, Parks and Environment
	R. Skene, Director, Community and Partner Engagement
	K. Chan, Manager, Information Technology
	J. Roy, Manager, Civic Facilities
	D. Hutchison Koep, Chief Librarian
	1 /

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

APPROVAL OF AGENDA

Moved by Councillor Girard, seconded by Councillor Valente

1. Regular Council Meeting Agenda, April 11, 2022

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Girard, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, April 4, 2022

CARRIED UNANIMOUSLY

PUBLIC INPUT PERIOD

Nil.

Document Number: 2166887

CONSENT AGENDA

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT the recommendations listed within the "Consent Agenda" be approved.

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

*3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8849" (Karl Wein / Bradbury Architecture, 261-263 West 6th Street, CD-736)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8849" (Karl Wein / Bradbury Architecture, 261-263 West 6th Street, CD-736) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

*4. "Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909"

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909" be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

*5. "Local Area Service Parcel Tax Bylaw, 2022, No. 8913" (Paved lane east of the 1700 block of Fell Avenue between East 17th Street and the dead end north)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Local Area Service Parcel Tax Bylaw, 2022, No. 8913" (Paved lane east of the 1700 block of Fell Avenue between East 17th Street and the dead end north) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

*6. "Local Area Service Parcel Tax Bylaw, 2022, No. 8914" (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Local Area Service Parcel Tax Bylaw, 2022, No. 8914" (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

CONSENT AGENDA – Continued

BYLAWS – ADOPTION – Continued

*7. "Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915" (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915" (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

*8. "Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918"

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918" be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

CORRESPONDENCE

*9. Board in Brief, Metro Vancouver Regional District, March 25, 2022

– File: 01-0400-60-0006/2022

Re: Metro Vancouver – Board in Brief

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT the correspondence from Metro Vancouver, dated March 25, 2022, regarding the "Metro Vancouver – Board in Brief", be received and filed.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

<u>PUBLIC HEARING</u> – 502 East 5th Street – Continued Recessed from April 4, 2022

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT the meeting recess to the Public Hearing regarding "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911" (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5th Street, RS-2).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:01 pm and reconvened at 6:24 pm.

BYLAW – THIRD READING

10. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911" (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5th Street, RS-2)

Moved by Councillor Bell, seconded by Councillor Girard

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911" (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5th Street, RS-2) be given third reading.

CARRIED UNANIMOUSLY

MOTION

11. Development Variance Permit No. PLN2021-00006 (502 East 5th Street) – File: 08-3400-20-0050/1

Moved by Councillor Bell, seconded by Councillor Girard

THAT Development Variance Permit No. PLN2021-00006 (502 East 5th Street) be issued to 1008681 B.C. LTD., in accordance with Section 490 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development Variance Permit No. PLN2021-00006, following adoption of "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911" (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5th Street, RS-2).

CARRIED UNANIMOUSLY

REPORT

12. 2022 Appropriations #1 – File: 05-1705-30-0019/2022

Report: Chief Financial Officer, March 30, 2022

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Chief Financial Officer, dated March 30, 2022, entitled "2022 Appropriations #1":

THAT (Funding Appropriation #2207) an amount of \$3,206,029 be appropriated from the General Capital Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2208) an amount of \$35,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2209) an amount of \$65,000 be appropriated from the Carbon Reserve for the purpose of funding the 2022 Capital Plan;

Continued...

REPORT – Continued

12. 2022 Appropriations #1 – File: 05-1705-30-0019/2022 – Continued

THAT (Funding Appropriation #2210) an amount of \$551,500 be appropriated from the Civic Amenity Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2211) an amount of \$500,000 be appropriated from the Infrastructure Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2212) an amount of \$500,000 be appropriated from the Tax Sale Land Interest Reserve for the purpose of funding the 2022 Capital Plan;

THAT "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding), a Bylaw to appropriate an amount of \$148,500 from the DCC (Transportation) Reserve Fund for the purpose of funding the 2022 Capital Plan, be considered;

AND THAT should any of the amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective fund.

CARRIED UNANIMOUSLY

BYLAW - FIRST, SECOND AND THIRD READINGS

13. "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding)

Moved by Councillor Girard, seconded by Councillor Bell

THAT "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding) be given first, second and third readings.

CARRIED UNANIMOUSLY

REPORTS

14. 2022 Property Tax Increase Distribution Options – File: 05-1970-05-0005/2022

Report: Chief Financial Officer, March 30, 2022

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Chief Financial Officer, dated March 30, 2022, entitled "2022 Property Tax Increase Distribution Options":

THAT an across the board 2022 Property Tax Increase of 3.75% be endorsed;

AND THAT staff be directed to bring forward a Tax Rate Bylaw (2022) that must be adopted before May 15, 2022, in accordance with the *Community Charter*.

CARRIED UNANIMOUSLY

REPORTS – Continued

 UBCM 2022 Strengthening Communities' Services Program – North Shore Application – File: 05-1855-20-0051/1

Report: Manager, Long Range and Community Planning, March 30, 2022

Moved by Councillor Valente, seconded by Mayor Buchanan

PURSUANT to the report of the, Manager, Long Range and Community Planning, dated March 30, 2022, entitled "UBCM 2022 Strengthening Communities' Services Program – North Shore Application":

THAT staff be directed to work with the District of North Vancouver and the District of West Vancouver to submit a joint regional application for the North Shore to secure funding under the Union of British Columbia Municipalities' (UBCM's) 2022 Strengthening Communities' Services Program;

THAT Council endorse the City of North Vancouver as the applicant for the North Shore application, to apply for, receive and manage the 2022 UBCM Strengthening Communities' Services grant funding on behalf of the North Shore municipalities;

AND THAT should the grant funding be approved and received, staff be directed to implement the project.

CARRIED UNANIMOUSLY

PRESENTATION

City of North Vancouver Mobility Strategy – Manager, Transportation Planning

The Manager, Transportation Planning provided a PowerPoint presentation regarding the City of North Vancouver Mobility Strategy and responded to questions of Council.

REPORT

16. City of North Vancouver Mobility Strategy – File: 16-8350-20-0036/1

Report: Planner 2, Transportation, March 30, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Planner 2, dated March 30, 2022, entitled "City of North Vancouver Mobility Strategy":

THAT the "City of North Vancouver Mobility Strategy" be endorsed;

AND THAT staff report back to Council with annual updates regarding progress toward achieving the vision, goals and actions outlined in the Strategy, starting in 2023.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES / REPORTS

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Section 90(1)(e) [land matter] and 90(1)(k) [proposed service].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 7:36 pm and reconvened at 8:05 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

17. Closure and Disposition of Road Adjacent to 1345 Delbruck Avenue – File: 06-2260-01-0001/2022

Report: Manager, Real Estate, and Manager, Development Planning, March 24, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Manager, Real Estate, and the Manager, Development Planning, dated March 24, 2022, entitled "Closure and Disposition of Road Adjacent to 1345 Delbruck Avenue":

THAT staff be directed to bring forward a bylaw to stop up, close and raise title to a portion of the street adjacent to 1345 Delbruck Avenue (the "Street");

THAT the Mayor and Corporate Officer be authorized to execute a Purchase and Sale Agreement with the owners of 1345 Delbruck Avenue for \$120,000 for the sale of approximately 880.2 square feet (81.8 square metres) of roadway, including raising title to the Street, subject to consolidation with the property at 1345 Delbruck Avenue;

Continued...

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

17. Closure and Disposition of Road Adjacent to 1345 Delbruck Avenue – File: 06-2260-01-0001/2022 – Continued

THAT the Mayor and Corporate Officer be authorized to sign any other necessary documentation to give effect to this motion;

THAT notice of the highway closure, removal of highway dedication and Notice of Disposition be given in accordance with the *Community Charter*,

AND THAT the report of the Manager, Real Estate, and the Manager, Development Planning, dated March 24, 2022, entitled "Closure and Disposition of Road Adjacent to 1345 Delbruck Avenue", remain in the Closed session.

CARRIED UNANIMOUSLY

18. Preliminary Report – Consideration of Lonsdale Energy Corporation Mini-Plant as In-Kind Amenity – 114-132 West 15th Street Rezoning Application (Polygon Development 338 Ltd. / IBI Group Architects) – File: 08-3400-20-0060/1

Report: Planner 2, March 30, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Planner 2, dated March 30, 2022, entitled "Preliminary Report – Consideration of Lonsdale Energy Corporation Mini-Plant as In-Kind Amenity – 114-132 West 15th Street Rezoning Application (Polygon Development 338 Ltd. / IBI Group Architects)":

THAT staff be directed to continue processing the rezoning application for the properties located at 114-132 West 15th Street and to negotiate an on-site community benefit contribution in the form of a Lonsdale Energy Corp. mini-plant room, as outlined in the report;

THAT staff be directed to explore options for cost recovery with Lonsdale Energy Corp.;

AND THAT the report of the Planner 2, dated March 30, 2022, entitled "Preliminary Report – Consideration of Lonsdale Energy Corporation Mini-Plant as In-Kind Amenity – 114-132 West 15th Street Rezoning Application (Polygon Development 338 Ltd. / IBI Group Architects)", remain in the Closed session.

CARRIED UNANIMOUSLY

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

Cloverley Elementary School – Proposed Child Care Update
 File: 10-4750-01-0001/2022

Report: Director, Planning and Development, April 11, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Director, Planning and Development, dated April 11, 2022, entitled "Cloverley Elementary School – Proposed Childcare Update":

THAT Council support a grant application to the Ministry of Children and Family Development's New Spaces Fund, seeking a capital contribution for a substantial new child care facility to be integrated within a new Cloverley Elementary School;

AND THAT the report of the Director, Planning and Development, dated April 11, 2022, entitled "Cloverley Elementary School – Proposed Child Care Update", remain in the Closed session.

CARRIED UNANIMOUSLY

<u>ADJOURN</u>

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:06 pm.

"Certified Correct by the Corporate Officer"

CORPORATE OFFICER





Proclamation

DAY OF MOURNING

Whereas Whereas the Parliament of Canada passed the Workers Mourning Day Act in

1991, making April 28 an official Day of Mourning;

in British Columbia alone, 161 workers lost their lives in 2021 as a

result of workplace injury and occupational disease;

annual observance of this day provides an opportunity to raise public

awareness of occupational health and safety and strengthen our resolve for the business community to establish safe and healthy

conditions in the workplace; and

the Day of Mourning honours the memory of those who have lost their Whereas

lives, been injured or suffered from work related incidents or disease;

Now Therefore I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim April 28, 2022 as Day of Mourning in the City of North

Vancouver, the traditional territories of the Squamish and Tsleil-

Waututh Nations.

So proclaimed on Monday, April 25, 2022



Proclamation

YOUTH WEEK

Whereas Whereas BC Youth Week has been a provincial celebration since 1995, to

promote connections between youth and their communities;

youth in the City of North Vancouver are valued members of our community who, through their energy, involvement and enthusiasm, contribute to the well-being of our city; and

the celebration of youth in the City of North Vancouver and in municipalities across British Columbia during Youth Week will encourage youth participation in positive activities and will encourage a greater understanding and acceptance of youth issues, accomplishments and diversity;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim May 1 to 7, 2022 as Youth Week in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, April 25, 2022

Linda C. Suchanan



Proclamation

CHILD CARE MONTH

many individuals, organizations and municipalities throughout British Whereas

Columbia have, since 1982, recognized May as Child Care Month with organized events to highlight the role that quality child care plays in

communities;

child care is an essential community service that supports healthy

families and a healthy economy;

quality early child care and learning programs contribute to healthy

childhood development and readiness to learn; and

the importance of quality, affordable and accessible child care services

are recognized through City programs, policies, strategies and ongoing collaboration with agencies and groups that support and provide child

care throughout our community;

Now Therefore I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby

proclaim May 2022 as Child Care Month in the City of North

Vancouver, the traditional territories of the Squamish and Tsleil-

Waututh Nations.

So proclaimed on Monday, April 25, 2022

Linda C. Gueharan





MS AWARENESS MONTH

Whereas

Multiple Sclerosis (MS) is a chronic, often disabling neurological disease for which there is no known cause, prevention or cure, and symptoms may include problems with numbness, coordination, vision and speech, extreme fatigue and even paralysis;

Whereas

Canada has one of the highest rates of MS in the world, with an estimated 90,000 Canadians living with the disease, including more than 12,000 British Columbians; and

Whereas

BC continues to lead the way in MS research and the Multiple Sclerosis Society of Canada, founded in 1948, is the only national voluntary organization in Canada that supports both MS research and services to enhance quality of life and to find a cure for people living with MS;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **May 2022** as **MS Awareness Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, April 25, 2022

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8924

A Bylaw to authorize the expenditure of monies from the Development Cost Charge (Transportation) Reserve Fund for the 2022 Capital Plan Appropriations.

WHEREAS the entire City is listed in "Development Cost Charges Bylaw, 2016, No. 8471" as an area where development cost charges for transportation will be levied;

AND WHEREAS the development of highway facilities, other than off street parking, is a capital cost permitted to be paid using Development Cost Charge funds under Section 566 of the *Local Government Act*:

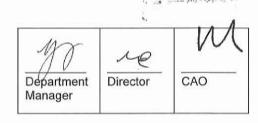
NOW THEREFORE the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

- 1. This Bylaw shall be known and cited for all purposes as "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924" (2022 Capital Plan Funding).
- 2. The following amount is hereby appropriated from the Development Cost Charge (Transportation) Reserve Fund for the purpose of funding:
 - A. \$ 148,500 for the "New Sidewalks to Complete the Pedestrian Network" project.

READ a first time on the 11 st day of April, 2022.
READ a second time on the 11 th day of April, 2022.
READ a third time on the 11 th day of April, 2022.
ADOPTED on the <> day of <>, 2022.
MAYOR
CORPORATE OFFICER

41 44th 1







The Corporation of THE CITY OF NORTH VANCOUVER PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Matthew Menzel, Planner 2

Subject:

REZONING APPLICATION AND HERITAGE DESIGNATION - 364 EAST

14TH STREET (KARL WEIN / BRADBURY ARCHITECTURE)

Date:

March 16, 2022

File No: 08-3400-20-0001/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated March 16, 2022, entitled "Rezoning Application and Heritage Designation – 364 East 14th Street (Karl Wein / Bradbury Architecture)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8904" (Karl Wein / Bradbury Architecture, 364 East 14th Street, CD-750) be considered and referred to a public hearing;

That "Heritage Designation Bylaw, 2022, No. 8905" (Karl Wein / Bradbury Architecture, 364 East 14th Street) be considered and referred to the same public hearing;

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

ATTACHMENTS

- 1. Context Map (CityDocs 2125020)
- 2. Architectural Drawings dated 23 February, 2022 (CityDocs 2151246)
- 3. Landscape Plan, dated 18 October, 2021 (CityDocs 2110720)
- 4. Tree Retention Plan, dated October 19, 2021 (CityDocs 2110721)
- 5. Conservation Plan (CityDocs 1916290)
- Heritage Advisory Committee Resolution, dated December 16, 2019 (CityDocs 2127025)

Document Number: 2124931: V7

- 7. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8904" (CityDocs 2127018)
- 8. "Heritage Designation Bylaw, 2022, No. 8905" (CityDocs 2134624)

SUMMARY

This report seeks Council approval for a heritage retention and infill development. The proposal includes a Heritage Designation Bylaw to protect the existing Heritage 'A' building on the site in perpetuity.

BACKGROUND

Applicant:	Karl Wein, Karl Wein and Associates	
Architect:	Bradbury Architecture	
Official Community Plan Designation:	Residential Level 2 (R2)	
Existing Zoning:	RS-1	
Applicable Guidelines:	N/A	

DISCUSSION

Site Context

This 817.5-square metre (8,800 square feet) site is located on the northwest corner of East 14th Street and Ridgeway Avenue in the Central Lonsdale neighbourhood. The site has a frontage of 18.3 metres (60 feet) along 14th Street and 44.7 metres (146.7 feet) along Ridgeway Avenue and is relatively flat.

Heritage Designation

Heritage Value of Building

Located on site is a heritage building identified on the City's heritage register as MacLeod House. The building is A-listed and has been recognized as having significant heritage value. See figure 1 below.

Figure 1: Heritage Register entry for MacLeod House



Compatibility of Conservation with Area and Property

The surrounding area consists of detached houses and duplexes, with some large multiresidential development to the west along East 14th Street. The buildings and uses immediately surrounding the subject site are described and shown in Table 1 below.

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	367 East 15 th Street	Detached house	RS-1
South	364 East 14 th Street	Three (3) strata units	CD-673
East	400 East 14 th Street	Detached house	RS-1
West	358 East 14 th Street	Detached house	CD-471

Planning Analysis

<u>Heritage Conservation</u> – Building Condition and Viability

The applicant's Heritage Conservation Plan (Attachment #5) outlines the proposed conservation strategy to ensure the retention and rehabilitation of the Craftsman architectural style of the MacLeod House.

It is intended that the existing heritage house be retained as a single family dwelling.

Minor works will be made to the house, including:

- removal of a window at the basement level, which will be infilled with materials that match the existing building;
- removal of the existing deck at the rear;
- removal of some windows and siding to create a new opening along the western elevation; and
- construction of a new deck to the western side.

Staff have reviewed the minor work proposed and support the work as they do not result in any significant alteration to the existing heritage building. Worth noting is the new deck on the west side of the building is to replace an existing deck at the rear of the building. It is proposed to be designed compatibly with the existing style of the house. Further, existing mature landscaping between the site and neighbor to the west will ensure privacy.

As part of this application, the ongoing protection of the house will be secured through a Heritage Designation Bylaw (Attachment #8). Any future alteration to the house will need to be authorized by a heritage alteration permit and done in accordance with the Heritage Conservation Plan (Attachment #5) which will be registered on title through a Heritage Conservation Covenant (Section 219).

REPORT: Rezoning Application for 364 East 14th Street (Karl Wein/Bradbury Architecture) Date: March 16, 2022

Infill Duplex

To help offset the costs associated with the heritage conservation efforts, including upgrades and securing a heritage designation of the property, the proposal includes a new infill duplex building at the rear of the site.

The proposed infill building has been oriented towards Ridgeway Avenue, with main entrances to the two units directly off of Ridgeway. Directly adjacent to the laneway are four surface parking spaces to serve the entire development.

The two-storey structure is designed to be compatible with the main house, incorporating several architectural features that are present in the MacLeod House, such as the shed roof, the veranda, similar building materials and colour palette.

Two accessory suites (i.e. secondary suites) are proposed, one for each of the primary units in the duplex. These suites will be accessed from the sides of the duplex, as well as internally to the units.

Siting of the new infill building has been considered so as to balance the positioning of the heritage building, while achieving a suitable rear boundary setback to the northern laneway. Given the existing heritage building has such a significant front boundary setback to East 14th Street, the proposal will involve a minor variation to the rear boundary setback requirement to ensure a suitable separation distance is achieved.

The new infill has been designed with a 4.8 metre building separation to the existing heritage building. The proposed separation will facilitate an adequate break in the form between the two buildings. Furthermore, the two existing significant landscaping trees will be retained along the frontage will further reduce the visual impacts of the development on the streetscape.

A summary of minor zoning variances are listed below and supported by staff: Table 2. Requested Changes to the Zoning Bylaw

	Current Designation/Regulation (RT-1)	Proposed Designation/Regulation (CD-736)
Principal Use	Two-Unit Residential Use	Three principal dwelling units Two Accessory suites
Principal Building	One per lot	Two per lot
GFA	Combined an in total, shall not exceed 0.35 time the Lot Area plus 92.9 square metres (1,000	Combined and in total, shall not exceed 0.5 FSR
	square feet)	Garbage and recycling storage provided for private use shall be excluded

REPORT: Rezoning Application for 364 East 14th Street (Karl Wein/Bradbury Architecture)

Date: March 16, 2022

	Current Designation/Regulation (RT-1)	Proposed Designation/Regulation (CD-736)
Lot Coverage	35%	36.5%
Setbacks (Principal Buildings)	Principal Buildings shall be sited not less than 8 metres (26.2 feet) from the rear lot line.	Principal Building shall be sited not less than 6.8 metres (22.3 feet) from the rear lot line
Setbacks (Accessory Buildings)	Accessory Buildings shall be sited not less than 0.61 metres (2 feet) from the Interior Side Lot Line.	Accessory Buildings shall be sited not less than 0.2 metres (0.66 feet) from the Interior Side Lot Line.

Advisory Committees Review

Heritage Advisory Commission

The proposal was presented to the Heritage Advisory Commission in December 16, 2019. The Commission supported the project subject to the following recommendations:

- Ensure consistency between the Heritage Conversation Plan, landscape plan and architectural plans;
- Confirm that there is adequate privacy achieved between the upper storey bedrooms of each building;
- c. Further explore the colour palette for the infill building, perhaps by referring to the Benjamin Moore colour palette, so that a lighter palette and complementary colour for the infill building can be achieved.

With the current submission, staff are generally satisfied that the applicant has addressed the above recommendations.

Community Consultation

A Developer's Information Session was held on October 8, 2019. Seven people attended. A total of four comment forms were submitted from the attendees; all of which were opposed to the development.

The main concerns were:

- · Scale, form and density of the project;
- Impacts on privacy;
- Provision of car parking;
- Limited upgrades to the existing heritage building; and
- Vegetation removal and lack of greenspace.

As the proposal involves a Heritage Designation Bylaw, the proposed development is required to be referred to a Public Hearing under the provisions of the *Local Government Act*. It is also recommended that the Zoning Bylaw amendment also be referred to a Public Hearing.

REPORT: Rezoning Application for 364 East 14th Street (Karl Wein/Bradbury Architecture) Date: March 16, 2022

Staff responses:

The proposed development has been designed with an appropriate density of 0.5 FSR, as anticipated by the OCP and RT-1 zone, and has a modest site coverage of 36.5%. The proposed infill has been appropriately sited to ensure it will sensitively integrate with the existing heritage building, and result in an appropriate setback to the laneway.

Mitigating privacy concerns has been an important discussion point between staff and the applicant. The proposed development has been designed to mitigate potential overlooking of adjoining residents to the west, through the following design measures:

- orientation of the windows in the upper level bedrooms to the north and south;
- installation of frosted glazing to the west-facing windows in the upper level bathrooms;
- integration of a 6-foot-high, frosted glazing panel to the suspended decks of the new infill units; and
- Introduction of a landscaped screening buffer along the western boundary.

The proposal has also provided one additional car parking space compared to the zoning requirements to reduce the potential of on-street car parking.

Minor upgrades and restorative works are proposed to the MacLeod House to ensure its continued preservation and modern usage. These upgrades will also bring the heritage building up to current building code standards. Ongoing maintenance and alteration to the house will be managed through the Heritage Conservation Covenant.

Finally, the proposed development retains the majority of significant trees on site, along the Ridgeway frontage. The removal of a White Oak tree at the rear of the lot is necessary to accommodate parking. The retention of significant landscape trees on the site, along with the new landscaping treatments throughout the site, will enhance the streetscape character of the new infill duplex, and soften the built form elements.

Legal Documents

Should Council approve the proposal, the following legal documents would be required to be completed prior to final adoption of the Bylaw:

- Development Covenant;
- Servicing Agreement;
- Good Neighbour Agreement;
- Flooding Covenant; and
- Heritage Conservation Covenant (Section 219).

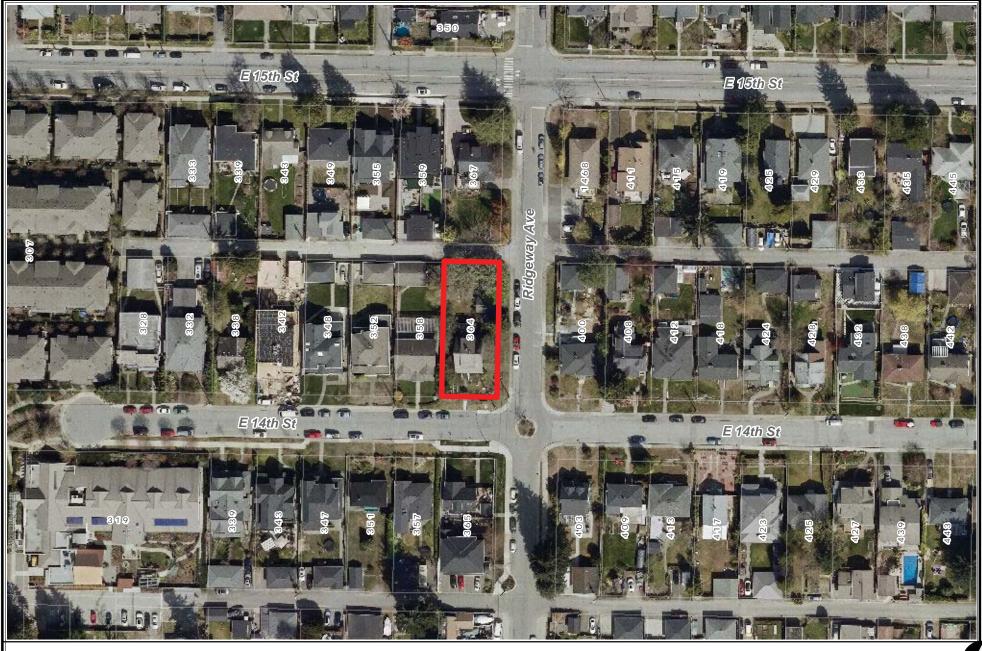
REPORT: Rezoning Application for 364 East 14th Street (Karl Wein/Bradbury Architecture) Date: March 16, 2022

CONCLUSION

This application would facilitate the long term protection of an important heritage asset and allow the increase and diversification of residential housing stock within the city. The proposal has been designed to be compatible with the neighborhood context and staff consider the design responses to address privacy concerns supportable.

RESPECTFULLY SUBMITTED:

Matthew Menzel





Context Map: 364 East 14th Street

Subject Site Legal_Parcels Red: Band_1

RGB

RoadCenterline Green: Band_2 Aerial 2020

Blue: Band_3





CONSULTANTS

SURVEYOR BENNETT LAND SURVEYING LTD. #201-275 FELL AVENUE NORTH VANCOUVER, BC, V7P 3RS (604) 980-4868 CVIL ENGINEED: CREUS ENGINEERING 8630 EAST TOWER- 221 ESPLANADE WEST NORTH VANCOUVER, BC, V7M 3J3 (604) 987-9070

STRUCTURAL ENGINEER: TBD ADDRESS ADDRESS

LANDSCAPE: PD GROUP LANDSCAPE ARCHITECTURE LTD. #209-980 WEST IST STREET NORTH VANCOUVER, BC, V7P 3NP (604) 904 9803

PROJECT SUMMARY

PROPERTY DESCRIPTION:

364 N. STREET EAST, CITY OF NORTH VANCOUVER, BC LOT 14, BLOCK 52, DL 550, PLAN 1863, PG 089-773-797 RS-1 / OFP LAND USE R-2 HANGE EXTERBOLAL ALTERATIONS TO EXISTING HERITAGE HOUSE & PROPOSED INFILL IDUPLEX WITH SECONDARY SUITE) ON NORTH SIDE OF SITE.

ZONING ANALYSIS AS PER ZONNG BYLAW 6700

LOT DIMENSION: 8797.34 SF (817.30m²)

LOT COVERAGE CALCULATION - REFER TO SHEET A105
PROPOSED BUILDING COVERAGE: 3213.78 SF (219.56m¹), 34.5%
GROSS FLOOR AREA CALCULATION - REFER TO SHEET A105

PROPOSED PSR: 4375.12 SF (406.46m³), 0.49 FSR HEIGHT CALCULATION: EXISTING BUILDING HEIGHT (HERITAGE): 31.27 (9.53)

DRAWING LIST Sheet Name

A0.00 COVER SHEET A1.00 HERITAGE HOUSE - EXISTING PLANS A1.01 BASEMENT FLOOR PLAN - PROPOSED

A1.02 MAIN FLOOR PLAN - PROPOSED A1.04 ROOF PLAN - PROPOSED

A1.05 AREA CALCULATIONS (G.F.A) A1.06 SHADOW IMPACT STUDY
A2.00 INFILL - N & S ELEVATIONS

A2.01 INFILL & EXISTING H.H - E & W ELEVATIONS
A2.02 EXISTING H.H. - S & N ELEVATIONS

A2.03 INFILL - S & W ELEVATIONS (LDC)

A2.04 INFILL- E & N ELEVATIONS (LDC)
A3.00 SECTIONS

A4.00 DETAILS A4.01 DETAILS

A4.02 DETAILS

A4.03 WINDOW & DOOR SCHEDULES

350-440 W Hastings Steet, Vancouver, B.C. Canada, V6B 1L1 info@bradburyarchitecture.ca 604-731-7227

KARL WEIN ASSOCIATES

135/2 1451 MARINE DV WEST VANCOUVER 778-280-3670 KARLWEIN@GMAIL.COM

CHARGE STITLE.

THE STATE OF TH

ARBORIST: TALUS CONSULTING LTD 1934 PARKSIDE LAND NORTH VANCOUVER, BC, V7G IXS (604) 354 7799 2) 3D VIEW - EXISTING HERITAGE HOUSE & PROPOSED DUPLEX INFILL EXISTING ADJACENT DWELLING F (EA81 5)M (5) P.L. 146.71' (44.72 m) 0 (A1) EAST 14TH STREET EXISTING SINGLE FAMILY DWELLING PROPOSED DUPLEX HERITAGE HOUSE (REMAINS UNCHANGED) 364 14TH STREET EAST, NORTH VANCOUVER, B.C., V7L 2NI
LOWER FLOOR EL: 369.42 (112.60n)
MAIN FLOOR EL: 371.32 (16.00n)
ROOF PEAK EL: 401.20 (122.28n) SIDEWALK (°) (A2) (D) 0 (E) UNIT 02 ENTRY P.L. 146.71' (44.72 m) ()1 1 SITE PLAN 1/8" = 1'-0" RIDGEWAY AVENUE

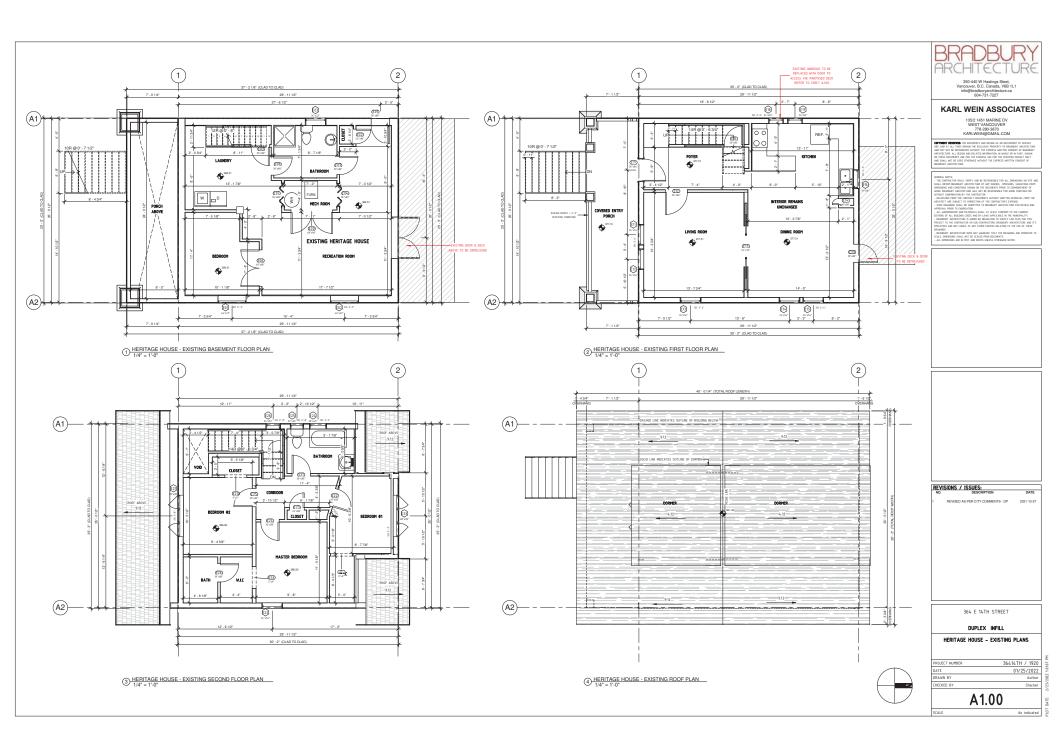


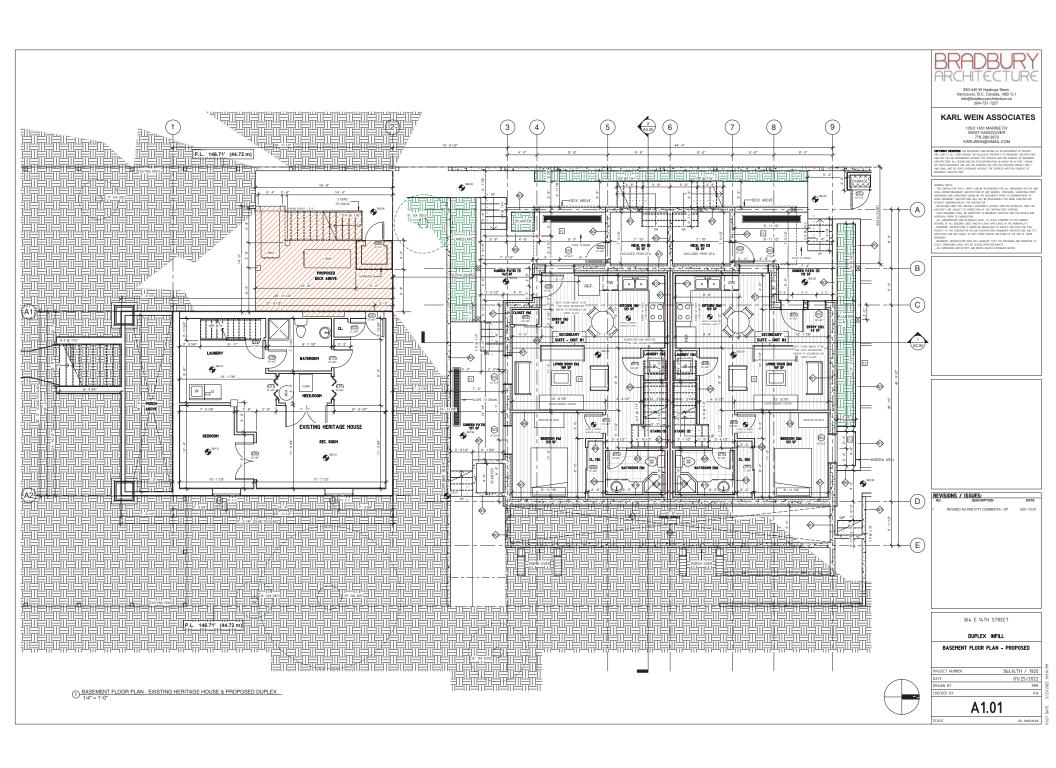
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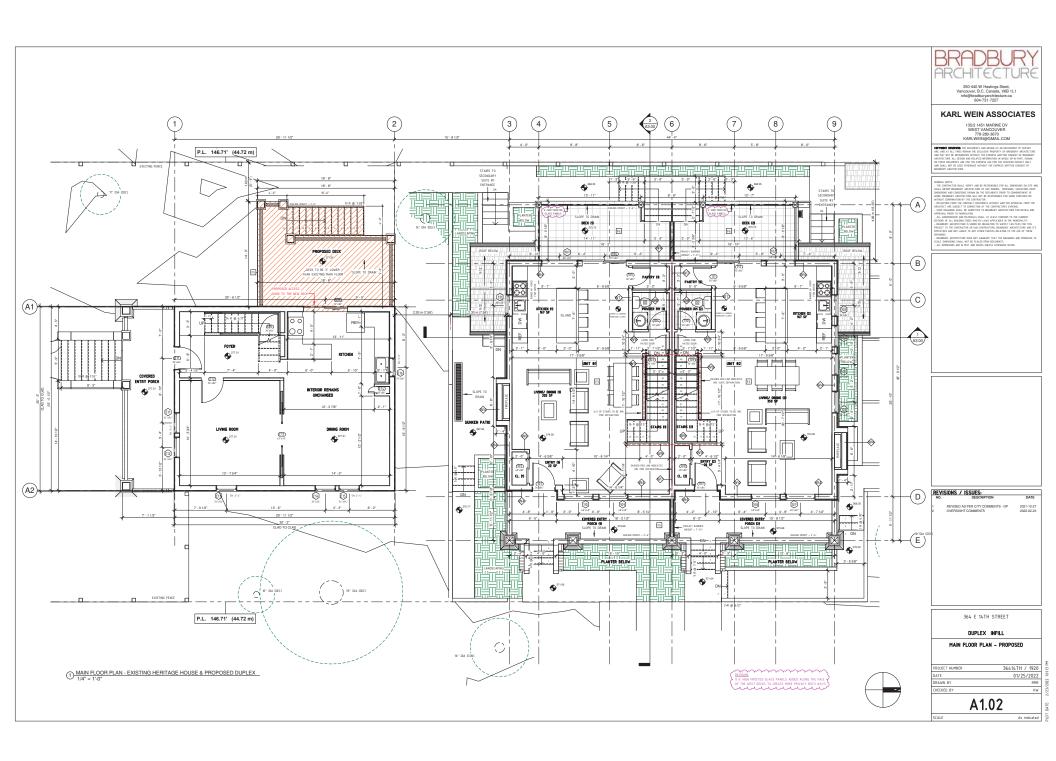
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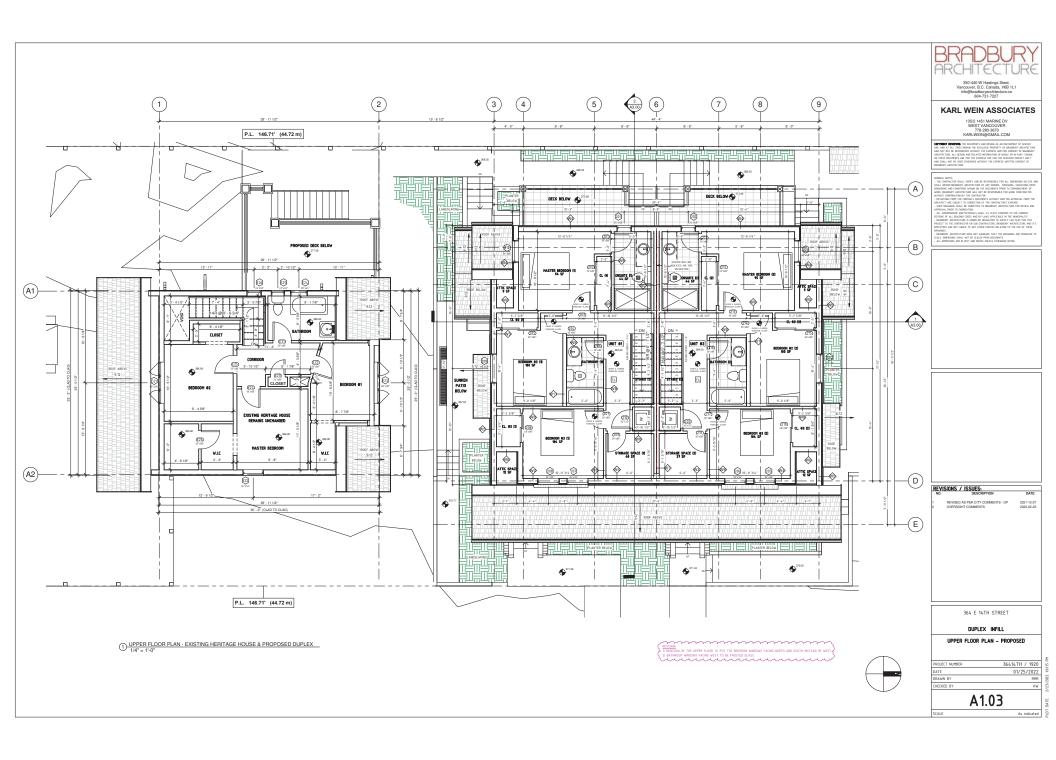
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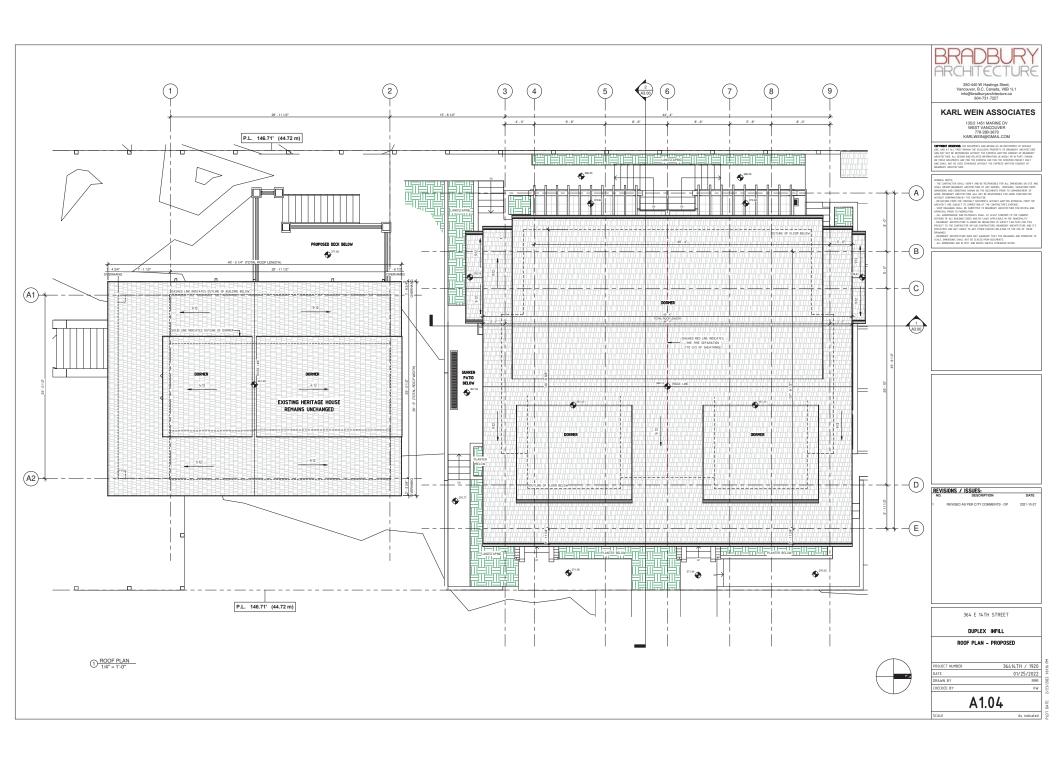
1920 1022 RMR KW













JPPER FLOOR NFILL DUPLEX - TOTAL AREA ::

139.09 SF 12.92 m²

82.01 m²

66.83 m²

2.91 m²

69.74 m

226.25 m²

UNIT 2-2ND FLOOR

UNIT #2 - TOTAL AREA =

882.70 SF

719 35 SE

750 63 SE

2435.38 SF

MAIN FLOOR

LINIT 1-2ND FLOOR

UNIT #1 - TOTAL AREA =

LIPPER ELOOP

127.74 SF 11.87 m²

81.06 m²

66.81 m²

69 72 m²

223.43 m²

2.91 m²

872.48 SF

2405.02 SF

350-440 W Hastings Steet, ancouver, B.C. Canada, V6B 1L1 info@bradburyarchitecture.ca 604-731-7227

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364 E 14TH STREET

AREA CALCULATIONS (G.F.A)

PROJECT NUMBER DATE DRAWN BY 36414TH / 1920 01/25/2022

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FSR GEA EXCLUSIONS: 313 28 SM / 3372 16 SE

0.50

HERITAGE HOUSE TOTAL AREA 240.24m² / 2585.93 SF TOTAL EXCLUSIONS HOUSE 105.69m² /1137.69 SF

GFA HOUSE 134.54 SM / 1448.24 SF

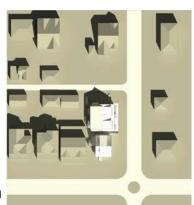
0.49

DUPLEX TOTAL AREA 479.50m² / 5161.35 SF TOTAL EXCLUSIONS DUPLEX 207.58m² / 2234.47 SF

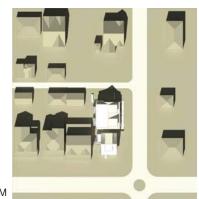
GFA DUPLEX 271.91m² / 2926.88 SF DUPLEX INFILL



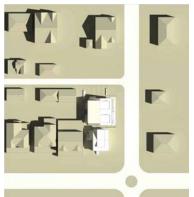
MAR 21ST, 10 AM



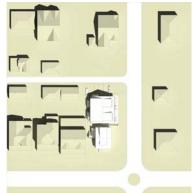
MAR 21ST, 12 PM



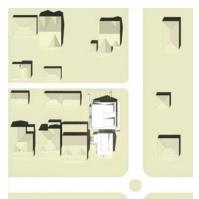
MAR 21ST, 2 PM



JUN 21ST, 10 AM



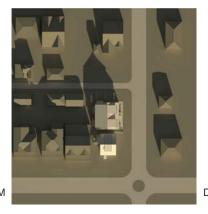
JUN 21ST, 12 PM



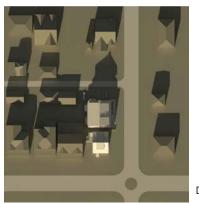
JUN 21ST, 2 PM



DEC 21ST, 10 AM



DEC 21ST, 12 PM



DEC 21ST, 2 PM

BRADBURY ARCHITECTURE

Vancouver, B.C. Canada, V6B 1L info@bradburyarchitecture.ca

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5/2 1451 MARINE DV VEST VANCOUVER 778-280-3670

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 2021-10-27

364 E 14TH STREET

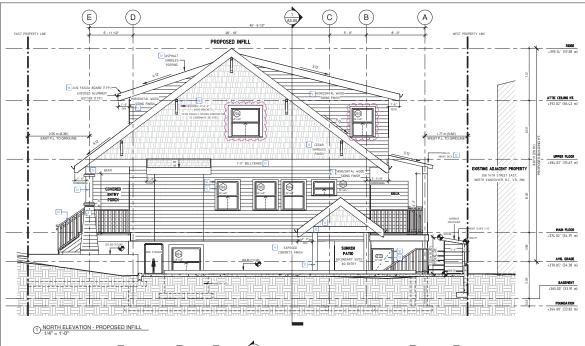
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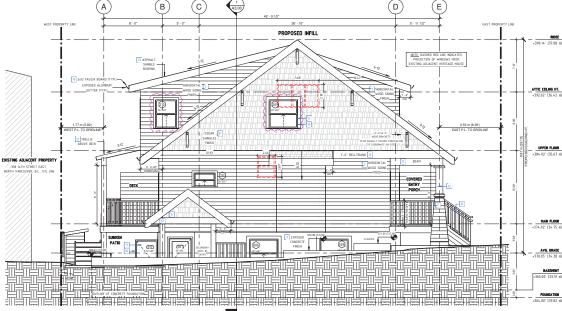
SHADOW IMPACT STUDY

ROJECT NUMBER	36414TH / 1920
ATE	01/25/2022
RAWN BY	DV
HECKED BY	RB

A1.06

PLOT DATE: 2/23





2 SOUTH ELEVATION - PROPOSED INFILL
1/4" = 1'-0"



3 3D VIEW (INFILL) - NORTH WEST CORNER



(4) 3D VIEW (INFILL) - SOUTH WEST CORNER



(5) 3D VIEW (INFILL) - SOUTH EAST CORNER

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BUILDING ENVELOPE MATERIALS:

- BULGING ENVIOUR TATIONALS
 DISTRIBUTED HOSE
 DOOT SHARLES PROBELL VERDIES V.-12
 BASE SIAN B BILLYRAM PROBELL OREN V.-18
 SHARLES PROBES THANKING BOT V.-19
 SOAL DOOS THANKING BOT V.-17
 SOAL THANKING THANKING THANKING THANKING SHARLES WAS ALTERED SLATE SLATLINE SHARLES BY GAF

- SHINGLE BY GAP

 PROVISION PRIVATE METAL

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 BASE CONCRETE

 MANDAY CONTROL FROM SALE V.- 96

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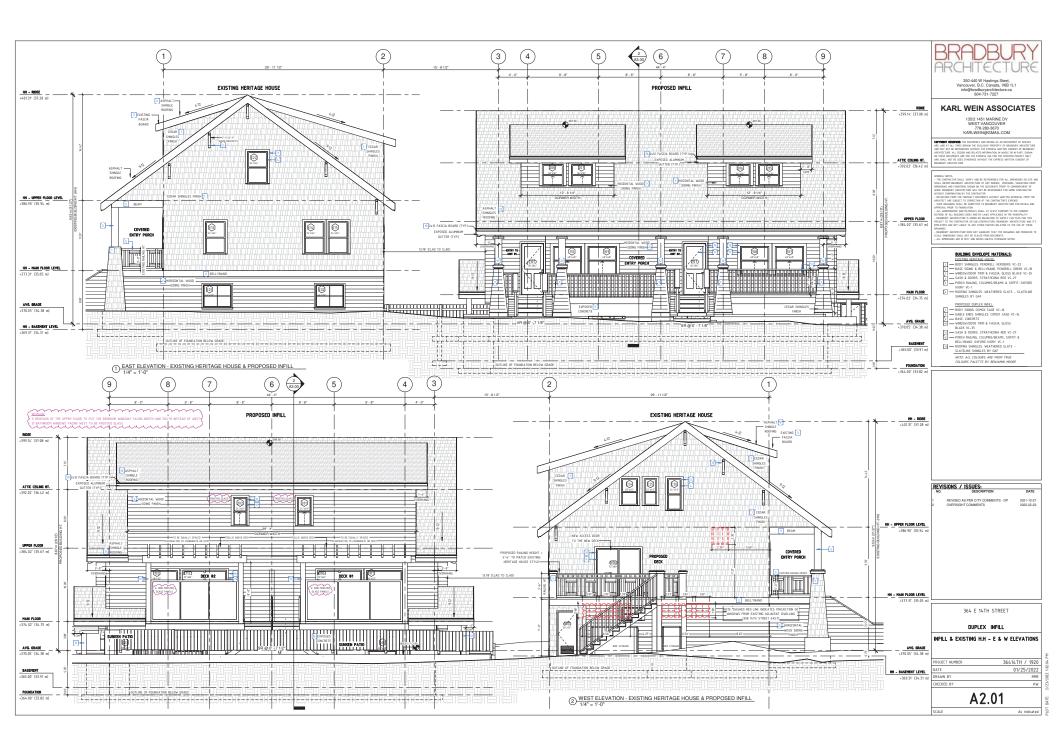
364 E 14TH STREET

DUPLEX INFILL

INFILL - N & S ELEVATIONS

PROJELT NUMBER	364141H / 1920
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- ALL DIPHOSIONS ARE IN FRET AND NOMES UNLESS OTHERWISE NOTED.

BUILDING ENVELOPE MATERIALS:

- POUS TIME HERITAGE HOUSE:

 BODY SHINGLES: PRINTELL VERDIGRIS VC-22

 BASE SIDING & BELLYBAND: PENDRELL GREEN VC-18

 WINDDW/DOOR TRIN & FASCIA: GLOSS BLACK VC-35
- [3] MINDOW/DOOR TREM & FASCILE, GLOSS BLACK VC-35

 [4] SASH & DOORS: STRATHONA RED VC-27

 [5] POSCH RALLING, COLLMNS/BEAMS & SOFFIT: OXFORD INDRY VC-1

 [6] ROOFING SHINZLES: WEATHERED SLATE SLATELINE SHINGLES BY GAF
- SHIGLES BY GAF

 PROPOSED DUPLEX INVEL:

 BODY SORIG COMOS SAGE VC. 96

 GABE ENDS SHINGES COMOS SAGE VC. 96

 BASE: CONCRETE

 WRODY MODIOS TRIPLE FASCIA: GLOSS

 BLACK VC.-35

 SASH: DOORS STRATECOMA RED VC.-27

 POORS RALING, COLUMNS GRAMS, SOFTH I.

 BOOMS DONGES STRATECOMA RED VC.-27

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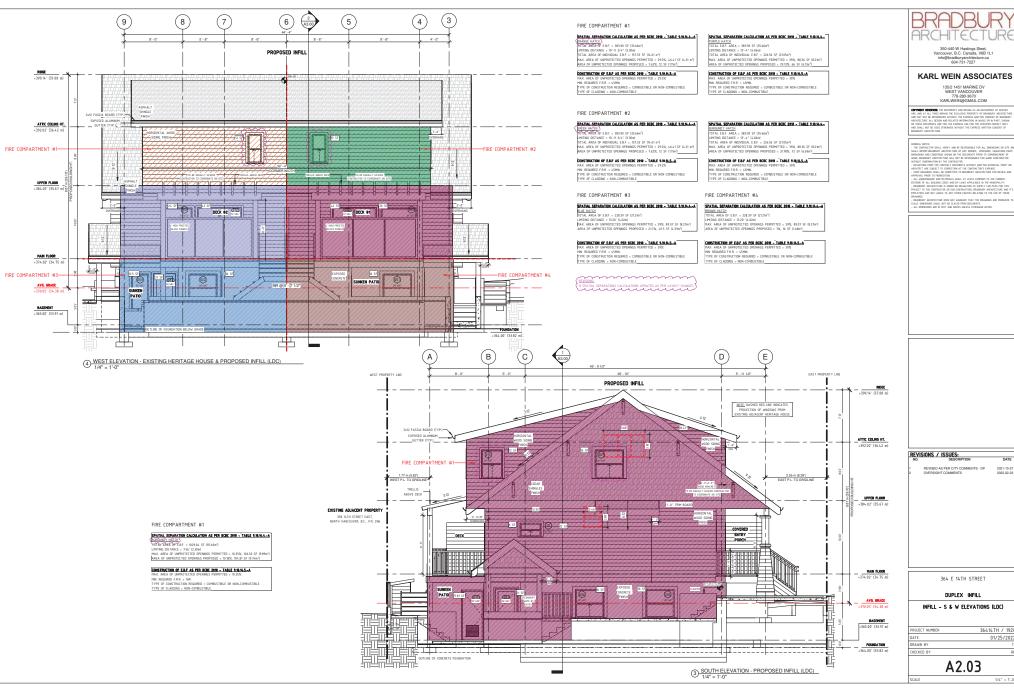
364 E 14TH STREET

DUPLEX INFILL EXISTING H.H. - S & N ELEVATIONS

36414TH / 1920

01/25/2022 Author

A2.02



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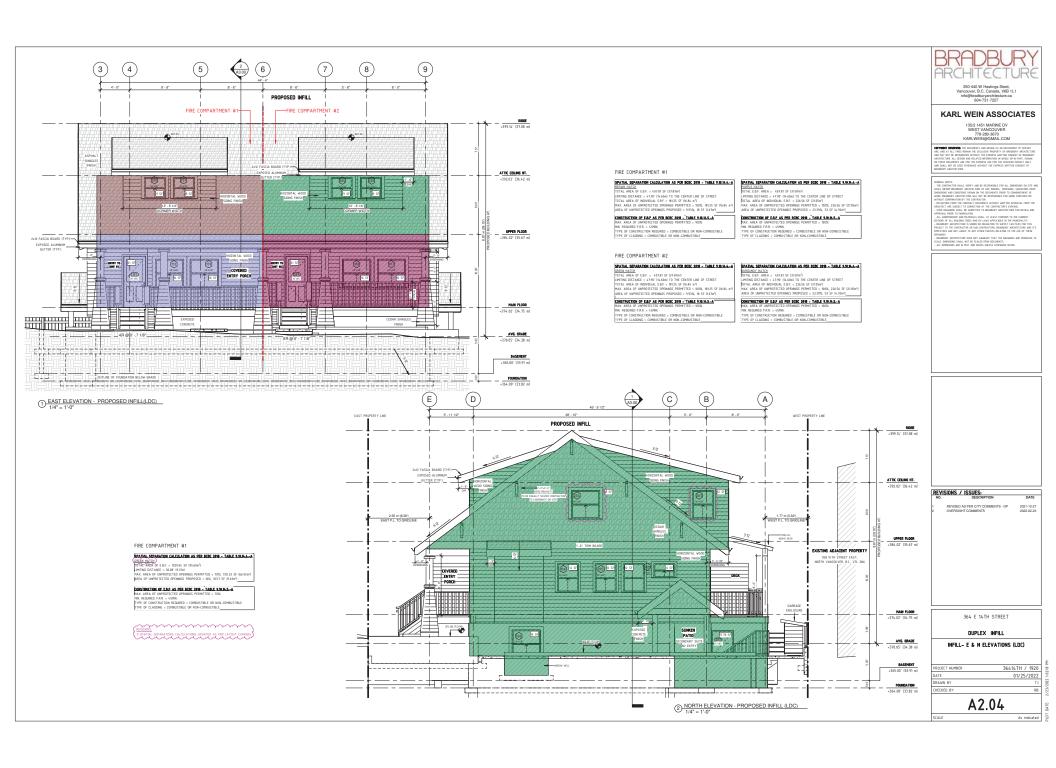
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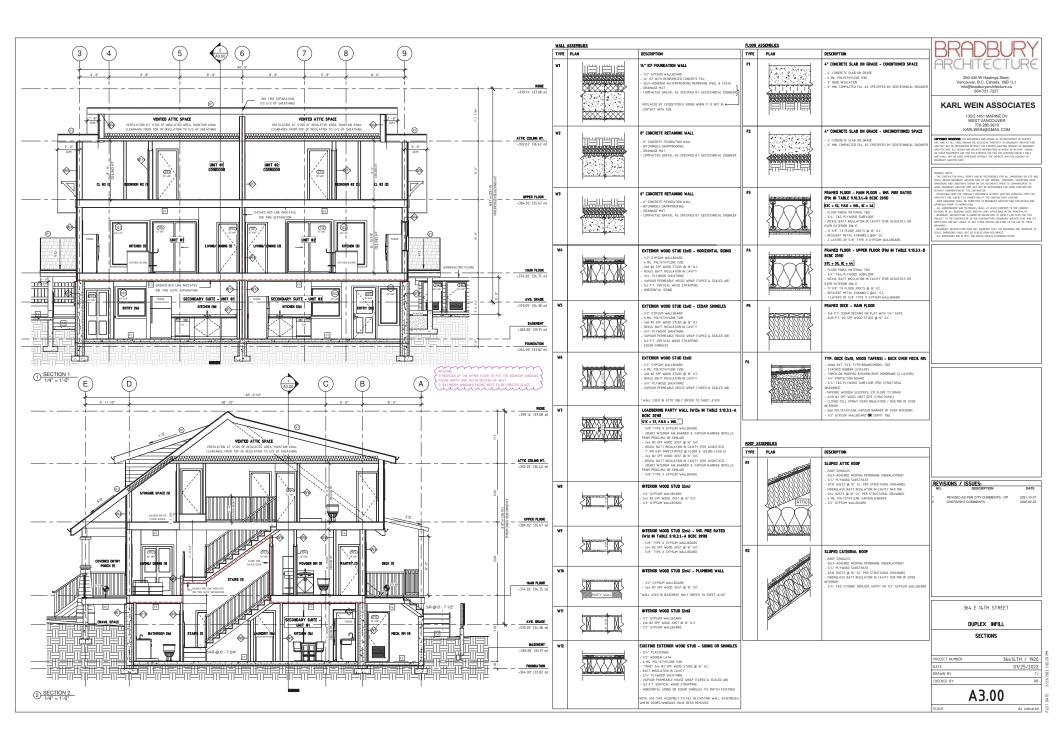
364 F 14TH STREET

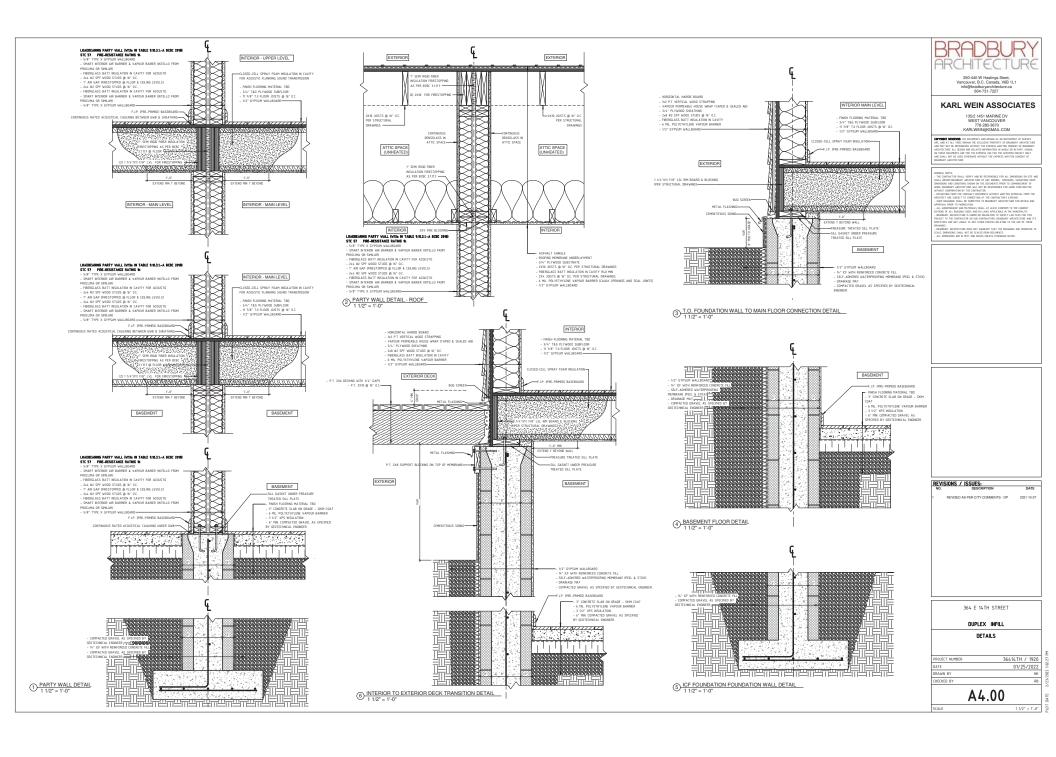
INFILL - S & W ELEVATIONS (LDC)

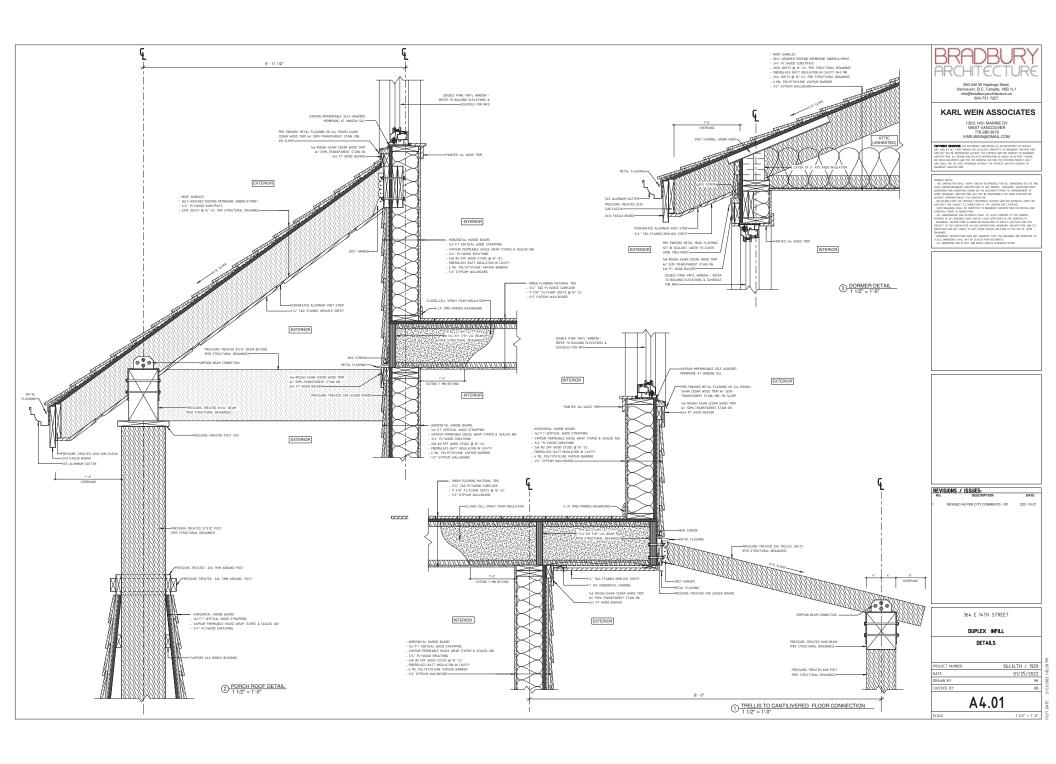
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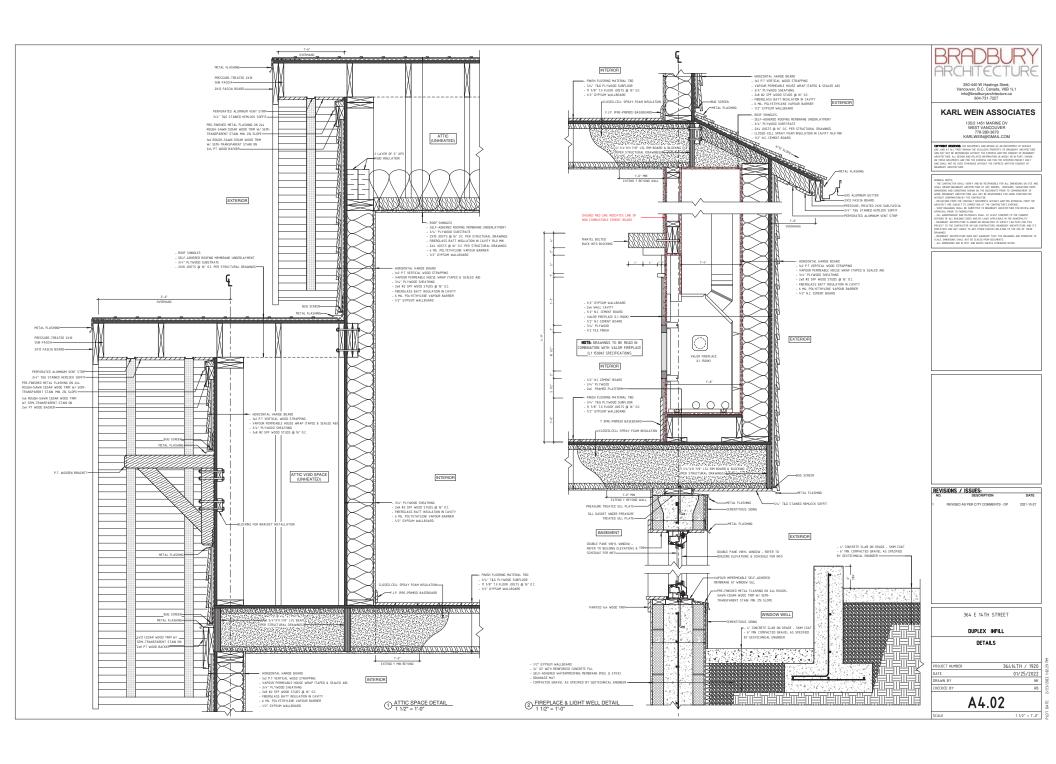
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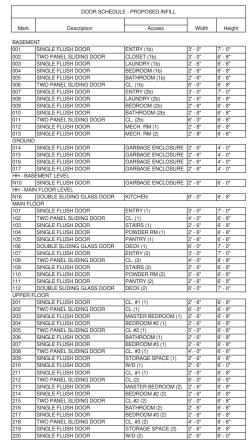












WINDOW SCHEDULE - PROPOSED INFILL

Mark

RASEMENT 001 SINGLE HUNG 002 SINGLE HUNG

003 FIXED

MAIN FLOOR 101 FIXED 102 FIXED

004 SINGLE HUNG 005 SINGLE HUNG

006 SINGLE HUNG

103 SINGLE HUNG

104 SINGLE HUNG 105 SINGLE HUNG

106 SINGLE HUNG 3' - 0" 107 SINGLE HUNG

108 SINGLE HUNG 4' - 0"

Width Height Sill Height

4' - 0" 5' - 0"

Mark

SINGLE HUNG 4' - 0'

SINGLE HUNG

SINGLE HUNG

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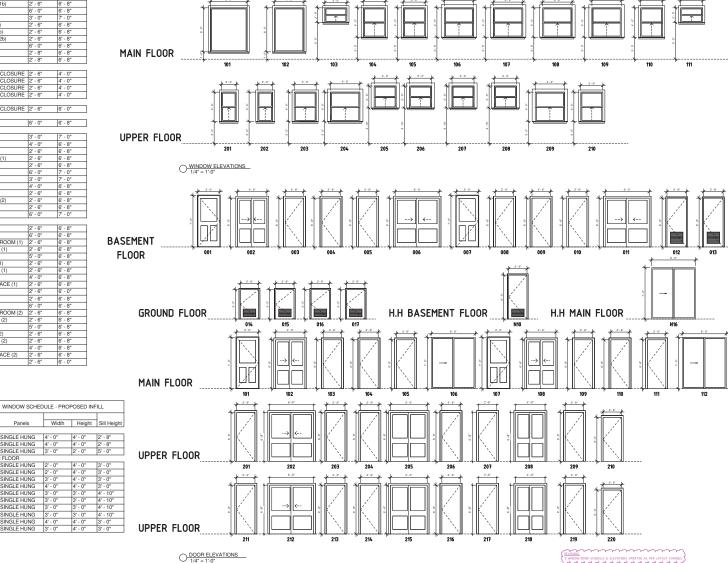
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SINGLE HUNG 3' - 0"

UPPER FLOOR

BASEMENT FLOOR



005

006

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REVISIONS / ISSUES:

364 F 14TH STREET DUPLEX INFILL

WINDOW & DOOR SCHEDULES

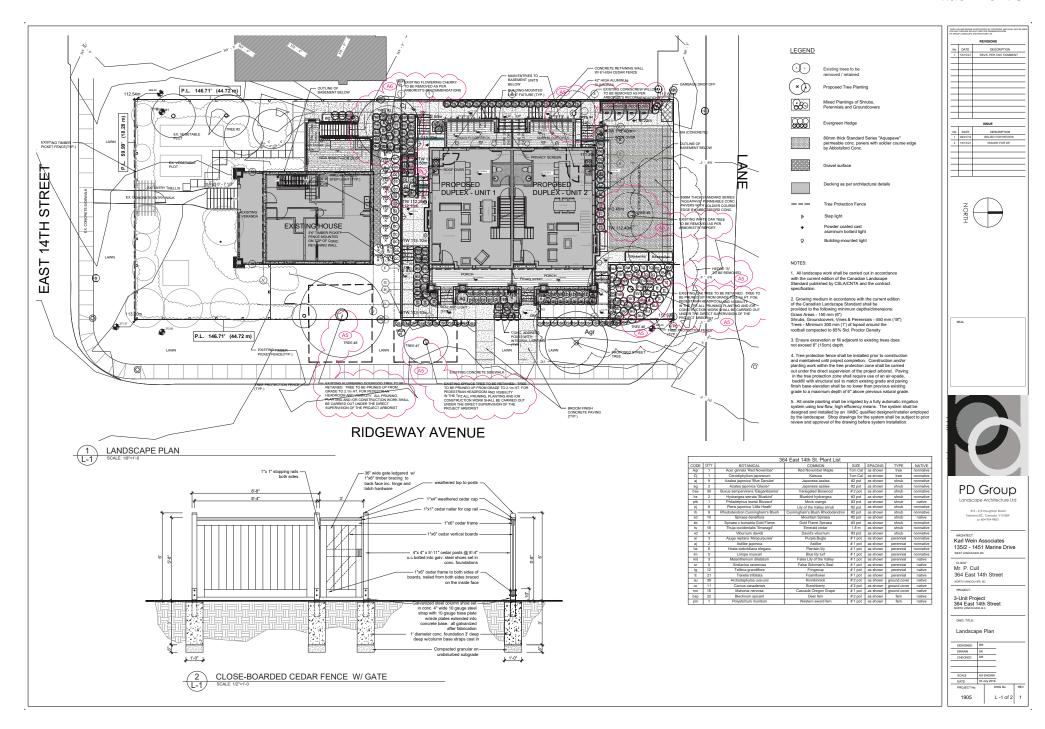
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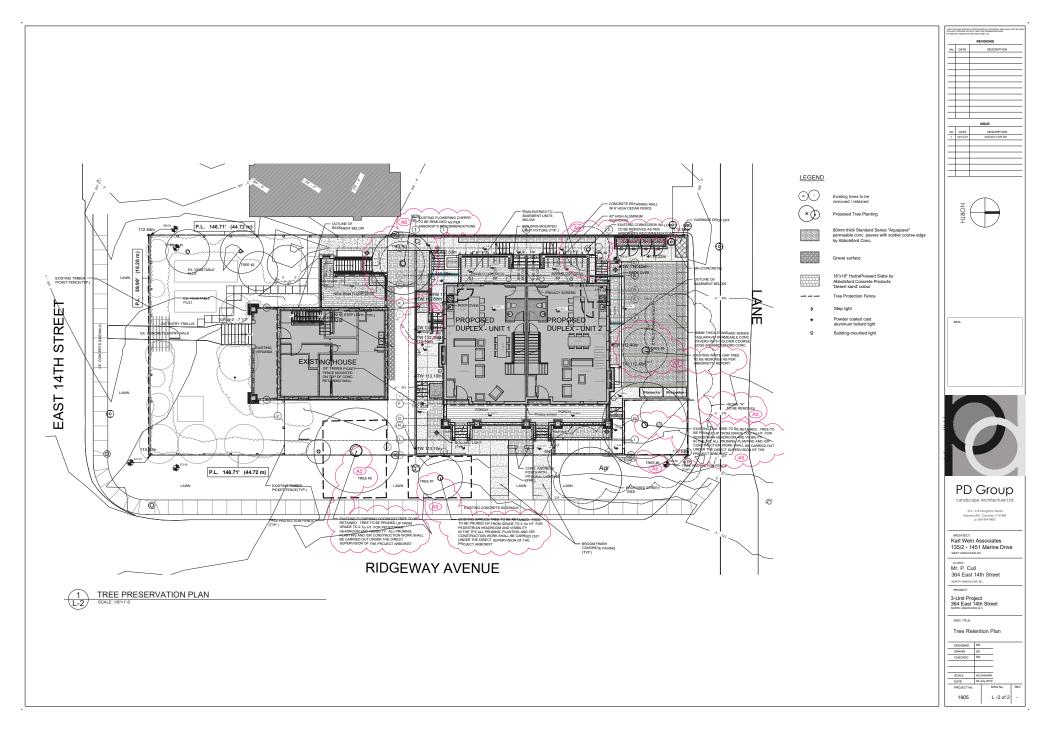
1/4" = 1'-0" 9

DATE

Attachment 3



Attachment 4





364 EAST 14TH STREET, NORTH VANCOUVER BC

CONSERVATION PLAN

JUNE 2019



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1.0 INTRODUCTION

NAME: MACLEOD RESIDENCE

ADDRESS: 364 EAST 14TH STREET, NORTH VANCOUVER, BRITISH COLUMBIA

ORIGINAL OWNER: DUNCAN P. CLARK

FIRST RESIDENTS: WILLIAM RAY AND BEULAH ROSSLAND MACLEOD

BUILDER: WILLIAM SMITH

DATE OF CONSTRUCTION: 1921

The MacLeod Residence, constructed in 1921, is an important example of an interwar residential building constructed during a period of recovery throughout British Columbia, including the Central Lonsdale neighbourhood of North Vancouver. Designed in the Craftsman architectural style, the house was built with local, high quality materials. The MacLeod family, including educator and war veteran William Ray and his wife, Beulah, were the first residents of the house. For close to

a century, the MacLeod Residence has stood as a reminder of the early history of the Central Lonsdale neighbourhood.

This Conservation Plan is based on Parks Canada's Standards & Guidelines for the Conservation of Historic Places in Canada. It outlines the preservation, restoration, and rehabilitation that will occur as part of the proposed development.

2.0 HISTORIC CONTEXT

During the first several years of its incorporated existence, the City of North Vancouver was often referred to as 'The Ambitious City'. This was understandable considering the tremendous growth and prosperity of those years, but the City's fortunes followed the general booms and busts of the local economy. After regular ferry service was established in 1903 and the city was incorporated in 1907, North Vancouver experienced a period of unprecedented growth and prosperity. This construction boom accelerated until a general financial depression in 1913 halted this ambitious suburban development. The MacLeod Residence was constructed in 1921, just as the economy was beginning to recover from the effects of the First World War. As soldiers, including first resident William MacLeod, returned to B.C., additional housing was required to accommodate the increasing population. It was, however, many years before the City fully recovered, and the growth that was reestablished during the late 1920s was also curtailed; this time, due to the onset of the Great Depression. During World War Two, the City became a hub of wartime industrial production, and after the cessation of hostilities, it settled into a period of gradual development.

Lower Lonsdale, the commercial core of North Vancouver, is also the earliest and most historic area on the North Shore of Burrard Inlet, and contains many of the City's oldest commercial buildings. The streetcar, ferry to Vancouver and the PGE railway converged at the southern foot of Lonsdale Avenue, the major transportation hub on the North Shore. The area represents a formative period in B.C.'s economy, driven at the time by major industries including logging and shipbuilding. Located to the north of the Lower Lonsdale area, the siting of the MacLeod Residence, along East 14th Street, several blocks east of Lonsdale Avenue, was a popular and convenient area for local residents; close enough to services and transportation hubs, but far enough removed to enjoy a tranquil lifestyle.

The following is an excerpt from the 1921 Wrigley's British Columbia Directory, written the year the MacLeod Residence was constructed:

The North Shore of Burrard Inlet is divided into three municipalities; The District of North Vancouver, which at one time embraced the whole area between the North Arm of the Inlet on the east and Howe Sound on the west, but is now restricted to the area outside of the city, bounded by the Capilano River on the west and the North Arm on the east; the City of North Vancouver, embracing a central area of about 3,500 acres; and the District of West Vancouver, extending from the Capilano River on the east to Howe Sound on the west.

The North Shore industries include the following: Wallace Shipyards, Ltd., North Shore Shingles, Ltd., E. C. Walsh Lumber Co., Ltd., McNair Lumber and Shingles, Ltd., Hobson & Hobson Shingle Mill all within the city; Vancouver Creosoting Works, Capilano Timber Co., Ltd., Robert Dollar Timber Co., Ltd., Vancouver Lumber Co., Ltd., Cedars Ltd., Lynn Valley Lumber Co., Ltd., and the D. Bailey Mill Co., all in the District of North Vancouver; and the Vedder River Shingle Co. and the Askew Shingle Mill, in the District of West Vancouver. There are excellent summer resorts at Woodlands, Deep Cove and other points on the North Arm, and at many different points between Ambleside Ferry Landing on the east and Whitecliff at the terminus of a local branch of the P.G.E. Railway on the west.

At present all transportation to outside points from these municipalities is by ferry boats. A ferry service is operated between the cities of Vancouver and North Vancouver, owned by the latter city, and carries upwards of 3,000,000 passengers annually and a large number of vehicles of all kinds, loaded and unloaded. Efforts are now being put forth to

have this service made a joint charge on all the municipalities interested and to reduce the ferry charges to a lower rate.

West Vancouver is connected with the North Vancouver ferry by means of the P.G.E. Railway, but the Municipal Council also operates a ferry service from Ambleside to Vancouver for passengers and freight, but not for vehicles. In 1920 they carried over 900,000 passengers. The eastern end of the North Vancouver District is served by ferry boats from Vancouver to different points on the North Arm. Strenuous efforts are now being put forth to have a large joint traffic and railway bridge erected at the Second Narrows. The carrying out of this work would at once open up thousands of acres of land admirably adapted for industrial sites, and about 20 miles of deep-water frontage suitable for docks and works of all kinds. Considerable benefit will be conferred by the installation of a car ferry to bring freight cars from the Government docks to connect with the P.G.E Railway on the North Shore. Suitable barges and docks are not being constructed.

The Capilano Timber Company have constructed a railway up the side of Capilano River to give access to extensive timber limits there.

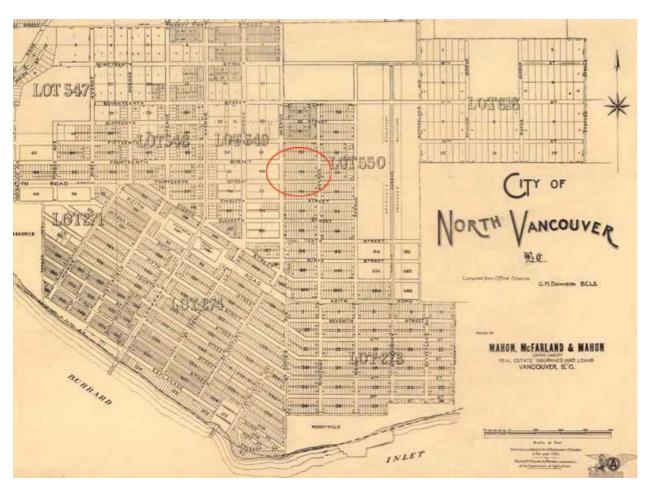
There are several well developed copper and zinc claims near the source of the Lynn Creek, and it is claimed that very valuable iron deposits exist near the headwaters of the Seymour River.

The North Shore is famous for the number of beautiful mountains adjoining, including the Lions (6,500 ft.). Mount Crown (5,450 ft.), and Grouse Mountain (4,500 ft.)

The North Shore possesses a number of beautiful streams of the finest kind of water for domestic and industrial purposes. The principal of these are the Capilano and the Seymour rivers, both of which have been tapped to supply the City of Vancouver and its suburbs with water for all requirements, and the Lynn Creek, which is the source whence the City of North Vancouver takes its water service.

Theses streams are all great resorts for fishermen, and in summer they are visited by many thousands of tourists from all parts of the world. Notable canyons are on all the streams, but certainly the most notable are those on the Capilano River.

The population on the North Shore is approximately from 12,000 to 15,000.



City of North Vancouver, 1907, Library and Archives Canada e011202289, Block 52, future location of the MacLeod Residence, circled in red



Ferry Landing, 1910, Foot of Lonsdale in North Vancouver, City of Vancouver Archives (CVA) 371-2133



Lower Lonsdale 1913, North Vancouver Museum and Archives 10822



North Vancouver waterfront, 1919, CVA 1123-8



Ferry line-up on Lonsdale Avenue up to Eighth Street, 1931, CVA Br P75.2



Ferry Slip at the foot of Lonsdale, 1958, CVA 288-072.2

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Library & Archives Canada: Soldiers of the First World War CEF: MACLEOD, WILLIAM RAY; Regimental number(s): 911908, Reference: RG 150, Accession 1992-93/166, Box 7097 – 26; Date of Birth: 25/06/1892

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red Mr. W. L. Macken, viceof the Fraser Valley Milk
Association, in an address
ore transportation and cuaau of the Board of Trade
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British Columbia Marketing
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he new legislation the fruit the province will undoubt-tire, he said, and also the ners. There is unanimity among both producers and rs, he said, that there should egulation of marketing, ken took a dig at the Cana-mber of Commerce, which put out a questionaire on when he said that it is ble the nature of the ques-be an indication of personal intimated that some of the raised issues for which the

intimated that some of the raised issues for which the never asked.

Marketing Act becomes law, affidence in the men asking e continued. "They are at you in the desire that all fit from it, consumer as well it, for it is only by harmonommunity of interest that cult problems will be ironed

then devoted the greater is talk to the British Mar, showing its wide powers sed the act as part of the economic revolution. The act, he said, is only a regu, designed to lie dormant the provinces have passed ing acts. Some think the not go far enough, while ack its constitutionality, he

IN the DOMAIN

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> are free to choose from a variety of scene that offers the vast new work-shops and factories to be found in all parts of the Union, the naval dock-yards at Leningrad or the tea plan-tations at Batoum. On their return they must produce work illustrative of their travels at an exhibition especially organized for the purpose. Such work remains the property of the artist. the artist.

> the artist.
>
> In two years more than 1000 artists were sent to different parts of the Union, the resulting work showing that the artists had no dearth of inspiration. Intense realism is the keynote of contemporary Russian art, and as yet there is no place for the atuntist and the quack. But the revolution has given such impetus to the artists of the Soviet regime that, urged to expression by an irresistible uprush of renewed vitality, they are creating a new world of colors, figures and ideas, with violent enthusiasms and titanic forces struggling

slasms and titanic forces struggling together in the rebirth of a great

INCIDENTALLY, it is interesting to

INCIDENTALLY, it is interesting to know that the Artists' Co-operative, the organization under which professional artists are "rationalized," manufactures all working materials and supplies them at reasonable prices. In this way uniformity of quality and steadiness of supply is assured.

There is much to be said on both sides of the question concerning the erganization of artists. Genius blossomes in strange places and art is one commodity that can not be soid across counters. Artists, too, are inclined to be effervescent people not easily organized and sometimes more apurred on by adversity than by having life made easy.

There are many examples of such

There are many examples of such men who created masterpleces in order to keep from starving in a gar-ret but who never reached the heights when financial responsibility had been lifted. There is something about strivings and struggles that often pro-duce great work. Maybe it is be-cause the mind and body are much

NATIVE SON'S DEATH

Many Attend Funeral of W. R. MacLeod, Popular School Inspector.

CHILLIWACK, April 21.-The funeral of William Ray MacLeod, inspector of public schools in the Peace River block, who died at Pouce Coupe, April 14, was held here Friday noon. Service was conducted in Cooke's Service was conducted in Cooke's Presbytertan Church by Rev. John McTurk and Rev. George Turpin, chaplain of Chilliwack Branch Canadian Legion. There was a very large attendance, including more than 100 returned men in a body, who followed the casket, draped with the Union Jack, to the I. O. O. F. cemetery, where interment was made in the family piot.

lowed the casset.

Union Jack, to the I. O. O. F. cemetery, where interment was made in the family plot.

Mr. MacLeod was a native son of Chilliwack and a member of one of the Valley's best known and most highly esteemed families. He went overseas with the 196th (University) Battalion, losing a leg and suffering severe shrapnel wounds. Returning from overseas he took up school teaching and was for a number of years principal of Lynn Valley public school. North Vancouver. About three years ago he was appointed to the provincial public school inspectorate staff and assigned to the Peace River district, where he did excellent work and attained a marked degree of popularity.

Deceased was the son of John A. MacLeod, who was a school teacher

Deceased was the son of John A.
MacLeod, who was a school teacher
in the Fraser Valley in early days, and
for a number of years reeve of the
municipality of Chilliwack.
Besides his father, Mr. MaceLod
leaves a wife and two sons; two
brothers. Flight-Lieutenant Earl L.
MacLeod, of the Royal Canadian Air
Force at Winnipeg, and Clarence H.
MacLeod at home. The late John
Virgil MacLeod, of North Vancouver
high school staff, was a brother, and
another brother, Malcolm, was killed
in the first battle of Ypres. Two sisters are also deceased. Four of the
five deaths in the family have occurred in the month of April.

By RETA W. MYERS ELECTION of ten members to

Art Gallery Association will be the major piece of business to be undertaken at the third annual

be undertaken at the third annual meeting of this group which will be held at the gallery on May 16. Within the next week nomination forms will be sent out to all members with the request that they file the names of those whom they feel would be valuable members of this body. Following previous elections there has always appeared to be considerable criticism of the personnel of the council. with particular reference to the fact that several members' names have been passed over, although their qualifications appear to be most desirable. If those who are most prone to criticize would take an interest in the matter before the election, we would have more sympathy for them.

the matter before the election, we would have more sympathy for them. Now is the time to consider the matter. The government of the gallery and its affairs should be of utmost interest to members of the Art. Gallery Association. Careful selection of names for nomination and then full attendance at the annual meeting so that the election represents the full opinion of the body would seem to ensure best results. Too often those who have criticized the council have been those who have not taken the trouble to attend the election and cast their own vote.

The place of artists in this body is also a point that is worthy of con-aideration. While laymen have the common sense and business expericommon sense and ousness experience so necessary to the government of such an organization, the place of the artist is paramount when it comes to the judgment of work. The fact that there are different schools of opinion and that the layman feels of opinion and that the layman feels the artists themselves can not agree, should have little bearing on the matter. No matter how an artist leans, the fact remains that behind him he has years of study and training of the necessary fundamentals of painting and sculpture. Such opinions are valuable and will result in adding considerably to the prestige. him he has years of study and training that give him proper understanding of the necessary fundamentals of painting and sculpture. Such opinions are valuable and will result in adding considerably to the prestige and reputation of the gallery, both locally and abroad.

Watching from the sidelines, it appears that there is too great a guif between artist and layman and that a closer relation between the two would appear and produced than in a closer relation between the two would appear and produced than in a pril 21, 1934, page 18

The Daily Province, April 21, 1934, page 18

3.0 STATEMENT OF SIGNIFICANCE

NAME: MacLeod Residence

ADDRESS: 364 East 14th Street, North Vancouver, British Columbia

ORIGINAL OWNER: Duncan P. Clark

FIRST RESIDENTS: William Ray and Beulah Rossland MacLeod

BUILDER: William Smith **DATE OF CONSTRUCTION:** 1921

Description of the Historic Place

The MacLeod Residence, located at 364 East 14th Street in North Vancouver's historic Central Lonsdale neighbourhood, is a wood-frame interwar house with Craftsman influences. One and one-half storeys in height, the house is characterized by its prominent side-gabled roof, central shed roof dormer, and full-width verandah.

Heritage Value of the Historic Place

Constructed in 1921, the MacLeod Residence is significant for its association with the economic recovery of the interwar period in North Vancouver, and for its Craftsman architecture.

During the early 1900s, the City of North Vancouver was often referred to as 'The Ambitious City', a name attributed to its tremendous growth and early prosperity. Lonsdale, the historic commercial core of North Vancouver, grew explosively, establishing a streetcar, ferry service to Vancouver, and the PGE railway, all of which converged at the foot of Lonsdale Avenue. Growth and development continued from the turn of the twentieth century until the general financial depression in 1913 halted the ambitious construction of the previous years. The MacLeod Residence is valued as an example of residential architecture constructed shortly after the First World War, as the community's economy was still in recovery. Construction of the house was commissioned in 1921 by the principal of

Lonsdale School, Duncan Clark, and was constructed by local contractor William Smith. The house was sold to fellow educator William Ray MacLeod, a World War One veteran and principal of Lynn Valley School, and his new wife Beulah; the couple remained in the home until 1924. Following the MacLeods, the house was owned by a series of working professionals, including the treasurer of a logging company, an accountant, and another school teacher. The MacLeod Residence represents the type of housing built during the interwar period when smaller-scale one and one-half storey houses in traditional styles were built on vacant lots.

The MacLeod Residence is valued as a very good example of the influence of the Craftsman style, the most popular housing style in the Lower Mainland in the early twentieth century. The Craftsman style was typified by rational space planning, the use of natural materials and a mix of traditional design elements inspired by the Arts and Crafts movement, such as picturesque rooflines, decorative brackets and a rich textural contrast of siding and shingles. Characteristic of the style, the design of this house includes an uninterrupted verandah with tapered verandah piers, exposed raftertails, triangular eave brackets and a variety of wooden siding types. The MacLeod Residence illustrates the gradual economic recovery that followed the end of the First World War, and also the persistence of the Craftsman style.

Character-Defining Elements

The elements that define the heritage character of the MacLeod residence are its:

- original location on East 14th Street in the Central Lonsdale neighbourhood of North Vancouver;
- siting on a corner lot with mature landscaping;
- continuous residential use since 1921;
- residential form, scale and massing as expressed by its: one and one-half storey height with prominent side-gabled roof, and full-width verandah accessed by a flight of steps;
- wood-frame construction with a variety of siding types including cedar shingles and narrow lapped wooden siding;
- features of the Craftsman architectural style including: overhanging eaves with exposed raftertails and triangular eave brackets; pointed bargeboards; full-width front verandah with square wooden columns at each corner and square newel posts on either side of the staircase; shingle clad tapered verandah piers; decorative open verandah balustrade; closed low stair balustrade; central shed roof dormer on front elevation and central shed roof wall dormer on rear elevation; wooden bellyband; and bellcast cedar shingle cladding of the main body with narrow lapped wooden siding on the foundation level;
- wooden-sash and frame windows including: single, paired, and tripartite casement and double-hung assemblies with bellcast shingles above each frame on the main body; and
- masonry elements including its concrete foundation, and internal central red brick chimney.

4.0 CONSERVATION GUIDELINES

4.1 STANDARDS AND GUIDELINES

The MacLeod Residence is an A-listed building on the municipal heritage register and is a significant historical resource in the City of North Vancouver The Parks Canada's *Standards & Guidelines for the Conservation of Historic Places in Canada* is the source used to assess the appropriate level of conservation and intervention. Under the *Standards & Guidelines*, the work proposed for the MacLeod Residence includes aspects of preservation, rehabilitation and restoration.

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.

Restoration: the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.

Interventions to the MacLeod Residence should be based upon the Standards outlined in the *Standards & Guidelines*, which are conservation principles of best practice. The following *General Standards* should be followed when carrying out any work to an historic property.

STANDARDS

Standards relating to all Conservation Projects

- Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a characterdefining element.
- 2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.
- 3. Conserve heritage value by adopting an approach calling for minimal intervention.
- 4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.
- 5. Find a use for a historic place that requires minimal or no change to its character defining elements.
- 6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
- 7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
- 8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
- 9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

Additional Standards relating to Rehabilitation

- 10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
- 11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
- 12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

Additional Standards relating to Restoration

- 13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
- 14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

4.2 CONSERVATION REFERENCES

The proposed work entails the preservation, restoration and rehabilitation of the exterior of the MacLeod Residence and the rehabilitation of the surrounding site. The following conservation resources should be referred to:

Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, 2010. http://www.historicplaces.ca/en/pages/standards-normes/document.aspx

National Park Service, Technical Preservation Services. Preservation Briefs:

Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings.

http://www.nps.gov/tps/how-to-preserve/briefs/6-dangers-abrasive-cleaning.htm

Preservation Brief 10: Exterior Paint Problems on Historic Woodwork.

http://www.nps.gov/tps/how-to-preserve/briefs/10-paint-problems.htm

Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns. http://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm

Preservation Brief 37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing. http://www.nps.gov/tps/how-to-preserve/briefs/37-lead-paint-hazards.htm

Preservation Brief 39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings. http://www.nps.gov/tps/how-to-preserve/briefs/39-control-unwanted-moisture.htm

Preservation Brief 45: Preserving Historic Wooden Porches.

http://www.nps.gov/tps/how-to-preserve/briefs/45-wooden-porches.htm

4.3 GENERAL CONSERVATION STRATEGY

The primary intent is to preserve the existing historic structure, while undertaking a rehabilitation of the exterior balconies and surrounding site to increase the site's functionality for continued residential use. As part of the scope of work, character-defining elements will be preserved, while missing or deteriorated elements will be restored. A new infill structure is proposed to the rear of the historic residence, and the original garage will be removed.

Proposed Redevelopment Scheme

The development scheme for this property has been prepared by Bradbury Architecture and Karl Wein Associates. The major proposed interventions of the overall project are to:

- preserve the historic structure in-place;
- remove the exterior main floor rear balcony;
- rehabilitate the front balcony by extending to the west; and
- demolish the existing garage to accommodate construction of a new duplex infill structure to the rear of the site.

Due to the proposed new infill building on site, all new visible construction will be considered a modern addition to the historic structure. The *Standards & Guidelines* list recommendations for new additions to historic places. The proposed design scheme should follow these principles:

- Designing a new addition in a manner that draws a clear distinction between what is historic and what is new.
- Design for the new work may be contemporary or may reference design motifs from the historic place. In either case, it should be compatible in terms of mass, materials, relationship of solids to voids, and colour, yet be distinguishable from the historic place.
- The new additions should be physically and visually compatible with, subordinate to and distinguishable from the preserved historic façade.

An addition should be subordinate to the historic place. This is best understood to mean that the addition must not detract from the historic place or impair its heritage value. Subordination is not a question of size; a small, ill-conceived addition could adversely affect an historic place more than a large, well-designed addition.

Additions or new construction should be visually compatible with, yet distinguishable from, the historic place. To accomplish this, an appropriate balance must be struck between mere imitation of the existing form and pointed contrast, thus complementing the historic place in a manner that respects its heritage value.

4.4 SUSTAINABILITY STRATEGY

Heritage conservation and sustainable development can go hand in hand with the mutual effort of all stakeholders. In a practical context, the conservation and re-use of historic and existing structures contributes to environmental sustainability by reducing solid waste disposal, saving embodied energy, and conserving historic materials that are often less consumptive of energy than many new replacement materials.

In 2016, the Federal Provincial Territorial Ministers of Culture & Heritage in Canada (FPTMCHC) published a document entitled, *Building Resilience: Practical Guidelines for the Retrofit and Rehabilitation of Buildings in Canada* that is "intended to establish a common pan-Canadian 'how-to' approach for practitioners, professionals, building owners, and operators alike."

The following is an excerpt from the introduction of the document:

[Building Resilience] is intended to serve as a "sustainable building toolkit" that will enhance understanding of the environmental benefits of heritage conservation and of the strong interrelationship between natural and built heritage conservation. Intended as a useful set of best practices, the guidelines in **Building Resilience** can be applied to existing and traditionally constructed buildings as well as formally recognized heritage places.

These guidelines are primarily aimed at assisting designers, owners, and builders in providing existing buildings with increased levels of sustainability while protecting character-defining elements and, thus, their heritage value. The guidelines are also intended for a broader audience of architects, building developers, owners, custodians and managers, contractors, crafts and trades people, energy advisers and sustainability specialists, engineers, heritage professionals, and officials responsible for built heritage and the existing built environment at all jurisdictional levels.

Building Resilience is not meant to provide case-specific advice. It is intended to provide guidance with some measure of flexibility, acknowledging the difficulty of evaluating the impact of every scenario and the realities of projects where buildings may contain inherently sustainable elements but limited or no heritage value. All interventions must be evaluated based on their unique context, on a case-by-case basis, by experts equipped with the necessary knowledge and experience to ensure a balanced consideration of heritage value and sustainable rehabilitation measures.

Building Resilience can be read as a standalone document, but it may also further illustrate and build on the sustainability considerations in the Standards and Guidelines for the Conservation of Historic Places in Canada.

4.5 ALTERNATE COMPLIANCE

As a listed building on the Municipal Heritage Register, the MacLeod Residence may be eligible for heritage variances that will enable a higher degree of heritage conservation and retention of original material, including considerations available under the following municipal legislation.

4.5.1 BRITISH COLUMBIA BUILDING CODE

Building Code upgrading ensures life safety and long-term protection for historic resources. It is important to consider heritage buildings on a case-by-case basis, as the blanket application of Code requirements do not recognize the individual requirements and inherent strengths of each building. Over the past few years, a number of equivalencies have been developed and adopted in the British Columbia Building Code that enable more sensitive and appropriate heritage building upgrades. For example, the use of sprinklers in a heritage structure helps to satisfy fire separation and exiting requirements. Table A-1.1.1.1., found in Appendix A of the Code, outlines the "Alternative Compliance Methods for Heritage Buildings."

Given that Code compliance is such a significant factor in the conservation of heritage buildings, the most important consideration is to provide viable economic methods of achieving building upgrades. In addition to the equivalencies offered under the current Code, the City can also accept the report of a Building Code Engineer as to acceptable levels of code performance.

4.5.2 ENERGY EFFICIENCY ACT

The provincial Energy Efficiency Act (Energy Efficiency Standards Regulation) was amended in 2009 to exempt buildings protected through heritage designation or listed on a community heritage register from compliance with the regulations. Energy Efficiency standards therefore do not apply to windows, glazing products, door slabs or products installed in heritage buildings. This means that exemptions can be allowed to energy upgrading measures that would destroy heritage character-defining elements such as original windows and doors.

4.0 CONSERVATION GUIDELINES

These provisions do not preclude that heritage buildings must be made more energy efficient, but they do allow a more sensitive approach of alternate compliance to individual situations and a higher degree of retained integrity. Increased energy performance can be provided through non-intrusive methods of alternate compliance, such as improved insulation and mechanical systems. Please refer to the *Standards & Guidelines for the Conservation of Historic Places in Canada* for further detail about "Energy Efficiency Considerations."

4.5.4 HOMEOWNER PROTECTION ACT

The Homeowner Protection Act was implemented in 1998 as a means to strengthen consumer protection for the purchase of new homes. The act was passed following a commission of enquiry into the leaky condo crisis, and was intended on protecting homeowners by ensuring home warranty insurance was provided on new construction, covering two years on labour and materials, five years on the building envelope and 10 years on the structure of the home. As the Act was intended to regulate new construction, considerations were not taken of buildings that have remained in sound condition for a many number of years that already far exceeded what the HPA requires for a warranty on a new home. The act did not take into consideration the protection of heritage projects, and consequently resulted in the loss of significant heritage fabric through the requirement of new windows and rainscreen wall assemblies on residential heritage rehabilitation projects. An example being the requirement to remove original wooden siding that has successfully protected the building for 100 years, and replace it with a rainscreen assembly that is only warrantied for five years. Not only was valuable heritage fabric lost, but new materials will likely not last nearly as long as the original.

Amendments to the Homeowner Protection Act Regulation made in 2010 allow for exemptions for heritage sites from the need to fully conform to the BC Building Code under certain conditions, thus removing some of the barriers to compliance that previously conflicted with heritage conservation standards and guidelines. The changes comprised:

- an amendment to the Homeowner Protection Act Regulation, BC Reg. 29/99 that allows a warranty provider, in the case of a commercial to residential conversion, to exclude components of the building that have heritage value from the requirement for a warranty, and
- 2. clarification of the definition of 'substantial reconstruction.' The latter clarification explains that 75% of a home must be reconstructed for it to be considered a 'new home' under the Homeowner Protection Act, thus enabling single-family dwelling to multi-family and strata conversions with a maximum of 75% reconstruction to be exempt from home warranty insurance. The definition of a heritage building is consistent with that under the Energy Efficiency Act.

The MacLeod Residence falls into the second category, as the proposed project involves retaining a high degree of the original structure and less than 75% of the house will be reconstructed. Consequently, this project is not considered a substantial reconstruction as per the amended definition in the Homeowners Protection Act, and will be exempt from the requirement of a warranty. This amendment will enable a higher degree of retention and preservation of original fenestration, siding and woodwork.

4.6 SITE PROTECTION & STABILIZATION

It is the responsibility of the owner to ensure the heritage resource is protected from damage at all times. At any time that the building is left vacant, it should be secured against unauthorized access or damage through the use of appropriate fencing and security measures. Additional measures to be taken include:

- Are smoke and fire detectors in working order?
- Are wall openings boarded up and exterior doors securely fastened once the building is vacant?
- Have the following been removed from the interior: trash, hazardous materials such as inflammable liquids, poisons, and paints and canned goods that could freeze and burst?

The building should be protected at all timers during construction work. Install monitoring devices to document and assess cracks and possible settlement of the facades, as required.

5.0 CONSERVATION RECOMMENDATIONS



A condition review of the MacLeod Residence was carried out during a site visit on May 28, 2019. The recommendations for the preservation, restoration and rehabilitation of the historic site are based on the site review and archival research that provide valuable information about the original appearance of the historic building.

The following chapter describes the materials, physical condition and recommended conservation strategy for the MacLeod Residence based on Parks Canada Standards & Guidelines for the Conservation of Historic Places in Canada.

5.1 SITE

The McLeod Residence sits on a prominent corner lot at East 14th Street and Ridgeway Avenue in the City of North Vancouver. The house is recognized as a category A heritage resource on the Municipal Heritage Register. A part of the redevelopment of the site, the historic residence will be preserved in its original location and the rear garage will be demolished to accommodate construction of the proposed infill structure. The west and north sides of the house will be rehabilitated to accommodate the revised deck configuration while the street-fronting east and south sides of the house will be preserved.

All heritage resources within the site should be protected from damage or destruction at all times. Reference Section 4.6: Site Protection for further information.



Conservation Strategy: Rehabilitation

- Preserve the original location of the building. All rehabilitation work should occur within the property lines. Retain the main frontage on East 14th Street.
- Any drainage issues should be addressed through the provision of adequate site drainage measures.
- Carefully salvage relevant material from original garage for use on main house prior to demolition.
- Design a new infill structure to the north of the historic struture that is "physically and visually compatible with, subordinate to, and distinguishable from the historic place" as recommended in **Standard 11**.

5.2 FORM, SCALE & MASSING

The MacLeod Residence features a residential form, scale and massing as expressed by its one and one-half storey height with prominent side-gabled roof, and full-width verandah accessed by a flight of steps. As part of the scope of work, the overall form, scale and massing of the historic residence.

Conservation Strategy: Preservation

• Preserve the overall form, scale and massing of the building.

5.3 FOUNDATIONS

The historic residence sits on original concrete foundations, which will be retained in place as part of the redevelopment scheme. Careful attention should be executed to ensure the foundations are not damaged during adjacent construction work.

Conservation Strategy: Preservation

- Existing foundations should be preserved.
- If foundations are to be rehabilitated or new foundations are proposed in the future, concrete is a suitable material. New material should match original in appearance, as viewed from the exterior.
- In the event of any structural rehabilitation of the historic house, foundations should be reviewed by a Structural Engineer.
 Once condition is assessed, conservation recommendations can be finalized.

5.4 EXTERIOR WOOD-FRAME WALLS

The MacLeod house has been maintained in good condition and features a Craftsman architectural style. Character-defining exterior elements include the overhanging eaves with exposed raftertails and triangular eave brackets pointed bargeboards, full-width front verandah with square wooden columns



at each corner and square newel posts on either side of the staircase, shingle clad tapered verandah piers, decorative open verandah balustrade, closed low stair balustrade, central shed roof dormer on front elevation and central shed roof wall dormer on rear elevation, wooden bellyband, and bellcast cedar shingle cladding of the main body with narrow lapped wooden siding on the foundation level. As part of the scope of work, character-defining elements will be preserved, and repaired where required. Exterior siding on the rear elevation below deck and where deck will be removed should be restored to match existing.

Conservation Strategy: Preservation

- Due to the integrity of wood frame structure, the exterior walls should be preserved through retention and in-situ repair work.
- Preserve the original wood-frame structure of the historic building.
- Preserve original siding on all elevations.
 Exterior siding on the rear elevation below deck and where deck will be removed should be restored to match existing.
- Replace any damaged siding to match existing in material, size, profile and thickness. Utilize salvaged shingles from garage, where possible.
- At time of repainting, clean siding using approved heritage cleaning procedures.
- Cleaning procedures should be undertaken with non-destructive methods. Areas with biological growth should be cleaned using a soft, natural bristle brush, without water, to remove dirt and other material. If a more intense cleaning is required, this can be accomplished with warm water, mild detergent (such as D/2 Biological Solution®) and a soft bristle brush. High-pressure power washing, abrasive cleaning or sandblasting should not be allowed under any circumstances.

5.4.1 WOOD TRIM

The house features original painted wood trim, which is in good condition and will be preserved. In locations where trim may be damaged or missing, new wood trim to match original in kind will be installed and painted to match existing.



Conservation Strategy: Preservation

 Any existing trim should be preserved, and new material that is visually physically compatible with the original should be reinstated when original fabric is missing. Combed and/or textured lumber is not acceptable. Hardi-plank or other cementitious boards are not acceptable

5.5 VERANDAH/ PORCH

The historic residence features a character-defining front verandah with original detailing. As part of the proposed redevelopment, the front verandah will be extended to the west and wrapped around the side of the house. Railing design should be compatible with but distinguishable from historic original.

Heritage homes were typified by a low balustrade of approximately 24" in height. To ensure the heritage character of the house is preserved, the restored balustrade design should reflect the original configuration. In order to restore the original balustrade height, alternate compliance measures should be explored, such as the use of metal pipe rail and glass panels to make up the remaining height to meet code requirements.

Conservation Strategy: Rehabilitation

- Existing balustrade should be preserved.
- Existing low height of the balustrade should be retained, with alternate compliance methods utilized to achieve code height, if required.
- New possible alternative materials may be glass panels, metal pipe rails or a combination of both.
- New balustrade on west verandah extension should be compatible yet distinguishable from the historic original. To be reviewed by heritage consultant.



5.6 FENESTRATION

Windows, doors and storefronts are among the most conspicuous feature of any building. In addition to their function — providing light, views, fresh air and access to the building — their arrangement and design is fundamental to the building's appearance and heritage value. Each element of fenestration is, in itself, a complex assembly whose function and operation must be considered as part of its conservation.

- Standards and Guidelines for the Conservation of Historic Places in Canada.

5.6.1 WINDOWS

All windows on the MacLeod residence have previously been rehabilitated and appear to be in good condition. As part of the scope of work, windows will be preserved and repaired, as required. Any alterations or proposed new windows to be reviewed by heritage consultant.

Conservation Strategy: Preservation

- Inspect for condition and complete detailed inventory to determine condition of all windows.
- Retain existing window sashes; repair as required; install replacement matching sashes where missing or beyond repair.
- Preserve and repair as required, using in kind repair techniques where feasible.
- Prime and repaint as required in appropriate colour, based on colour schedule devised by Heritage Consultant.



5.6.2 DOORS

All existing doors will be preserved with the exception of the rear patio door, which may be converted into a window.

Conservation Strategy: Preservation and Rehabilitation

- Retain the door openings in their existing locations, and preserve and repair all existing doors.
- Rehabilitate rear main-level door following removal of deck. Replace with window, as desired. Consider utilizing original window salvaged from garage.
- Any new doors should be visually compatible with the historic character of the building.



5.7 ROOF

The MacLeod Residence features a prominent side-gabled roof with front and rear shed-roofed dormers. The original roof configuration will be retained, including all original trim and detailing. If desired, cedar shingles may be reinstated at time of roof replacement.

Conservation Recommendation: Preservation

- Preserve the roof structure in its current configuration, as expressed by its prominent side-gabled configuration with front and rear shed-roofed dormers.
- If required, roofing membrane and cladding system may be rehabilitated. At time of roofing replacement in the future, cedar shingles are the preferred material, but Duroid shingles or Aged Cedar Enviroshingles™ are also acceptable.

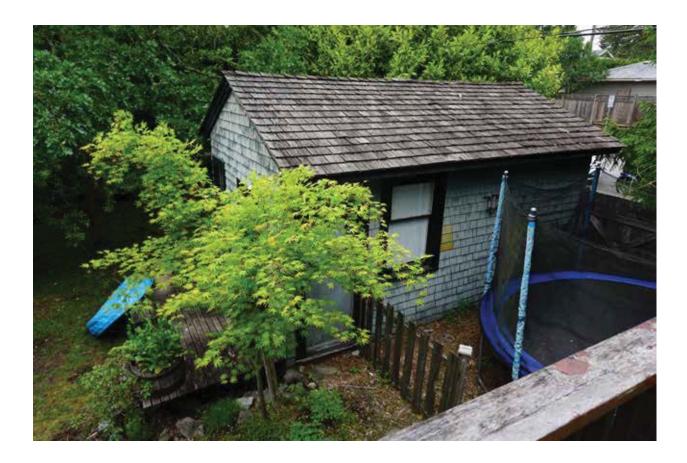
- Retain the original bargeboards and fascia boards, as well as the soffit any exposed roof elements.
- Ensure adequate rainwater disposal system and proper drainage from the site is maintained.

5.7.1 CHIMNEY

The house features one internal red brick chimney, which will be preserved.

Conservation Recommendation: Preservation

- Preserve the chimney in its original configuration.
- Investigate condition of brickwork. If required, brickwork may be repointed and cleaned using a natural bristle brush and mild rinse detergent.



5.8 INFILL HOUSE

A new duplex infill house is proposed for the rear of the site, facing Ridgeway Avenue. The new construction is distinguishable in form from the main house and features a compatible material palette.

Conservation Strategy: New

- Infill house should not mimic historic appearance of the main house, and should be distinguishable.
- Asphalt shingles are acceptable for new construction, and should be grey or black 3-tab shingles, preferably.
- Colour scheme should be compatible with, but different from, the historic MacLeod Residence.

5.9 COLOUR SCHEDULE

The house has been repainted, which appears to be in good condition. A restoration colour scheme will be developed in conjunction with the project architect, and may be adopted at time of repainting, if desired.

The building displays areas where there was original applied paint. The final colour scheme will be based on a colour palette that will be determined by sampling. Onsite testing will be carried out once access is available, and paint samples assessed by microscopic analysis in order to reveal the original colour scheme of the structure.

Conservation Strategy: Restoration

• Determine an appropriate historic colour scheme for exterior painted finishes.

6.0 MAINTENANCE PLAN

A Maintenance Plan should be adopted by the property owner, who is responsible for the long-term protection of the heritage features of the MacLeod Residence. The Maintenance Plan should include provisions for:

- Copies of the Maintenance Plan and this Conservation Report to be incorporated into the terms of reference for the management and maintenance contract for the building;
- Cyclical maintenance procedures to be adopted as outlined below;
- Record drawings and photos of the building to be kept by the management / maintenance contractor; and
- Records of all maintenance procedures to be kept by the owner.

A thorough maintenance plan will ensure the integrity of the MacLeod Residence is preserved. If existing materials are regularly maintained and deterioration is significantly reduced or prevented, the integrity of materials and workmanship of the building will be protected. Proper maintenance is the most cost effective method of extending the life of a building, and preserving its character-defining elements. The survival of historic buildings in good condition is primarily due to regular upkeep and the preservation of historic materials.

6.1 MAINTENANCE GUIDELINES

A maintenance schedule should be formulated that adheres to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. As defined by the *Standards & Guidelines*, maintenance is defined as:

Routine, cyclical, non-destructive actions necessary to slow the deterioration of a historic place. It entails periodic inspection; routine, cyclical, non-destructive cleaning; minor repair and refinishing operations; replacement of damaged or deteriorated materials that are impractical to save.

The assumption that newly renovated buildings become immune to deterioration and require

less maintenance is a falsehood. Rather, newly renovated buildings require heightened vigilance to spot errors in construction where previous problems had not occurred, and where deterioration may gain a foothold.

Routine maintenance keeps water out of the building, which is the single most damaging element to a heritage building. Maintenance also prevents damage by sun, wind, snow, frost and all weather; prevents damage by insects and vermin; and aids in protecting all parts of the building against deterioration. The effort and expense expended on an aggressive maintenance will not only lead to a higher degree of preservation, but also over time potentially save large amount of money otherwise required for later repairs.

6.2 PERMITTING

Repair activities, such as simple in-kind repair of materials, or repainting in the same colour, should be exempt from requiring city permits. Other more intensive activities will require the issuance of a Heritage Alteration Permit.

6.3 ROUTINE, CYCLICAL AND NON-DESTRUCTIVE CLEANING

Following the Standards & Guidelines for the Conservation of Historic Places in Canada, be mindful of the principle that recommends "using the gentlest means possible". Any cleaning procedures should be undertaken on a routine basis and should be undertaken with non-destructive methods. Cleaning should be limited to the exterior material such as concrete and stucco wall surfaces and wood elements such as storefront frames. All of these elements are usually easily cleaned, simply with a soft, natural bristle brush, without water, to remove dirt and other material. If a more intensive cleaning is required, this can be accomplished with warm water, mild detergent and a soft bristle brush. High-pressure washing, sandblasting or other abrasive cleaning should not be undertaken under any circumstances.

6.4 REPAIRS AND REPLACEMENT OF DETERIORATED MATERIALS

Interventions such as repairs and replacements must conform to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. The building's character-defining elements – characteristics of the building that contribute to its heritage value (and identified in the Statement of Significance) such as materials, form, configuration, etc. - must be conserved, referencing the following principles to guide interventions:

- An approach of minimal intervention must be adopted - where intervention is carried out it will be by the least intrusive and most gentle means possible.
- Repair rather than replace character-defining elements.
- Repair character-defining elements using recognized conservation methods.
- Replace 'in kind' extensively deteriorated or missing parts of character-defining elements.
- Make interventions physically and visually compatible with the historic place.

6.5 INSPECTIONS

Inspections are a key element in the maintenance plan, and should be carried out by a qualified person or firm, preferably with experience in the assessment of heritage buildings. These inspections should be conducted on a regular and timely schedule. The inspection should address all aspects of the building including exterior, interior and site conditions. It makes good sense to inspect a building in wet weather, as well as in dry, in order to see how water runs off – or through – a building. From this inspection, an inspection report should be compiled that will include notes, sketches and observations. It is helpful for the inspector to have copies of the building's elevation drawings on which to mark areas of concern such as cracks, staining and rot. These observations can then be included in the report. The report need not be overly complicated or formal, but must be thorough, clear and concise. Issues of concern, taken from the report should then be entered in a log book so that corrective action can be documented and tracked. Major issues of concern should be extracted from the report by the property manager.

An appropriate schedule for regular, periodic inspections would be twice a year, preferably during spring and fall. The spring inspection should be more rigorous since in spring moisture-related deterioration is most visible, and because needed work, such as painting, can be completed during the good weather in summer. The fall inspection should focus on seasonal issues such as weather-sealants, mechanical (heating) systems and drainage issues. Comprehensive inspections should occur at five-year periods, comparing records from previous inspections and the original work, particularly in monitoring structural movement and durability of utilities. Inspections should also occur after major storms.

6.6 INFORMATION FILE

The building should have its own information file where an inspection report can be filed. This file should also contain the log book that itemizes problems and corrective action. Additionally, this file should contain building plans, building permits, heritage reports, photographs and other relevant documentation so that a complete understanding of the building and its evolution is readily available, which will aid in determining appropriate interventions when needed.

The file should also contain a list outlining the finishes and materials used, and information detailing where they are available (store, supplier). The building owner should keep on hand a stock of spare materials for minor repairs.

6.6.1 LOG BOOK

The maintenance log book is an important maintenance tool that should be kept to record all maintenance activities, recurring problems and building observations and will assist in the overall maintenance planning of the building.

Routine maintenance work should be noted in the maintenance log to keep track of past and plan future activities. All items noted on the maintenance log should indicate the date, problem, type of repair, location and all other observations and information pertaining to each specific maintenance activity.

Each log should include the full list of recommended maintenance and inspection areas noted in this Maintenance Plan, to ensure a record of all activities is maintained. A full record of these activities will help in planning future repairs and provide valuable building information for all parties involved in the overall maintenance and operation of the building, and will provide essential information for long term programming and determining of future budgets. It will also serve as a reminded to amend the maintenance and inspection activities should new issues be discovered or previous recommendations prove inaccurate.

The log book will also indicate unexpectedly repeated repairs, which may help in solving more serious problems that may arise in the historic building. The log book is a living document that will require constant adding to, and should be kept in the information file along with other documentation noted in section **6.6 Information File**.

6.7 EXTERIOR MAINTENANCE

Water, in all its forms and sources (rain, snow, frost, rising ground water, leaking pipes, back-splash, etc.) is the single most damaging element to historic buildings.

The most common place for water to enter a building is through the roof. Keeping roofs repaired or renewed is the most cost-effective maintenance option. Evidence of a small interior leak should be viewed as a warning for a much larger and worrisome water damage problem elsewhere and should be fixed immediately.

6.7.1 INSPECTION CHECKLIST

The following checklist considers a wide range of potential problems specific to the MacLeod Residence, such as water/moisture penetration, material deterioration and structural deterioration. This does not include interior inspections.

EXTERIOR INSPECTION

Sit	e Inspection:
	Is the lot well drained? Is there pooling of
	water?
	Does water drain away from foundation?
Fo	undation
	Moisture: Is rising damp present?
	Is there back splashing from ground to structure?
	Is any moisture problem general or local?
	Is spalling from freezing present? (Flakes or powder?)
	Is efflorescence present?
	Is spalling from sub-fluorescence present?
	Is damp proof course present?
	Are there shrinkage cracks in the foundation?
	Are there movement cracks in the foundation?
	Is crack monitoring required?
	Is uneven foundation settlement evident?
W	ood Elements
	Are there moisture problems present? (Rising
	damp, rain penetration, condensation moisture
	from plants, water run-off from roof, sills, or
	ledges?)
	Is wood in direct contact with the ground?
	Is there insect attack present? Where and prob-
	able source?
	Is there fungal attack present? Where and
	probable source?
	Are there any other forms of biological attack?
	(Moss, birds, etc.) Where and probable source?
	Is any wood surface damaged from UV radia-
	tion? (bleached surface, loose surface fibres)
	Is any wood warped, cupped or twisted?
	Is any wood split? Are there loose knots?
	Are nails pulling loose or rusted?

6.0 MAINTENANCE PLAN

Condition of Exterior Painted Materials		Gutters and Downspouts		
	Paint shows: blistering, sagging or wrinkling,		Are downspouts leaking? Clogged? Are there	
	alligatoring, peeling. Cause?		holes or corrosion? (Water against structure)	
	Paint has the following stains: rust, bleeding		Are downspouts complete without any missing	
	knots, mildew, etc. Cause?		sections? Are they properly connected?	
	Paint cleanliness, especially at air vents?		Is the water being effectively carried away	
	· · · · ·		from the downspout by a drainage system?	
Verandahs / Porches:			Do downspouts drain completely away?	
	Are steps safe? Handrails secure?			
	Do any support columns show rot at their	Ro	of	
	bases?		Are there water blockage points?	
	Attachment – are porches, steps, etc. securely		Is the leading edge of the roof wet?	
	connected to the building?		Is there evidence of biological attack? (Fungus,	
			moss, birds, insects)	
Wi	ndows		Are flashings well seated?	
	Is there glass cracked or missing?		Does the soffit show any signs of water dam-	
	Are the seals of double glazed units effective?		age? Insect or bird infestation?	
	If the glazing is puttied has it gone brittle and			
	cracked? Fallen out? Painted to shed water?	6.7	7.2 MAINTENANCE PROGRAMME	
	If the glass is secured by beading, are the			
	beads in good condition?			
	Is there condensation or water damage to the	IN:	SPECTION CYCLE:	
	paint?			
	Are the sashes easy to operate? If hinged, do	Da	•	
	they swing freely?	•	Observations noted during cleaning (cracks;	
	Is the frame free from distortion?		damp, dripping pipes; malfunctioning	
	Do sills show weathering or deterioration?		hardware; etc.) to be noted in log book or	
	Are drip mouldings/flashing above the win-		building file.	
	dows properly shedding water?			
	Is the caulking between the frame and the	Ser	ni-annually	
	cladding in good condition?	•	Semi-annual inspection and report with	
_			special focus on seasonal issues.	
Doors		•	Thorough cleaning of drainage system to cope	
	Do the doors create a good seal when closed?		with winter rains and summer storms	
	Are the hinges sprung? In need of lubrication?	•	Check condition of weather sealants (Fall).	
	Do locks and latches work freely?	•	Clean the exterior using a soft bristle broom/	
	If glazed, is the glass in good condition? Does		brush.	
_	the putty need repair?			
	Are door frames wicking up water? Where?			
	Why?			
	Are door frames caulked at the cladding? Is the			
_	caulking in good condition?			
	What is the condition of the sill?			

6.0 MAINTENANCE PLAN

Annually (Spring)

- Inspect concrete for cracks, deterioration.
- Inspect metal elements, especially in areas that may trap water.
- Inspect windows for paint and glazing compound failure, corrosion and wood decay and proper operation.
- Complete annual inspection and report.
- Clean out of all perimeter drains and rainwater systems.
- Touch up worn paint on the building's exterior.
- Check for plant, insect or animal infestation.
- Routine cleaning, as required.

Five-Year Cycle

- A full inspection report should be undertaken every five years comparing records from previous inspections and the original work, particularly monitoring structural movement and durability of utilities.
- Repaint windows every five to fifteen years.

Ten-Year Cycle

• Check condition of roof every ten years after last replacement.

Twenty-Year Cycle

• Confirm condition of roof and estimate effective lifespan. Replace when required.

Major Maintenance Work (as required)

 Thorough repainting, downspout and drain replacement; replacement of deteriorated building materials; etc.

APPENDIX A: RESEARCH SUMMARY

Name: MacLeod Residence

Address: 364 East 14th Street, North Vancouver, British Columbia

Original Owner: Duncan P. Clark

First Residents: William Ray and Beulah Rossland MacLeod

Builder: William Smith Date of Construction: 1921

Building Permit:

• City of North Vancouver Building Permit Number: 1743; 1921; Owner D.P. Clark; contractor W. Smith; House: value \$3000; Lot 14, Block 52, District Lot 550

Directories:

1921: no entry

1922 - 1924: MacLeod William Ray

1925 - 1926: W.H. Brown, Sec. Treas. Campbell Logging 1927 - 1929: J.S. McKenzie, accountant, Capilano Timber

1930: H.L.O Pearson, schoolteacher

1931: vacant 1932 - 1933: T.D. Edwards 1934: vacant

1935 - 1937: Mrs. C. A. Adams

1938 - 1939: Arthur P. Croker, district rep. BCER

Vital Events:

- Death Registration: William Ray MacLeod; April 14, 1934; Pouce Coupe; BC Archives Reg. #1934-09-495916
- Death Registration: Beulah Roseline Macleod; March 19, 1978; North Vancouver; BC Archives Reg. #1978-09-005140
- Marriage Registration: William Ray Macleod & Beulah Rossland Champion; Marpole; July 7, 1921; BC Archives Reg. #1921-09-235386

Attestation Papers:

• Library & Archives Canada: Soldiers of the First World War CEF: MACLEOD, WILLIAM RAY; Regimental number(s): 911908, Reference: RG 150, Accession 1992-93/166, Box 7097 – 26; Date of Birth: 25/06/1892



PLANNING DEPARTMENT

CITY OF NORTH VANCOUVER 141 WEST 14TH STREET NORTH VANCOUVER BC / CANADA / V7M 1H9 T 604 983 7357 F 604 985 0576 PLANNING@CNV.ORG CNV.ORG

December 16, 2019

Mr. Karl Wein
Karl Wein & Associates
1451 Marine Drive
West Vancouver, BC V7T 1B8

Dear Karl:

Re: 364 East 14th Street, MacLeod Residence

At their regularly scheduled meeting on December 3, 2019, the Heritage Advisory Commission received a presentation from yourself regarding the above mentioned. Following review and discussion, the following motion was made:

THAT, the Heritage Advisory Commission, having reviewed the presentation from Karl Wein and Robert Bradbury on 364 East 14th Street (MacLeod Residence), supports the project subject to the resolution of the following items to the satisfaction of City staff:

- Ensure consistency between the Heritage Conversation Plan, Landscape Plan and architectural plans;
- Confirm that there is adequate privacy achieved between the upper story bedrooms of each building;
- c. Further explore the colour palette for the infill building, perhaps by referring to the Benjamin Moore colour palette, so that a lighter palette and complementary colour for the infill building can be achieved.

FURTHER, the Commission wishes to note that their support is subject to the legal protection of the heritage house, following the recommendations of the Heritage Conversation Plan.

CARRIED UNANIMOUSLY

The recommendations of the Heritage Advisory Commission do not, in any way, represent Council and/or staff approval or rejection of this proposal.

Yours truly,

Edytha Barker

Committee Clerk/Secretary

C:

M. Friesen, Planner, City of North Vancouver

K. Graham, City Clerk, City of North Vancouver

R. Bradbury, Bradbury Architecture

Document Number: 1859531 V1





Location





Land Use and Zoning

- OCP
 - Residential Level 2
 - 0.5 FSR density
- Current Zoning
 - One-Unit Residential1 (RS-1)





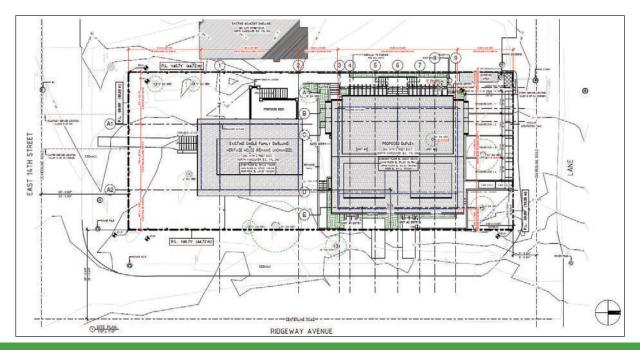
1

Proposal: Heritage Protection





Proposal: Form and Design





5

Proposed Development

- Two Principal Buildings
- Three Principal units
- Two lock-off suites within the new infill duplex
- Density: 0.5 FSR
 - No additional density beyond OCP sought
- Height two storeys
- Site Coverage 36.5%
- Parking four stalls



Policy Analysis: OCP and Strategic Plan

- The proposal complies with the OCP
- Heritage Conservation
- Meets the Strategic Plan as a City for People and a Vibrant City



7

Advisory Body Review

- Heritage Advisory Committee review on December 16, 2019
- Project unanimously endorsed, with some recommendations, including:
 - Ensure consistency between the Heritage Conversation Plan, landscape plan and architectural plans;
 - Confirm that there is adequate privacy achieved between the upper storey bedrooms of each building;
 - Further explore the colour palette for the infill building, perhaps by referring to the Benjamin Moore colour palette, so that a lighter palette and complementary colour for the infill building can be achieved.



Public Engagement

- A Developer's Information Session on October 8, 2019 with seven attendees.
- · Comments submitted:
 - 4 expressing opposition
- Main concerns:
 - Scale, form and density;
 - Privacy impacts;
 - Car parking;
 - Proposed upgrades to the existing heritage building; and
 - Vegetation removal and lack of greenspace.

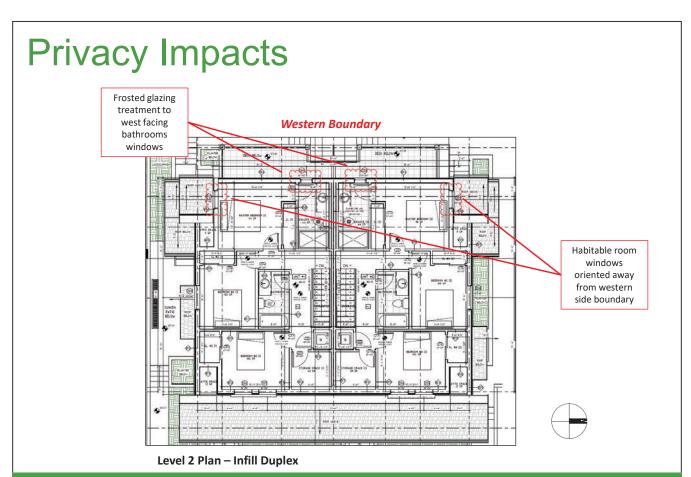


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Scale and Form



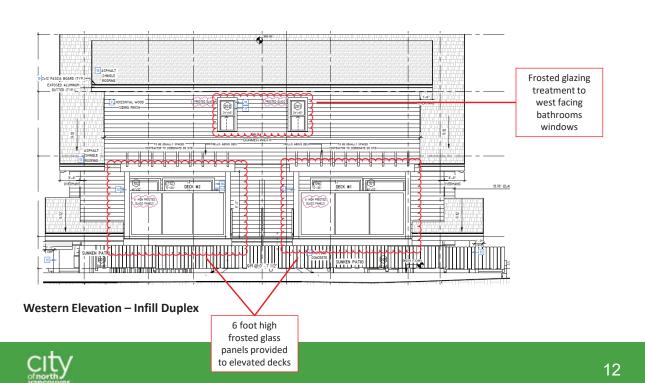






11

Privacy Impacts



Privacy Impacts





13

Traffic Impacts

- Sufficient on-site car parking
- Required bicycle parking spaces
- Excellent access to Lonsdale Regional City Centre, and nearby transit routes



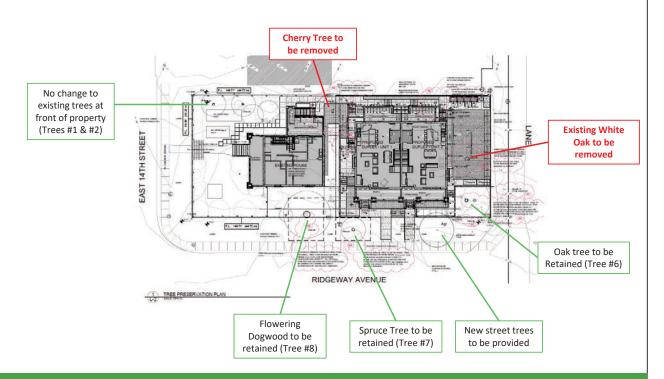
Heritage Conservation

- · Heritage Designation Bylaw to protect building in perpetuity.
- Development Covenant
 - Conservation Plan, including implementing conservation recommendations.
 - · Require structural upgrades (determined at the Building Permit stage).
 - Ongoing maintenance to be managed through the recommendations of the Conservation Plan.



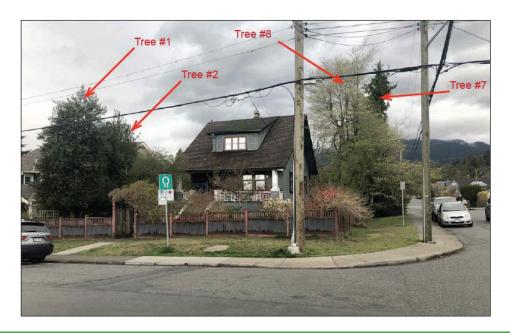
15

Tree Retention





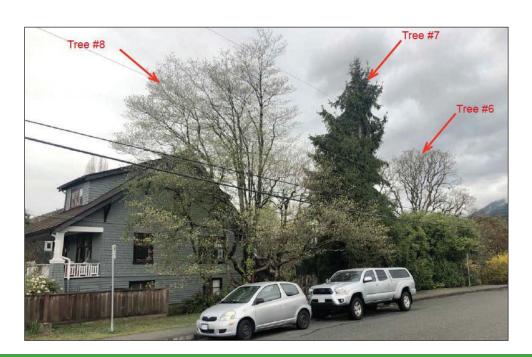
Tree Retention





17

Tree Retention



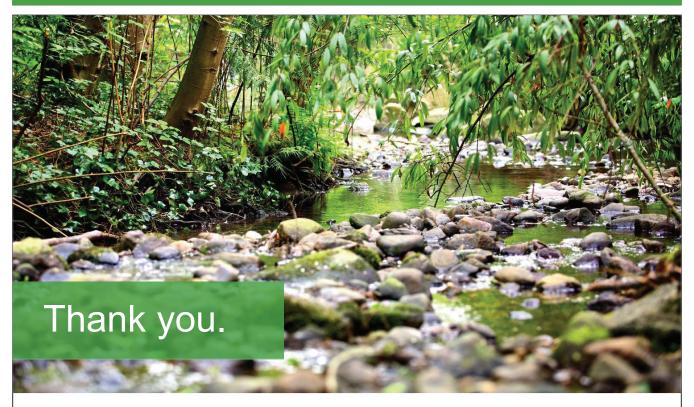


Conclusion

- The proposal complies with the OCP and Strategic Plan.
- Ensures ongoing protection of a heritage asset in the City.
- Establishes an appropriately scaled infill development.
- The site proximity to existing amenities, commercial areas, public transit and active transportation facilities makes it an appropriate location for the proposal.



19





MacLeod Residence 364 E 14th Street North Vancouver



Existing Heritage Home





Heritage Conservation

In response to the input from the Team Reviews no renovation to the heritage house are considered except the removal of the deck on the north side and the construction of a new deck on the west side.

The deck on the west side has been set back and screened by landscaping so it has little impact on the streetscape from Ridgeway Avenue and 14th Street.

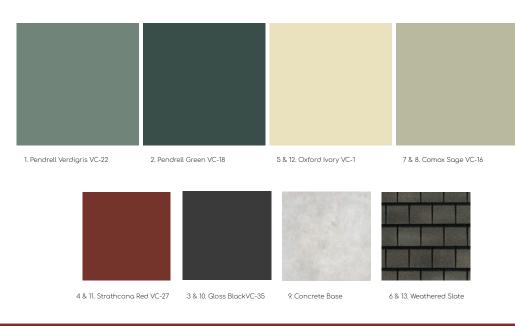
Don Luxton's Conservation Report notes the important aspects of the heritage house and these are being maintained.

Some existing non-conforming heritage details such as the low wood guards on the front porch are being preserved as is the paint colours.

Repairs to the exterior and repainting where required will be carried out to protect and conserve the longevity of the heritage house.

Per the Conservation Report, the heritage house will be maintained per Parks Canada's Standards & Guidelines for the assessment of the appropriate level of conservation and intervention.

Heritage Colour Palette



BUILDING ENVELOPE MATERIALS:

EXISTING HERITAGE HOUSE:

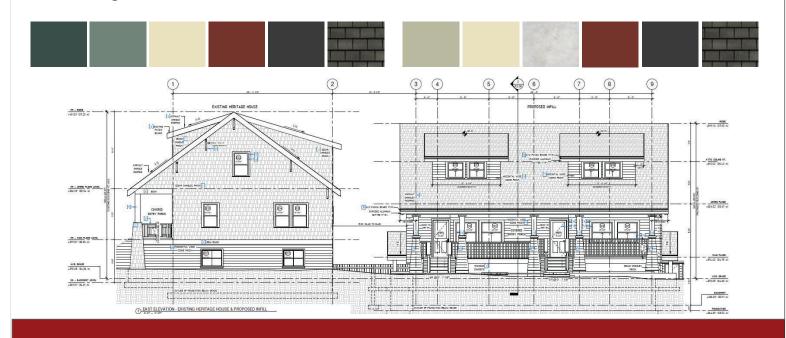
- BODY SHINGLES: PENDRELL VERDIGRIS VC-22
- 2 BASE SIDING & BELLYBAND: PENDRELL GREEN VC-18
 3 WINDOW/DOOR TRIM & FASCIA: GLOSS BLACK VC-35
- SASH & DOORS: STRATHCONA RED VC-27
- PORCH RAILING, COLUMNS/BEAMS & SOFFIT: OXFORD
- IVORY VC-1
- 6 ROOFING SHINGLES: WEATHERED SLATE SLATELINE
- SHINGLES BY GAF

PROPOSED DUPLEX INFILL:

- BODY SIDING: COMOX SAGE VC-16
- GABLE ENDS SHINGLES: COMOX SAGE VC-16
- BASE: CONCRETE
- WINDOW/DOOR TRIM & FASCIA: GLOSS BLACK VC-35
- SASH & DOORS: STRATHCONA RED VC-27
- PORCH RAILING, COLUMNS/BEAMS, SOFFIT & BELLYBAND: OXFORD IVORY VC-1
- ROOFING SHINGLES: WEATHERED SLATE -SLATFLINE SHINGLES BY GAE

NOTE: ALL COLOURS ARE FROM TRUE COLOURS PALETTE BY BENJAMIN MOORE

Heritage Colour Scheme



Infill Housing Design

The design of the infill housing was done inconsideration to the style, form and character of the existing heritage house and to create a continuity along Ridgeway Avenue.

The new building incorporates typical Craftsman elements such as shed roofs and verandas.

The heritage colours of the infill housing are compatible but different from the heritage MacLeod Residence per the recommendations of the heritage panel.

The only upper floor west facing windows are 2 small frosted bathroom windows. Doors and outdoor areas on the main level have been visually screened to avoid oversight to the neighbours.



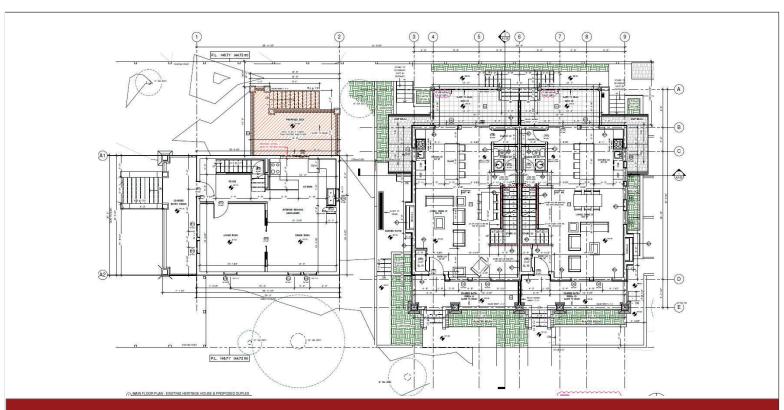
3D View - Front Perspective



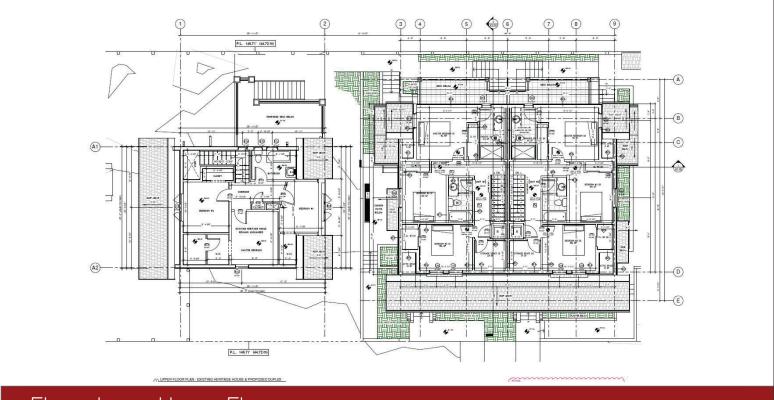
3D View - Rear Perspective



3D View - West of infill



Floorplans - Main Floor



Floorplans - Upper Floor



Site Design

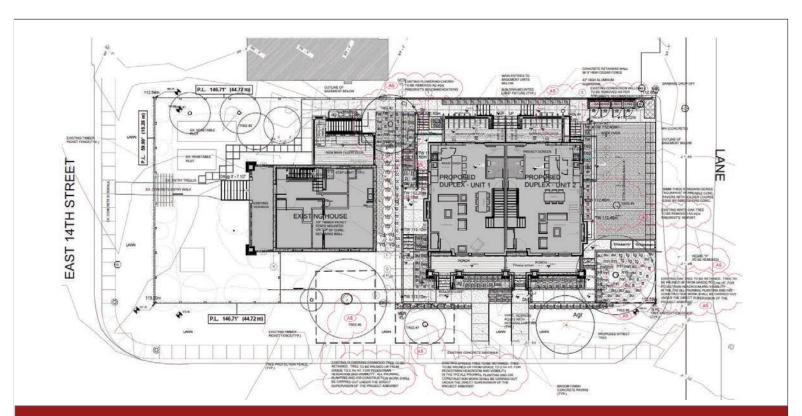
The proposed infill housing complies with zoning requirements in most regards with minor relaxation of the rear setback to accommodate parking and to allow for open space between the back of the heritage house and the infill house. Due to the deep front setback of the existing Heritage House it was decided to reduce the rear yard to create more space between the 2 buildings. This creates a break in the massing and a contained outdoor amenity space.

Existing mature trees have been retained at the east and north of the site and will be protected during construction.

Where tree retention was not possible we are proposing new planting, fencing and landscape screening to graft the building into a cohesive landscape.

Site lines, native plant materials and seasonal changes have been taken into consideration.

Parking has been provided off the lane at the north end of the site for 4 cars with additional designated bicycle parking.



From: Enza Eppich
Sent: April-11-22 9:19 AM

To: Submissions; City Council; Matthew Menzel

Subject: Zoning Amendment and Heritage Designation for 364 East 14th Street

To: Mayor Linda Buchanan and Members of Council, Matthew Menzel

My name is Enza Eppich and I live at 358 East 14th Street, North Vancouver, and built in 2004 and my property shares the property line on the west side of this property 364 East 14th Street. We are one family living in our house.

I attended the Development Information Open House for the above property on Oct. 9, 2019. I am very disappointed and not satisfied with the information meeting regarding the proposed rezoning.

I asked Karl Wein the Applicants contact and the owner Sarah many specific questions regarding the proposed building and only received evasive answers.

The property's current classification is Single family Residential, and I asked Mr. Wein what classification is the intended rezoning, and was given no answer other than the plan reflects rezoning. This is no answer at all. Any question I asked Mr. Wien, he evaded answering or giving information. I asked how many square feet the buildings covered the lot and was given a shrug of the shoulders. I asked how many square feet the existing house was, and was told I don't know. I asked if the existing house would be renovated and taken care of to comply with the heritage character of the house, as they would like to say it is Heritage, and was told I don't know.

Also, I was told that the fixing up or bringing the original house up to Heritage standard is NOT part of the proposal. My understanding is that if you want to have Heritage rating to get the extra square footage on the property then you need to maintain the architectural integrity and upkeep of the house. If this designation is to be given without first completing all work to restore the house and yard, I believe the work will never get done, as no work to the house has occurred in over 8 years. I have attached photos of the property. The unkept yard and home show lack of care the owners have for the property. An example is the original development sign from 2019 fell to the ground about one year ago and is still sitting on the boulevard. Picture attached was taken April 10, 2022.

I asked if the overgrown trees along the border lot line would be maintained and was told that he wasn't sure. The existing trees are currently well above the roof line and extend over the fence and property line by at least 7 feet. I have them cut to the property line yearly. The trees and shrubs would have to have a major cut back to bring a healthy state. My neighbour has not repaired the exterior of the house and done proper maintenance in the garden or on property for many years. Even cutting the lawn is done rarely. I have asked them to maintain the bordering trees, but received the answer, "we like our house as is."

I am, also, concerned about the Oak trees on the property located on the north east side of the lot near the lane. The Oak trees, on the property, are some of the rarest and oldest Oak trees in North Vancouver. I believe that the city of North Vancouver passed a bylaw in November of 2021 to protect such trees.

I asked what ratio of the lot was going to be left for green space and was told people should not expect to have any green space in the City of North Vancouver on their residential lots. This, again, is not my understanding of the city's mandates.

I asked about privacy and was told that I should not expect to have privacy in the city. They felt I would not lose it, but this is clearly not the truth as the elevated decks with glass sliding doors spanning the entire back of the house and above the existing 6 foot fence would look directly onto my back yard and into my kitchen, family room and bedroom windows. This certainly would cause a loss of privacy. This side of the proposed duplex borders the shared property line and would be approximately 7ft by 30ft of glass(which is a series of glass sliding doors and windows). From the plan shown to us the glazing ratio for the side of the house on the property line is not being observed and is excessive. When I asked the designer about the window ratio along the property line, I was told NO ratio was necessary. I was told the sliding doors and windows on the three decks of the proposed buildings would be exempt of any ratio.

I find these answers to be evasive at best and could not believe the city building code, and regulations are being maintained. I do not understand how most or all building codes and ratios are being unobserved.

I was told that 4 car parks was enough for 5 family units. When I built my house, I had to have minimum 3 parking spots for the Single family home. Also, any new construction on our street has had to give a minimum of one parking spot per unit. All other construction on our street has respected all the city by laws and codes. As well, all other owners and contractors have taken the time to address concerns of the neighbours. We are being given any notice at the very last moment, and no thought of what we would like to see as per OCP is even considered.

As it is, we live on a high density street. We share the street with the Hospice, St. Andrews Complex, Kiwanis Elderly home, and across the street the Hospital and Evergreen. We get a lot of guests and medical workers parking along our street daily. The city has addressed this issue by assigning designated residential parking on our street. Also, the complex at the end of the road that was built on Hospital lands with over 90 units. The average units on our street exceeds ten fold any other in the city that is designated a single family lot on the OCP. We do not live within the first two blocks of Lonsdale and a special exemption was made for the hospital lands. In fact, the transition from Duplex to single family lot mid block was only decided a few years ago. The city's reasoning was that we needed to have a flow and transition smoothly from single family lot to duplex. The neighbourhood wanted to keep as many single family lot as possible to keep the integrity of the community.

I have a 3 car garage and two parking stalls on the lane side of my lot, I pay for 3 parking permits because on occasion I park on the street to unload groceries and such, and would otherwise get ticketed. This allotment of 4 parking stalls is way too low for 5 units. (In fact it is 6 units as there is a basement suite in the existing house.

When I built my home and the current OCP designates this 364 East 14th Street as Single Family residential. I am not against a lane house being put on existing property. Or a duplex put on the property in place of the original house with a lane house. But a green space ratio needs to be maintained and window ration for privacy needs to be maintained.

We have many duplex with lane houses in our neighbourhood. All have kept green space ratios. All have complied with the lot set back codes. The proposed 3 feet is way too close, and on top of that the nearness of the building has an elevated deck looking into my house and backyard. The positioning of the units from Ridgeway entrance instead of 14 Street entrance, mean that the house is situated sideways on the property making the back of the proposed duplex to be facing towards the property line. Meaning the glazing ratio for privacy needs to be maintained for privacy.

Also, the proposed lot coverage seems to be unlimited. With the oversided duplex and existing house on the property, all sun will be blocked on my property.

It is important that we maintain quality of life in North Vancouver. But our street has been particularly affected by density. We have accommodated the complex on 14th Street and St. Andrews, Kiwanis House, Hospice. Also, most homes have added lane houses or converted to duplexes. To go from single family zoning to 5 or 6 units seems excessive.

I was born at Lions Gate Hospital and have lived here on the North Shore for 57 years. I want to see the city maintain the quality of community and neighbourhood. I am not opposed to development, but there are limits. We have an OCP that accounts for densification. People have chosen to live here as per the OCP. If we wanted to live next to a small apartment complex type lot, we would have chosen such a location as per the OCP. We have not moved here to be living in a single family home neighbourhood, and a few years later to have a proposal to build 5 or 6 units on a single family lot. This is excessive. We have made choices to live in this area as the city OCP is a guide for a sustainable community. We do not want to lose this in our community.

I would like to have you give me a call for some answers, and want to

Regards, Enza Eppich 358 East 14th Street, North Vancouver

















Peter Lister & Lisa Ryan 408 14th Street East North Vancouver, BC V7L 2N8

April 18, 2022

CNV Major and Council City of North Vancouver 141 West 14th Street North Vancouver, BC V7M 1H9

Sent via e-mail to: CityCouncil@cnv.org and planning@cnv.org

Dear CNV Major and Council:

Re: 364 14th Street East – Application for Development

We are writing to you regarding the proposed development at 364 14th Street East, North Vancouver because we have serious concerns about the project.

In 2019 we attended the developer's information meeting. We note that in the most recent application, only very minor changes have been made to the 2019 proposal. The current application, being justified under the guise of heritage conservation, is well outside of current zoning guidelines, will not contribute to the preservation of the existing heritage house, and results in 5 or possibly 6 units of the property, which is completely unacceptable for an RS-1 zoned property.

We are strongly opposed to the application for the following reasons:

- The property is zoned RS-1, allowing a maximum lot coverage of 50% for the main residence and a potential coach house. The current proposal appears to significantly exceed this lot coverage.
- The proposal includes an infill duplex unit with basement suites for a total of 4 additional units. Five households (and possibly six if a suite was added to the main house in the future) is simply too much for an RS-1 property, regardless of any heritage considerations.
- While the application is being made on the pretext of preserving a heritage building, there is no apparent plan to repair/restore the existing house as part of this proposal. The application package shows the existing deck will be relocated to the west side of the house to make room for the new duplex, but it appears that no other upgrades are being planned to the heritage building. We are very familiar with this house and have been inside it several times. Contrary to the developer's heritage report, we would rate the house as in no better than "fair" condition. No upgrades or significant repairs have been made to the house over the many years the current owners have had the property, and during this time the condition of the house and yard have deteriorated significantly. Considerable investment is required to repalce original wiring and plumbing, repair exterior siding, trim and front porch elements, and repat the exterior. None of these improvements or outlined in the application. Given that the variance for increased density is being justified by the heritage aspect of the existing house, restoring and upgrading the existing house must considered an essential requirement for any application of this nature.

- The property contains two mature White Oak trees at the rear of the property. These trees are
 unique in North Vancouver. The proposed duplex would require the removal of one of these
 trees (for parking), and the close proximity to the buildings and landscape construction could
 easily damage the root system of the second tree irreparably compromise its health. Any
 acceptable proposal must retain and protect both trees.
- The proposed separation between the rear wall of the existing house and the new duplex is only 3m, and will require the rear deck of the existing house to be demolished. The result will be two buildings that are very close together, creating a large visual mass facing Ridgeway that is not consistent with the RS-1 zoning. In addition, the proximity of the two buildings provides limited green space on the lot and limited possibilities for landscape plantings that would help to reduce visual mass and blend the buildings into the existing neighbourhood. The proposed duplex will also tower over backyard of the adjacent property to the immediate west, thus impacting the owner's privacy and enjoyment of their backyard.

In 1997 we purchased a heritage house at 408 East 14th St. and over many years have fully restored and preserved the property ensuring retention for future generations. As a result, we appreciate that the house at 364 East 14th St. has significant historical and social value and should be retained. Unfortunately, based on the lack of basic maintenance we have observed since the current owners have had the property and the fact that no improvements are being planned as part of this application, we have absolutely no confidence that approving this application will result in any significant actions to perverse this heritage-listed house.

We feel that the existing RS-1 zoning, which permits a coach house, provides a more that adequate opportunity for the property owners to create rental income from their property. In addition, we would like the Oak trees to be retained and protected because these trees are unique in North Vancouver and add interest and green space to the neighbourhood. To be clear, we are not opposed to development per se and would be agreeable to the addition of a coach house and basement suite (two additional units) provided this increase in density was accompanied by a requirement to upgrade and restore the heritage house and retaining the Oak trees

In its current form, we strongly oppose the application and are disappointed that the current application essentially regurgitates the unacceptable 2019 plan. We urge CNV Council to reject the application and encourage the owners and developer to create an alternative proposal that respects the RS-1 zoning, upgrades and restores the existing heritage house, and retains/protects the unique Oak trees.

Sincerely yours,

Peter Lister & Lisa Ryan

Cc: CNV Planning Department via planning@cnv.org



PUBLIC HEARING

Monday, April 25, 2022 at 6:00 pm

Zoning Amendment Bylaw No. 8904 and Heritage Designation Bylaw No. 8905 for 364 East 14th Street

View the meeting online at cnv.org/LiveStreaming Or in person at City Hall, 141 West 14th Street

Purpose: To rezone the subject property from a One-Unit Residential 1 (RS-1) Zone to a Comprehensive Development 750 (CD-750) Zone to permit the development of an infill duplex, to support the retention and designation of the existing Heritage 'A' building.

To provide written input: All persons who believe their interest in property may be affected by the proposed bylaws will be afforded an opportunity to speak at the Public Hearing 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 12:00 noon on Monday, April 25, 2022, to ensure their availability to Council at the Public Hearing. No further information or submissions can be considered by Council after the Public Hearing has concluded.

To speak at the Public Hearing:

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 Monday, April 25, 2022.

In person at City Hall: On the day of the Public Hearing, a sign-up sheet will be available at City Hall reception (14th Street entrance) between 9:00am and 4:00pm, and then outside the Council Chamber from 5:30pm. To attend the Public Hearing in person, enter City Hall through the doors at the southwest corner of the building after 5:30pm.

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. Callin details will be displayed on-screen during the livestream at cnv.org/LiveStreaming.

To view the documents: The proposed bylaws, background material and presentations can be viewed online at cnv.org/PublicHearings and at City Hall.

Questions? Matthew Menzel, Planner, mmenzel@cnv.org / 604-982-8337

141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9







THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8904

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, 2022, No. 8904" (Karl Wein / Bradbury Architecture, 364 East 14th Street, CD-750).
- 2. Division VI: Zoning Map of Document "A" of "Zoning Bylaw, 1995, No. 6700" is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-750 (Comprehensive Development 750 Zone):

Lots	Block	D.L.	Plan	
14	52	550	1363	from RS-1

- 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 section to Section 1100, thereof, after the designation "CD-749 Comprehensive Development 749 Zone":
 - "CD-750 Comprehensive Development 750 Zone"
 - B. Adding the following to Section 1101, thereof, after the "CD-749 Comprehensive Development 749 Zone":
 - "CD-750 Comprehensive Development 750 Zone"

In the CD-750 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 RT-1 Zone, except that:

- (1) Two Principal Buildings shall be permitted on one Lot;
- (2) Gross Floor Area:
 - (a) Shall not exceed 0.5 times the Lot Area:
 - (b) Recycling and garbage storage for private use and held in private ownership may be excluded from Gross Floor Area (one-Unit and Two-Unit Residential);
- (3) Three Primary dwelling units shall be permitted on the Lot;
- (4) Two Accessory Secondary Suite uses are permitted on the Lot;

- (5) Lot Coverage shall not exceed 37%;
- (6) Principal Buildings shall be sited as in the RT-1 zone, except that:
 - (a) The Principal Buildings shall be sited not less than 6.48 metres (21.26 feet) from the rear lot line (northern boundary);
- (7) Accessory buildings shall be sited per section 514 (5), except that:
 - (a) the Accessory buildings shall not be sited less than 0.2m (0.6 feet) from the interior Side Lot Line.
- (8) Section 906(3)(b), Parking Space setback from Lot Lines, shall be waived.

READ a first time on the 28th day of March, 2022.

READ a second time on the 28th day of March, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

Document: 2127018-v2

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8905

A Bylaw to Designate a Municipal Heritage Site

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 "Heritage Designation Bylaw, 2022, No. 8905" (Karl Wein / Bradbury Architecture, 364 East 14th Street).
- 2. Pursuant to the *Local Government Act*, the following lands, buildings and structures are, in their entirety, designated as a protected heritage property:

Street Address: 364 East 14th Street, North Vancouver

Common Name / Description: MacLeod Residence

Lot 14, EXCEPT THE NORTH 10 FEET NOW

LANE, BLOCK 52 DISTRICT LOT 550 PLAN 1363

PID 009-773-797

3. Pursuant to the *Local Government Act*, this bylaw requires adherence to the City of North Vancouver's "Heritage Conservation Procedures Bylaw, 2013, No. 8292".

READ a first time on the 28th day of March, 2022.

READ a second time on the 28th day of March,

2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

Document: 2134624-v1







Navigating through 2021

- COVID-19
- Extreme Weather Events



Cooling Mist Stations



Varming the Homeless – Warming Kit



Investing in our Resources

- Health and Wellness
- Training and Development
- New Fire Apparatus







9

Reducing Risk through Fire Prevention

- Fire Inspections
- Coordinated Fire Bylaw
- Pubic Education



CITY

Community Outreach and Public Education

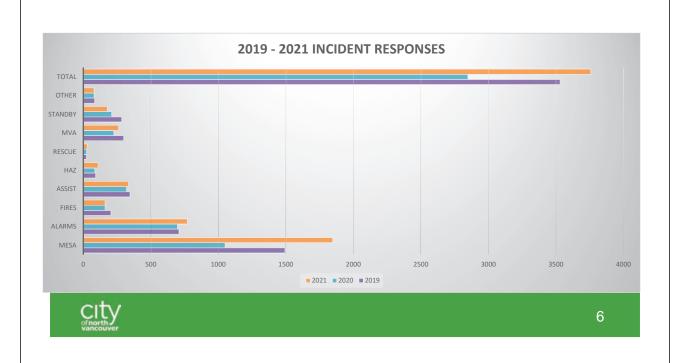
- Advancing our Virtual Presence
- Community Wildfire Protection Plan





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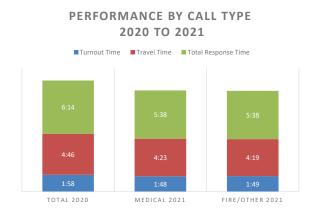
Responding to Incidents



Incident Response and Performance

Operational
 Effectiveness through

 Performance Metrics



CITY

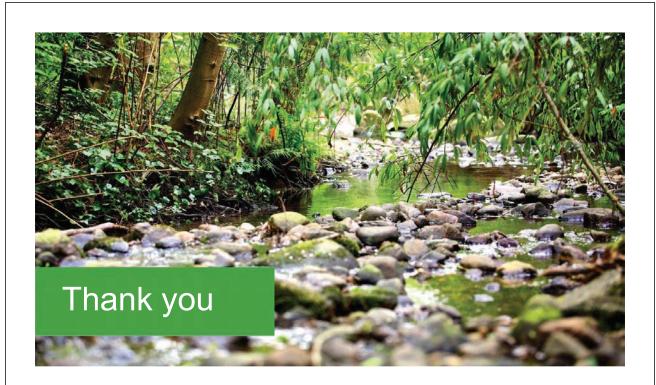
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Looking Ahead 2022

- Coordinated Public Safety Approach
- Broadening Community Outreach



of north vancouver











The Corporation of THE CITY OF NORTH VANCOUVER FIRE DEPARTMENT

INFORMATION REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Greg Schalk, Public Safety Director and Fire Chief

Subject:

FIRE DEPARTMENT 2021 ANNUAL REPORT

Date:

April 13, 2022

File No: 14-7000-01-0001/2022

Message from the Fire Chief

On behalf of the men and women who proudly represent the North Vancouver City Fire Department it is my distinct honor to present our 2021 Annual Report.

This past year was once again one that challenged our staff to be agile and adaptive in how we planned and conducted our day to day operations. While we continued to navigate through the COVID-19 pandemic and the escalating opioid crisis we also found ourselves faced with new challenges in the form of extreme weather events including the unprecedented heat dome.

Through it all our members demonstrated tremendous resilience and professionalism. Our commitment to providing the highest level of service was prioritized with a persistent focus on both our member's health, wellness and safety as well as the publics' for which we proudly serve.

While much of this report highlights what we accomplished in the past year with respect to our core functions in emergency response, fire prevention and public education it also touches on how we as a public safety agency are striving to evolve in our role as a community service resource. We recognize that our community's needs are ever changing and the public safety needs of those who live, work and play on the North Shore require a broader and more coordinated perspective.

To help shape our journey, in 2021 we embarked on a wholesome engagement process that helped us produce our inaugural Strategic Service Priority Plan. Within the plan, we were able to redefine our mission statement, identify our core values and collaborate on four key service priorities and associated objectives that will guide us in our efforts to achieve the City's vision of "A City for the People, A Healthy City for All".

As we move forward into a new year, we are again excited about what lies ahead. We will continue to be dedicated in our efforts and strive to be excellent in all that we do. We will be innovative and

Document: 2168501

INFORMATION REPORT: Fire Department 2021 Annual Report

Date: April 13, 2022

progressive in our approaches and continue to invest in our relationships with our community partners that will enhance our abilities as a public service provider.

In closing, I cannot express how proud I am to represent such a fine organization. The men and women of the NVCFD are compassionate professionals who are highly trained, solution-orientated and dedicated to their craft and I am humbled and honored to serve alongside them. I am also greatly appreciative of the support that our department receives from city council and the residents of the City of North Vancouver and appreciate the trust and confidence that everyone has in us each and every day.

Sincerely,

Greg Schalk

Fire Chief and Public Safety Director

North Vancouver City Fire Department

Lead with Integrity * Never Compromise Safety * Serve with Compassion

COVID-19 Global Pandemic

The North Vancouver City Fire Department (NVCFD) continues to adapt to the ever-changing environment due to the COVID-19 global pandemic. Protective measures along with agile approach to COVID related policies and procedures implemented early on in the pandemic helped to protect our members as well as the public throughout 2021.

Our professional and dedicated staff continue to deliver exceptional services to the citizens and visitors of the City of North Vancouver even with the challenges that continued over the past year.



Emergency Management and Planning

Heat Dome

This significant climate event brought extra challenges to emergency services across the region. The NVCFD was quick to adapt and respond to the dramatic increase in medical related calls to

help serve the residents of and visitors to the City of North Vancouver.

Additionally the NVCFD coordinated with North Shore Emergency Management (NSEM), the City Library, community centers, and other partner organizations in establishing and staffing "cooling stations" throughout the City of North Vancouver to offer a safe environment for those who were in need for the duration of the events.



Cooling Mist Stations

Extreme Cold Weather

The NVCFD in collaboration with NSEM, Emergency Social Services (ESS) staff, and other departments within the City of North Vancouver, established a warming centre for those requiring assistance during the extreme cold event in December. Our first responders also continued to partner with the North Vancouver RCMP and Warming the Homeless organization on provided warming kits to the vulnerable and unhoused within our community.

In collaboration with NSEM the fire department's public safety team is working with NSEM on a comprehensive review process to the extreme weather events of 2021 to help formulate operational readiness plans as part of an updated Extreme Weather Strategy.

Major Emergency Operation Plan (MEOP)

The North Shore Fire Services exercised its Major Emergency Operations Plan (MEOP) in the fall of 2021 as part of on-going efforts to ensure operational readiness and preparedness in the event of a major disaster. Part of this preparedness work included prioritized distribution of emergency supplies to departments throughout the City of North Vancouver.



Warming the Homeless - Warming Kits

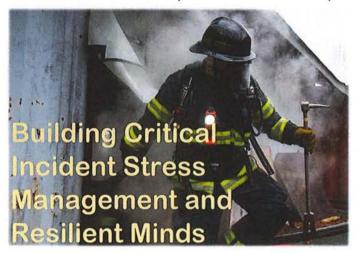
INFORMATION REPORT: Fire Department 2021 Annual Report

Date: April 13, 2022

Health and Wellness

Firefighter Resiliency Training

In 2021 the NVCFD took part in a first of its kind pilot for firefighter resiliency training.



A health care professional who specializes in the treatment of post-trauma reactions as well as supporting resilience led the training.

This training equips fire fighters and teams with the knowledge and skills needed to strengthen and retain optimal resilience and well-being under operational load.

Moving forward, the NVCFD is working proactively to adopt resiliency practices and put the proper knowledge, skills, and abilities in place to enhance the coping

capacity and continue to build resilience of both the individual and the team.

The NVCFD is in the beginning stages of developing a peer-to-peer support group where colleagues meet in person or virtually as equals to provide connection and support on a reciprocal basis.

The NVCFD is continually building on the Critical Incident Stress Management and Resilient Minds programs

Minimizing any adverse impacts on members with the help of an external practitioner is a priority.

Cardiology Study

For the second consecutive year the NVCFD, in collaboration with Local 296 of the International Association of Firefighters (IAFF), the NVCFD Health and Wellness Committee, and the Delbrook Community Recreation Centre, partnered with the District of North Vancouver Fire and Rescue Services (DNVFRS) and Sports Cardiology BC to provide a comprehensive cardiovascular screening for our members as part of a two year research project.

Cardiac events remain the number one cause of line of duty deaths within the fire service, and this project studied the prevalence of cardiac risk factors and disease in firefighters and assessed the efficacy of screenings and medical consultations on changing the risk factors.

Date: April 13, 2022

Training and Development

As an "All Hazards" response organization, our firefighters must engage regularly in specialized discipline specific training to ensure we maintain our high standards and competency requirements. In 2021, the NVCFD completed 14,681 hours of scheduled specialized training.

2021 Specialized Training Focused Areas

Fire Officer Training Wildfire

Fire Behaviour Fire Ground Operations

Confined Space Rescue Hazardous Materials

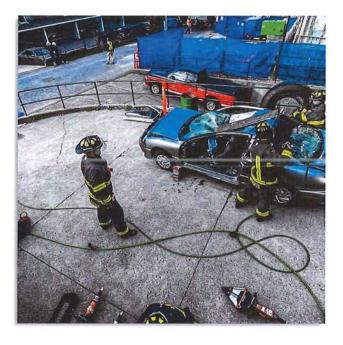
High Angle Rescue Emergency Medical Responder (EMR)

Tower Crane Rescue Incident Command Strategies and Tactics

Swift Water Rescue High Rise Firefighting

First Medical Responder (FMR) Major Emergency Operations Plan (MEOP)

Auto Extrication





14,681

hours

Specialized Training In addition to specialized training, NVCFD members regularly engage in company level training to maintain their foundational skills and to ensure compliance with the BC Office of the Fire Commissioner's Fire Service Structure Firefighters Competency and Training Playbook.

As part of their on-going professional development, NVCFD members also regularly engage in external training opportunities, workshops and conferences.

2021 Company Level and External Training

- ♦ Structural Collapse
- Resilient Minds Training
- ♦ Emergency Planning
- Radiation Detection Training
- ♦ Aeroclave Training
- Marina and Industrial Facilities Familiarization
- Rapid Intervention Team (RIT) Training
- Resiliency Training with Dr. Shields
- Hazardous Materials Technician Courses
- ♦ North Shore Tri-Municipal Autism Training
- ♦ Blue Card Instructor Incident Commander Training
- Overdose Awareness Training in collaboration with Vancouver Coastal Health (VCH)
- ♦ Reconciliation Awareness Training 4 Seasons of Reconciliation



Replacement of Aging Fire Apparatus

The NVCFD placed an order for (1) new triple combination pumper (Engine) and (1) new aerial ladder truck. The anticipated delivery for both trucks is spring of 2022. Both apparatus are equipped with anti-idle reduction technology that will not only reduce greenhouse gases but will help reduce fuel costs.



Date: April 13, 2022

Fire Prevention

Our Fire Prevention Division plays an integral role in our ability to provide the citizens of the City of North Vancouver the highest level of public safety and education possible. The expectation of Fire Prevention Officers is to manage the responsibilities associated with the following:

- Conducting Building Inspections
- Ensuring Fire Safety Code Enforcement
- Conducting Fire Investigations
- Reviewing Building Plans
- Pre-planning buildings
- Delivering public education
- Overseeing Fire Department Communication and Technology systems
- Food Truck Inspections

The total number of inspectable properties currently sits at 3831, a 6% increase from 2020 which had 3622 total.

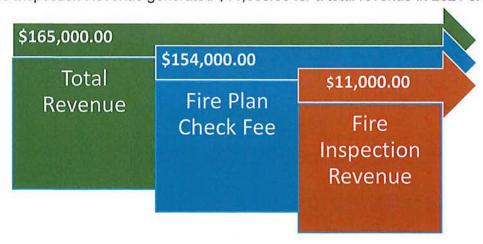
The Fire Prevention Office continues to be exceptionally busy with routine annual inspections, business licenses, complaints, and new buildings occupancy inspections. Fire Prevention Staff play a vital role in the new development process, from Re-Zoning, to Building Permit issuance and Occupancy acceptance.

This requires involvement in reviewing building plans, Construction Fire Safety Plans and Protection of Adjacent Building reports as well as extensive functional testing to ensure the life safety systems are operational.

Revenue generated from the Fire Plan Check Fee in 2021 was \$154,000.00

The Fire Prevention Office is also responsible for creating comfort letters and reviewing occupant loads. A comfort letter is a fee-based service that provides inspection information on any property in the City. The department issued 86 comfort letters in 2021 along with 6 Occupant Load Certificates.

Fire Inspection Revenue generated \$11,000.00 for a total revenue in 2021 of \$165,000.00.



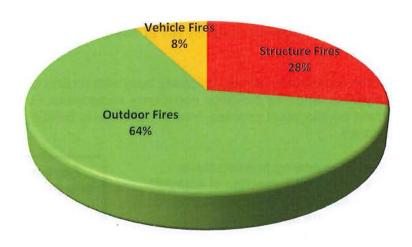
Inspectable Properties

Increase of 6%

In 2021 the City's Fire Bylaw was updated, and reflects a cooperative effort between the City and the Districts of North and West Vancouver. Having a common Bylaw across the North Shore allows for a more consistent approach to fire safety, along with the alignment of fees and fines. Significant changes to the Bylaw include restricting cooking fires, clarified requirements regarding storage in parkades, stepped fines for false alarms and improved updates to general clarification of requirements. These changes provide City Inspectors with an improved ability to ensure that inspectable buildings in the City are maintained in a safe condition

Fire investigations comprise a significant component of Fire Department activity. 90 fires were investigated in 2021, which were largely balanced between structure fires and outdoor fires, with a small number of vehicle fires.

2021 FIRE INVESTIGATIONS





25 Structure Fires



58 Outdoor Fires



7 Vehicle Fires

2021

Total fire loss incurred \$388,501

Potential fire loss \$198,965,922

Date: April 13, 2022

Public Education and Outreach

One of the most significant non-emergency roles the Fire Department plays is in continual community engagement. Covid-19 had a significant impact on our ability to deliver many of our typical annual events. Some of our most anticipated events such as Fire Prevention Week, Hot Summer Nights and Fire Hall Tours along with many of the charitable events such as Bright Nights were cancelled or significantly altered.

Community engagement shifted significantly from in person delivery to online and virtual social media platforms such as Twitter, Facebook and Instagram. This has been an extremely successful shift for our online exposure and we have been able to engage many followers through these platforms.

2000

1000



Twitter - 178 posts 1509 Followers

1 21%

Average of 715 impressions per day



Instagram - 182 posts 1593 Followers

1 24%

Best post reached 2,645 people (168 engagements with the High angle rescuetraining image)



Facebook - 182 posts 1366 Followers 1015 Likes *an increase of 51%





Social Media Statistics

In 2021, the NVCFD conducted three virtual public education events with Impact North Shore (formerly North Shore Multicultural Society), participated in the Grand Boulevard Halloween Pumpkin Walk and conducted several building safety sessions and fire drills.

The City of North Vancouver successfully obtained a BC FireSmart grant in 2021, which allowed the City to prepare a Community Wildfire Protection Plan (CWPP).

Part of the grant allowed for Fire Prevention Staff to design and hand deliver door hangers to over 500 homes in the City located within close proximity to the urban wildland interface.

Fire Prevention Staff also engaged the community through two FireSmart events held at the Shipyards and maintained a static display at the City Library.



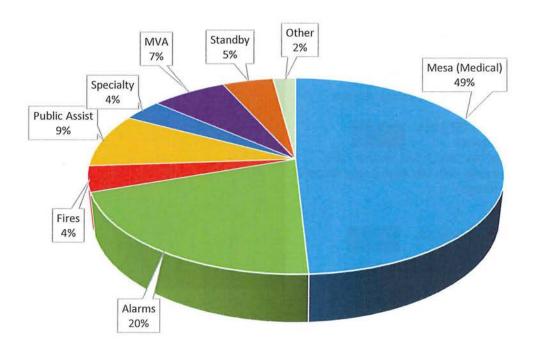
2021

Responding to Incidents

The NVCFD is an "all hazards" response agency servicing the community by responding to all types of emergency and non-emergency incidents.

We pride ourselves on providing the highest level of customer service and ensuring we are embracing industry best practices and being at the forefront of service delivery.

There were 3,758 calls for service in 2021



NVCFD 2021 Calls for Service

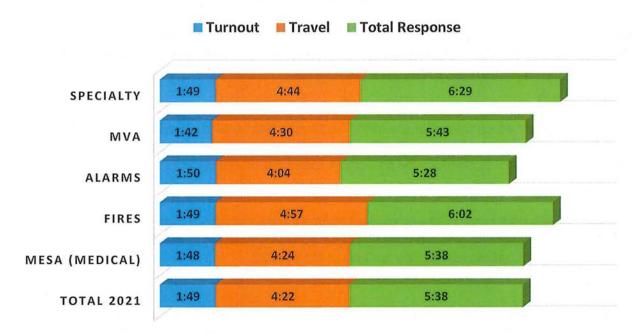
^{*}Specialty - Hazardous Materials and Technical Rescue Calls

Performance Metrics

In 2020 the NVCFD adopted the NFPA 1710 Standard for Response Time Measurement by moving from measuring performance based on the average response times to the measuring our response performance as it relates to the 90th percentile.

Based on this model our 2021 response times were:

2021 NVCFD RESPONSE TIMES



^{*}specialty - technical rescues and hazardous materials

^{*}turnout time – time from when call gets dispatched to when fire apparatus is on route

^{*}travel time – time from when apparatus is on route to when it arrives on scene

Service Priority Plan - Looking Ahead 2022

The North Vancouver City Fire Department's (NVCFD) Service Priorities Plan (SPP) is an agile plan that will help guide the Fire Department over the next few years. The SPP aligns with Council's Strategic Plan and with the City of North Vancouver's Corporate Business Plan. The SPP, comprised of four service priorities inspired by the City of North Vancouver's vision of "A City for People, A Healthy City for All", provides opportunities for residents to engage with their community as a steward of the environment. The service priorities focus on the NVCFD's aim to make a measurable difference in life safety outcomes and service to the community, while maintaining critically important fire suppression response times and performance.

Objective 1.1

In 2021, the Fire Prevention Office delivered three virtual presentations through Impact North Shore, to new residents. This program will continue in 2022 with the aim of moving to an in person format with follow up educational opportunities.

Objective 1.2

Continued advanced conversations with the Squamish Nation on developing a more coordinated approach to delivering public safety messaging as well as creating a collaborative working arrangement to conduct fire prevention initiatives on nation land.

Objective 1.3

Planning is well underway on developing a volunteer based program that will facilitate the delivery of fire prevention and emergency preparedness education to residents. The hope is to have the program up and running by the end of Q2 of 2022.

Objective 1.4

Public Safety is working on a number of initiatives with various external agencies to increase the level of support that the fire department can provide to the vulnerable populations within our community. This includes working closely with the North Shore Overdose Outreach Team and training our staff in trauma informed practice.

Objective 1.5

To establish an annual life safety program in School District (NVSD) 44 secondary schools. In collaboration with the NVSD 44 the NVCFD is pleased to announce a joint pilot program to instruct and certify high school students in cardiopulmonary resuscitation (CPR). This pilot program will begin in the spring of 2022 and will focus on Sutherland and Carson Secondary schools to start with the intention of broadening to other schools in the future. The Red Cross certified comprehensive 5-hour course covers the following topics:

- Preparing to respond
- The EMS system
- Check, Call, Care
- Airway emergencies
- Breathing and Circulation emergencies
- First aid for respiratory and cardiac arrest
- Wound care

Utilizing NVCFD firefighters to instruct these life-saving skills, enhances the relationship and awareness of fire services in the community and better equips students with the knowledge and skills to make a difference in the event of an emergency.

Objective 2.1

To streamline the inspection process and move towards a 12-month inspection cycle, the Fire Prevention Division updated our inspections sections using occupancy, geography and risk assessments.

Objective 2.2

Fire Prevention Staff have completed the development work for Infor integration and are working on a transition plan. Following a completed staffing review, measures are under review to facilitate balance with the increased workload in respect to building permit and occupancy reviews.

Objective 3.1

The NVCFD continues to utilize technology while collaborating with other Departments within the City to identify trends, priority response routes and associated "heat maps". The NVCFD tracks numerous areas and records the data for a means of continuous improvement (e.g. improved turnout times) through education and awareness. Shared monthly stats with our staff increase the overall awareness and understanding on the importance of evidence based decision-making.

Objective 3.2

The NVCFD has begun to develop a risk assessment and training needs assessment for special operations, including Wildfire and Emergency Medical Services (EMS). Wildfire gear and Personal Protective Equipment (PPE) was procured and training completed.

The NVCFD additionally certified four members in Emergency Medical Responder (EMR) who will complete their licensing requirements in Q1 of 2022.

Objective 3.3

In March of 2022, the three North Shore Fire Departments renewed their Cooperative Fire and Rescue Services Agreement for another five years. This progressive agreement commits the north shore fire departments to providing the highest level of coordinated service to all residents with a focus on safety, collaboration, risk mitigation and fiscal responsibility.

Objective 4.1

Fire Prevention hosted two FireSmart community events at the Shipyards in 2021, maintained a static display in the City Library, and hand delivered over 500 door hangers to North Vancouver City homes located within close proximity to the urban wildland interface. In 2022, the Fire Department will continue to coordinate with the Parks Department on advancing the work of the CWPP enhanced through a joint grant proposal.

INFORMATION REPORT: Fire Department 2021 Annual Report

Date: April 13, 2022

Objective 4.2

The NVCFD placed an order for one new Triple Combination Pumper (Engine) and one new Aerial Ladder Truck. The anticipated delivery for both trucks is spring of 2022. Both apparatus are equipped with anti-idle reduction technology that will not only reduce greenhouse gases but will help reduce fuel costs. Plans are also underway to procure a plug in electric support vehicle for our Fire Prevention Office (FPO).

Objective 5.1

Discussions are underway with North Shore partners to refresh the tri-municipal recruitment process and campaign with the intention of appealing to diverse applicants. In collaboration with School District 44 (SD44) and the DNVFRS, high school students from North Vancouver will attend alongside our recruit firefighters while they complete their recruit orientation training.

Planning is underway with our North Shore fire partners, SD44, and the First Nations Emergency Services Society (FNESS) to host a youth academy program in North Vancouver in October of 2022.

Objective 5.3

The NVCFD has committed to a number of employee health and wellness initiatives moving forward.

The NVCFD took part in a first of its kind pilot for firefighter resiliency training in 2021. A health care professional who specializes in the treatment of post-trauma reactions as well as supporting resilience led the training. This training equips fire fighters and teams with the knowledge and skills needed to strengthen and retain optimal resilience and well-being under operational load. Moving forward, the NVCFD is working proactively to adopt resiliency practices and put the proper knowledge, skills, and abilities in place to enhance the coping capacity and continue to build resilience of both the individual and the team.

The NVCFD is in the beginning stages of developing a peer-to-peer support group where colleagues meet in person or virtually as equals to provide connection and support on a reciprocal basis.

Following the Cardiology Study the NVCFD submitted a capital request for funding to establish a triennial program that involves conducting a Cardiopulmonary Risk Assessment for all our firefighters. The program will include a comprehensive Exercise Testing Process (CPET). The CPET comprises of an electrocardiogram (ECG), spirometry (lung function and pulmonary function test), an exercise stress test and cardiopulmonary related blood analysis. The goal of this program, to ensure our staff are physically/medically fit to perform their strenuous duties at emergency incidents, will assist the NVCFD in providing a safe and secure community while ensuring that homes and businesses are well protected.

RESPECTFULLY SUBMITTED:

Greg Schalk

Public Safety Director and Fire Chief







The Corporation of THE CITY OF NORTH VANCOUVER BYLAW SERVICES / PUBLIC SAFETY DEPARTMENT

INFORMATION REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Paul Duffy, Manager, Bylaw Services

Subject:

2021 BYLAW SERVICES OVERVIEW

Date:

April 13, 2022

File No: 09-3900-01-0001/2022

PURPOSE

This report provides Council with an overview on Bylaw Enforcement activities in 2021. The goal of Bylaw Enforcement is to achieve compliance with municipal bylaws through fair, consistent, transparent and reasonable enforcement practices that support building a healthy, safe and prosperous community.

2021 OVERVIEW

The year 2021 provided ongoing challenges and new opportunities as we navigated through new variants of COVID-19. Bylaw Services continued to respond to bylaw complaints, educate members of the public and gain compliance by assisting residents and businesses to make informed decisions based on the evolving Public Health Orders. With more residents working from home and the uncertainty caused by the pandemic, an increase in complaints were received. In 2021, 3,450 complaints were investigated, compared to 2,887 in 2020. The additional workload impacted the City's proactive parking statistics, as staff normally assigned to parking enforcement were redirected to Provincial Health Order and additional parking complaints.

Date: April 13, 2022

BYLAW SERVICES

Bylaw Services consists of four categories of employees; each assigned different functions within the department. In addition to the Manager, Bylaw Services, there are nine full-time employees, two full-time Bylaw support/screening staff, two full-time parking enforcement staff, four full-time Bylaw Enforcement Officers and a Bylaw Supervisor. One temporary full-time position and a small pool of auxiliary staff supplement parking enforcement. Staff utilize two automatic licence plate reader vehicles that assist with parking enforcement and four additional vehicles that support the remaining staff.

BYLAW ENFORCEMENT OFFICER HOURS OF OPERATION

Since 2016, Bylaw Enforcement Officers have provided enforcement services seven days per week, with extended hours ranging from 6:30am to 9:00pm. Bylaw support staff continue to provide services during standard City Hall operating hours, Monday to Friday from 8:30am to 5:00pm. The expanded coverage has enhanced staff response to a number of investigations, such as Sunday and after-hour construction complaints, onstreet over-sized vehicle and recreational vehicle parking and animal control issues. After-hour complaints are monitored by the Manager, Bylaw Services, and addressed on a priority basis.

PARKING ENFORCEMENT

The City continues to see an increase in competition for curb space. Rapid Bus lanes, mobility lanes, ride-sharing, electric charging stations, curbside deliveries, scooters and e-bikes all compete for curb space, along with personal vehicles. In the past five years, Bylaw Services evolved by taking on additional enforcement roles, including a construction ambassador and a property use inspector. These changes impacted proactive parking enforcement and contribute to a reduction in parking enforcement revenue.

Parking enforcement continues to account for a significant portion of the Bylaw Enforcement Officers' regular workload. In addition to routine parking enforcement of time and zone restricted areas, response to parking complaints from the public occurs on a daily basis. In 2021, Parking Enforcement Officers attended to 1,973 parking complaints; an increase of 33% from 1,476 parking complaints in 2020.

Date: April 13, 2022

PARKING RELATED STATISTICS

Table 1 provides data from parking related tickets issued in 2019, 2020 and 2021.

Table 1: Parking Related Ticket Data 2021

Bylaw Tickets Details	2019	2020	2021
Warning Tickets Issued	4,520	3,326	2,739
Total Tickets Issued Under Street and Traffic Bylaw	18,300	10,261	12,847
Total Tickets Issued Under Other Bylaws	175	263	220
Total Number of Bylaw Notices Issued (Tickets)	18,475	10,524	13,067
Total Bylaw Notices Paid	11,854	5,547	8,564
Total Bylaw Notices Unpaid	4,400	4,074	4,790
Total Tickets Voided (Errors/Lack of Evidence)	2,221	903	1,465
Percentage of Bylaw Notices Paid	64.2%	57.6%	76.8%
Revenue Received from Collections ¹	\$8,738.83	\$12,415.62	\$65,081.96

BYLAW ENFORCEMENT OFFICER

Bylaw Enforcement Officers enforce several different bylaws, along with the Street and Traffic Bylaw. Calls for service relate to any one of the following bylaws:

- Construction Regulation;
- Zoning (use of property, including structures and unapproved suites);
- · Nuisance Abatement (unsightly and unsanitary conditions);
- · Business Licence (assist Licence Inspector as required);
- Minimum Maintenance Standards (exterior physical condition of private property);
- Rental Premises Standards of Maintenance and Prevention of Nuisances (interior condition of residential rental properties and measures to mitigate rental property impacts on a neighbourhood);
- Rodent Control;
- Noise Control;
- Parks Regulation (animals at large, camps);
- Solid Waste Management Service (garbage pick-up, bins);
- Environmental Issues regulated through the Sewerage and Drainage Utility and the Stream and Drainage System Protection Bylaws (substances poured or draining into the City's catch basins);
- Wharf Regulation (crab traps, other activities);
- Smoking Regulation; and
- Real Property Regulation.

¹ Any tickets not paid after 34 days are forwarded to the collection agency.

Date: April 13, 2022

BYLAW COMPLAINTS INVESTIGATED

Table 2 provides data on bylaw complaints investigated in 2019, 2020 and 2021.

Table 2: Bylaw Complaint Data

Call-for-Service Description	2019	2020	2021
Minimum Maintenance (Fence in disrepair)	4	3	0
Graffiti	18	27	27
Noise (Other than construction)	71	90	130
Construction Noise	121	166	172
Nuisance Abatement (Debris/untidy)	254	254	306
Parks (41 homeless camps in 2020 vs 73 in 2021)	19	64	110
2nd Cooking Facility/Unapproved Suites	70	58	71
Stream & Drainage	10	18	28
Standard of Maintenance	23	23	24
Sprinkling/Water	21	17	34
Street & City Land (Sidewalk obstructions)	236	224	163
COVID Complaints	n/a	183	120
Wharf Bylaw	1	5	2
Zoning Bylaw (Structures/setback)	9	10	13
Business Licences (Operating without a licence)	1	15	5
Total	858	1,157	1,205

ANIMAL CONTROL SERVICES

Animal Control Services is regulated by the City through several bylaws (i.e. Dog Tax Regulation Bylaw, Small Creatures Limitation Bylaw and the Parks Regulation Bylaw). The majority of calls for service for animal control infractions relate to contraventions of the Dog Tax Regulation Bylaw, which regulates the keeping of dogs within the municipality. Animal Control Services deals almost exclusively with dogs.

Date: April 13, 2022

ANIMAL COMPLAINTS

Table 3 provides data on animal related complaints that were responded to by Bylaw staff in 2019, 2020 and 2021.

Table 3: Animal Complaint Data

Call-for-Service Description	2019	2020	2021
Stray Dogs Picked Up	12	9	9
Dogs Returned	11	8	7
Adopted Dogs	1	1	2
Dogs Euthanized	0	0	0
Off-Leash Education Interactions (City promotional dog leash provided)	40	55	48
Written Warning Tickets	3	2	8
Verbal Warnings	185	275	256
Tickets Issued	26	22	41
Dog Attack/Bites	39	37	42
Dogs Declared as Vicious	3	2	1
Noisy Dog Complaints	20	17	18
Dead Animal Picked Up	93	84	99
Chicken Complaints	0	1	0
TOTAL	433	513	531

Animal Control staff have been documenting their attendance at the 50+ parks within the City – in 2021, 1,185 patrols were recorded, 1,530 patrols in 2020 and 845 in 2019. Added patrols conducted on electric bicycles has extended and increased coverage.

BYLAW SUPPORT/SCREENING STAFF

Two Bylaw support/screening staff working at City Hall receive and respond to all email and phone calls from the public, create follow-up files for Bylaw Officers and conduct an initial review (screening) of any tickets that are in dispute. In 2021, staff worked through 478 ticket screenings, compared to 323 in 2020.

BYLAW ADJUDICATION REGISTRY

The City of North Vancouver utilizes a Bylaw Adjudication System that allows for the resolution of minor bylaw disputes at the local level, rather than through the Provincial Court system. Previously, anyone wishing to dispute a bylaw ticket had to appear in a BC Provincial Court, which can be an expensive, intimidating and time-consuming process. With the Bylaw Adjudication System, a provincially appointed adjudicator, centrally located at City Hall, hears all disputes. In 2021, the City held three adjudication hearings for 55 ticket disputes. This is an increase from 18 ticket disputes in 2020 due to the pandemic.

IMPLICATIONS

The general goal of bylaw enforcement is compliance; ticket and fine revenue is a byproduct of bylaw enforcement. Bylaw Services' role has changed significantly since
2016 when the duties were primarily parking enforcement and nuisance related. Bylaw
staff, with the additional role of acting as construction ambassadors, also investigate
zoning complaints. These additional duties have impacted ticket revenue and, while
ticket revenue is not considered a primary goal, it does assist in off-setting enforcement
costs.

INTERDEPARTMENTAL IMPLICATIONS

Bylaw Services staff work in collaboration with all of the City's internal departments and external agencies, utilizing a measured approach in addressing any issues that arise. Our partnerships include, but are not limited to:

- Building Inspections and Engineering Development Services staff, through the Construction Ambassador in a collective team approach, effectively manage the large construction sites in the City. This position has been very effective in dealing with the impacts of construction activity;
- Environment on initiatives/issues, including responding to dumping complaints near drainage systems, catch basins and creek;
- Engineering on traffic control efforts, with street occupancy/use data collection, date entry, monitoring of the Resident Exempt parking program and participating in the coordinated elementary school traffic safety campaigns;
- Planning Division staff when responding to Land Use or other Zoning Bylaw issues;
- Parks on complaints related to homeless camp clean-ups, off-leash dogs, etc.;
- Support for large festivals/events in the City; and,
- RCMP on homelessness, nuisance properties and COVID-19 Provincial Health Orders.

STRATEGIC PLAN

As the City continues to grow, there is an increased need to keep up with the pace of change and provide infrastructure that allows residents to move about as freely and seamlessly as possible. Bylaw staff continue to support the following City's priorities under the current Strategic Plan.

- "A Prosperous City" where parking management supports new and existing businesses.
- "A Connected City" where parking management enables a sustainable way for goods and services to move within the City.
- "A City for the People" which is accessible to all.

RESPECTFULLY SUBMITTED:

Paul Duffy

Manager, Bylaw Services



Background















Project Milestones

Q4 2021 -Q1 2022 Alternatives
Analysis
O1 2022

Concept Design Q2 2022 Detailed Design Q3-Q4 2022

Construction 2023 (TBC)



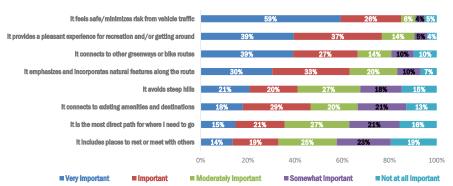




What We Heard

Key Themes (900+ survey responses)

- · Concerns about safety
- Desired greenway features
- · Concerns about traffic
- Need for separation of users











Draft Project Vision

"The Upper Levels
Greenway will be an active
and healthy mobility corridor
that celebrates
connections to nature;
provides a safe,
comfortable and pleasant
experience for people of all
ages and abilities to walk,
roll and cycle; and connects
to other greenways and
routes."







Evaluation Priorities







CONNECTION







FEATURES













Design Approaches



MULTI-USE PATHWAY



WIDE SIDEWALK & PROTECTED BICYCLE LANE





Design Approaches



WIDE SIDEWALK & LOCAL
STREET BIKEWAY



NATURAL SURFACE PATHWAY





Neighbourhood Context







There is no single option that is strongly preferred over the others when considering the full range of public priorities and technical constraints





Phase 2 - Public Engagement

April 27 – May 20, 2022

- Let's Talk & survey
- Open house & pop-up events
- Print signs, postcards, advertisements
- Digital and social media campaign











ULG@cnv.org









The Corporation of THE CITY OF NORTH VANCOUVER **ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT**

REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Mo Bot, Project Manager – Public Realm Infrastructure

Subject:

UPPER LEVELS GREENWAY - PUBLIC ENGAGEMENT LAUNCH FOR

CORRIDOR OPTIONS

Date:

April 13, 2022

File No: 16-8350-20-0039/1

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

RECOMMENDATION

PURSUANT to the report of the Project Manager, Public Realm Infrastructure, dated April 13, 2022, entitled "Upper Levels Greenway – Public Engagement Launch for Corridor Options":

THAT the draft vision for the Upper Levels Greenway, reflecting the key priorities of the community, be endorsed;

AND THAT staff be directed to initiate the next public engagement phase.

ATTACHMENTS

- 1. "Upper Levels Greenway Engagement Summary Report" (CD#2168624)
- 2. "Upper Levels Greenway Phase 1 Engagement Summary Report" (CD#2158924)
- 3. "Upper Levels Greenway Design Approaches, Benefits and Constraints (CD#2168341)
- 4. "Upper Levels Greenway Comparative Route Evaluation (CD#2168459)

SUMMARY

The Upper Levels Greenway project team has completed preliminary engagement with the community to inform the development of the draft project vision and three (3) route options for the project to traverse the Upper Levels Neighbourhoods of Tempe and Westview. The team is ready to proceed to the next phase of public engagement.

Document Number: 2167144 V3

Staff recommend that the project advance to public discussion to gather feedback on the vision and the options in order to inform the selection of a preferred concept. Staff will report back to Council in early summer with details on what has been heard from the community on the options and how that feedback has informed the next steps in concept development.

BACKGROUND

The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members. The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately three (3) kilometres long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and other destinations, such as schools and commercial areas.

Without an established preferred corridor, this project presents many opportunities to work with the community to understand their needs and collaborate on delivering a responsive design that addresses issues and leverages opportunities. The engagement process has been designed with multiple community touch points to allow for incorporation of public and stakeholder feedback into the design and to demonstrate how community input informs decision-making.



DISCUSSION

What We Heard

In February, staff reached out to the community about our plans to begin designing the Upper Levels Greenway. The purpose of this initial outreach was to introduce the community to the project and to explore the following topics:

- 1. How do you enjoy spending time in the Westview and Tempe neighbourhoods?
- 2. What do you appreciate most about these areas?
- 3. What is important when choosing a greenway route?
- 4. Are there any neighbourhood issues, concerns, or challenges to address to help us develop greenway options and offer possible design solutions?

In response, over 2,400 people visited the Let's Talk Page and 925 individual survey responses were received.

The community raised a number of issues, opportunities, and design considerations that helped the project team focus our efforts on important themes.

The top sentiments shared were organized around four key themes:

- Concerns about safety: Seeking improvements to crossings at major streets, safe space provision for all modes, and perceptions that greenways could increase crime.
- Desired greenway features: Seeking more green spaces, dog walking space and amenities, lighting, public realm improvements including wider sidewalks and more seating, safety and wayfinding signage, and public washrooms.
- 3. **Concerns about traffic:** Identification of disruptive noise from the highway, traffic congestion and speeding issues, a need for targeted traffic calming to address traffic short cuts, and a desire to ensure vehicle traffic flow is not unduly impacted.
- Separation of users: Desire to see separation of active modes from vehicle traffic, separation between people walking, rolling, and cycling, and wide enough paths to comfortably and safely accommodate all users regardless of mode of choice.

Please reference Attachments 1 and 2 for the March 16, 2022, Engagement Summary Information Report and the full Phase 1, What We Heard Engagement Summary Report.

Draft Project Vision

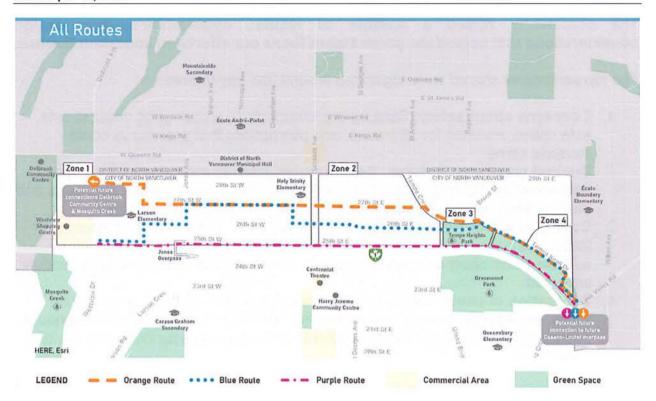
Informed by what we heard from during the first phase of engagement, the project team developed the following draft vision statement for the Upper Levels Greenway.

"The Upper Levels Greenway will be an active and healthy mobility corridor that celebrates connections to nature; provides a safe, comfortable and pleasant experience for people of all ages and abilities to walk, roll and cycle; and connects to other greenways and routes."

The project team will be confirming this vision with the public during the upcoming engagement. Once confirmed, the vision statement will continue to guide the design choices we make through the project development process.

Neighbourhood Design Zones

Drawing from the draft vision and community feedback, we have developed three (3) different route options that each travel through four different zones. Each zone has unique characteristics to consider and incorporate into the design. This means the greenway may look different depending on which zone it is travelling through.



- Zone 1 The area between Lonsdale Avenue and Westview Drive, between 25th and 29th Avenues, at the west end of the study area. This zone is predominantly low density residential with quiet local streets, low traffic volumes and features the Jones Overpass.
- Zone 2 The area between Lonsdale and Tempe Heights Park, between 25th and 29th Avenues and Tempe Crescent. This zone is predominantly low density residential with moderately higher traffic volumes than Zone 1. This zone has areas known to experience driver short cutting.
- Zone 3 The main Tempe Heights Park area including the playground, pond, and forested area. The forest is home to several natural surface pathways with many exposed roots and a large tree canopy showing signs of deteriorating health.
- Zone 4 The eastern edge of the study area, including Tempe Heights Park Sports Courts and the pathway to Lynn Valley Road between Highway 1 and Tempe Knoll Drive. This zone is primarily natural space with low-density housing and suburban character local streets.

Evaluation Priorities

In order to assess the various options across the different neighbourhood zones, the project team developed four priority evaluation categories that align with the themes voiced by the community. These evaluation priorities are:



Safety

The option feels safe and minimizes risk from vehicle traffic for people of all ages and abilities. The *Safety* criterion considers traffic volumes and speeds, comfort for people walking and cycling, and street lighting levels.



Connection

The option connects to other greenways, routes and places people want to go. The *Connection* criterion considers route directness along the corridor, access to nature, access to destinations like businesses and schools, and overall connections to the broader mobility network in the City.



Experience

The option provides a pleasant and comfortable experience for recreation and/or getting around. The *Experience* criterion considers topography, environmental noise, and accessibility for people of all ages and abilities.



Features

The option provides opportunities to emphasize and incorporate natural features and community amenities. The *Features* criterion considers existing amenities and places of interest, views to celebrate, placemaking potential along the route, and how the greenway could fit with the neighbourhood character.

We also heard concerns around impacts to parking, privacy, and potential for noise. These impacts have been taken into consideration, along with additional criteria such as known technical constraints, to help us develop route options for the Upper Levels Greenway.

Design Approaches

In order to respond to the different neighbourhood zones and design challenges, it is recognized that the greenway may take different forms along the corridor. There are four (4) main infrastructure design approaches that would be considered feasible and appropriate to deliver a new community greenway.

These design approaches include:

Design Approach	Description	Example
Multi-Use Pathway	Off-street pathways that are physically separated from motor vehicle traffic and can be shared by people using active modes including walking, cycling, skateboarding, scootering, and in-line skating. Typically carries two-way active transportation modes on one side of the street.	

Design	Description	Example
Approach Wide Sidewalk & Protected Bicycle Lane	Separated bicycle and pedestrian facilities that are similar to multi-use pathways. The key difference is that people cycling, skating, or scootering are separated from pedestrians by a painted line or other physical barrier treatments. The facilities can be one-way on both sides of a road or a two-way facility on one side.	Offic Way Report of the Control of t
Wide Sidewalk & Local Street Bikeway	Streets with low motor vehicle volumes and speeds, often with traffic calming treatments, that are comfortable for people cycling to share the road with motor vehicles. Local streets provide a more enjoyable and comfortable walking experience through separation of modes and slowing of vehicle traffic.	
Natural Surface Pathway*	Off-street pathways through under-developed areas, such as parks, can use gravel or other natural materials as a costeffective alternative. The facilities are typically two-way for active transportation modes, and can be on one side of the street or through a park. *Natural surface pathways are not appropriate to deliver a fully accessible All Ages and Abilities facility. This design approach would only be considered appropriate if an accessible pathway is not achievable due to other constraints.	

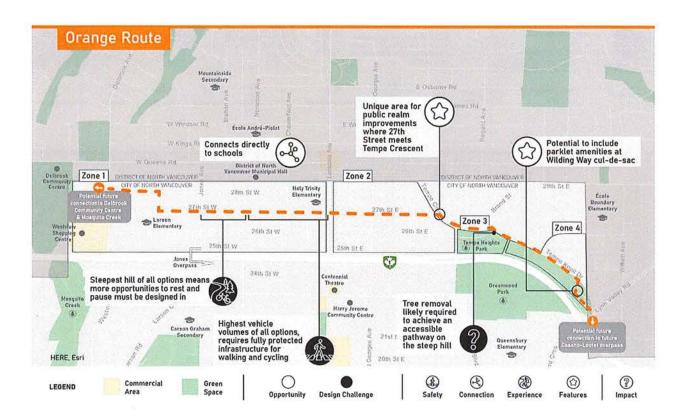
Each of these design approaches has benefits and constraints – primarily related to:

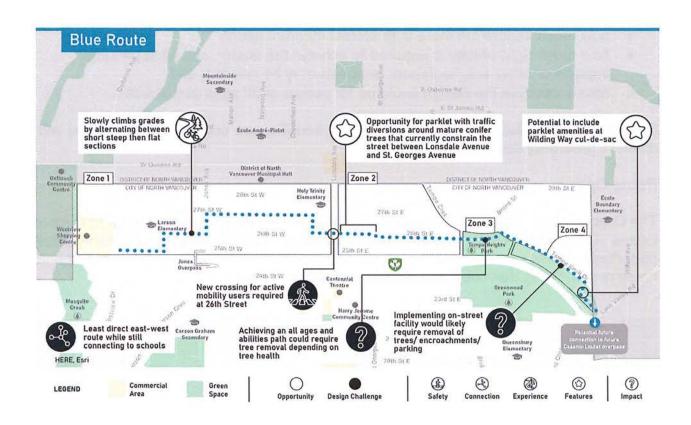
- how much separation there is to protect different users;
- how much right-of-way is required to achieve the design and what parking impacts or other encroachment removals may be needed; and
- how accessible the design could be for people of all ages and abilities.

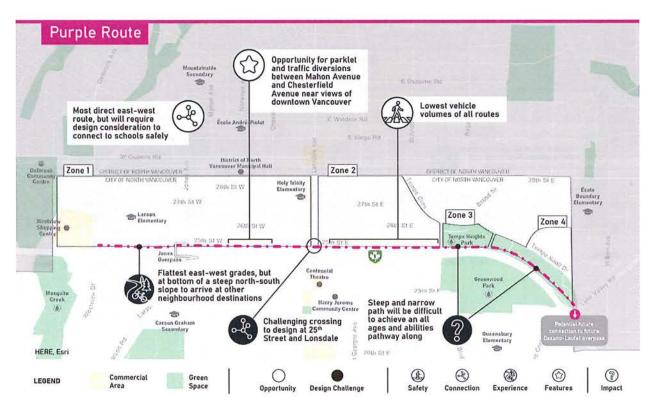
See Attachment 3 for a full description of the benefits and constraints associated with different greenway design approaches.

Route Options

The Orange, Blue, and Purple routes shown here are all feasible pathways for the Upper Levels Greenway. Every option has a different set of defining characteristics, opportunities (white icons), and design constraints (black icons). Each of the constraints noted is something that could be addressed through design.







Initial Evaluation and Design Possibilities

The project team has compared the different routes against each other and across the various priority categories to determine what is most feasible across each route, and to identify what types of design choices may be appropriate to address both opportunities and constraints.

The comparative evaluation was conducted on a spectrum to help assess the level of significance of the challenge or opportunity presented.

Significant	Moderate	Moderate	Significant
Challenge	Challenge	Opportunity	Opportunity

The routes are primarily assessed against the existing conditions along each option expect in the case of placemaking, which was evaluated based on the potential to incorporate park and public realm improvements.

There is no single option that is strongly preferred over the others when considering the full range of public priorities and technical constraints.

See Attachment 4 for a break down of the comparative evaluation across the priority categories, examples of which design approaches could be feasible, and a preliminary assessment of what might not be feasible in specific zones on each route given the context and constraints.

Public Realm Opportunities

Each of the route options presents similar but different opportunities for expanded public realm infrastructure. This could include a range of potential designs such as linear parklet space with seating and places to rest and socialize, traffic diversions or street closures to create small park areas, and space for public art. Once the preferred route is selected, more detail will be developed around appropriate public realm improvements that best respond to the specific conditions found along the route. Council and the public will have opportunities to provide feedback on public realm designs in a future public engagement period.

Public and Stakeholder Engagement

Public engagement on the project vision and route options will begin April 27, 2022, and run until May 20, 2022. The public engagement will be gathering input on what people like, or are concerned about, with the different route options and potential design approaches for the greenway. The survey will seek to confirm the project vision and further confirm how different respondents see themselves using the greenway. This information will be used to narrow the project down to a single preferred concept alignment that will best respond to the context and needs of the community.

The project team will be utilizing a range of tactics to achieve broad outreach including:

- Let's Talk and Survey: The Let's Talk page will continue to be the leading source of information for the project. All people engaging with the project team will be encouraged to complete the full survey on Let's Talk.
- Open House and Pop-Up Events: An in-person Open House will be held May 10, 2022, at Larson Elementary School. A number of pop-up events are scheduled to reach future users of the greenway, including youth at CityFest, other schools in the project area, and active mobility patrons along other City greenways and trails.
- City Website: The City website will host a graphic banner on the homepage and highlight under the City News and Events section. Information posted on the project webpage (<u>cnv.org/ULG</u>) links to the Let's Talk page during the engagement period.
- Postcard: Postcards will be delivered via Canada Post to all addresses in the project area.
- Print Ad: A colour ad will appear in the North Shore News during the engagement period.
- On-site Signage: Project signs targeting people walking, rolling, cycling, and driving will be installed through the area for the engagement period.
- Info Bulletin: Project launch will include a direct bulletin delivered to Mailchimp subscribers.
- CityView eNewsletter: Information about the ongoing survey will be included in CityView during the engagement period.
- Social Media: Posts on Facebook, Twitter, and Instagram will be used to direct people to Let's Talk during the survey engagement period.

Staff have initiated engagement requests with Squamish Nation and Tsleil-Waututh Nation to understand interests they have in the project and to ensure the project is scoped to accommodate Indigenous requirements as we prepare for more detailed design activities later in 2022.

FINANCIAL IMPLICATIONS

The total preliminary estimated cost for design and construction of the Upper Levels Greenway is \$6,665,000, as a balance of external and City funding with the majority of City funds identified for Council consideration in the 2023 and 2024 capital plan years. Actual project costs and delivery approach will be refined through the planning and design process.

As with past active mobility projects, the project team will be pursuing external funding from a variety of funding from senior government infrastructure grants. The City has been successful in accessing these grants for similar projects in the past, and staff will continue to pursue all external funding opportunities.

REPORT: Upper Levels Greenway - Public Engagement Launch For Corridor Options

Date: April 13, 2022

INTER-DEPARTMENTAL IMPLICATIONS

As the Upper Levels Greenway involves a variety of technical components including parks design, transportation planning, and overall road works coordination, the project will be delivered through the Public Realm Infrastructure group with a multi-department team from Parks, Environment, Engineering Design, Development Planning, Transportation Planning, Communications, and Finance contributing throughout the process.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports a Connected City, provides active and sustainable ways for people to move to, from and within the City safely and efficiently and will result in the increase of active transportation mode share, while also supporting the health and well-being of all.

In addition, the development and implementation of the City's Priority Mobility Network Project aligns with and advances key principles of the Mobility Strategy, Safe Mobility Strategy, WalkCNV, and established City goals and objectives. Specific OCP objectives include:

- Objective 2.1: Prioritize walking, cycling, transit and goods movement over singleoccupancy vehicles;
- Objective 3.1: Enhance well-being and quality of life for all community members;
 and
- Objective 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

RESPECTFULLY SUBMITTED:

Mo Bot

Project Manager – Public Realm Infrastructure







The Corporation of THE CITY OF NORTH VANCOUVER ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

INFORMATION REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Mo Bot, Project Manager - Public Realm Infrastructure

Subject:

UPPER LEVELS GREENWAY - ENGAGEMENT SUMMARY REPORT

Date:

March 16, 2022

File No: 16-8350-20-0039/1

ATTACHMENT

1. Upper Levels Greenway Engagement Summary Report (CD#2158924)

DISCUSSION

This report is to provide Council with a summary of the preliminary public feedback that was gathered in the project launch phase for the Upper Levels Greenway.

The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members. The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately 3 kilometres long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and destinations.

Without an established preferred corridor, this project presents many opportunities to work with the community to understand their needs and collaborate on delivering a responsive design that addresses issues and leverages opportunities. The engagement process has been designed with multiple community touch points to allow for incorporation of public and stakeholder feedback into the design and to demonstrate how community input informs decision-making. Engagement activities for future phases will be refined to respond to any gaps in outreach, leverage approaches that the community responds positively to, and to respect evolving COVID-19 public health recommendations.

Document Number: 2158318 V1

Date: March 16, 2022



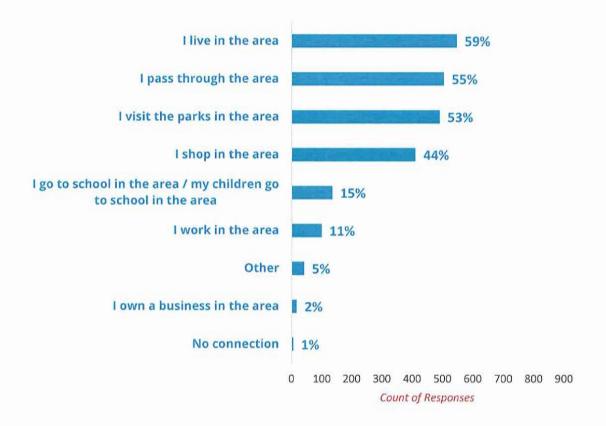
What We Heard

In February, staff reached out to the community about our plans to begin designing the Upper Levels Greenway. The purpose of this initial outreach was to introduce the community to the project and to explore the following topics:

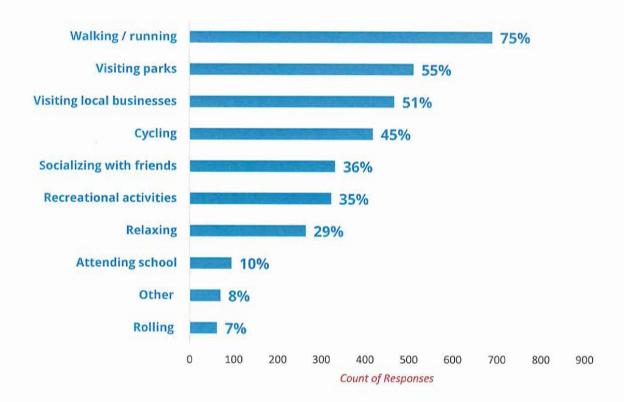
- 1. How do you enjoy spending time in the Westview and Tempe neighbourhoods?
- 2. What do you appreciate most about these areas?
- 3. What is important when choosing a greenway route?
- 4. Are there any neighbourhood issues, concerns, or challenges to address, to help us develop greenway options and offer possible design solutions?

In response, over 2,400 people visited the Let's Talk Page and 925 individual survey responses were received.

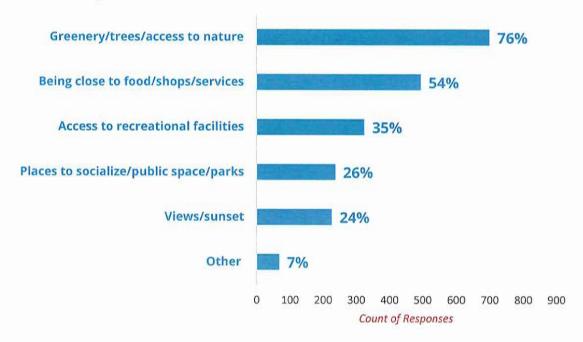
Engagement response was strongly represented by people who live and spend time in the area.



People spending time in the Westview and Tempe Neighbourhoods reported a high proportion of passive recreation activities including walking, running, and visiting parks.

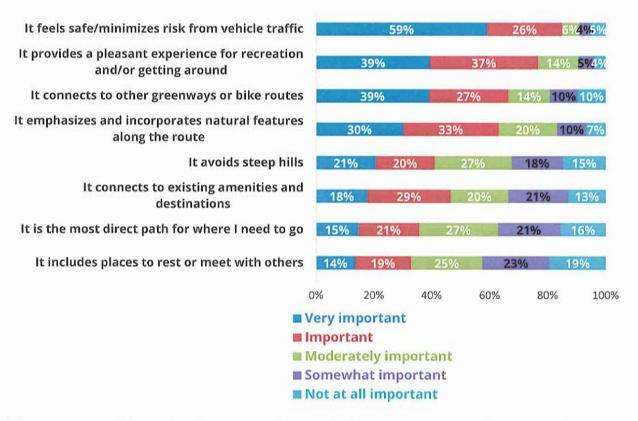


Community members indicated an appreciation for the neighbourhood's access to nature and greenery as well as local shops and services in the community. There is some interest in the social spaces and views that the topography and geography of the area provide.



Date: March 16, 2022

When designing a greenway, respondents indicated that creating a safe and pleasant experience were the most important considerations and avoiding steep hills was less important – a condition that is difficult to avoid in this area.



The community raised a number of issues, opportunities and design considerations that will help the project team focus our efforts on important themes.

The top sentiments shared are organized around four key themes:

- Concerns about safety: Seeking improvements to crossings at major streets, safe space provision for all modes, and perceptions that greenways could increase crime.
- 2. **Desired greenway features:** Seeking more green spaces, dog walking space and amenities, lighting, public realm improvements including wider sidewalks and more seating, safety and wayfinding signage, and public washrooms.
- Concerns about traffic: Identification of disruptive noise from the highway, traffic congestion and speeding issues, a need for targeted traffic calming to address traffic short cuts, and a desire to ensure vehicle traffic flow is not unduly impacted.
- 4. Separation of users: Desire to see separation of active modes from vehicle traffic, separation between people walking, rolling, and cycling, and wide enough paths to comfortably and safely accommodate all users regardless of mode of choice.

All feedback will be considered as project options are developed. The project team will reflect back the themes gathered during this phase during future engagement periods to support an open conversation with the community around project trade-offs and opportunities. To read the full engagement summary report please see Attachment 1.

Engagement Approach

The project team's objective is to reach a broad audience with a wide variety of outreach methods that provide project information in an accessible and digestible format for all. To achieve this, the following outreach tactics were used in the initiation phase:

- Let's Talk and Survey: The Let's Talk page is the leading source of information for the project. The digital survey was hosted through Let's Talk from February 1st – 25th, 2022.
- City Website: The City website supported the Let's Talk page with a graphic banner on the homepage and highlight under the City News & Events space from February 1st 25th. Information posted on the project webpage (cnv.org/ULG) links to the Let's Talk project page during this design and engagement process.
- Postcard: 1,850 postcards were delivered via Canada Post to all addresses in the project area.
- Print Ad: A quarter page full colour ad appeared in the North Shore News on February 16th.
- On-site Signage: 11 large project signs targeting people walking, rolling, cycling, and driving were installed throughout the project area during the entire engagement period.
- **Info Bulletin**: Project launch on February 1st included a direct bulletin delivered to over 1,200 Mailchimp subscribers.
- CityView eNewsletter: Information about the ongoing survey was included in the February 4, 10, 17, and 24 issues of CityView, delivered to over 1,200 subscribers.
- **Social Media**: Between February 1st 25th, seven Facebook posts reached 64,144 people, six Twitter posts gathered 5,588 impressions, and two posts and four stories were shared on Instagram.

Analysis of the survey respondents' reported demographics reveals that the sample of residents engaged was not representative, and that residents who own their own home, are between the ages of 35-64, have household incomes over \$200,000 and are of Caucasian descent were over-represented. Full analysis of the survey respondents' demographics is available in Attachment 1.

In addition to broad public engagement, staff is hosting discussions throughout the project development process with Squamish Nation and Tsleil-Waututh Nation. Targeted stakeholder meetings will be held with groups including the North Shore Advisory Committee on Disability Issues, the Seniors Action Table, the Integrated Transportation Committee, the North Shore Young Citizens' Forum, RCMP, Fire services, and youth and parents from the schools within and near the project area.

INFORMATION REPORT: Upper Levels Greenway – Engagement Summary Report

Date: March 16, 2022

The District of North Vancouver is actively participating in Project Team working sessions to inform how the City and District mobility network plans can effectively integrate to serve residents and visitors to the North Shore.

During future engagement periods, similar digital and physical outreach tactics will be utilized in partnership with in-person engagement events. Staff will be reviewing the demographic information from the initial engagement to help direct outreach toward under-represented groups.

The project team would like to invite Council to share anything they are hearing from the community to help us respond to questions and concerns. The project email account <u>ULG@cnv.org</u> is monitored daily and responded to promptly.

The project team is currently developing project alternatives for consideration by Council and the community.

The next engagement period is planned for May 2022 and will include different greenway options and trade offs, reflecting the different considerations that have been raised. The project team will return to Council to present and receive feedback on the developing project ideas before the next engagement period launches.

Feedback received from Council and the public during Phase 2 of engagement, will inform the development of a preferred concept design.

RESPECTFULLY SUBMITTED:

Mo Bot

Project Manager – Public Realm Infrastructure



City of North Vancouver Upper Levels Greenway

Online Engagement Summary, March 2022



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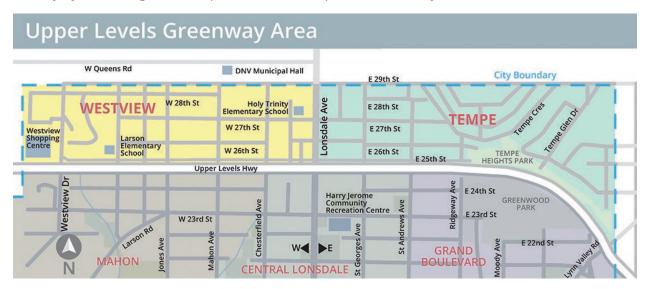


Introduction and Overview

About the Project

The City of North Vancouver is beginning to plan and design a new greenway in the Westview and Tempe neighbourhoods, located north of Highway 1. The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members.

The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately 3km long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and destinations.



A preferred route or design has not yet been established and will be determined based on input from the community.

The Upper Levels Greenway was originally endorsed in the City's Parks and Greenways Strategic Plan in 2002. It has been prioritized in the current Council Strategic Plan and supports several key priorities including A Vibrant City, A Connected City and A City for People.

Project Timeline

Phase 1: Winter 2022

Introduce the project to the community and stakeholders. Gather input on their experiences and needs.

Phase 2: Spring 2022

Share what we heard in Phase 1. Present options for a preferred greenway route. Gather input on design options.

Phase 3: Summer 2022

Share what we heard in Phase 2. Present the final route. Gather feedback to inform detailed design.



Phase 4: Fall-Winter 2023

Share what we heard in Phase 3. Present detailed design. Make refinements based on community feedback.

Community Engagement

Purpose

This phase of engagement sought to understand the public's experience in the Westview and Tempe neighbourhoods. This information will be used to better understand what matters to the public by highlighting any concerns or opportunities in this area. The input shared will support the development of options for a preferred route that considers the local neighbourhood context and provides a greenway that is safe, comfortable, and accessible for all.

What We Asked

The City asked for feedback and a level of community support on the following topics:

- 1. How do you enjoy spending time in the Westview and Tempe neighbourhoods? What do you appreciate most about these areas?
- 2. What is important when choosing a greenway route?
- 3. Are there any neighbourhood issues, concerns, or challenges to help us develop greenway options and offer possible solutions?



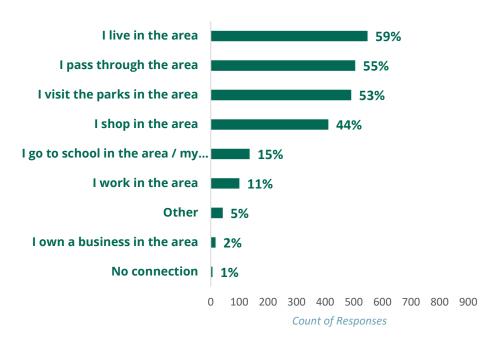
What Was Heard

Survey Results

The survey was open between February 1st and February 25th, 2022 and received 925 responses. It should be noted that not all respondents answered every question, as some questions were optional. Additionally, the views represented in the survey results reflect the priorities and concerns of the respondents only and may not be representative of the general public. Respondents elected to take the survey, and so their responses do not reflect a random sample.

While only the top themes have been included in this report, the City of North Vancouver has read and will consider all feedback. Survey responses include responses that were sent directly to the City of North Vancouver.

What is your connection to the Westview and Tempe neighbourhoods? (select all that apply)



Total responses: 925

The most common connections to the Westview and Tempe neighbourhoods include:

- Live in the area (548)
- Passing through the area (505)
- Visiting the parks in the area (491)

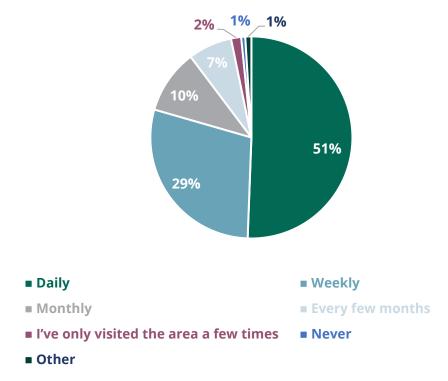
Forty-two respondents chose other. The main connections that emerged from these responses are:

• Live near the area or have family in the area (22 comments)



- Walk through the area (4 comments)
- Used to live in the area (4 comments)

2. How often do you spend time in the Westview and Tempe neighbourhoods?



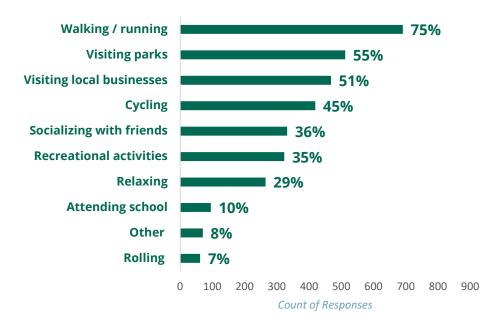
Total responses: 925

Respondents most often spend time in the Westview and Tempe neighbourhood:

- Daily (468)
- Weekly (267)
- Monthly (95)



3. How do you enjoy spending time in Westview and Tempe neighbourhoods? (select all that apply)



Total Responses: 925

Based on the responses to the survey, the most common ways that respondents spend time in the Westview and Tempe neighbourhoods is:

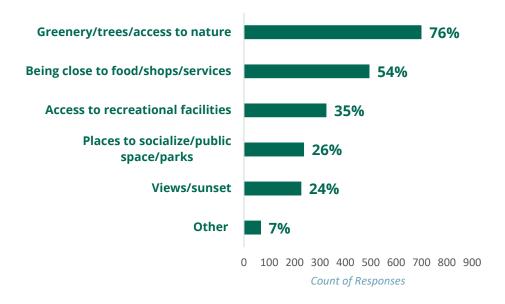
- Walking or running (691)
- Visiting parks (512)
- Visiting local businesses (468)

Seventy respondents chose other. The additional main ways of spending time in these neighbourhoods are:

- Dog walking (18 comments)
- Live in the area (14 comments)
- Driving through the area (11 comments)
- Work in the area (7 comments)
- Shopping in the area (6 comments)



4. What do you appreciate most about the Westview and Tempe neighbourhoods? (select up to 3)



Total Responses: 925

The most appreciated features within the Westview and Tempe neighbourhoods include:

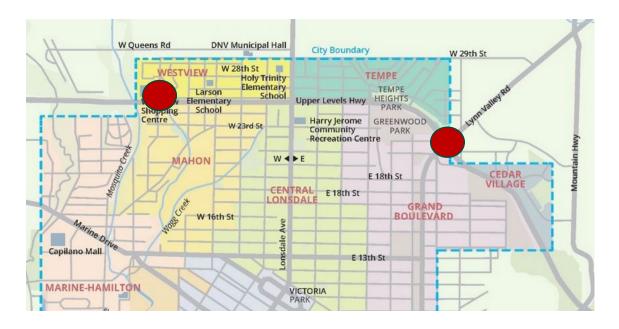
- Greenery, trees, and access to nature (700)
- Being close to food, shops, and services (495)
- Access to recreational facilities (325)

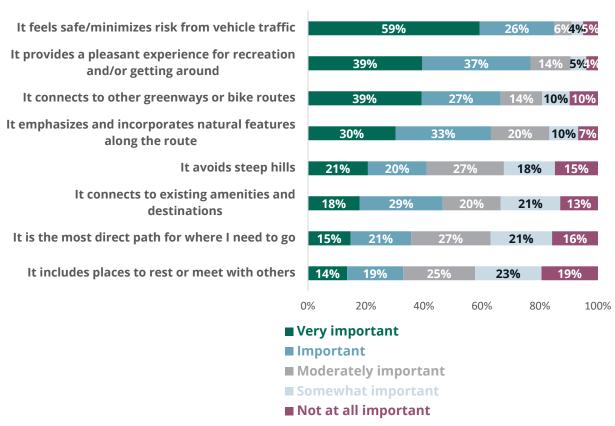
Sixty-seven respondents chose other. The most appreciated features that emerged from these responses are:

- Quiet atmosphere (14 comments)
- Easy to access other areas (8 comments)
- Existing active transportation opportunities (6 comments)
- The sense of community (5 comments)
- Nothing (5 comments)
- The privacy (5 comments)
- The proximity to outdoor recreation (5 comments)
- Access to the highway (5 comments)
- 5. If you were walking or rolling between the two red circles shown on the map, how important are the following when choosing your route?

Participants were shown the following map to reference:







Total Responses: 925

Respondents indicated that the most important features when choosing a route are:

• That it feels safe and has minimized the risks from vehicle traffic (786 indicated this was very important or important)



- That it provides a pleasant experience for recreation and/or getting around (710 indicated this was very important or important)
- That it connects to other greenways or bike routes (615 indicated this was very important or important)

6. We'd like to understand any neighbourhood issues, concerns or challenges to help us develop greenway options and offer possible solutions. What are some things we should know?

Participants provided 509 comments in response to this survey question. All comments were read and themed. Some comments included more than one sentiment or idea. In those cases, each sentiment was themed.

A cross-tabulation analysis was then conducted to highlight the top sentiments for each neighbourhood¹. While all sentiments have been reviewed by the City, only the most common themes for each neighbourhood are represented below. Singular sentiments for each theme have been omitted from this summary report.

General themes

A. Concerns about Safety (129 mentions):

- Safe crossing at Lonsdale (40) / Safe crossing at highway (19)
- Perceived potential safety issues from the greenway (crime, break-ins) (17)
- Safety concerns on Westview Drive (13)
- Prioritize safety for all users on the greenway (12)
- Safety concerns on Jones Overpass (9)
- Safety concerns at crosswalks / stop signs (15)
- Safety concerns on Queens Road (4)

B. Desired Greenway Features (102 mentions)

- Prioritize greenery and greenspaces (22)
- More dog walking areas and doggie bins (31)
- Lighting along the pathway (20)
- Garbage cans (8)
- Public realm improvements including wider sidewalks and more seating (13)
- Signage for safety and wayfinding (4)
- Washrooms (4)

C. Concerns about Traffic

- Traffic noise from highway is disruptive (25)
- Traffic congestion (24)
- Traffic speeds (19)
- Traffic and safety concerns on 29th Ave (11)
- Do not disrupt traffic flow (11)

¹ There were no significant themes for those who lived in Metro Vancouver or those who lived in Moodyville.



- Unsafe traffic bypassing other routes (9)
- Traffic calming needed (9)

D. Desire to Separate Users (66 mentions):

- Separate users from traffic (36)
- Separate pedestrians from bikes (22)
- Wider pathways to accommodate all users (8)

Tempe:

A. Concerns about Safety (45 mentions):

- Safe crossing at Lonsdale (17) / Need for a safe highway crossing (7)
- Perceived potential safety issues from the greenway (crime, break-ins) (12)
- Prioritize safety for all users on the greenway (4)
- Safety concerns on busy routes (29th Avenue, Westview Drive)

B. Concerns over Potential Changes in the Community (39 mentions):

- Concerns more people will visit the neighbourhood to use the greenway (17)
- Concerns over loss of privacy for residents (14)
- Concerns over noise from greenway (8)

C. Desire to Protect Greenery / Natural Environment (25 mentions):

- Protect the natural beauty of the Tempe Heights Park Berm (12)
- Prioritize and protect greenery, greenspaces, forests, trails, and views (3)

D. Preserve Parking (19 mentions):

- Protect residential parking (17)
- Protect parking throughout the community (2)

E. Ensure the Greenway is Well-Connected (15 mentions):

- Connect to community centres (4)
- Connect to the Green Necklace (4) / other cycling connections (2)
- Connect to Lynn Valley (2)
- Connect to local parks (2)

Westview:

A. Concerns about Traffic (28 mentions)

- Traffic congestion (11)
- Traffic noise from highway is disruptive (8)
- Traffic speeds (traffic calming needed) (7)
- Unsafe traffic uses area to bypass other routes (3)
- Oppose to disrupting traffic flow for the greenway (2)

B. Concerns about Safety (22 mentions):

- Safe crossing at Lonsdale (9) / Need for a safe highway crossing (3)
- Safety concerns on Westview Drive (6)
- Safety concerns on the Jones Overpass (3)

C. Prioritize Schools and Students (12 mentions):

- Design the Greenway with youth/children in mind (8)
- Ensure the Greenway connects to schools (Larson Elementary) (4)



D. Preserve Parking (10 mentions):

- Protect residential parking (7)
- Protect parking throughout the community (3)

E. Ensure the Greenway is Well-Connected (10 mentions):

- Connect to Westview (4)
- Connect to Lynn Valley (2)
- Connect to community centres (2)

All Other City Neighbourhoods (Central Lonsdale, Lower Lonsdale, Grand Boulevard, Marine-Hamilton, Mahon, and Cedar Village)

A. Concerns about Safety (27 mentions):

- Safe crossing at Lonsdale (8) / Need for a safe highway crossing (8)
- Prioritize safety for all users on the greenway (3)
- Safety concerns on busy routes (2)

B. Ensure the Greenway is Well-Connected (18 mentions):

- Connect to other cycling connections (6) / Connect to the Green Necklace (2)
- Connect to local parks (2)
- Connect to Edgemont (2)
- Connect to Westview (4)
- Connect to Lynn Valley (2)

C. Desire to Separate Users (15 mentions):

- Separate greenway users from traffic (13)
- Separate all greenway user types (2)

D. Concerns About Traffic (13 mentions):

- Traffic speeds (4)
- Traffic calming needed (4)
- Traffic noise from highway is disruptive (3)
- Oppose to disrupting traffic flow for the greenway (2)

E. Separate the Route from the Highway (12 mentions):

Oppose to a greenway route along the highway (noise, air pollution, safety) (12)

Neighbouring Community in the North Shore:

A. Concerns about Safety (23 mentions):

- Safety concerns on Westview Drive (5)
- Safe crossing at Lonsdale (4) / Need for a safe highway crossing (4)
- Prioritize community safety (crosswalks, safe greenway routes) (7)
- Safety concerns on Queens Road (3)

B. Concerns about Traffic (17 mentions):

- Traffic congestion (5) / Concerns with congestion on 29th Ave (4)
- Traffic calming needed (5)
- Oppose to disruption of traffic flow for Greenway (2)

C. Desire to Separate Greenway Users (13 mentions):

• Separate users from traffic (7)



• Separate pedestrians from bikes (5)

D. Ensure the Greenway is Well-Connected (11 mentions):

- Connect to other cycling networks such as Mosquito Creek (4)
- Connect to Edgemont (2)
- Connect to Lynn Valley (2)

E. Prioritize Accessibility (7 mentions):

- Prioritize accessibility for all ages and abilities (4)
- Use accessible materials (for strollers) (3)

A cross-tabulation analysis was also conducted to highlight the top sentiments for those who identified as having a disability, and those who have children or dependents under 18 at home. While all sentiments have been shared with the City, only the most common themes for each group are represented below. Singular sentiments for each theme have been omitted.

Respondents who identified as having a disability

A. Concerns About Traffic (8 mentions):

- Traffic calming needed (2)
- Unsafe traffic in area trying to bypass other routes (2)
- Traffic noise from highway is disruptive (3)

B. Prioritize Accessibility (8 mentions)

- Plan for those with mobility issues (accessible parking, transit connections, no elevation changes) (4)
- Be accessible for multiple users (wide enough pathways, high quality surface materials) (4)

C. Protect Residential Parking (6 mentions)

D. Greenway Features (5 mentions)

- Seating will be (and currently is) needed in the area (3)
- Prioritize greenery and greenspaces (2)

Respondents who identified as having children or dependents under the age of 18 at home

A. Concerns about Safety (39 mentions)

- Safe crossing at Lonsdale (19) / Need for a safe highway crossing (8)
- Potential safety issues from the Greenway (crime, break-ins) (6)
- Prioritize safety when selecting a route (6)

B. Accessible routes (37 mentions)

- Design for kids and young families (23 mentions)
- Avoid challenging topography (14 mentions)

C. Ensure the Greenway is Well-Connected (32 mentions)

- Connect to other cycling networks (12)
- Connect to schools (6 mentions)
- Connect to Lynn Valley (6)
- Connect to parks (4)
- Connect to community centres (4)



7. Is there anything else you would like to share to help inform the early planning for the Upper Levels Greenway?

Participants provided 402 comments in response to this survey question. All comments were read and themed. Some comments included more than one sentiment or idea. In those cases, each sentiment was themed.

While all sentiments have been shared with the City, only the most common themes are represented below. Across all neighbourhoods, there were no significant differences in themes, with the exception of the Tempe neighbourhood. As such, themes have been included for that neighbourhood below. Singular mentions for each theme have been omitted.

A. Well-Connected (68 mentions)

- Connections to other active transportation networks and the Green Necklace (21)
- Connect Westview Drive and Shopping Centre (11)
- Connect to parks and Mosquito Creek (13)
- Connect to current and future recreation centres and other amenities (10)
- Connect to urban centres including Lynn Valley and Lonsdale (9)

B. Route Suggestions (61 mentions)

- Support for a route along 25th Ave (14) / Other route suggestions (9)
- Select a route that avoids hills (11)
- Learn from mistakes made on 29th Ave (9)
- Use existing lane on 29th Ave and build on already existing routes (11)
- Expand the routes beyond project area (4)
- Preference for an off-road path (3)

C. Greenway Features (60 mentions)

- Protect/prioritize greenery and greenspaces (25)
- Include dog areas and doggie bins (18)
- Features such as trail lighting (5) / washrooms (5) / garbage cans (3) / covered spaces & seating (3)

D. Opposition to the Project (49 mentions)

- Concern over costs / taxes (15)
- Project is not needed / there are more important priorities (16)
- Many mistakes were made on 29th Ave, fear of repetition (9)
- More engagement needed with residents to address concerns (6)

Tempe Neighbourhood

In analyzing and theming the survey respondents by neighbourhood, Tempe was the only neighbourhood to have themes that significantly differed from the overarching themes. Comments most often expressed concerns with anticipated changes that would accompany the introduction of a greenway in this area.

A. Concerns over Potential Changes in the Community (44 mentions):

- Concerns more people will visit the neighbourhood to use the greenway (10)
- Protect and prioritize greenery and greenspaces (9)



- Concerns over loss of privacy for residents (10)
- Concerns over noise from greenway (5)
- Concerns over potential for increased safety concerns from greenway (crime, breakins) (5)
- More engagement needed with residents (5)



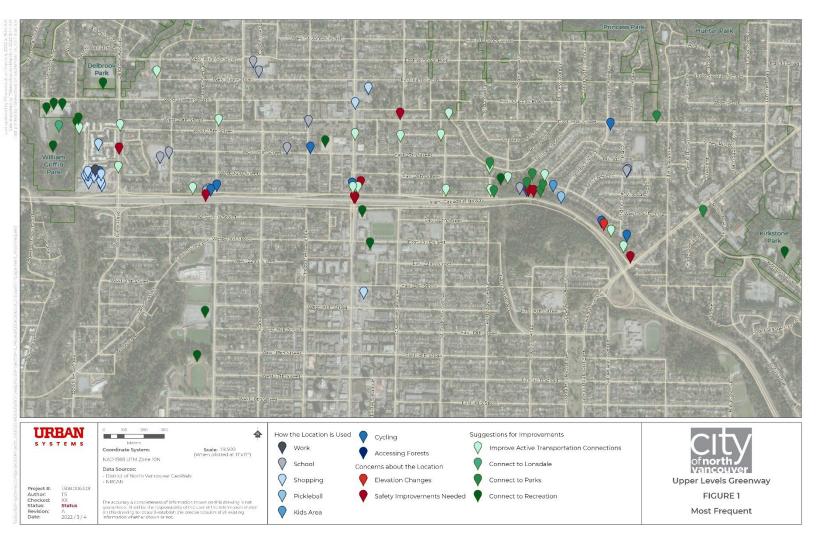
Mapping

Using an interactive mapping tool on Lets Talk CNV, participants were asked the following questions:

- Where do you visit most frequently?
- Where are your favourite locations in the Westview and Tempe neighbourhoods?

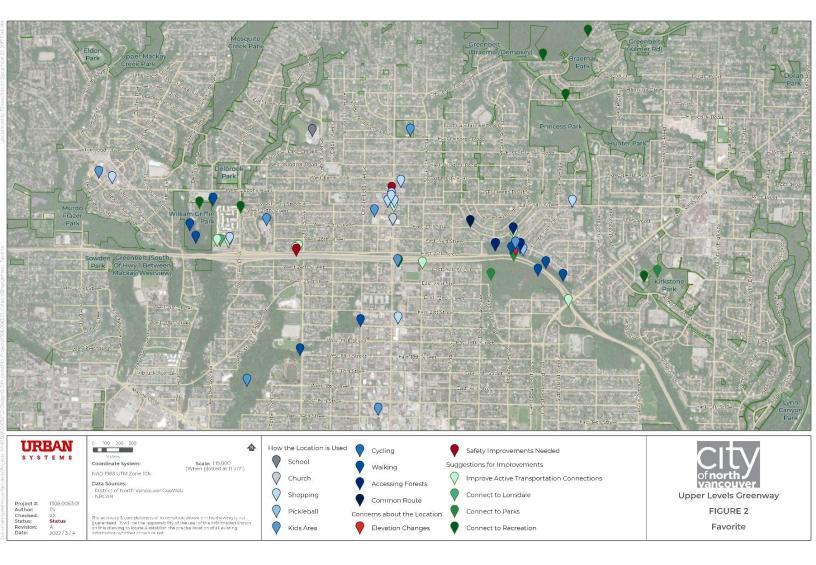
They were invited to drop up to 5 pins in response to the two questions above. While some answered the questions directly, many opted to provide more general feedback about the Greenway. In total, the map received 174 pins. The main themes that correspond to the favourite and most visited locations fell into three key categories: How the location is used, concerns about the location, and suggestions to improve. These are summarized in the two maps below:

Map 1: Where do you visit most frequently?





Map 2: Where are your favourite locations in the Westview and Tempe neighbourhoods?



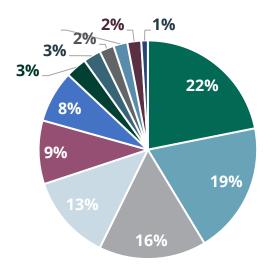
Demographic Information

The City is constantly striving to improve engagement with our entire community in a way that encourages good representation in our designs and policies and as part of our ongoing Diversity, Equity and Inclusion initiatives.

It is important that we hear from a balanced and diverse group of people and perspectives to inform our decision-making. These questions help us understand who we're hearing from so we can design future engagement events to ensure that a broad range of perspectives are being represented.



8. Which City of North Vancouver neighbourhood or other area do you live in?



- Tempe
- **■** Westview
- **Lower Lonsdale**
- Other
- Mahon
- Moodyville

- I live in a neighbouring community
- **■** Central Lonsdale
- Grand Boulevard
- Marine-Hamilton
- Cedar Village
- I live in Metro Vancouver

Total Responses: 924

Most survey respondents lived in the following neighbourhoods or areas:

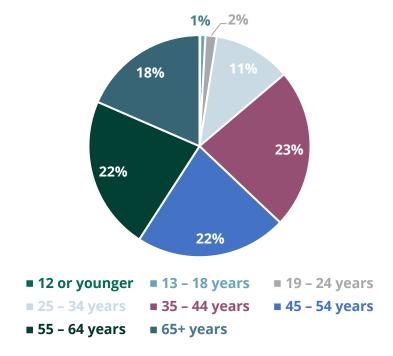
- Tempe (202)
- A neighbouring community (in the North Shore) (180)
- Westview (180)

Twenty-nine respondents chose other. The neighbourhoods most often indicated in these responses were:

- Upper Lonsdale (13 comments)
- Lynn Valley (4 comments)
- Delbrook (3 comments)



9. What is your age range?



Total Responses: 920

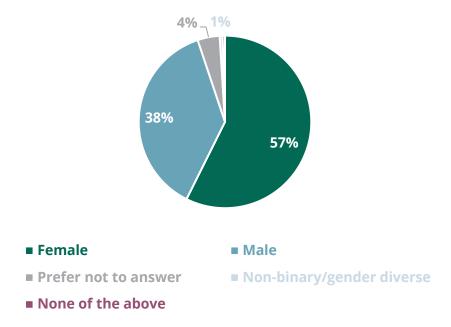
The most common age groups for respondents include:

- 35-44 years of age (214)
- 55-64 years of age (206)
- 45-54 years of age (203)

When compared to the 2016 city-wide census results, younger populations are underrepresented in this survey (12 or under, and 19-24 years of age), while those between the ages of 35-64 are overrepresented.



10. How do you describe your gender?

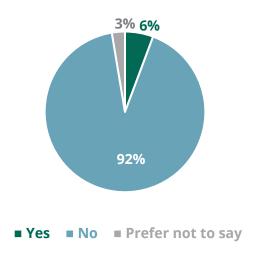


Total Responses: 917

Five hundred and twenty-six survey respondents were female, while 344 were male, and 34 preferred not to answer. In addition, five identified as non-binary/gender diverse. If participants selected none of the above, they were invited to provide an optional comment to specify.

When compared to the 2016 city-wide census data, people identifying as male were underrepresented in the survey as they make up over 48% of the population. It should be noted that the census does not ask for information on gender identity beyond male or female, and therefore no comparisons can be made for those who identify as non-binary or gender diverse.

11.Do you identify as a person with a disability?

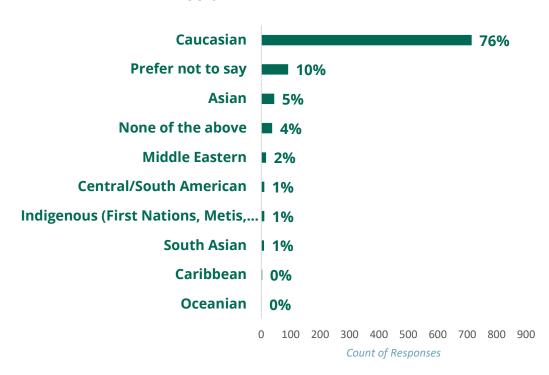




Total Responses: 913

The majority (837) of respondents did not identify as someone with a disability, while 52 did.

12. What do you consider your main ethnic origin or that of your ancestors? (select all that apply)



Total Responses: 917

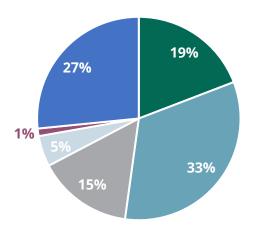
The most common ethnic origins for respondents to the survey are listed below. If participants selected none of the above, they were invited to provide an optional comment to specify.

- Caucasian (715)
- Asian (44)
- Middle Eastern (16)

Several ethnic origins were underrepresented in this survey including East and Southeast Asian (16% of the population), Middle Eastern (11% of the population) and South Asian (4% of the population). Those who identified as Caucasian were overrepresented, as they represent 65% of the 2016 citywide census population.



13. What is your total household income per year before taxes?



■ \$200,000 or more

■ \$100,000 to under \$200,000

■ \$50,000 to under \$100,000 ■ \$25,000 to under \$50,000

■ Under \$25,000

■ Prefer not to say

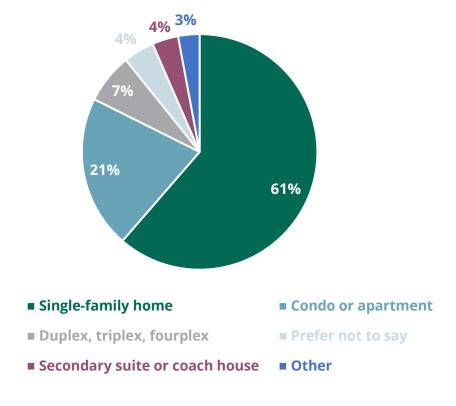
Total Responses: 918

The most common income range was between \$100,000-\$200,000 (303), followed by \$200,000 or more (176).

Compared to the 2016 city-wide census, those who earned \$200,000 in household income before taxes were overrepresented in this survey, as they represent 7% of the population. Those who make \$25,000 - under \$50,000 (21% of the population) and \$50,000- under \$100,000 (32% of the population) were both underrepresented.



14. What type of housing do you live in?



Total Responses: 919

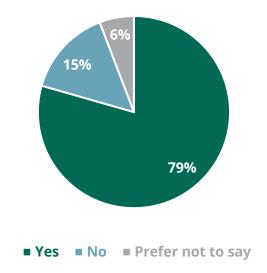
The most common types of housing that respondents live in include:

- Single-family home (564)
- Condo or apartment (193)
- Duplex, triplex, or fourplex (63)

Those who live in a single-family home were overrepresented in this survey, as they make up 12% of the city-wide population. Those who live in a condo or apartment housing are underrepresented, as they make up 64% of the city-wide population.



15.Do you own your own home?

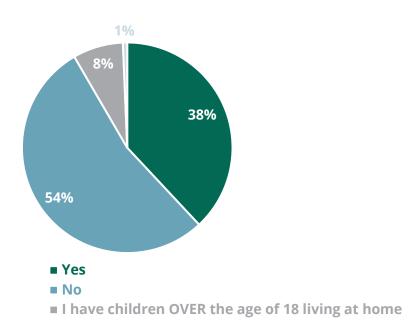


Total Responses: 914

The majority (726) of respondents to the survey indicated that they own their own home, while 135 do not. Fifty-three preferred not to say.

Homeowners are overrepresented in this survey, as they make up 53% of the population.

16.Do you have children/dependents under the age of 18 living with you at home?





Total Responses: 907

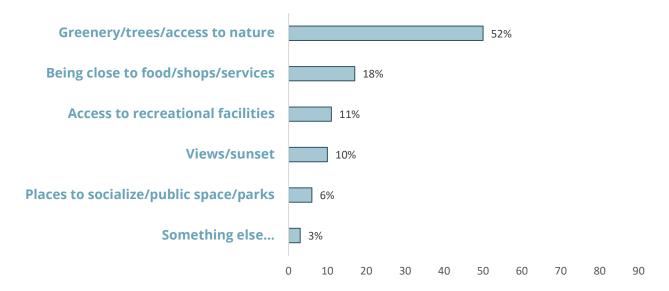
Four hundred and eighty-six respondents indicated that they did not have children or dependents under the age of 18 living with them, while 345 did. Seventy respondents have children or dependents over the age of 18 living at home.

Quick Polling

In addition to the survey and the interactive map, Let's Talk CNV hosted a quick poll that asked:

• What do you appreciate most about the Westview & Tempe neighbourhoods?

In total, this poll received 97 responses.



The top response received was Greenery, trees, and access to nature (50).

For More Information & Next Steps

The City will use the feedback received to help develop routing options for the Upper Levels Greenway which will be presented to stakeholders and the public in the next round of public engagement in Spring 2022.

For more information:

- Visit the project webpage at www.cnv.org/ULG
- Contact the Project Team at cnv.org/ULG or 604-983-7333



	MULTI-USE PATHWAY	WIDENED SIDEWALK & PROTECTED BICYCLE LANE	WIDENED SIDEWALK & LOCAL STREET BIKEWAY	NATURAL SURFACE PATHWAY
EXAMPLES				
	ES	Che Way Che		
DESCRIPTION	Off-street pathways that are physically separated from motor vehicle traffic and can be shared by people using active modes including walking, cycling, skateboarding, scootering, and in-line skating. Typically carries two-way active transportation modes on one side of the street.	Separated bicycle and pedestrian facilities that are similar to multi-use pathways. The key difference is that people cycling, skating, or scootering are separated from pedestrians by a painted line or other physical barrier treatments. The facilities can be one-way on both sides of a road or a two-way facility on one side.	Streets with low motor vehicle volumes and speeds, often with traffic calming treatments, that are comfortable for people cycling to share the road with motor vehicles. Local streets provide a more enjoyable and comfortable walking experience through separation of modes and slowing of vehicle traffic.	Off-street pathways through under-developed areas, such as parks, can use gravel or other natural materials as a cost-effective alternative. The facilities are typically two-way for active transportation modes, and can be on one side of the street or through a park.
BENEFITS	 Suitable for people of all ages and abilities. People walking, wheeling, or rolling are physically separated from traffic. Requires less space than wider sidewalks and protected bicycle lanes side by side. Can be adapted and adjusted to a park setting (width, lighting, etc.) 	 Suitable for people of all ages and abilities. People walking, wheeling, or rolling are physically separated from traffic. People cycling are physically separated from other active users. This creates a more comfortable environment and minimizes the potential safety conflicts between people walking and faster-moving users. May be more attractive to people cycling for commuter purposes than a multi-use pathway. 	 Suitable for people of all ages and abilities. People cycling on the street are separated from people walking on the sidewalk. Does not require additional space for dedicated infrastructure. Slow the speed down on the street leading to increased safety for all users. May be more attractive to people cycling for commuter purposes than a multi-use pathway. 	 Appropriate for environmentally sensitive areas. More cost-effective. May allows for future improvements such as paving if desired. Maintains the natural look and feel of natural settings such as a park or forested area.

	MULTI-USE PATHWAY	WIDENED SIDEWALK & PROTECTED BICYCLE LANE	WIDENED SIDEWALK & LOCAL STREET BIKEWAY	NATURAL SURFACE PATHWAY
CONSTRAINTS	 There is a mix of users and speeds travelling in both directions, which creates potential for conflicts and may be a less comfortable environment for some. May be less attractive to people cycling for commuter purposes 	Requires more space than multi-use pathways or local street bikeways.	 People cycling share the road with motor vehicles with no physical separation. This may not feel comfortable for less confident or experienced cyclists Less intuitive for cyclists and drivers than designated facilities with clear space allocated to each user. 	 Not considered appropriate for all ages and abilities. Gravel pathways are inaccessible for certain user groups, including skateboarders and in-line skaters. Gravel pathways may also be more difficult to navigate for people cycling and people using mobility devices.
IMPACTS	 On-street parking is typically impacted. Encroachments within the City right-ofway may need to be removed. Tree removal may be required to accommodate paving and path widening. Limited impacts to traffic operations. 	 On-street parking is typically impacted. Impacts may be more significant than a multi-use pathway due to the space required. Encroachments within the City right-ofway may need to be removed. Tree removal may be required to accommodate paving and path widening. Limited impacts to traffic operations. 	Limited impacts to on-street parking. Traffic calming and/or diversion may be required to reduce traffic speeds and volumes, which may have impacts on vehicle access and circulation.	Limited impacts in natural spaces, however slope stabilization and tree removal may be required depending on the ground conditions.

Upper Levels Greenway – Initial Route Options Evaluation

A preliminary comparative evaluation of the three options was conducted on a spectrum to help assess the level of significance of the challenge or opportunity presented.

Significant Moderate Moderate Significant
Challenge Challenge Opportunity Opportunity

The routes are primarily assessed against the existing conditions along each option expect in the case of placemaking which was evaluated based on the potential to incorporate park and public realm improvements.

VALUATION	ORANGE ROUTE	BLUE ROUTE	PURPLE ROUTE
AFETY RAFFIC VOLUMES /			
PEEDS EDESTRIAN / CYCLIST			
OMFORT			
SHTING ONNECTION			
RECTNESS			
CCESS TO NATURE			
CHOOLS ETWORK CONNECTIVITY			
XPERIENCE			
DISE			
CESSIBILITY POGRAPHY			
EATURES			
ACEMAKING POTENTIAL MENITIES			
ACES OF INTEREST			
EWS JARACTER			
	Zono 1/2: On atract, non congrated	Zono 1/2: On atreat, non congreted	Zone 4: Doth mov require gestechnical
/HAT IS NOT EASIBLE?	Zone 1/2: On-street, non-separated facilities on some blocks as climbing cyclists cannot keep up with the speed of traffic	Zone 1/2: On-street, non-separated facilities on some blocks as climbing cyclists cannot keep up with the speed of traffic	Zone 4: Path may require geotechnical assessment along berm.
	Zone 1/2: Multi-use pathway would not be appropriate on some blocks for downhill direction due to cyclist speeds	Zone 1/2: Multi-use pathway would not be appropriate on some blocks for downhill direction due to cyclist speeds	
HAT COULD	Widened sidewalk and protected bicycle	Widened sidewalk and protected bicycle	Road space reallocation and/or conversi
HIS LOOK LIKE?	lane	lane	to one-way street.
	Off-street multi-use pathway through parking reduction or widening sidewalk towards property line	Off-street multi-use pathway through parking reduction or widening sidewalk towards property line	Local street bikeway with moderate trafficalming
		Local street bikeway with moderate traffic calming	Paved or gravel multi-use pathway
	Local street bikeway with moderate traffic calming		upgrade through short park section
	A STATE OF THE STA	Paved multi-use pathway upgrade through short park section	







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:

2022 TAX RATES BYLAW

Date:

April 13, 2022

File No: 05-1970-05-0005/2022

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 April 13, 2022, entitled "2022 Tax Rates Bylaw":

THAT "Tax Rates Bylaw, 2022, No. 8919" be considered.

ATTACHMENTS

1. Proposed "Tax Rates Bylaw, 2022, No. 8919" (CityDocs 2166563)

DISCUSSION

The purpose of this report is to seek Council approval for the 2022 Tax Rates Bylaw.

The Community Charter requires the preparation and adoption of a Tax Rates Bylaw, after adoption of the financial plan but before May 15th each year. The property tax rates are set each year to enable the City to collect the tax levy that is required in the Financial Plan.

The Tax Rate Bylaw presented for endorsement reflects the 3.75% tax rate increase approved by Council at the March 28, 2022 Regular Council meeting and the tax rate distribution option endorsed by Council at the April 11, 2022 Regular Council meeting.

Document: Number: 2167741-v1

REPORT: 2022 Tax Rates Bylaw

Date: April 13, 2022

The 2022 Tax Rates Bylaw contains the following schedules:

Schedule A - Rates required for the City's total general municipal tax revenue

Schedule B - Rates required for the City's storm drainage levy

Schedule C - Rates required for the City's eco levy

Schedule D - Rates required for the Metro Vancouver Regional District tax

Note that the other governmental agencies (School, TransLink, BC Assessment and Municipal Finance Authority) will set their own respective rates.

FINANCIAL IMPLICATIONS

Financial implications have been addressed in detail during the 2022 – 2026 Financial Planning process.

STRATEGIC PLAN IMPLICATIONS

The preparation and approval of a Tax Rates Bylaw is a critical step in the City's financial planning process. The property taxes collected through the bylaw will provide funding for programs and projects in support of the vision and priorities of the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:

Larry Sawrenko Chief Financial Officer

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8919

A bylaw for imposing property value taxes on land and improvements in the City of North Vancouver for the year 2022.

WHEREAS it is provided under Section 197(1) of the *Community Charter* being, that the Council must, each year after adoption of the financial plan but before the 15th day of May, subject to the provisions and restrictions of the *Community Charter* contained, pass a bylaw to impose property value taxes on all land and improvements according to the assessed value thereof, for the purpose enumerated and set forth in Section 197(1) of the *Community Charter*,

WHEREAS the Council of The Corporation of the City of North Vancouver deems it necessary and expedient to pass a bylaw for imposing a property value tax on all taxable land and improvements, according to the assessed value thereof, on the last Revised Assessment roll for The Corporation of the City of North Vancouver, the rates thereinafter imposed and levied for purpose hereinafter stated;

WHEREAS for General and Debt purposes, according to the last Revised Assessment Roll of the City, the amount of the assessed value of the taxable land and taxable improvements is \$30,291,273,363;

AND WHEREAS for the Regional Hospital purposes, according to the last Revised Assessment roll of the City, the amount of the assessed value of the taxable land and taxable improvements is \$30,313,368,963;

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 "Tax Rates Bylaw, 2022, No. 8919".
- 2. The following rates are hereby imposed and levied for the year 2022:
 - A. For all lawful general purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule "A" attached hereto and forming a part hereof.
 - B. For the storm drainage purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule "B" attached hereto and forming a part hereof.
 - C. For the eco levy purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule "C" attached hereto and forming a part hereof.
 - D. For the City's appropriate share of the monies required for the operating fund of the Metro Vancouver Regional District for the year 2022, on the assessed value of land and improvements taxable for Regional Hospital District purposes, rates appearing on Schedule "D" attached hereto and forming a part hereof.

Document: 2166563-v1

3.	3. The minimum amount of taxation upon a parcel of Dollars (\$100.00) for property owners 65 years of a Fifty Dollars (\$350.00) for property owners under 65 years	ge and over and Three Hundred and
	READ a fir	st time on the <> day of <>, 2022.
	READ a se 2022.	econd time on the <> day of <>,
	READ a th	ird time on the <> day of <>, 2022.
	ADOPTED	on the <> day of <>, 2022.
	MAYOR	
	CORPORA	ATE OFFICER

SCHEDULE "A"

Property Class		Municipal General
1.	Residential	1.59647
2.	Utilities	37.94062
4.	Major Industry	26.08418
4.	Major Industry (With Provincial Cap)	26.08418
4.	Major Industry (With Provincial Cap for new investment)	21.34160
5.	Light Industry	5.10874
6.	Business	5.10874
8.	Recreation/Non Profit	1.78447

SCHEDULE "B"

Property Class		Storm Drainage
1.	Residential	0.05764
2.	Utilities	1.36974
4.	Major Industry	0.94170
4.	Major Industry (With Provincial Cap)	0.94170
4.	Major Industry (With Provincial Cap for new investment)	0.77048
5.	Light Industrial	0.18444
6.	Business	0.18444
8.	Recreation/Non Profit	0.06442

SCHEDULE "C"

Property Class		Eco Levy
1.	Residential	0.02902
2.	Utilities	0.68964
4.	Major Industry	0.47413
4.	Major Industry (With Provincial Cap)	0.47413
4.	Major Industry (With Provincial Cap for new investment)	0.38792
5.	Light Industry	0.09286
6.	Business	0.09286
8.	Recreation/Non Profit	0.03244

SCHEDULE "D"

Property Class		Metro Vancouver Regional District
1.	Residential	0.05297
2.	Utilities	0.18639
4.	Major Industry	0.18009
5.	Light Industry	0.18009
6.	Business	0.12977
8.	Recreation/Non Profit	0.05297





The Corporation of THE CITY OF NORTH VANCOUVER PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Emma Chow, Planner 2

Subject:

ZONING BYLAW AMENDMENT FOR 115 EAST KEITH ROAD

(VICTORIA PARK (DENNA HOMES) GP LTD. / INTEGRA

ARCHITECTURE INC.)

Date:

April 13, 2022

File No: 08-3400-20-0058/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated April 13, 2022, entitled "Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc.)":

THAT second reading of "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be rescinded;

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be amended as follows:

- (6) Off-Street Parking and Short-Term and Secure Bicycle Parking shall be provided in conformity with the requirements of Division IV, Parts 9, and 10A, except that:
 - (a) A maximum of 39% small car parking spaces may be provided;

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877", as amended, be referred to a Public Hearing;

Document Number: 2160853 V3

THAT "Housing Agreement Bylaw, 2022, No. 8923 "(Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments) be considered and referred to the same Public Hearing;

THAT notification be circulated in accordance with the Local Government Act;

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;

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

ATTACHMENTS

- 1. Staff Report, dated October 6, 2021 (CityDocs 2082820)
- Architectural and Landscape Plans, dated March 25, 2022 (CityDocs <u>2163117</u> & <u>2163123</u>)
- 3. Tenant Relocation Update and Revised Plan (CityDocs 2163418)
- 4. Proposed "Zoning Bylaw (tracked changes), 1995, No. 6700, Amendment Bylaw, 2021, No. 8877 (CityDocs 2082819 V2)
- Proposed "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (CityDocs 2082819 V3)
- Proposed "Housing Agreement Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8923" (CityDocs <u>2162520</u>)

SUMMARY

This report presents for Council consideration a rezoning application for the subject property. As a pilot process of the Balanced Housing Lab, a preliminary version of the proposal was considered by Council on October 18, 2021. This rezoning application has satisfied project conditions set out in the staff report dated October 6, 2021 (Attachment 1) and is being brought back to Council for consideration of third reading. Staff recommend that Council refer this application to a Public Hearing.

BACKGROUND

This proposal was selected for the pilot of an exploratory alternative development approval process, which was an action identified in the Balanced Housing Lab. The pilot includes early community consultation and earlier Council consideration to help better inform detailed design of the proposal.

At the regular meeting of October 18, 2021, a preliminary concept for a six-storey rental apartment building was presented to Council. Council gave first and second readings to the draft rezoning bylaw and directed staff to proceed with detailed design review to ensure that specific conditions were met, including:

- Compliance with City policies, practices and applicable codes and bylaws
- Commitment to any necessary off-site works
- Review by the Advisory Design Panel
- Progress update on the Tenant Relocation Plan
- Submission of a Transportation Study and incorporation of recommended Transportation Demand Management (TDM) measures into proposal
- Incorporation of tree retention measures, as recommended within a tree study completed by a qualified arborist
- Enter into a Housing Agreement to secure rental housing commitments, including a provision for a non-profit third party to be engaged to screen applicants for the mid-market rental units

DISCUSSION

Project Description

The proposal is consistent with the concept presented at the regular meeting of October 18, 2021 in terms of general massing, siting and use. The detailed design provides 74 residential rental units, as well as 44 vehicle parking spaces and 119 bicycle parking spaces over two underground levels. Proposed vehicle access is off East 6th Street and the main residential entry is off East Keith Road. The proposed building presents as six-storeys on East Keith Road and seven-storeys on East 6th Street, with a building height of 23 metres, as measured from the average building grade at the north property line, which is consistent with how heights are measured in CD zones in the City.

Eight units are proposed as mid-market rental units that would be secured through a Housing Agreement for the life of the building. Twenty-one of the total units (28%) meet Level 2 of the Adaptable Design guidelines. Nine of the total units (12%) have three or more bedrooms. The proposed mix of units is as follows:

Table 1. Proposed Unit Breakdown

Unit Type	Number of Units	Size
Studio	30	400-490 square feet
One-bedroom	19	428-618 square feet
Two-bedroom	16	642-1,032 square feet
Three-bedroom	8	1,103-1,423 square feet
Four-bedroom	1	1,434 square feet

The proposal provides approximately 100 square metres of indoor amenity space (room for gatherings and bike wash area) and an outdoor rooftop amenity space with gardening plots, lounge areas and play space.

To allow the proposed massing, the rezoning bylaw would vary the RH-1 zone FSR, setbacks, lot coverage, building width and length, and minimum tower separation requirements.

REPORT: Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra

Architecture Inc.)
Date: April 13, 2022

Table 2. Summary of Proposed Zoning Changes

	Base Zone Requirements	Proposal
Zoning	RH-1 Zone	CD-741 (RH-1 base)
Permitted Principal Uses	Various Residential Uses	Rental Apartment Residential Use
Maximum Density	2.6 Floor Space Ratio (FSR)	3.3 Floor Space Ratio (FSR)
Lot Coverage	Maximum 50 percent	57 percent
Maximum Building Width and Length	Maximum 30.48 m (100 feet) above the third storey.	(waived)
Setbacks	Front: 7.62 m / 25 ft. Rear: 7.62 m / 25 ft. Interior Side: 7.62 m / 25 ft.	Front: 4.57 m / 15 ft. Rear: 4.57 m / 15 ft. West Interior Side: 3.2 m / 10.5 ft. East Interior Side: 3.05 m / 10 ft.
Minimum Tower Separation Above Four Storeys	24.38 m / 80 ft.	(waived)
Off-Street Parking	44	44

PLANNING ANALYSIS

Policy Alignment

The proposal is consistent with the OCP land use designation and density limit for the site. The proposed building height of 23 metres is well within the OCP height limit of 46 metres. Located within a block of the Lonsdale commercial corridor, the proposal is in alignment with a number of OCP goals and objectives to have higher density rental housing that is within the Lonsdale Regional City Centre and close to shops, services, public transit and employment opportunities.

The proposed mix of unit types meets requirements of the *Housing Action Plan* for a minimum 10% mid-market rental units and a minimum of 10% three-bedroom units to support families. Also, the proposed secured rental housing of 74 units meets a priority of the Council Strategic Plan to protect and expand rental housing stock.

The proposal exceeds the Zoning Bylaw minimum requirement for 25% of units to meet Level 2 Adaptable Design. The proposal addresses the Active Design Guidelines with thoughtful design of stairways and provision of indoor and outdoor amenity spaces.

Lot Coverage and Building Setbacks

Lot coverage has been slightly reduced to 57% from the preliminary concept, while building setbacks and tower separation remained the same. Setback and tower separation distances required in the RH-1 Zone are intended for taller buildings. The proposed setbacks and tower separation (18.3 metres) are adequate for the lower height of the proposed building. A shadow study shows minimal impact to Victoria Park and surrounding neighbours. Also, the proposed massing with increasing setbacks to the west further mitigates view impacts and allow for adequate solar access.

REPORT: Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc.)
Date: April 13, 2022

Parking

The proposed vehicle and bicycle parking spaces of 44 and 119, respectively, meet the minimum requirements (44 and 118) of the Zoning Bylaw. All vehicle and bicycle parking spaces have EV-ready infrastructure. However, the 17 proposed small car spaces has exceeded the maximum 15 allowed by two spaces. A variance to accommodate the increased small car spaces is supported by staff. A transportation study was completed for the proposal, which outlines Transportation Demand Management measures to reduce vehicle-reliance and promote active transportation. These measures have been incorporated into the proposal.

Infrastructure and Servicing

The proposal will require new utility service connections, including a water main upgrade from Lonsdale Avenue, as well as improvements along both frontages. In addition to meeting road work and streetscape standards, the improvements will include a bus stop upgrade with shelter and new sidewalk from site to bus stop.

Tree Retention

An arborist report identified one tree on-site and eleven trees in the proximity off-site. Four trees, all assessed as unsuitable for retention, are proposed for removal (one on-site and three off-site). Trees to be retained will be protected as prescribed in the Tree Management Plan detailed in the arborist report. Sixteen new trees are proposed on-site, as well as five new street trees along the frontages.

Density Bonus and Community Benefits

The maximum density bonus of 1.0 FSR may be considered for this site through provision of 100% secured rental housing, of which at least 10% must be mid-market rental units. The value of the bonus density may be roughly calculated by using the standard cash contribution amount for areas within the Lonsdale City Centre, \$190 per square foot of bonus floor area.

Table 3. Estimated Value of Community Benefits through Density Bonusing

Density Value Calculation	Value
Density Bonus to 3.3 FSR (@ \$190 / sq. ft.)	\$1,861,601
Total Value of Community Benefits	\$1,861,601

Legal Agreements

Should Council support this rezoning, the following legal agreements should be prepared prior to final adoption:

- Housing Agreement
- Servicing Agreement
- Community Good Neighbour Agreement
- Shoring, Crane Swing, and Staging License Agreement
- Flooding Covenant
- Community Energy Agreement

ADVISORY BODY INPUT

Advisory Design Panel

The application was reviewed by the Advisory Design Panel (ADP) on November 17, 2021.

The Panel unanimously endorsed the proposal subject to addressing the following issues to the satisfaction of the Development Planner:

- Increase size of rooftop amenity and enhance design
- Ensure roof overhangs provide shelter to all balconies
- Increase the articulation of the main entrance
- Further examination of the entry to the elevators on the typical floors
- Further design development to maintain the lot coverage required by the Zoning Bylaw and to mitigate or maintain the existing setbacks to the west

Revised designs were submitted since the ADP meeting that address the above concerns to the satisfaction of City staff.

TENANT RELOCATION

As of March 22, 2022, the applicant has revised the Tenant Relocation Plan (Attachment 3) to be in compliance with the 2021 Residential Tenant Displacement Policy. Compared with the original, the revised Tenant Relocation Plan provides additional compensation for long-term tenancies (over five years), calculated in accordance with the 2021 Policy. All other aspects of the original Tenant Relocation Plan meet the requirements of the 2021 Policy.

The tenants were first informed of the Tenant Relocation Plan in June 2021, shortly following the submission of the rezoning application. Tenants were provided with a relocation update in November 2021, and the revised Tenant Relocation Plan on March 22, 2022. Communications were carried out through mail and email, as well as posted in public spaces within the building. A third-party Tenant Relocation Coordinator was available throughout the process to assist tenants.

At the time of application submission, the 23 existing units were all occupied. At the time of writing this report, nine of the units have been vacated. All eligible tenants, including those that have already vacated, will be receiving the additional long-term tenancy financial compensation.

PUBLIC ENGAGEMENT

The early public engagement under the pilot was more extensive than the typical process and was made up of four components: 1) a Co-Creation Workshop; 2) a Visual Preference Survey; 3) Developer Information Session; 4) online engagement.

Engagement details and findings, as well as lessons for the future, are referenced in the attached staff report (Attachment 1).

Key concerns from public engagement were primarily regarding relocation of the existing tenants and the affordability and livability of the units in the proposed building. Other themes of discussion included sustainability and accessibility elements of the proposal, and unit size and mix were also discussed. Throughout the application process, numerous complaints were received regarding aspects of the Tenant Relocation Plan, especially for timely and transparent communications and the amount of financial compensation offered. The applicant has recently revised the Tenant Relocation Plan, outlined in the section above, and addressed the majority of related concerns received.

Overall, the proposal responds well to concerns heard throughout the engagement process, particularly with respect to massing impacts on neighbouring development, livability of units, provision of adequate rooftop amenities and facilitating transportation alternatives.

NEXT STEPS

The proposed bylaw will require an amendment to allow for the small increase in proportion of small car spaces permitted, as described in the 'Planning Analysis' section above. Under the *Local Government Act*, minor changes can be incorporated after the bylaw receives first and second readings, as long as there is no change to the use and density. Therefore, staff are bringing the amended bylaw (Attachment 1) forward for Council's consideration, with staff recommendation that Council rescind second reading of the version of bylaw as of October 18, 2021, and that Council give second reading to the current version of the bylaw.

In addition, staff are bringing a Housing Agreement Bylaw forward for consideration, including provisions as directed by Council for a non-profit third party to be engaged to review the selection of initial prospective tenants for the mid-market rental units.

Option 1: Public Hearing (Recommended)

A Public Hearing is recommended, as there has been a relatively high level of public participation related to this application. And, while the Tenant Relocation Plan was revised to address most of the concerns, the changes were made quite recently and may not be well known or fully understood by the public and existing tenants. A Public Hearing would allow for thorough discussion of the revised Tenant Relocation Plan and more opportunity for Council to hear directly from the public.

Option 2: No Public Hearing

Staff could support moving forward without a Public Hearing because the proposal is OCP compliant and the applicant has done early community engagement in order to inform the proposal and they also have recently revised the Tenant Relocation Plan to be in compliance with the 2021 Residential Tenant Displacement Policy, addressing majority of concerns identified.

REPORT: Zoning Bylaw Amendment for 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra

Architecture Inc.) Date: April 13, 2022

FINANCIAL IMPLICATIONS

There are no financial cost implications for the City relating to the development project. The development would provide secured rental housing, at least 10% of which would be mid-market rental units. The approximate value of this Community Benefit Contribution is \$1.86 Million.

CONCLUSION

Staff support the detailed design of this proposal, as it has demonstrated policy compliance and a good contextual fit. The earlier engagement and Council consideration of the pilot process have resulted in meaningful feedback that the applicant has incorporated into the detailed design of the proposal. The design outcome is mindful of impacts on neighbours and Victoria Park, while facilitating sustainable transportation patterns and providing 74 rental units with quality amenity spaces.

RESPECTFULLY SUBMITTED:

Emma Chow Planner 2





The Corporation of THE CITY OF NORTH VANCOUVER PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Emily Macdonald, Planner 2

Subject:

REZONING APPLICATION: 115 EAST KEITH ROAD (VICTORIA PARK (DENNA HOMES) GP LTD. / INTEGRA ARCHITECTURE INC., CD-741)

Date:

October 6, 2021

File No: 08-3400-20-0058/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated October 6, 2021, entitled "Rezoning Application: 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., CD-741)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be considered and referred to Public Hearing;

THAT notification be circulated in accordance with the Local Government Act;

THAT staff be directed to receive and review detailed drawings for the proposal;

THAT all conditions noted in the report section, Project Conditions, be addressed prior to the scheduling of a Public Hearing;

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;

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

Document Number: 2082820 V5

Architecture Inc., CD-741)
Date: October 6, 2021

ATTACHMENTS

Context Map (CityDocs <u>2096545</u>)

- 2. Conceptual Drawings Dated August 31, 2021 (CityDocs 2094624)
- 3. Co-Creation Workshop Summary and Design Response (CityDocs 2077485)
- 4. DIS Summary (CityDocs 2094789)
- Let's Talk Survey on Development Application (CityDocs 2077448)
- 6. Tenant Relocation Plan (CityDocs 2094784)
- Proposed Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877 (CityDocs 2082819)

SUMMARY

This report presents, for Council's consideration, a rezoning proposal for the property at 115 East Keith Road. This proposal was selected as a pilot of a new *Development Approvals Process*, which was an action identified in the Balanced Housing Lab. The pilot approval process includes early community consultation and earlier Council consideration. An accompanying report provides background on the pilot process as well as an overview of the public engagement outcomes for this project.

Under this pilot approval process, the application is being processed in two stages: the first stage would review the project at the concept and present to Council (the subject of this report); the second stage will include more detailed application drawings for staff review (this would follow should Council direct staff to proceed). Staff recommend Council refer this application to a public hearing, and for the application to proceed to detailed design development for staff review.

SITE CONTEXT

This double-fronting site is located directly south of Victoria Park and fronts on East Keith Road and East 6th Street. The building directly to the west, at 616 Lonsdale Avenue, is a 5-storey strata building, and directly to the east, at 123 East Keith Road, is a 17-storey strata building. To the south, across East 6th Street are a mix of rental and strata buildings ranging from two to nine storeys in height.

Table 1. Site Context

Direction	Address	Description	Zoning
North	:5	Victoria Park (East)	Public Use and Assembly 1 (P-1)
East	123 East Keith Rd.	17-storey strata building	Comprehensive Development 155 (CD-155)
West	616 Lonsdale Ave.	Five-storey strata building	High Density Apartment Residential 1 (RH-1)
South	115 East 6 th Street	Four-storey rental residential building	Comprehensive Development 316 (CD-316)
	540 Lonsdale Ave.	Nine-storey strata residential building	High Density Apartment Residential 1 (RH-1)

Architecture Inc., CD-741) Date: October 6, 2021

	119 East 6 th St.	Two-storey strata residential building	Comprehensive Development 324 (CD-324)
7 3 4Th	123 East 6 th St.	Three-storey strata residential building	Medium Density Apartment Residential 1 (RM-1)

PROJECT DESCRIPTION

A conceptual design is presented at this time (Attachment 2). In accordance with the Pilot Development Approvals Process, full reviews of the detailed application will be completed after Introduction.

The proposed development is six storeys from East Keith road and eight storeys from East 6th Street. There are seven full storeys of rental units on top of two levels of parking and storage. Elevators and stairs provide access to a common amenity area on the rooftop.

Proposed setbacks are 4.57 metres (15 feet) from both the front and rear property lines, 3.05 metres (10 feet) from the east property line, and from the west property line, the setback is 3.2 metres (10.5 feet) at the north end of the building, increasing to 4.45 metres (14.6 feet) at the south end. In comparison to the adjacent properties, the proposed development would be two storeys taller than the existing building to the west and eleven storeys shorter than the building to the east.

To allow the proposed massing, the proposed bylaw would vary the standard RH-1 Zone FSR, setbacks, lot coverage, building width and length, and minimum tower separation requirements.

Table 2. Summary of Zoning Changes

	Base Zone Requirements	Proposal
Zoning	RH-1 Zone	CD-741 (RH-1 base)
Permitted Principal Uses	Various Residential Uses	Rental Apartment Residential Use
Maximum Density	2.6 Floor Space Ratio (FSR)	3.3 Floor Space Ratio (FSR)
Lot Coverage	Maximum 50 percent	65 percent
Maximum Building Width and Length	Maximum 30.48 m (100 feet) above the third storey.	(waived)
Setbacks	Front: 7.62 m / 25 ft. Rear: 7.62 m / 25 ft. Interior Side: 7.62 m / 25 ft.	Front: 4.57 m / 15 ft. Rear: 4.57 m / 15 ft. West Interior Side: 3.2 m / 10.5 ft. East Interior Side: 3.05 m / 10 ft.
Minimum Tower Separation Above Four Storeys	24.38 m / 80 ft.	(waived)
Off-Street Parking	48	46

Architecture Inc., CD-741)
Date: October 6, 2021

The proposed Bylaw would limit the permitted principal uses to rental apartment residential and, in addition to the variances relating to massing, would allow for a parking variance of two vehicle parking spaces. The bylaw is expected to remain unchanged going forward, however, should changes be required, the bylaw would need to be amended at a Council meeting. This scenario is outlined further in the Next Steps section of this report.

PUBLIC ENGAGEMENT

The purpose of the pilot project has been to test a new approvals process that includes early public engagement and early Council consideration. With public engagement happening early in the process, input can be more meaningfully incorporated into the project design early on and prior to staff and advisory body reviews, which typically make up the longest portion of the rezoning process timeline. Further details on the public engagement completed for this project are provided in the accompanying information report and a brief summary is provided below.

The early public engagement under the pilot was more extensive than the typical process and was made up of four components: 1) a Co-Creation Workshop; 2) a Visual Preference Survey; 3) Developer Information Session; 4) online engagement. The Co-Creation Workshop was attended by residents across North Vancouver as well as representatives from the adjacent buildings and a tenant currently living at 115 East Keith Road. A number of topics were discussed, oriented around four themes:

- Building height, setbacks, and massing;
- Parking, traffic and site access;
- · Amenities, public realm and landscaping;
- · Other ideas, hopes and concerns.

The public engagement consultant prepared a summary of the workshop discussion, which is attached to the accompanying report. The applicant has used the summary as a framework for their design response (Attachment 3), which describes how the final conceptual design addresses the input received at the workshop.

The proposed design is referred to in the Pilot Development Approvals Process as the Project Brief. This includes the conceptual drawings and supplemental materials like a survey and the tenant relocation plan. After the Project Brief was submitted, a Developer's Information Session (DIS) was held, hosted by the applicant, following standard CNV requirements for public engagement for rezoning applications. This session was open to the general public and was advertised via mail-out, newspaper ad, and signage posted on site.

A summary of the DIS is included with this report as Attachment 4. Attendees were encouraged to provide input regarding the proposal through the CNV Let's Talk portal. The Let's Talk project page was open to the public before the DIS and during the two weeks following; it provided information about the proposed project and included a survey.

REPORT: Rezoning Application: 115 East Keith Road (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., CD-741)

Date: October 6, 2021

A summary of the survey responses is included in this report as Attachment 5. In total, there were 33 completed surveys, with the following responses:

- 22 in support
- 7 opposed
- 3 mixed
- 1 don't know

Key concerns heard at the DIS and in the comments provided in the Let's Talk survey were primarily regarding relocation of the tenants in the existing building and the affordability and livability of the units in the proposed building. Other themes of discussion included sustainability and accessibility elements of the proposal, and unit size and mix were also discussed. The applicant's proposed Tenant Relocation Plan is outlined in the section below. The topics of livability, sustainability and accessibility are guided by City policies including the Sustainable Development Guidelines, Adaptable Design requirements and Active Design Guidelines, which will all be considered during the full review stage.

TENANT RELOCATION PLAN

The existing building is a three storey rental apartment building with a total of 23 units, all currently occupied as of the date of this report. The 23 units consist of 1 two-bedroom unit, three studio units, and 19 one-bedroom units. Of all the tenancies, nine have been in the building less than five years, three are between five and ten years, and eleven have been in the building for ten years or more.

The application (Project Brief) was submitted in early June 2021 after completion of the Co-Creation Workshop. Because this precedes the latest amendment of the Residential Tenant Relocation Policy, the applicant is expected to meet the requirements set out in the 2015 version of the Policy, including finding comparable units for the existing tenants at rental rates that are within 10 percent of either their current rent, or 10 percent of the CMHC average market rents, whichever is greater. Compensation equivalent to three months' rent, and an unspecified amount of funds for moving costs are also expected, and tenants must be given first right of refusal for the mid-market units to be provided in the new development.

The applicant has prepared a Tenant Relocation Plan (Attachment 6) that satisfies the requirements of the 2015 Policy as well as some of the new requirements that have been added in the 2021 amendment. These include moving expenses of \$1000 to \$1500 depending on unit size, and compensation equivalent to four months' rent instead of three.

PLANNING ANALYSIS

The proposal is consistent with the OCP with 3.3 FSR of proposed density and approximately seven storeys of height. The proposed height is well under the maximum that can be considered under the OCP, which allows up to 46 metres, or approximately 15 storeys, for residential developments around Victoria Park. Some variances are

Architecture Inc., CD-741) Date: October 6, 2021

needed to enable redevelopment of the site, and to achieve the full density identified in the OCP. The main variances are to the required minimum setbacks and tower separation requirements. Minor variances to Lot Coverage and Parking are proposed as well.

An analysis of the proposed massing has been completed as part of a preliminary review of the proposal. Setback and tower separation distances as written in the current RH-1 Zone are generally designed to consider tall buildings similar to the 17-storey residential building at 123 East Keith Road rather than mid-rise buildings such as the one proposed in the conceptual drawings. The standard zoning requirement for setbacks is 7.62 metres (25 feet), with a tower separation distance of 24.38 metres (80 feet). As a mid-rise building of six to eight storeys, impacts such as shadowing on adjacent buildings and public space - in this case, Victoria Park - are less concerning. The shadow study provided shows that the shadow impact on Victoria Park would be minimal. The proposed tower separation distance is approximately 59 feet from 123 East Keith Road to the east, and 20 feet from 616 Lonsdale Avenue to the west. At 6 to 8 storeys, a reduction in the standard 80-foot separation distance is considered reasonable. 59 feet should provide adequate distance to ensure shadow and view impacts on 123 East Keith Road will not be significantly impacted. Due to a relatively minimal separation distance from 616 Lonsdale Avenue, there is a greater risk of view and shadow impacts to occur for that building. Responding to this concern, the proposed massing incorporates an increasing setback along the west side of the building, with a distance of 24 feet at the south end. This increasing setback helps by allowing solar access and mitigating view impacts for 616 Lonsdale Avenue.

The preliminary review also considered how the conceptual design responds to input provided at the co-creation workshop. A summary of the input as well as the applicant's response is provided as Attachment 3. This document was prepared and submitted by the applicant based on the Co-Creation Workshop Summary prepared by the engagement consultant, which is not included with this report but is included as an attachment to the accompanying report on the Pilot Development Approvals Process.

The concept design responds well to concerns that were heard at the Co-Creation Workshop regarding the relationship to the adjacent buildings, particularly the building directly to the west. Though the proposed side setbacks are relatively narrow, the massing of the building is set back a greater distance toward the south end, allowing for greater solar access for the building to the west. This approach serves to orient the building massing on the west side along a north-south axis, helping to preserve solar access as well as views from the adjacent building and from Victoria Park.

Though details are not shown, the proposed design allows for various rooftop amenities to be considered and potentially accommodated; provision of adequate rooftop amenities was an important discussion item among the Co-Creation Workshop participants. An interior amenity spaces is also proposed. A number of suggestions were made regarding transportation alternatives. With a requested variance of two parking spaces, the applicant will be required to provide a transportation study that will consider alternative transportation options such as car share and e-bike share program for tenants. Sustainable design was another comment made by several attendees. The

Architecture Inc., CD-741) Date: October 6, 2021

proposal would meet Step 3 of the Step Code, as required by the Construction Regulation Bylaw.

Further assessment of the items mentioned above will be completed once detailed drawings are submitted for review. Further to these items, the Project Conditions listed below will also be reviewed.

PROJECT CONDITIONS

Comments were provided by various departments prior to submission of the Project Brief. No major concerns were identified at the preliminary stage that would significantly impact the feasibility of the redevelopment of the site. Full reviews to be completed would identify items to be addressed by the applicant through the rezoning process.

Prior to the project being brought back to Council for Public Hearing and Third Reading of the Bylaw, the following conditions must be met:

- The applicant provides drawings and other information required for staff to conduct full reviews of the proposed development;
- A thorough Planning review is completed and all concerns are addressed by the applicant, including, but not limited to: urban design, transportation issues, livability, sustainability, any topics relating to City policies as well as any other practices or design elements deemed relevant to the proposal;
- All other relevant departments review the detailed drawings of the proposal and are satisfied that applicable codes and bylaws can be met;
- The applicant commits to any off-site works that are deemed, through staff reviews, to be required by bylaw or other parameters to accommodate the proposed development;
- The detailed proposal is presented to the Advisory Design Panel and other advisory bodies as needed for their review and recommendation;
- The applicant continues to follow their Tenant Relocation Plan and provides an update on the progress;
- The applicant completes a Transportation Study and incorporates transportation demand management (TDM) features into the proposed project to support sustainable transportation and offset the parking variance. TDM measures may include subsidized transit passes and/or credits toward car share use;
- The applicant provides a tree study from a qualified arborist including a survey and health assessment of all private and public trees and recommendations for retention or removal;

Architecture Inc., CD-741)
Date: October 6, 2021

 The applicant provides summaries indicating compliance with CNV policies, including the Sustainable Development Guidelines, Active Design Guidelines, and the Housing Action Plan;

 The applicant agrees to a Housing Agreement that secures the rental housing and a minimum of 10 percent mid-market units, in perpetuity, in accordance with the Housing Action Plan.

DENSITY BONUS AND COMMUNITY BENEFITS

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the Official Community Plan, allows for density bonuses in the Residential Level 6 designation, up to a maximum of 3.3 FSR.

A bonus beyond the maximum FSR currently permitted in the RH-1 Zone (2.6 FSR) is proposed. The total proposed bonus is 0.7 FSR, or 9797.9 square feet, which is to be achieved through the provision of secured rental and mid-market units. As the existing building on site is a rental apartment building, policies do not support a benefit other than new rental housing. The value of the bonus density can be roughly calculated by using the standard cash contribution amount for areas within the Lonsdale City Centre, \$190 per square foot of bonus floor area.

Table 3. Estimated Value of Community Benefits through Density Bonusing

Density Value Calculation	Value			
Density Bonus to 3.3 FSR (@ \$190 / sq. ft.)	\$1,861,601			
Total Value of Community Benefits	\$1,861,601			

Works beyond standard bylaw requirements may be warranted, to accommodate the new development. The specific works would be determined through a full review of the application and would be secured through legal agreements. In accordance with the Density Bonus and Community Benefits Policy, these works would not be considered as community benefits, but as essential works to support the development.

NEXT STEPS

Should Council support this project moving forward, staff would direct the applicant to submit full drawings and materials required for the proposal to be fully reviewed. The project would also be presented to relevant advisory bodies (e.g. Advisory Design Panel). Public Engagement stages for this project have been completed and no formal events would be scheduled going forward. As is general practice, inquiries regarding the project would be addressed by staff and the applicant on an ongoing basis. During the review stage, the applicant would continue to follow their Tenant Relocation Strategy.

Once full reviews have been completed, staff would advise City Clerks to schedule a Public Hearing and prepare notifications. The process from this point would be the same as standard practice. After Third Reading, legal agreements would be drafted and signed by the applicant, and Fourth Reading would be scheduled once that process is complete.

Architecture Inc., CD-741) Date: October 6, 2021

Should there be a need to revise the proposed bylaw after full reviews are complete, staff would prepare a brief report to Council before the Public Hearing is scheduled so the bylaw can be amended. After the bylaw is amended by Council, the Public Hearing would then be scheduled and notifications completed.

FINANCIAL IMPLICATIONS

There are no financial cost implications for the City relating to the development project. The development would provide secured rental housing, at least 10 percent of which would be mid-market units. The approximate value of this Community Benefit Contribution is \$1.86 Million.

INTER-DEPARTMENTAL IMPLICATIONS

Should Council direct staff to receive detailed drawings for review, the process moving forward will follow standard practices, including reviews by Planning, Building, Fire, Engineering, Environment and Transportation staff.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Pilot Development Approvals Process aims to gather learnings and recommendations on how the standard rezoning process could be improved, particularly as it relates to public influence to shape projects at early stages. This goal is in keeping with the City's Strategic Plan as public participation and delivering better buildings within an efficient timeline are important City objectives. These learnings and recommendations will be presented to Council separately when they are available. At this time, direction is being sought regarding the development project itself, which is in keeping with the OCP.

CONCLUSION

Presented in this report is an early conceptual proposal for a rezoning application on this site. It is the result of early engagement with the community and will be further developed and subject to full staff review if Council were to refer the application to a public hearing. Staff support the proposal as shown as it has generally demonstrated policy compliance and a good contextual fit. Staff recommend this application be referred to a public hearing – this would allow the applicant to fully develop their plans and fulfill all conditions as a result of a more thorough staff review.

RESPECTFULLY SUBMITTED:

Emily Macdonald

Planner 2

CITY OF NORTH VANCOUVER - REGIONAL CONTEXT WESTVIEW TEMPE CENTRAL LONSDALE BOULEVARD VILLARD LONSDALE SUBJECT SITE

CONTACT LIST

CONTACT LIST

Vancouver, BC, V5T 1V9

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Architectural	Integra Architecture Inc. 2330-200 Granville Street Vancouver BC, V6C 1S4	Shamus Sachs	604.688.4220	shamuss@integra-arch.com
Civil	Mainland Engineering #206, 8363 – 128 Street Surrey, BC, V3W 4G1	Rajeev Mangla	604.543.8044	civil@mainlandeng.com
Landscape	Perry and Associates 112 East Broadway	Michael Patterson Thaddeus Holland	604.738.4118 604.738.4118 ext. 113	mp@perryandassociates.ca th@perryandassociates.ca

A-0.000 Cover	
A-0.100	Cover Sheet
A-0.101	Data
A-0.102	Zoning OCP
A-0.103	Context Photos
A-0.200	Precedent Images
A-0.201	Perspective
A-0.202	Perspective
A-0.203	Perspective
A-0.204	Perspective
A-0.205	Perspective
A-1.000 Site	
A-1.300	Site Plan
A-2.000 Plans	
A-2.000	Level P2 Parking Plan
A-2.010	Level P1 Parking Plan
A-2.020	Ground Level Floor Plan
A-2.100	Level 1 Floor Plan
A-2.200	Level 2 Floor Plan
A-2.300	Level 3 Floor Plan
A-2.400	Level 4 Floor Plan
A-2.500	Level 5 Floor Plan
A-2.600	Level 6 Floor Plan
A-2.700	Lower Roof Plan
A-2.700	LOWER ROOF FIRM
A-3.000 Unit Plans	
A-3.001	Adaptable Unit Plans
A-3.002	Adaptable Unit Plans
A-4.000 Elevations	
A-4.000	Streetscape Elevations
A-4.100	Building Elevation - North
A-4.200	Building Elevation - East
A-4.300	Building Elevation - South
A-4.400	Building Elevation - West
A-5.000 Sections	
A-5.001	Section - North / South
A-5.002	Section - East / West
A-8.000 Supplemental	
A-8.010	Material Finishes
A-8.103	Ground Floor Area Overlay
A-8.110	Level 1 Floor Area Overlay
A-8.120	Level 2 Floor Area Overlay
A-8.130	Level 3 Floor Area Overlay
A-8.130 A-8.140	Level 4 Floor Area Overlay
A-8.140 A-8.150	
	Level 5 Floor Area Overlay
A-8.160	Level 6 Floor Area Overlay
	Lower Roof Area Overlay
A-8.170	T
A-8.170 A-8.210 A-8.310	Tower Separation Analysis Shadow Study



[ARCHITECT SEAL]



Cascadia Green

Keith Rd

eith Rd East

vancouver, bc

Cover Sheet

ISSUE 4 - REZ. APP.

A-0.100

115 KEITH ROAD EAST | NORTH VANCOUVER | BC | ISSUE 04 - REZONING APPLICATION

Project Name: 115 Keith Road East Client: Cascadia Green Developent

PROJECT DATA

20507 March 25/2022

6-STOREY PURPOSE BUILT RENTAL BUILDING

EXISTING ADDRESS PROPOSED ADDRESS 115 Keith Road East, North Vancouver, BC, V7L 1V1 115 Keith Road East, North Vancouver, BC, V7L 1V1

LEGAL DESCRIPTION LOT A (REFERENCE PLAN 9816) BLOCK 114 DISTRICT LOT 274 GP1 NWD PLAN 878

PROJECT ARCHITECT
PROJECT OWNER
OCP LAND USE DESIGNATION
EXISTING ZONING
PROPOSED ZONING

Integra Architecture Cascadia Geen Development High Rise Apartment - Residential Level 6 - R6 RH-1 CD

SITE AREA:					
Gross Site Area			13,997 sq.ft.	1,300.35 m2	
Road Dedications		TBC	 sq.ft. 	- m2	
Net Site Area			13,997 sq.ft.	1,300.35 m2	
Max GFA (Gross Site Area)	2.30 OCP Density		32,193 sq.ft.	2,990.81 m2	
Max Bonus GFA	1.00 With Public Benefits				
Max GFA (Gross Site Area)	3.30 Purpose Built Rental Housing		46,190 sq.ft.	4,291.2 m2	
Total Proposed Floor Area			61,803 sq.ft.	5,741.6 m2	
Total Proposed Exclusions			15,613 sq.ft.	1,450.5 m2	
Proposed GFA (Gross site area)	3.30		46,190 sq.ft.	4,291.2 m2	
May Site Coverage	50%		6 999 an ft	650 18 m2	

Max. Site Coverage	50%				6,999	sq.ft.	650.18	m2	
Lot Coverage	57%				7,938	sq.ft.	737.46	m2	
UNIT SUMMARY:									

UNIT SUMMARY:														
									Average	Total Unit		Total Unit		
Unit Type	Ground	1st	2nd	3rd	4th	5th	6th	Total	sqft / unit	Area (sqft)		Area (m2)	%	Unit Mix
A1 - JR 1 Bed			1	1	1	1	1	5	477.4	2.386.8		221.7	6.8%	
A1.1 - JR 1 Bed (AD)			1	1	1	1	1	5	484.7	2.423.3		225.1	6.8%	
A1.2 - JR 1 Bed (AD)			1	1	1	1	1	5	490.0	2,449.9		227.6	6.8%	
A1.3 - JR 1 Bed			1	1	1	1	1	5	400.5	2,002.5		186.0	6.8%	59.5%
A1.4 - JR 1 Bed			1	1	1	1	1	5	463.8	2,319.2		215.5	6.8%	
A1.5 - JR 1 Bed			1	1	1	1	1	5	484.0	2,419.9		224.8	6.8%	
A2 - 1 Bed			1	1	1	1		4	427.6	1,710.3		158.9	5.4%	
A3 - 1 Bed			1	1	1	1	1	5	480.2	2,401.0		223.1	6.8%	
A3.1 - 1 Bed (AD)			1	1	1	1	1	5	480.2	2,401.0		223.1	6.8%	
														Studio
B1 - 1Bed		1						1	568.7	568.73		52.8	1.4%	6.8%
B1.1 - 1Bed			1	1	1	1		4	617.5	2,469.92		229.5	5.4%	0.076
														1 Bed
C1 - 2 Bed (AD)			1	1	1	1	- 1	5	758.8	3,793.80		352.5	6.8%	
C2 - 2 Bed			2	2	2	2	2	10	641.8	6,417.70		596.2	13.5%	21.6%
C3 - 2 Bed - TH (2 Storey)		1						1	1,032.4	1,032.4		95.9	1.4%	
														2 Bed
D1 - 3 Bed - TH (2 Storey)		1						1	1,367.2	1,367.2		127.0	1.4%	
D2 - 3 Bed - TH (2 Storey)		1						1	1,273.5	1,273.5		118.3	1.4%	
D3 - 3 Bed - TH (2 Storey)		1						1	1,298.1	1,298.1		120.6	1.4%	
D4 - 3 Bed - TH (2 Storey)		1						1	1,273.5	1,273.5		118.3	1.4%	
D5 - 3 Bed - TH (2 Storey)		1						1	1,423.2	1,423.2		132.2	1.4%	12.2%
D6 - 3 Bed - TH (2 Storey)		1						1	1,190.3	1,190.3		110.6	1.4%	
D7 - 4 Bed - TH (2 Storey)		1						1	1,433.7	1,433.7		133.2	1.4%	
D8 - 3 Bed - TH (2 Storey)		1						1	1,298.3	1,298.3		120.6	1.4%	
D9 - 3 Bed (AD)							1	1	1,102.5	1,102.5		102.4	1.4%	
											ᆫ			3 Bed
Total	0	10	13	13	13	13	12	74		46,456		4,315.9	100.0%	100%

AMENITY:												
		sq ft	sq m			sq ft	sq m		sq ft	sq m		
Indoor Amenity (required)	15sf/unit	1110	104									
Amenity (provided)	indoor	1,092	101		outdoor	3332	310	total	4424	411		

Balconies - 10% max			10% max	6180.3	5077.02 sq.ft.	471.67 m2	Active Design Guidelines

GFA CALCULATION:										
Exclusion Summary	Min. 25%	No Units	Stair 01	Stair 02			per Unit	Total Exclusions		Comments
Balconies - 10% max					10% max	6180.3		5077.02 sq.ft.	471.67 m2	Active Design Guidelines
Adaptable Units Level 2 (20 sf / unit)	19	21					20.0	420.00 sq.ft.	39.02 m2	25.0% Units AD Level 2
Ground Level inc. Amenity Stair 1st Flo	or							8041.36 sq.ft.	747.34 m2	Active Design Guidelines
Stairs (Active Design) - 8% max			1134.04	940.32	8% max	4944.2		2074.36 sq.ft.	192.71 m2	3.4% (Floor 1-6)
Total Exclusions 15,612.7 sq.ft. 1,450.46 m2										

Floor Area	Balconies	Unit Area	Common Area	Total Floo	r Area	Efficiency L1 - L6
Floor Area - Ground	0.00 sq.ft.	6,316.42 sq.ft.	1,864.04 sq.ft.	8,180.46 sq.ft.	760 m2	77.2%
Floor Area - 1st Floor	683.67 sq.ft.	6,316.00 sq.ft.	1,622.04 sq.ft.	8,621.71 sq.ft.	801 m2	73.3%
Floor Area - 2nd Floor	878.67 sq.ft.	6,927.50 sq.ft.	1,099.88 sq.ft.	8,906.05 sq.ft.	827 m2	77.8%
Floor Area - 3rd Floor	878.67 sq.ft.	6,927.50 sq.ft.	1,099.88 sq.ft.	8,906.05 sq.ft.	827 m2	77.8%
Floor Area - 4th Floor	878.67 sq.ft.	6,927.50 sq.ft.	1,099.88 sq.ft.	8,906.05 sq.ft.	827 m2	77.8%
Floor Area - 5th Floor	878.67 sq.ft.	6,927.50 sq.ft.	1,099.88 sq.ft.	8,906.05 sq.ft.	827 m2	77.8%
Floor Area - 6th Floor	878.67 sq.ft.	6,983.94 sq.ft.	1,043.44 sq.ft.	8,906.05 sq.ft.	827 m2	78.4%
Floor Area - Roof	0.00 sq.ft.	0.00 sq.ft.	470.38 sq.ft.	470.38 sq.ft.	44 m2	0.0%
Total Floor Area		47,326 sq.ft.	9,399.4	61,802.8 sq.ft	5,742 m2	Overall: 77.2%

1					
-	PARKING SPACES:				
	Minimum Parking Required Visitor Parking Required Parking Reduction Total Parking Required		space/unit space/unit	37 spaces 7 spaces 0.0 spaces 44 spaces	inclusive of required parking
П	Total Parking Provided			44 spaces	
l	Disabled Parking Required:	0.038 /dwelling unit		2.8 spaces	inclusive of required parking
П	Disabled Parking Provided:			3 spaces	inclusive of required parking
	Max. Small Cars	35% of required spaces		15 spaces mi	эх
1	Provided Small Cars	39% of provided spaces		17 spaces	

۰	BICYCLE SPACES:				
┪	Required Secure Bicycle Parking	74 units	1.5 spaces/unit	111 spaces	long term
-	Provided Secure Bicycle Parking	74 units	1.5 spaces/unit	111 spaces	long term
ed.	Max vertical parking Spaces		35% max	39 spaces	long term
٦	Vertical parking Spaces Provided		35%	32 spaces	long term
П	Large Storage Spaces Provided			6 spaces	long term
1	Required Short Term Bicycle Parking			8 spaces	short term
ь I	Provided Short Term Bicycle Parking			8 spaces	short term
┪	<u> </u>			119 spaces	total bicycle spaces provided

Note 1: Final areas, allowable parking ratios, and parking count to be confirmed Note 2: All areas are approximate and are for zoning purposes only Note 3: Net 8; goss unt areas are measured to the center of partywalls and to the exterior of sheathing of exterior walls Note 4: Dedications and setbacks subject to City of North Vancouver approval

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Cascadia Green

Keith Rd

115 Keith Rd East North Vancouver, BC

Data

21562

Wednesday, April 13, 2022 [DATE] ISSUE 4 - REZ. APP.

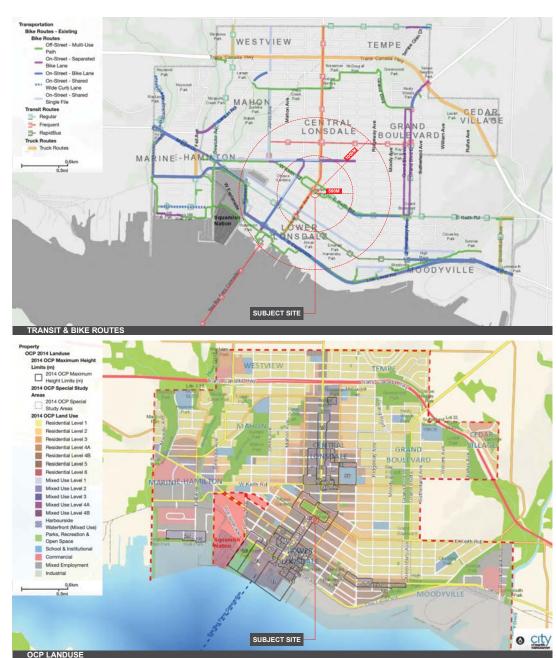


OCP - RESIDENTIAL LEVEL 6 (HIGH DENSITY)

- 2.3 FSR (MAX BONUS OF 1.0 FSR)
- FSR BONUS WITH PUBLIC BENEFITS:
- SECURE MARKET RENTAL HOUSING OR NON-MARKET RENTAL
- MAX HEIGHT 15 STOREYS (46 METERS)

APPLICATION GUIDELINES

- 2018 DENSITY BONUS AND COMMUNITY BENEFITS POLICY
- ACTIVE DESIGN GUIDELINES
- ADAPTABLE DESGIN GUIDELINES





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15 Keith Rd East

Zoning OCP

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115 KEITH ROAD EAST





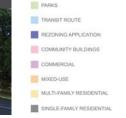
VIEW WEST DOWN KEITH RD TOWARDS LONSDALE AVE



VIEW EAST DOWN 6TH ST FROM LONSDALE AVE



VIEW WEST DOWN 6TH ST TOWARDS LONSDALE AVE





VIEW SOUTH FROM NORTH SIDE OF VICTORIA PARK

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Keith Rd

115 Keith Rd East North Vancouver, BC

Context Photos

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Keith Rd

Perspective

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Perspective

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Perspective

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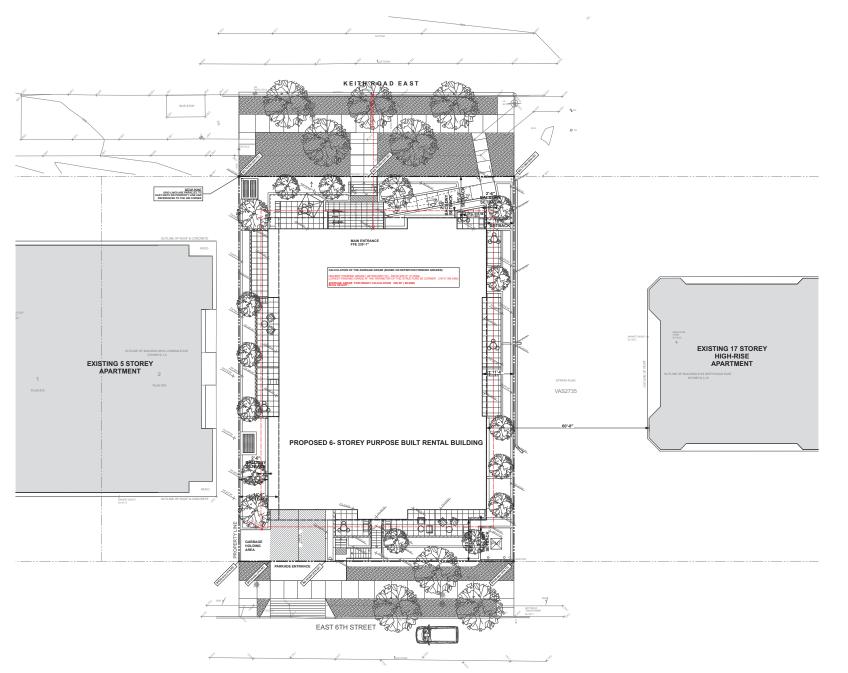
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Keith Rd Perspective 21562 Friday, March 25, 2022 ISSUE 4 - REZ. APP.







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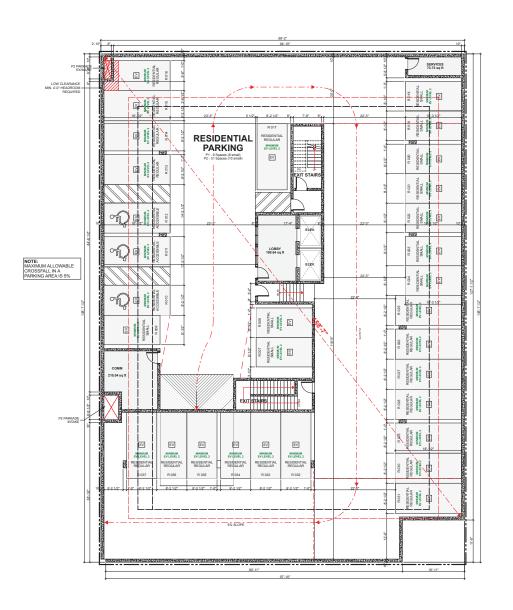
Keith Rd

Site Plan

21562

Wednesday, April 13, 2022 [DATE]

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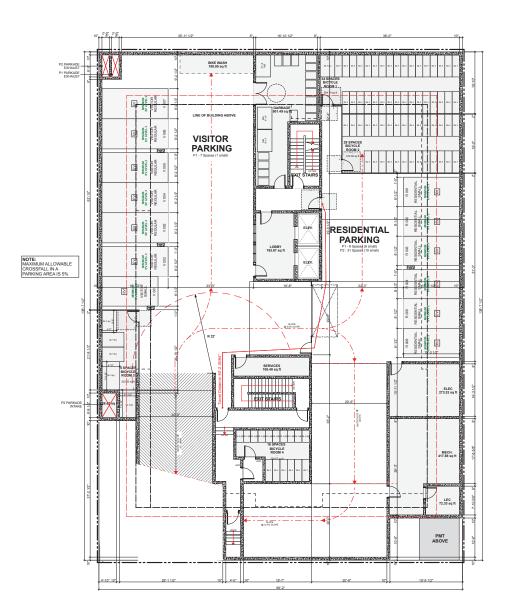
Keith Rd

I15 Keith Rd East North Vancouver, BC

Level P2 Parking Plan

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Friday, March 25, 2022	[DATE
ISSUE 4 - REZ. APP.	[ISSUE

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	LEVEL	TYPE	SUBTY
BICYCLES	Level P1	CL 1	
		68	
BICYCLES	Level P1	CL 1	(L)
		6	
BICYCLES	Level P1	CL 1	(V)
		10	
BICYCLES	Ground	CL 1	
		5	
BICYCLES	Ground	CL 1	(V)
		22	
		111	



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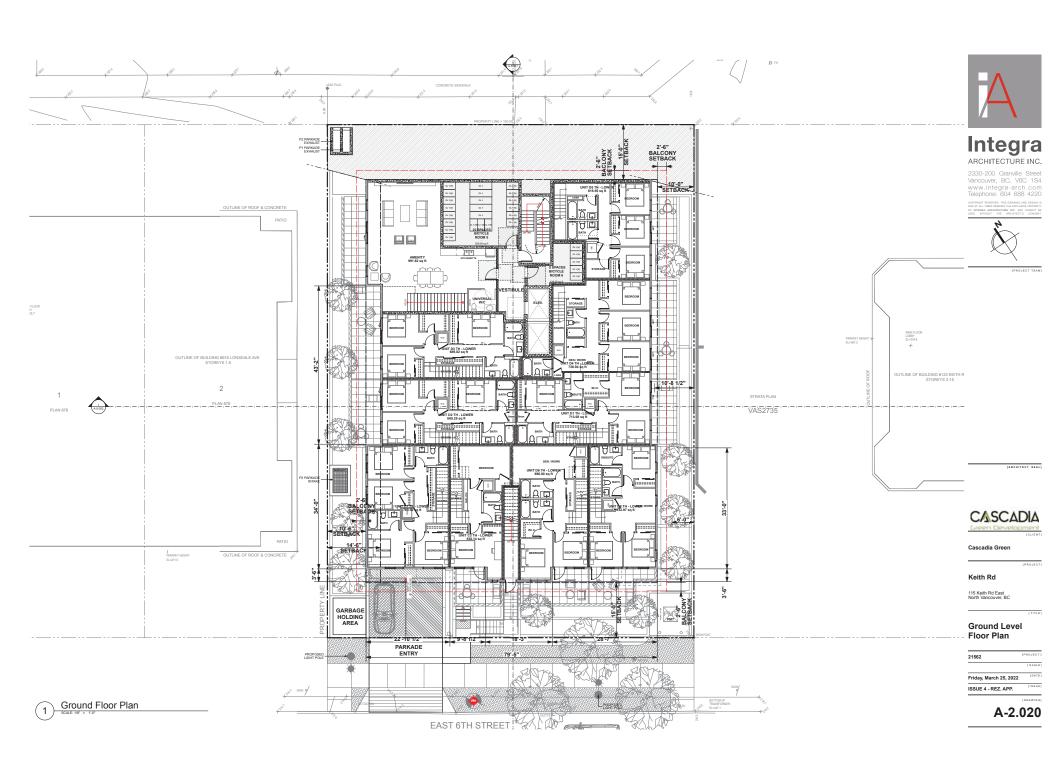
Level P1 Parking

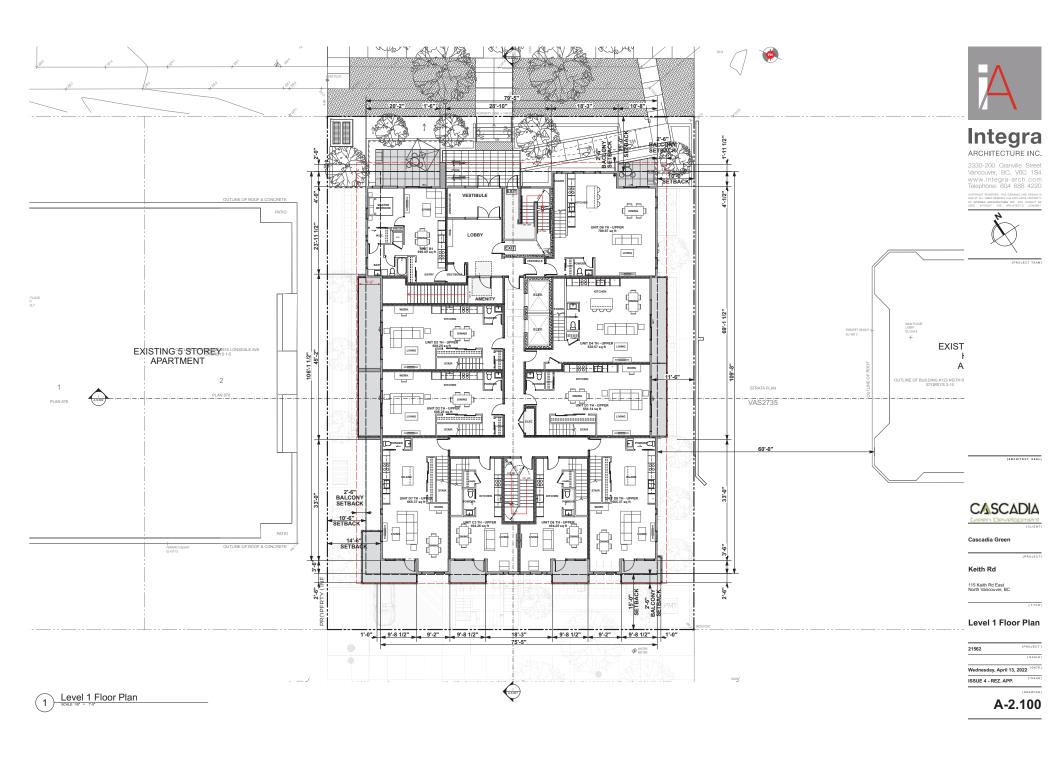
Plan

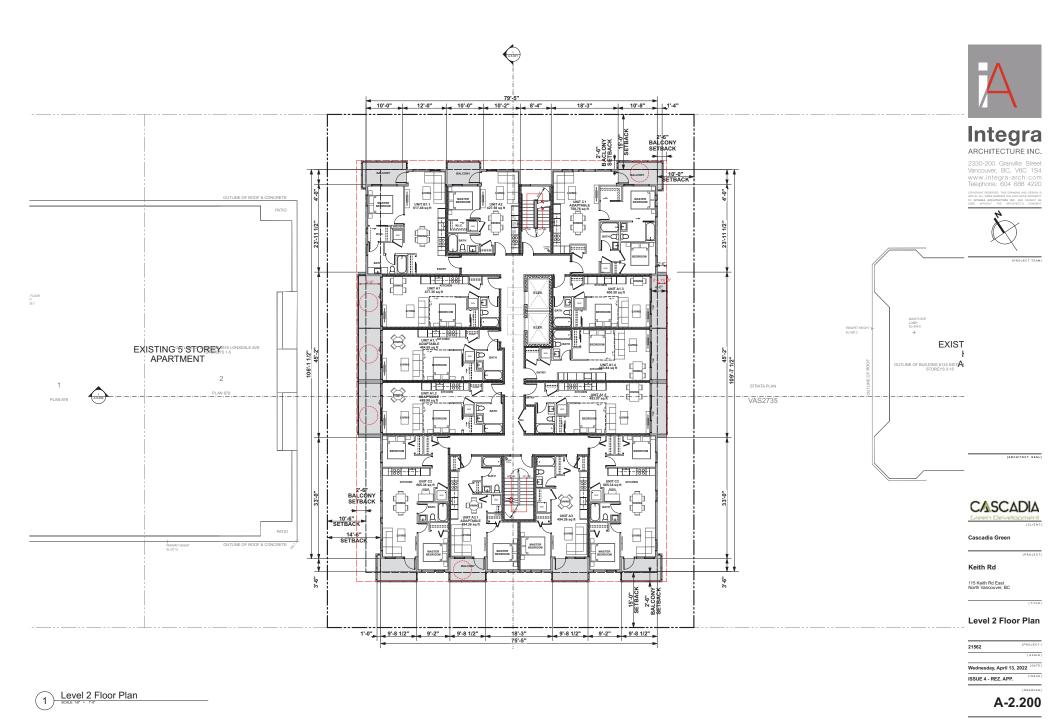
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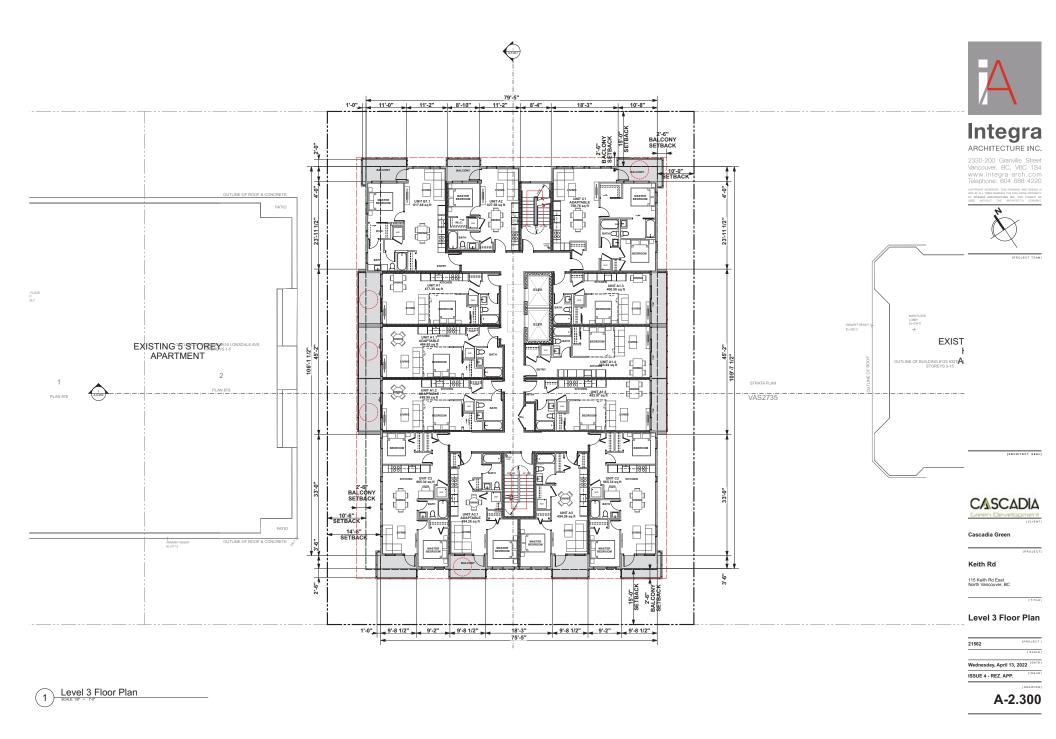
A-2.010

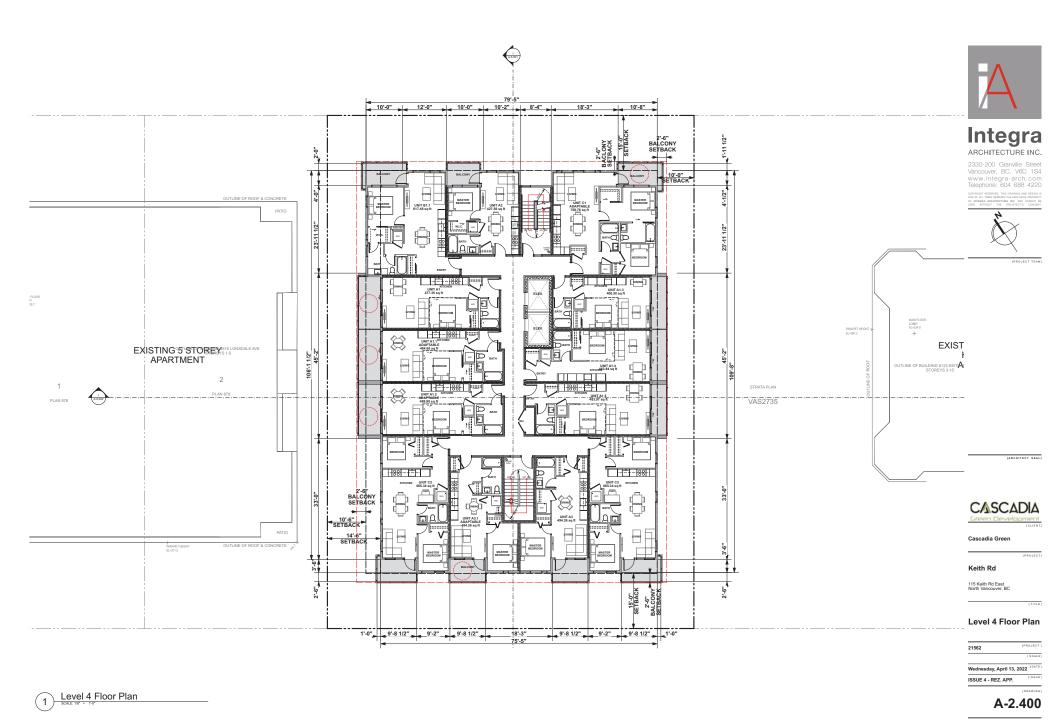
Level P1 Plan

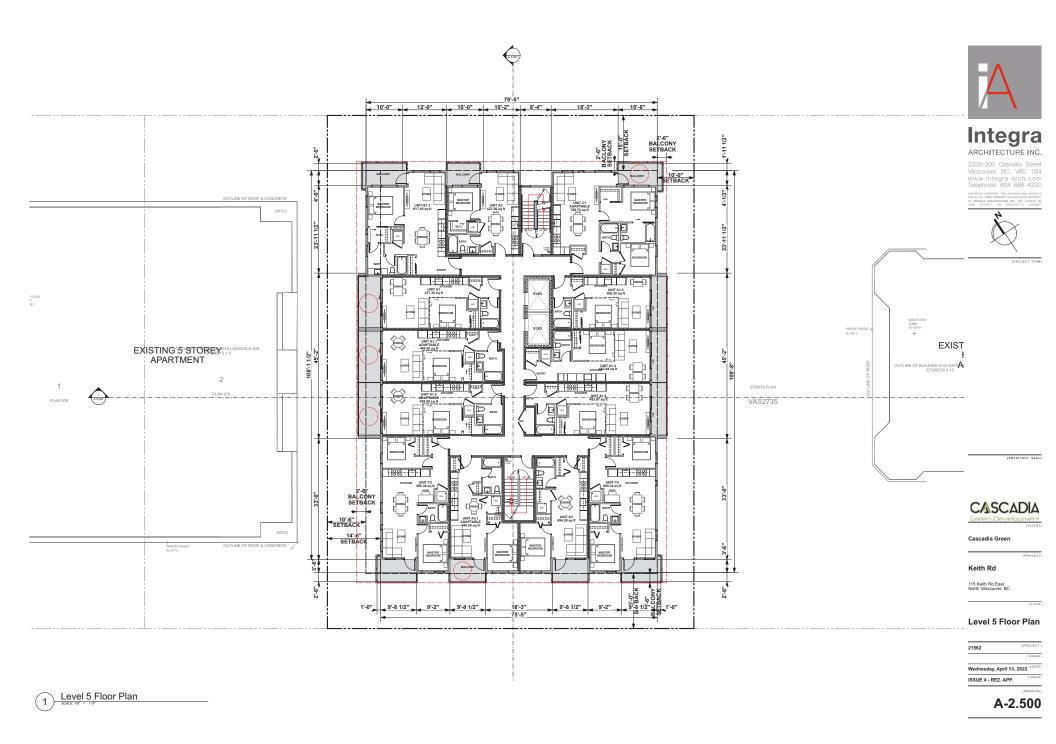


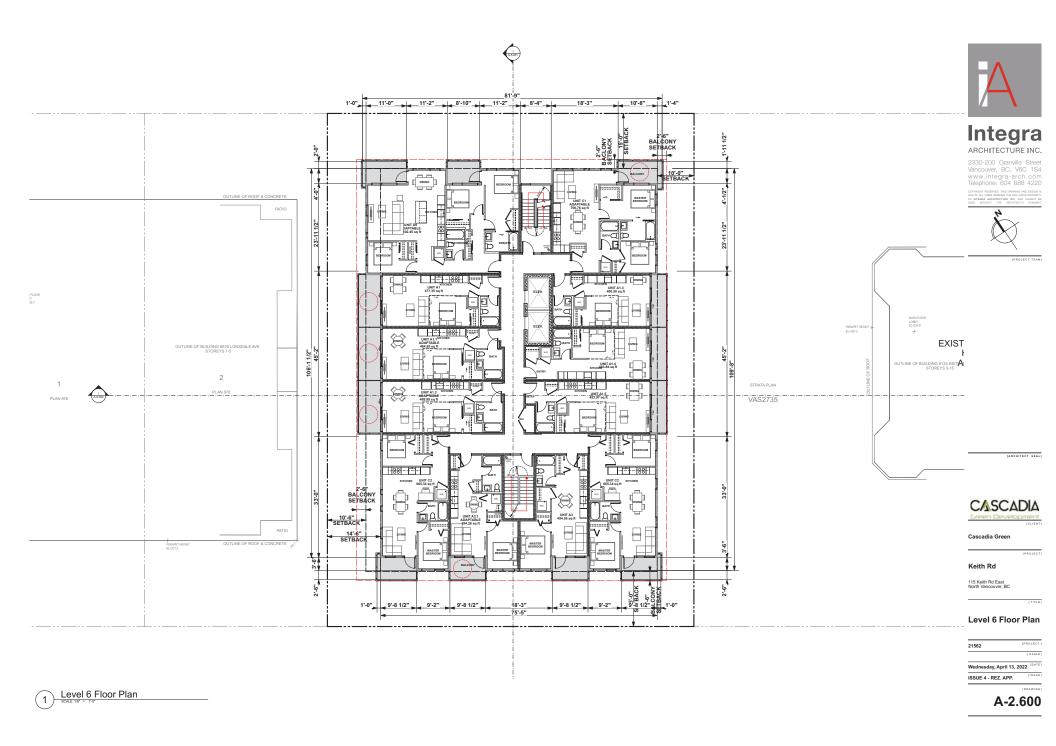


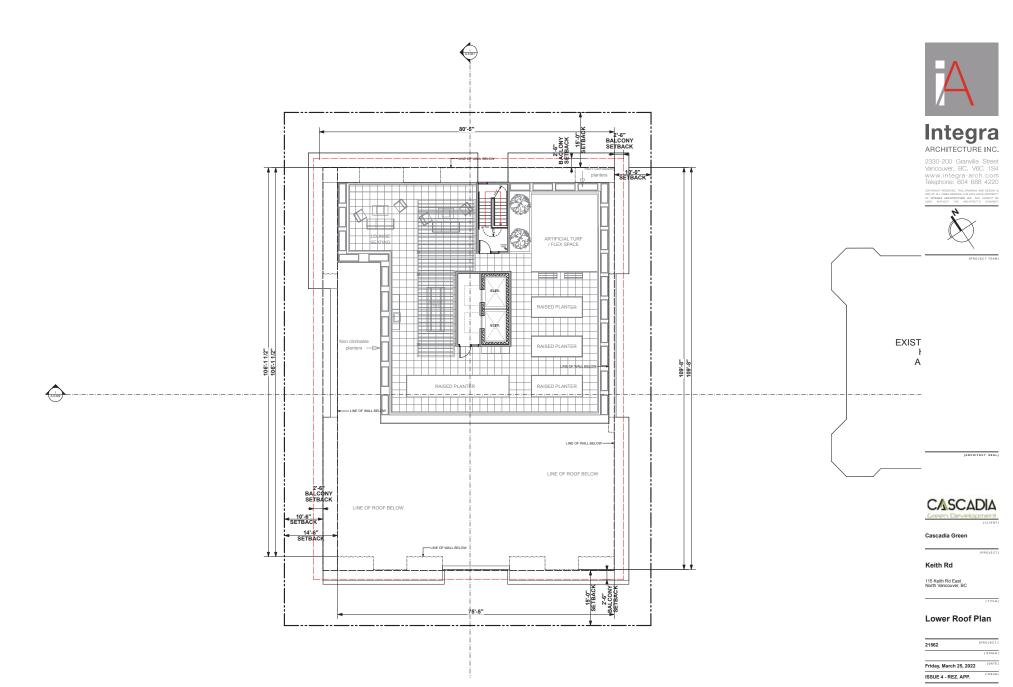






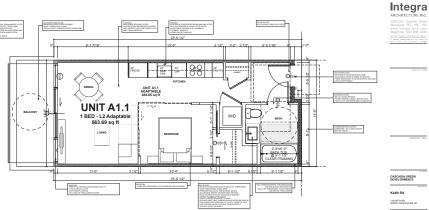


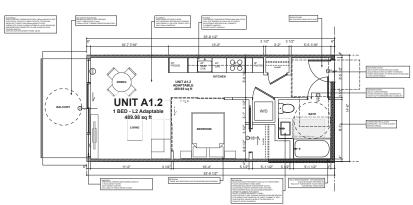


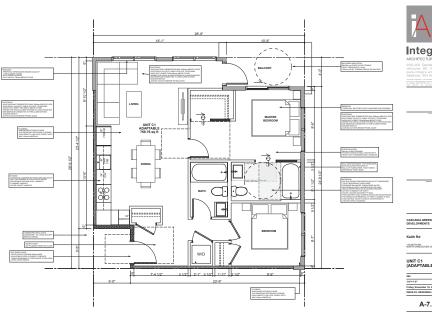


Lower Roof Plan

A-2.700









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CASCADIA GREEN DEVELOPMENTS

Keith Rd 115 KEITH RO. NORTH WANCOUVER, BO

UNIT A1.2 (ADAPTABLE)

A-7.003



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Vercouser, BC, VBC 154
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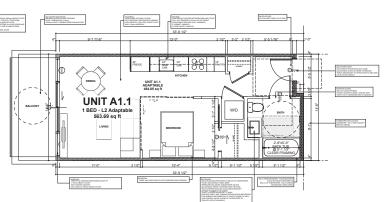
Cascadia Green

Keith Rd

Adaptable Unit Plans

21562 As Noted Friday, March 25, 2022 ISSUE 4 - REZ. APP.

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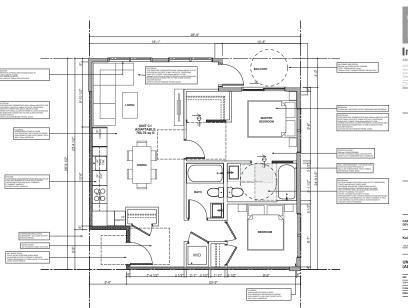
UNIT A3.1 ADAPTABLE _494.26 sq ft

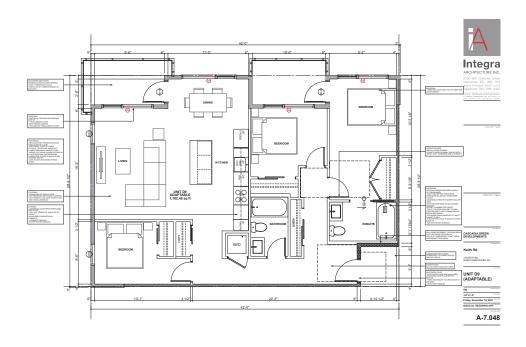
9-61/2" /

8'-3 1/2"

UNIT A1.1 (ADAPTABLE)

A-7.002







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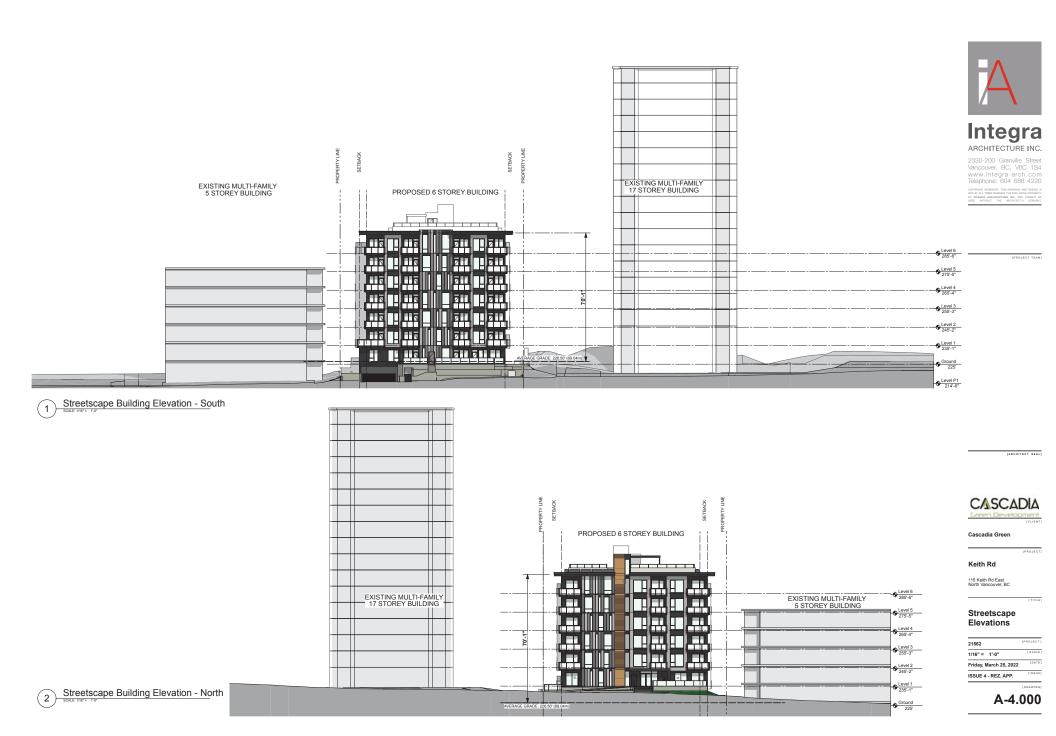
Keith Rd

115 Keith Rd East North Vancouver, BC

Adaptable Unit Plans

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MATERIAL & COLOUR SCHEDULE

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CASCADIA Green Development

Cascadia Green

Keith Rd

115 Keith Rd East North Vancouver, BC

Building Elevation

- North

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Friday, March 25, 2022 ISSUE 4 - REZ. APP.

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MATERIAL & COLOUR SCHEDULE

Cedar

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Building Elevation - East

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	A	В	С	D	E		
Building Elements	Cladding	Cladding	Cladding	Cladding	Cladding		
Colour	Wood Tone	Grey	Black	Dark Grey	Grey		
Material	Material Fiber Cement Panel		Fiber Cement Panel	Fiber Cement Panel	Fiber Cemen Panel		
Product	Wood Tone	TBC	TBC	TBC	TBC		
Colour to Match / Manufacturer Reference No.	Cedar						
Manufacturer	TBC	TBC	TBC	TBC	TBC		

	F	G	Н	1	J		
Building Elements	Cladding	Soffit	Soffit	Roof	Flashing, Gutters, and down spouts		
Colour	Light Grey	Orange / Brown	Charcoal Grey	Dark Grey	Prefinished Charcoal Grey		
Material	Fiber Cement Panel	Cementious Soffit Board	Vent Strip	2 Ply SBS Roofing Membrane	Painted Aluminum		
Product	TBC	Cedar Soffit	TBC	TBC	TBC		
Colour to Match / Manufacturer Reference No.		Cedar	(To Match Material	Dark Grey			
Manufacturer	TBC	Allura	TBC	TBC	TBC		

	K	L	M	N	0
Building Elements	Windows	Patio Door	Aluminum Railing @ Balconies	Patio / Balcony Screen	Wood Trelli
Colour	Black	Black	Prefinished Charcoal Grey	Black	Cedar
Material	Painted Vinyl	Painted Vinyl	Painted Aluminum	Corrugated Metal	
Product	TBC	TBC	TBC	TBC	TBC
Colour to Match /					
Manufacturer					
Reference No.					
Manufacturer	TBC	TBC	TBC	TBC	TBC

	P	Q	R	S	T
Building Elements	Lobby Entry Doors	Lobby Entry Windows	Balcony Columns	Retaining Walls	
Colour	Black	Black	Charcoal Grey	Grey	
Material	Painted Aluminum	Painted Aluminum	Painted Wood	C.I.P. Architectural Concrete	
Product	TBC	TBC	TBC	On-site C.I.P. Architectural Concrete w/ Reveal Line	
Colour to Match / Manufacturer Reference No.				Natural Concrete	
Manufacturer	TBC	TBC	TBC	N/A	

EXISTING MULTI-FAMILY 5 STOREY BUILDING





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Keith Rd

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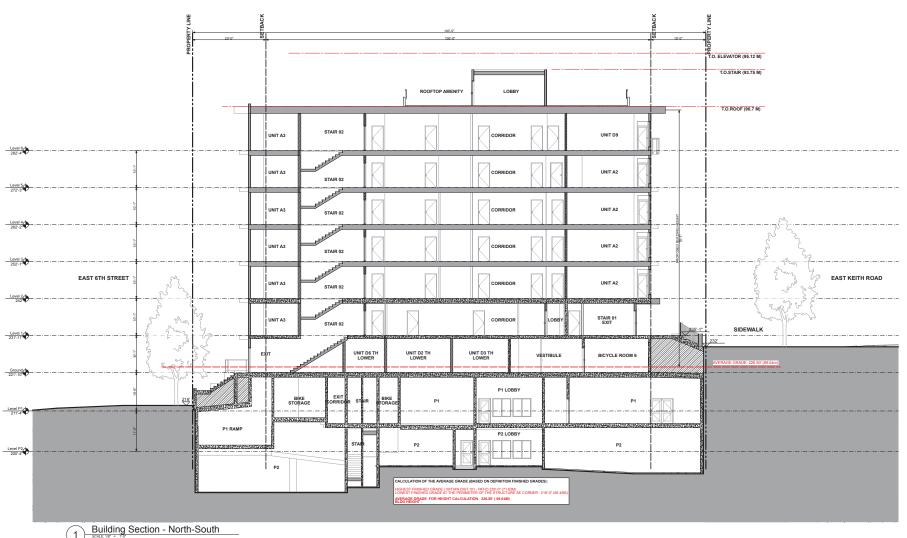
Building Elevation - South

21562

Friday, March 25, 2022

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CASCADIA

Green Development

Cascadia Green

Keith Rd

15 Keith Rd East Jorth Vancouver, BC

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Section - North / South

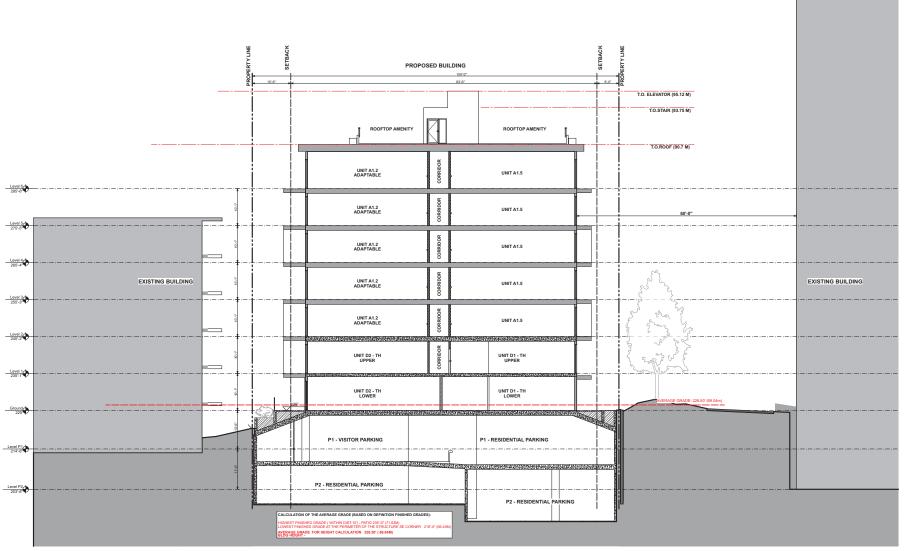
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Friday, March 25, 2022

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Building Section - East-West



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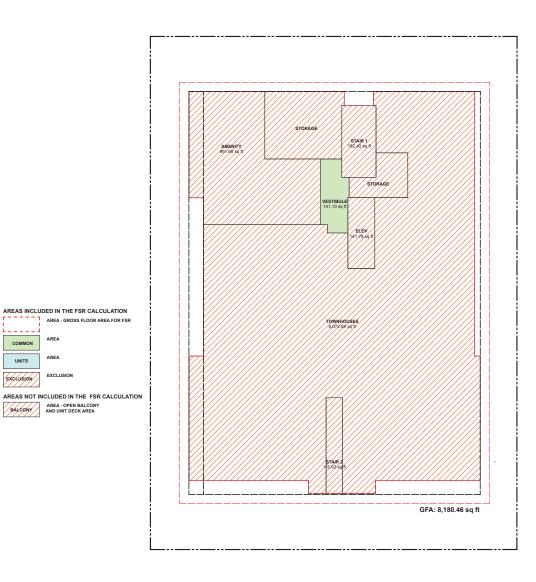
Section - East / West

21562

Wednesday, April 13, 2022 [DATE]

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Cascadia Green

Keith Rd

Ground Floor Area Overlay

21562

Friday, March 25, 2022

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AREA

AREA

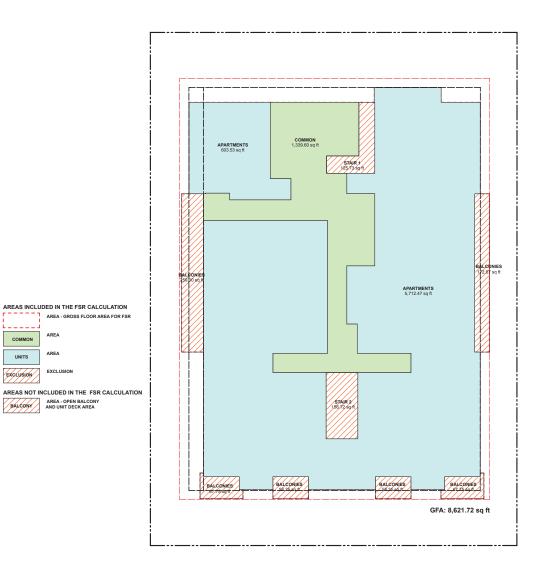
EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA

COMMON

UNITS

EXCLUSION



AREA

AREA

EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA

COMMON

UNITS

EXCLUSION



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Keith Rd

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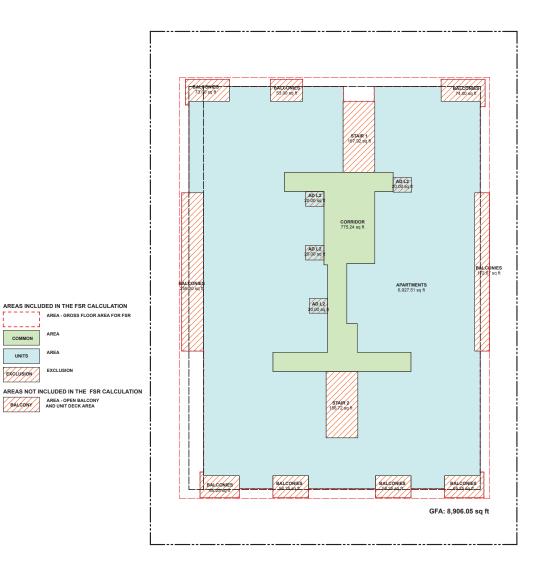
Level 1 Floor Area

Overlay

21562

Friday, March 25, 2022

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COMMON

UNITS

EXCLUSION

AREA

EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA



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Cascadia Green

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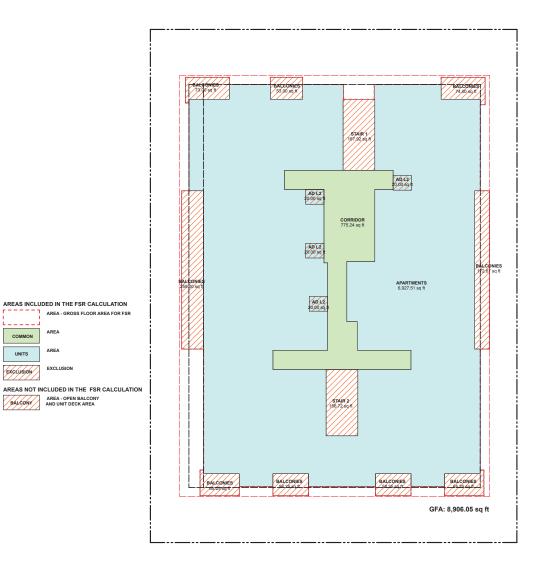
115 Keith Rd East North Vancouver, BC

Level 2 Floor Area Overlay

21562

Friday, March 25, 2022

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[ARCHITECT SEAL]



Cascadia Green

Keith Rd

115 Keith Rd East North Vancouver, BC

Level 3 Floor Area

Overlay

21562

Friday, March 25, 2022

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COMMON

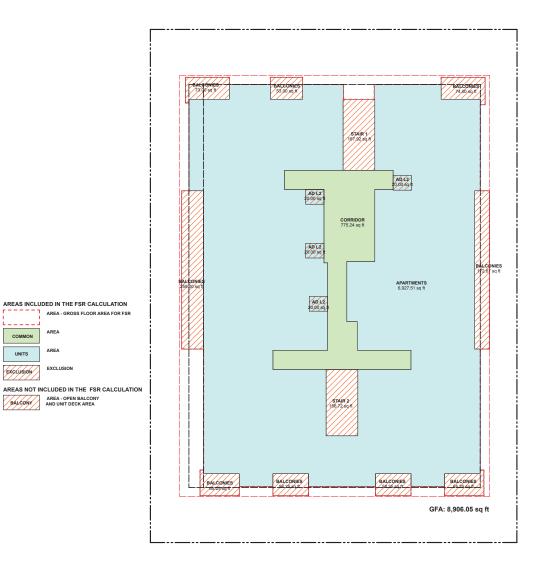
UNITS

EXCLUSION

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EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA





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Cascadia Green

Keith Rd

115 Keith Rd East North Vancouver, BC

Level 4 Floor Area Overlay

21562

Friday, March 25, 2022

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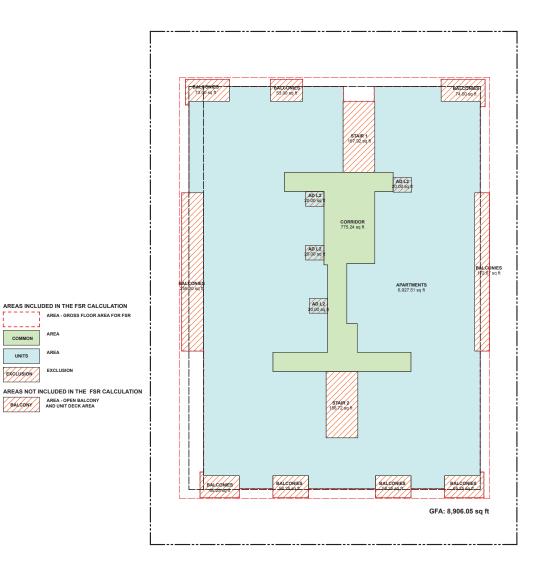
UNITS

EXCLUSION

AREA

EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA





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Cascadia Green

Keith Rd

115 Keith Rd East North Vancouver, BC

Level 5 Floor Area Overlay

21562

Friday, March 25, 2022

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COMMON

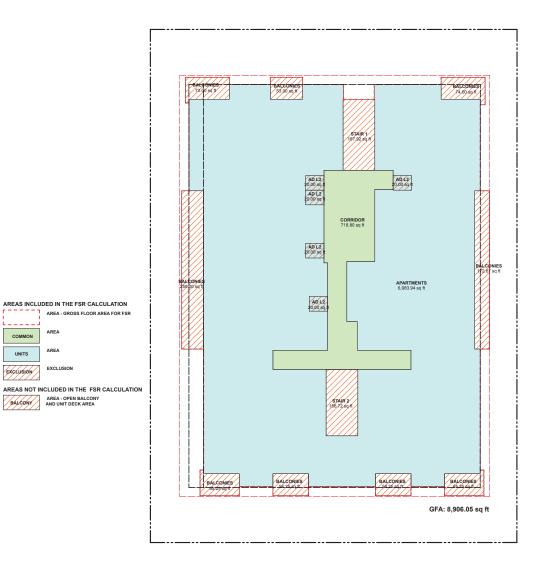
UNITS

EXCLUSION

AREA

EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA





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[ARCHITECT SEAL]

CASCADIA

Cascadia Green

Keith Rd

115 Keith Rd East North Vancouver, BC

Level 6 Floor Area

Overlay

21562

Friday, March 25, 2022

ISSUE 4 - REZ. APP.

Level 6 - FSR Overlay

COMMON

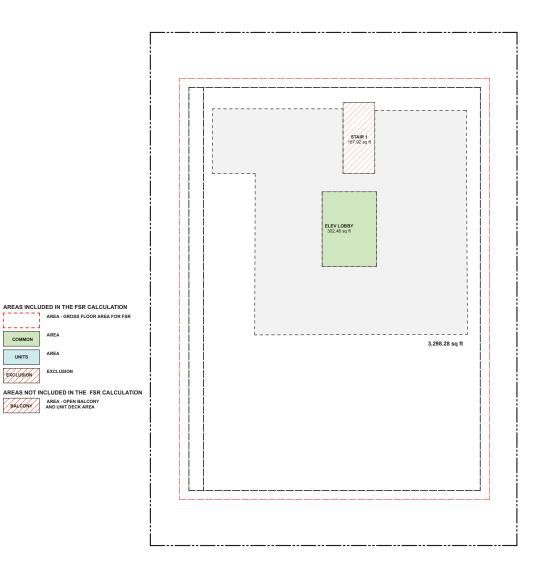
UNITS

EXCLUSION

AREA

EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA





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[ARCHITECT SEAL]



Cascadia Green

Keith Rd

Lower Roof Area Overlay

21562

Friday, March 25, 2022

ISSUE 4 - REZ. APP.

Lower Roof - FSR Overlay

AREA

AREA

EXCLUSION

AREA - OPEN BALCONY AND UNIT DECK AREA

COMMON

UNITS

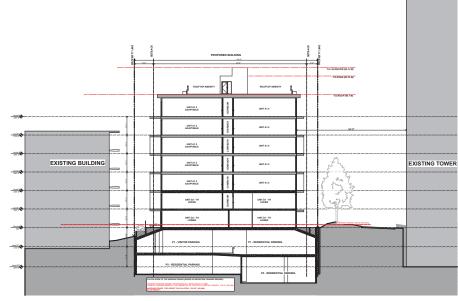
EXCLUSION



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PROPOSED BUILDING EXISTING 17 STOREY HIGH-RISE APARTMENT EXISTING TOWER

1 Level 3 Floor Plan



Building Section - East-West

CASCADIA

Cascadia Green

Keith Rd

Tower Separation

Analysis 21562

Wednesday, April 13, 2022 [DATE]

Spring Equinox March 21st

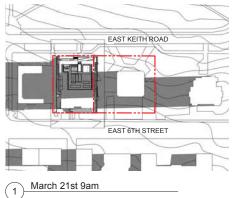


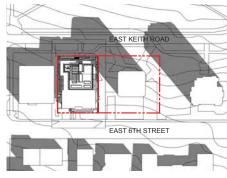
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[PROJECT TEA

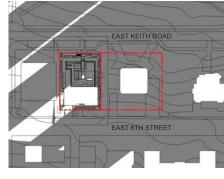




March 21st 12pm

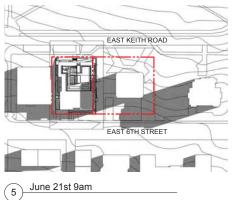
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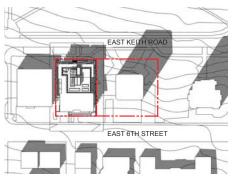


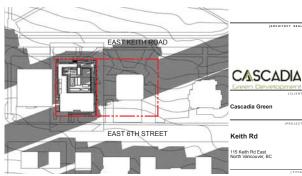
March 21st 6pm

Summer Solstice June 21st









June 21st 3pm

June 21st 6pm

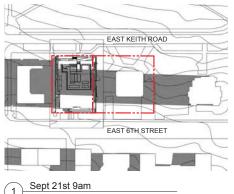
Shadow Study

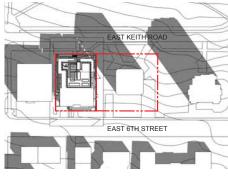
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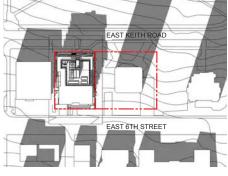
Fall Equinox September 21st

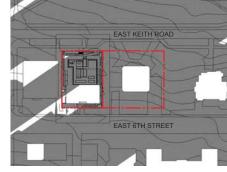


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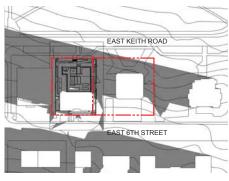


Sept 21st 12pm (2

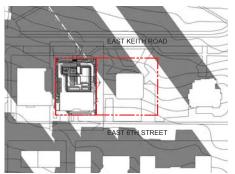
Sept 21st 3pm

Sept 21st 6pm

Winter Solstice December 21st







Dec 21st 12pm 6



Dec 21st 3pm



Dec 21st 6pm

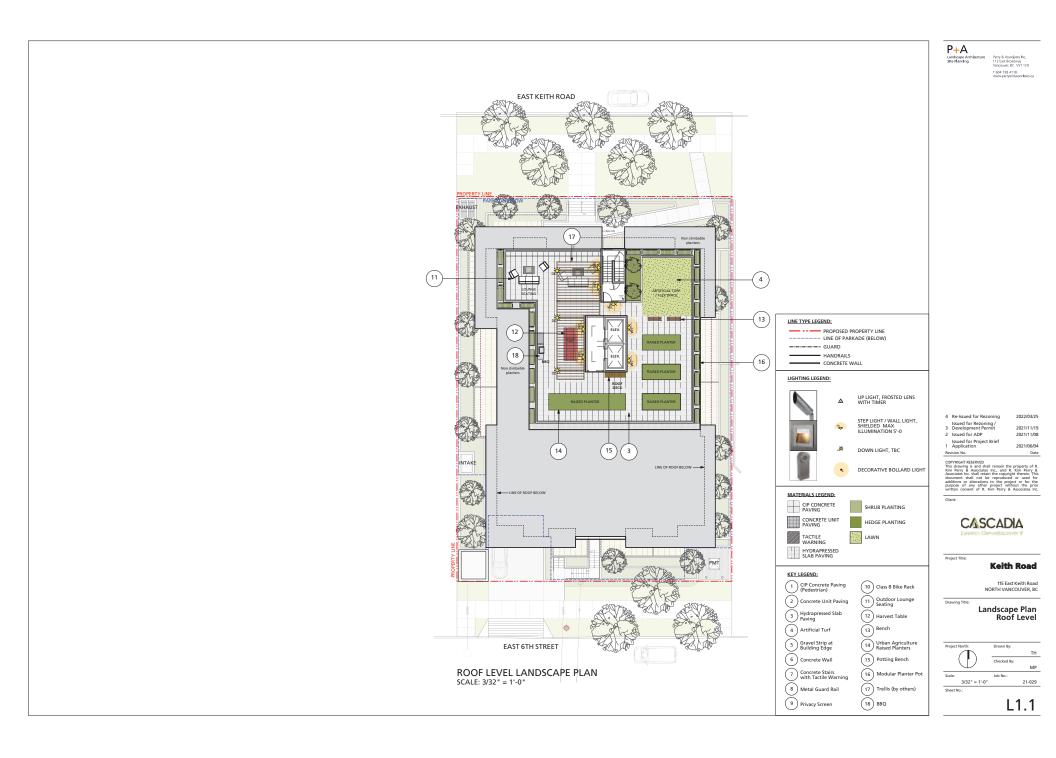
Cascadia Green Keith Rd

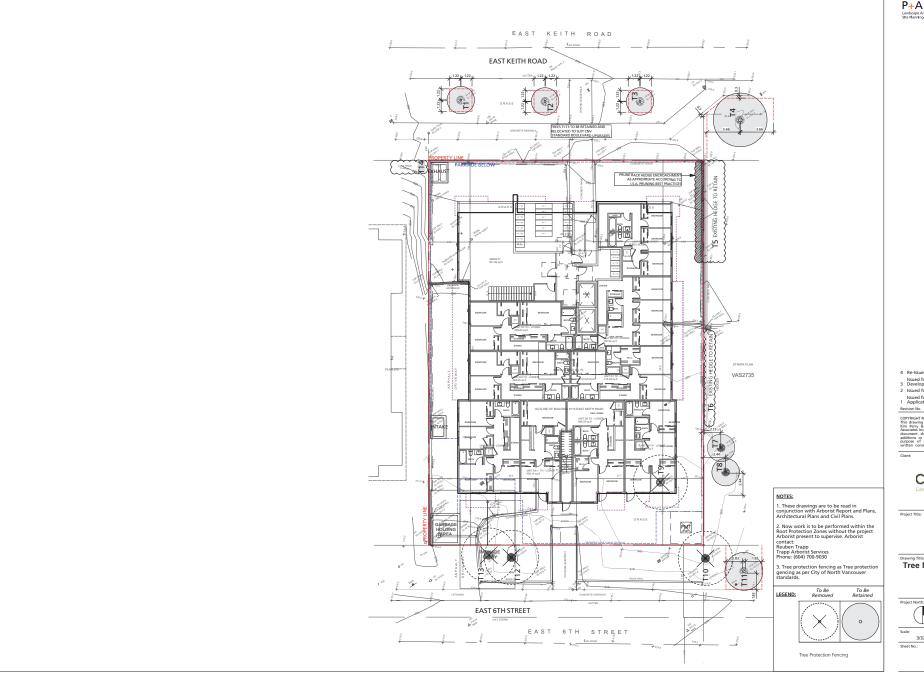
Shadow Study

21562 Friday, March 25, 2022



21-029





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4 Re-Issued for Rezoning Issued for Rezoning / 3 Development Permit 2 Issued for ADP 2021/11/19 2021/11/08 2021/06/04

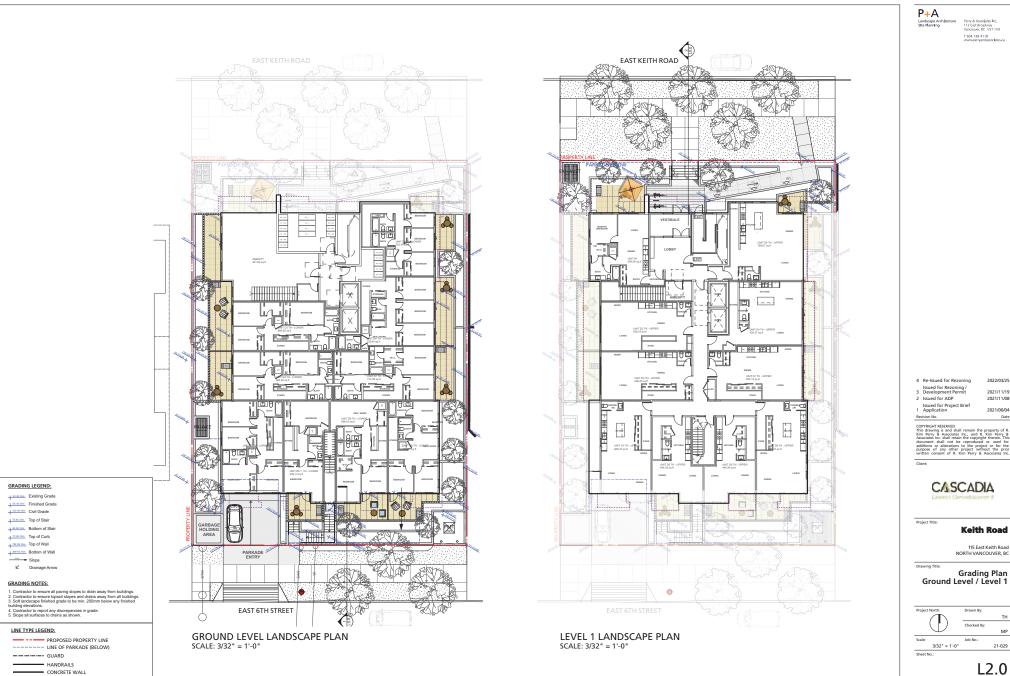


Keith Road 115 East Keith Road NORTH VANCOUVER, BC

Tree Management Plan

Checked By: 3/32" = 1'-0" 21-029

L1.2



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2021/11/19 2021/11/08

2021/06/04

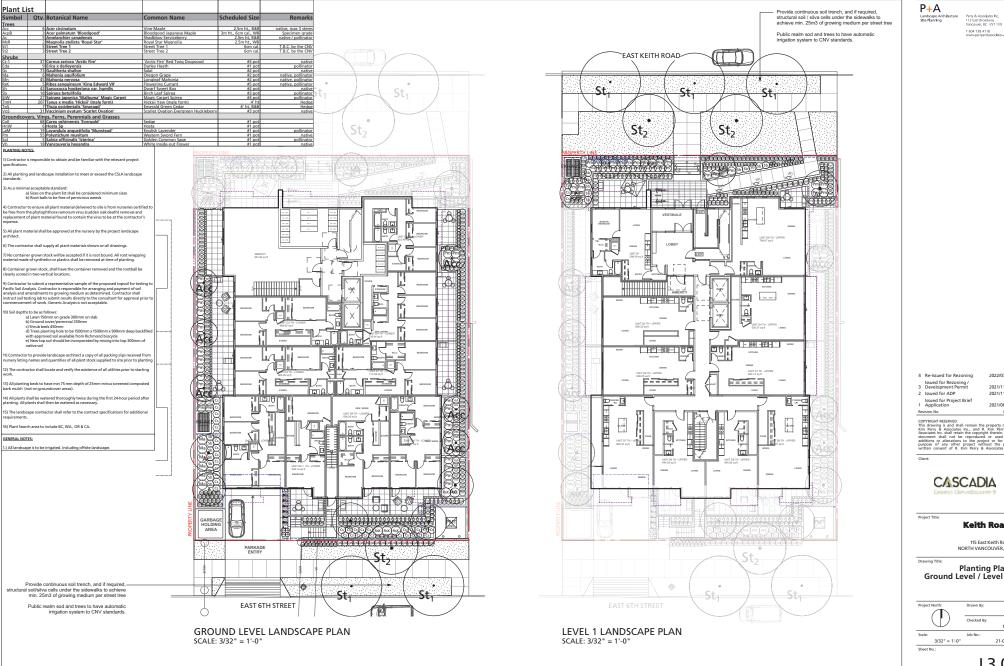
CASCADIA

115 East Keith Road NORTH VANCOUVER, BC

Grading Plan Ground Level / Level 1

Checked By: 21-029

L2.0



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4 Re-Issued for Rezoning 2022/03/25 2021/11/08 2021/06/04

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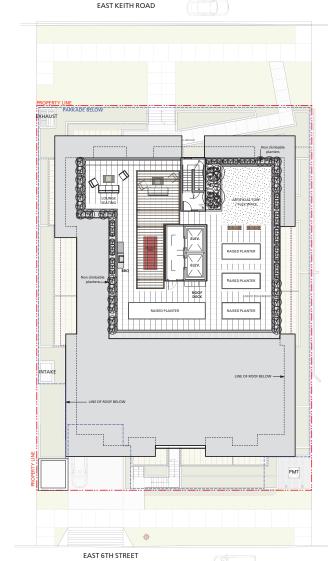
Keith Road

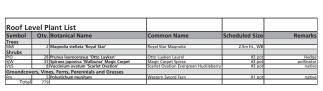
115 East Keith Road NORTH VANCOUVER, BC

Planting Plan Ground Level / Level 1



L3.0





ROOF LEVEL PLANTING PLAN SCALE: 3/32" = 1'-0"

P+A

Landscape Architecture Site Planning Perry & Associates Inc. 112 East Broadway Vancoure, BC 1951 IV9 1 604 738 4118 www.perryandassociaes.ca

Issued for Rezoning / 3 Development Permit 2 Issued for ADP

2021/06/04

2021/11/19 2021/11/08



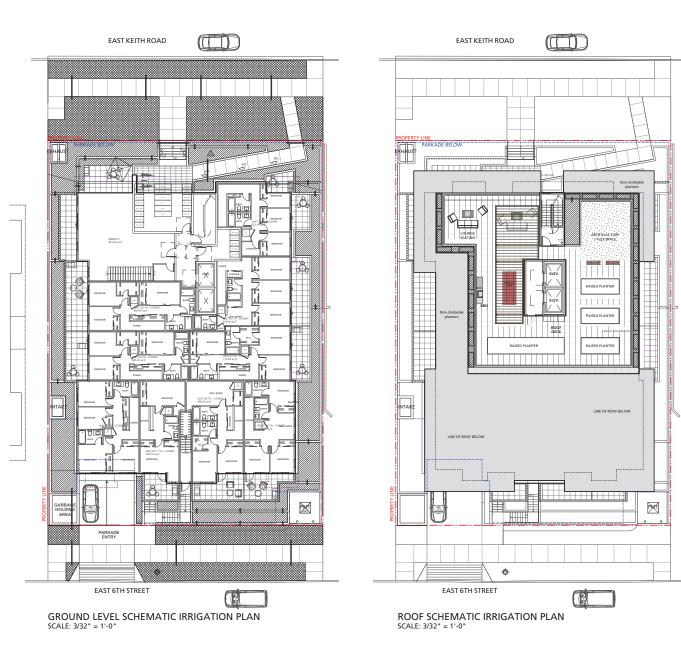
Keith Road

115 East Keith Road NORTH VANCOUVER, BC

Planting Plan Roof Level



L3.1



IRRIGATION NOTES:

The Electrical contractor shall supply a 120v outlet in the water entr and run a 1" conduit with pull string from the water entry room to all stub-out locations. See plans.

The irrigation drawings shall be read in conjunction with the landscape architect's drawings.

13. The irrigation contractor to provide as-built drawings following

igation system. Off-site irrigation system controller to be accessible and no thin the building/strata. Alf-offsite system to include inground shut off

Civil to provide irrigation chamber with backflow preventer and area drain onnected to storm at bottom of chamber.

Stub Out: 1.5" Threaded copper pipe. 35 GMP.

14. All Irrigation heads to be "Rainbird" brand.

OFF-SITE IRRIGATION NOTES:

LEGEND:

2,621 sqft

2,847 sqft

The irrigation contractor shall install the irrigation controller is entry room and run all low voltage wires to the solenoid valves.

i. Provide rain sensor on system. location to be determined

5. Flow thru all piping not to exceed 5ft/sec.

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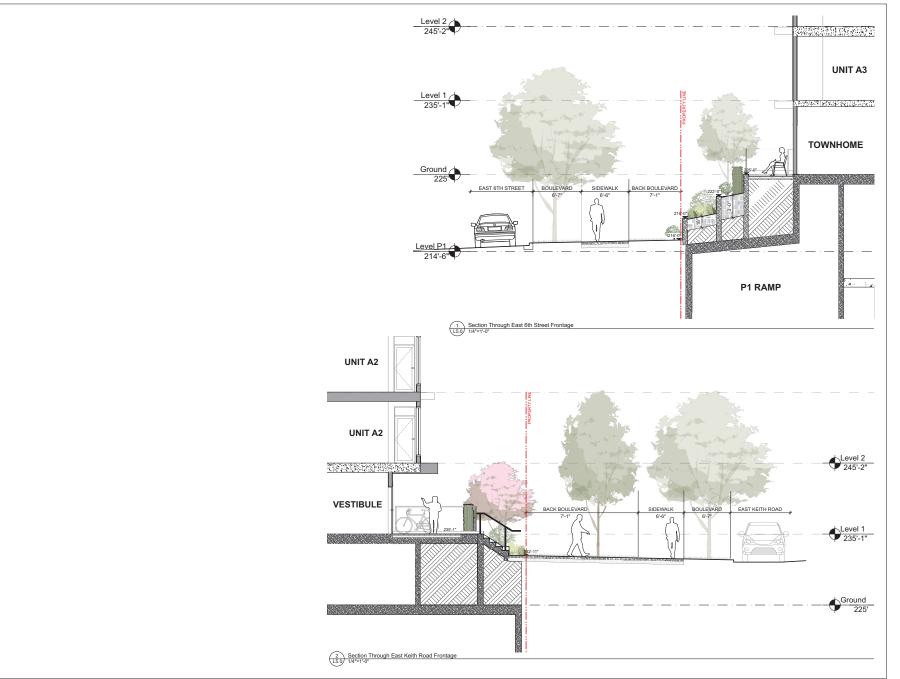
Keith Road

115 East Keith Road NORTH VANCOUVER, BC

Schematic Irrigation Plan Ground Level / Roof Level



L4.0



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Landscape Architecture
Site Planning

R. Kin Peny & Associates Inc.
112 Eart Broadway
Vencoure, BC V91 TV9 T 604 738 4118 F 604 738 4116 www.perryandassociates.ca

4 Re-Issued for Rezoning 2022/03/25 lssued for Rezoning /
Development Permit
Issued for ADP
Issued for Project Brief
Application 2021/11/19 2021/11/08 Date

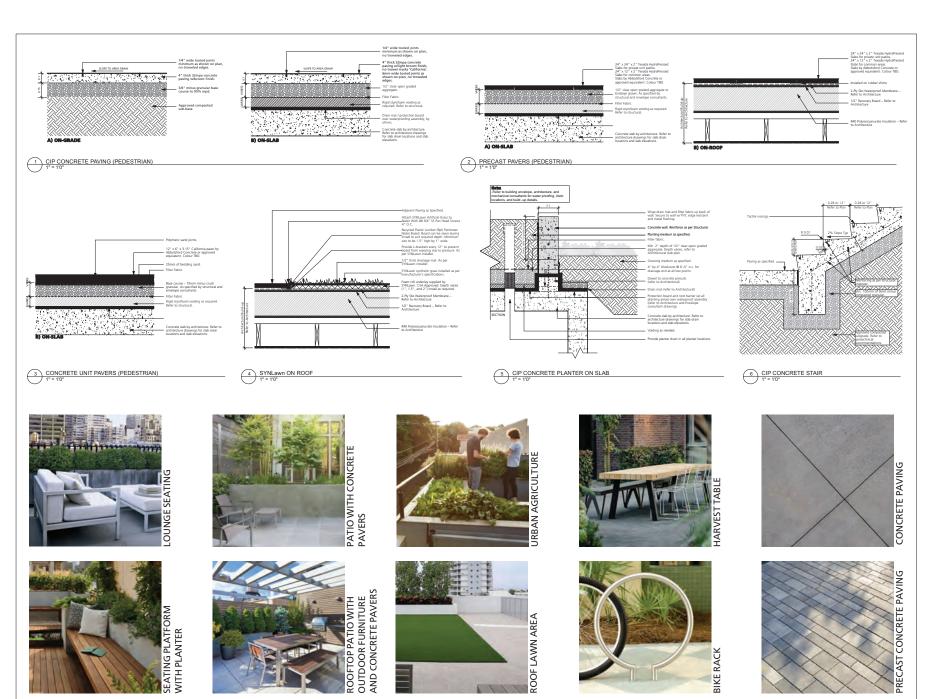


Keith Road

Landscape Sections

20-029 Sheet No.:

L5.0



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tecture R. Kim Perry & Associates II 112 East Broadway Vancouver, BC V5T 1V9 T 604 738 4118 F 604 738 4116 www.perryandassociates.cz

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Date

Client:

Revision No.



Keith Road

115 East Keith Road NORTH VANCOUVER, BC

----in- Tist-

Landscape Details & Precedent Images

Project North:	Drawn By:			
		TH		
	Checked By:			
		MP		
Scale:	Job No.:			
AS SHOWN		20-029		

L5.1

115 E Keith Road North Vancouver Updated Tenant Relocation Plan

Updated - March 25, 2022

Pacific Asset Management Corporation

1 Introduction

Cascadia Green Development originally submitted a Tenant Relocation Plan ("TRP") based upon the City of North Vancouver's 2015 Tenant Displacement Policy. Council Amended the Tenant Displacement Policy on July 12th, 2021. Cascadia Green Development had submitted the rezoning application prior to July 12, 2021, and therefore the City's 2015 Tenant Relocation Policy standards apply to this application. In an effort of Good Faith, Cascadia updated the original TRP submission In November 2021 to incorporate some of the elements of the July 2021 amended Residential Displacement Policy, (except the long-term tenant additional compensation) and then in March 2022 Cascadia Green updated the TRP for the 115 East Keith Road development, to incorporate <u>ALL THE ELEMENTS</u> of the 2021 amended Tenant Displacement Policy. Below is a summary of the updated Tenant Relocation Plan.

2 Tenant Relocation Plan

2.1 Overview

Cascadia Green Development has made application to the City of North Vancouver to redevelop the Apartment Building located at 115 East Keith Road removing the existing aging building and developing in its place, a seventy-four unit Rental Apartment Building.

The process currently taking place to bring about this change involves the Re-zoning of the property to allow for a larger building on the site. The Re-zoning process has passed second reading with the City and Cascadia Green Development is currently working with City officials moving toward third Reading and a Public Hearing for the development. The Public Hearing stage provides the public with opportunity to express their support or concerns with the development and is expected to occur in spring 2022. After the Public Hearing, the Developer will work with City officials to address any concerns presented at the public Hearing and once the concerns have been satisfied, the process will be referred to City Council for 4th and final reading. Final reading is expected to be heard in late spring 2022.

After final reading and adoption, the Developer will work toward securing a Demolition Permit for the project. Once obtained, the occupants of 115 East Keith Road will be provided with a 4-month Notice to End tenancy as per the requirements of the Residential Tenancy Act of B.C. ("RTA"). It is projected at this point that the 4-month Notice to End tenancy will be delivered to the tenants in summer 2022 with an effective end of tenancy date being fall 2022.

While the official Notice to End tenancy has not yet been issued or provided to tenants, 9 tenants have already acted on rental opportunities and information provided by the Tenant Relocation Coordinator and vacated the building. These tenants have been paid amounts for the return of their security deposits (and pet deposits if applicable), Rental Compensation equal to 4 months' rent, and a Flat rate moving allowance (of \$1,000.00 as all units that have been vacated are 1 bedroom units) to assist in their transition to their new homes. A spread sheet of the vacated units and their payments is attached.

Two tenants that has moved (November 5/21 and March 15/22) and one tenant that is moving on March 31, 2022 are eligible for the LONG TERM TENANT ADDITIONAL PAYMENT amount. These

amounts have not yet been paid, but will be paid once final adoption of the Rezoning Application is approved as per the terms of the updated Residential Tenancy Displacement Policy (July 12, 2021).

2.2 Relocation Assistance

Cascadia designated Pacific Asset Management Corporation ("PAMC") as their Tenant Relocation Coordinator to support tenants through the relocation process.

PAMC continues to engage with the tenants of 115 East Keith that have requested and require assistance, to help identify and provide up to three comparable rental dwelling units for each eligible tenant household. PAMC will use all reasonable efforts to identify comparable units that are of similar number of bedrooms that are located in the City of North Vancouver with the maximum rent to be not more than the greater of:

- a) 10% above the tenant's current rent; or
- b) 10% above the most recently published CMHC median rental level, by number of bedrooms, for the City of North Vancouver.

Due to the scarcity of comparable rental accommodation in the City of North Vancouver, PAMC is also providing comparable units on the North Shore in the District of North Vancouver as well as West Vancouver where possible.

2.3 Additional Assistances for Low Income Tenants and others Facing Barriers

Cascadia will be providing individualized support to those tenant households identified as having additional needs such as elderly residents on fixed incomes, tenants with low incomes as defined in the CNV's 2021 Displacement Policy, and people with disabilities. Examples of additional supports may include, but not be limited to:

- a) Early communication and notification, in person if requested;
- b) Additional support with arranging and attending viewings;
- c) Support with accessing social housing or rent supplements
- d) Connecting with health organizations and non-profit services; and
- e) Free support with activities such as packing

2.4 Financial Compensation:

This Tenant Relocation Plan will compensate all eligible tenants with financial assistance equivalent to 4 months of their current rent. The compensation will be paid to eligible tenants on the day of departure from their rental unit. As part of the move out process, Tenants will be expected to leave the premises in a clean and clear condition and a move out inspection of the premises will be conducted with the tenant as per the Residential Tenancy Act ("RTA") at the time of departure. Any security deposit or Pet deposit held by the Landlord will be processed within 15 days as required under the RTA.

Eligible Long Term Tenants will be paid additional compensation in accordance with the update policy. We have identified Fourteen total tenants that would qualify for an additional payment; Two tenants have vacated the property (Nov 5/21 and March 15/22); a Third tenant is moving out on March 31st. Eleven other tenants have not yet provided notice to end tenancy. As per the terms of the updated Policy, these additional compensation amounts will be paid out to tenants upon final approval of the Rezoning Application.

2.5 Moving Cost

In addition to the Financial Compensation, all tenants will, and have been compensated for moving expenses with a flat rate payment based on number of bedrooms according to the CNV's 2021 Displacement policy. Payment of moving costs will be made at the time of the tenant's departure from the building.

- a) \$1000 for studio and 1 bedroom units;
- b) \$1250 for 2 bedroom units.
- c) \$1500 for 3 bedroom and larger units

(One Studio; Twenty-one 1-Bedroom units, and one 2-bedroom unit exist at 115 East Keith Road).

2.6 Communications:

The occupants of 115 East Keith have been engaged by Cascadia and Pacific Asset Management Corporation through multiple different communications vehicles. All Tenants of the building have provided the property manager with their personal telephone numbers and email addresses for ongoing communication with the Landlord. Development update correspondence, occupant notices, and informational materials have been sent to the tenants using the email addresses provided by the tenants as well as by placing these documents through their personal mail slots in each of their individual residential doors (these mail slots are the official Canada Post Mail delivery slots for each resident as the building predates Canada Post's requirement to have a gang mailbox facility in the common lobby area of the building). Meetings with individual tenants have been held in person with multiple tenants in the office of Cascadia Green Development, while larger meetings have been held in Victoria. Development Updates as well as Compensation Update notices have been emailed, delivered and posted in the building (copies attached) to update tenants on projected notable dates and policy updates. Rental vacancy listings continue to be provided to the Tenants via email for their follow up and pursuit. We have selected email for this delivery of communication as the listing are very "perishable" and need to be acted upon quickly. We have received four requests for Landlord References and Reference letters, which have been accommodated. We will continue to use email, door delivery, and posting of notices and information to provide updates to the occupants at 115 East Keith Road.

2.7 Notice Period:

All tenants will receive a Four Month-Notice to End tenancy, (after a Demolition Permit is issued for this application) in the format required under the RTA. It is projected at this time that the 4-Month Notice to End tenancy may delivered to the tenants in Summer 2022 as described in the Overview section of this Plan, in accordance with the service requirements under the Residential Tenancy Act.

2.8 First Right of Refusal:

All tenants will and have been provided with the first right of refusal to occupy any purpose-built rental units in the new building. At this point of the Nine units that have vacated the property, Four Tenants have exercised the right of first refusal, Four tenants have declined the right of First Refusal and the Tenant leaving on March 31st has neither accepted nor declined the Right at this point (this will be provided to this tenant when vacating on March 31st). Further, tenants that meet the eligibility requirements to occupy Mid Market Rental ("MMR") units in the building, will be referred to a Non-Profit third party for screening of applications to occupy one of the 8 MMR units proposed in the new building. At the time of departure from the building, each tenant will have the opportunity to accept or decline the first right of refusal option, by signing an RTB-28 form to exercise their option and providing the developer with their forwarding contact information so that they can be contacted when the units are available for occupancy. For transparency, a provision of the Housing Agreement will require the use of a non-profit third party to review the eligibility and screen applicants for the MMR units. The use of a non-profit third party will apply to the initial occupants only for the MMR units to assist in qualification determination of candidates.

2.9 Recourse:

Cascadia Green Development will use all reasonable efforts to maintain and execute the spirit of the Tenant Relocation Plan with an end to assisting all tenants to identity, acquire, and relocate to new accommodations as seamlessly as possible. PAMC will be responsible for the execution the Plan and where any issues arise in the relocation process, Rany Ratushny at Pacific Asset Management Corporation can be contact as follows to assist in its resolution.

Pacific Asset Management Corporation 301 -1124 Lonsdale Avenue, North Vancouver, BC. V7M 2H1 Telephone - 604-980-3889 ext#3 Email – rany@pamc.ca

2.10 Cascadia's Additional Support:

In addition to the above mentioned items Cascadia will be offering the first right of refusal of the 7 mid-market units in their 2590 Lonsdale Ave project to the tenants at the 115 East Keith Rd. Former tenants at 2590 Lonsdale Ave refused their right to live in the new mid-market units at this development already.

Also, eligible tenants at the 115 East Keith Rd will be having this opportunity to register for the Affordable Home Ownership Program (AHOP) units and Rent-To-Own (RTO) units at Cascadia's Innova project.

Tenants will have the option to enter into any of Cascadia programs for affordable home ownership, Rent to Own or market strata and upon approval will receive an additional 4 months of their current rent credit, for a total of 8 months of their current credit, towards this purchase.

Summary of VACATED TENANCIES

115 East Keith - PAYMENT SUMMARY FOR VACATED TENANTS

(as at March 31, 2022)

UNIT#	VACANT/	TENANT	Tenancy	MOVE OUT	Tenancy Length	Months	ADDN'L	9	SEC DEP	ı	MOVE EXP		RENT	TC	OTAL PAYMENT	RIGHT FIRST
	OCCUPIED:		Start date	DATE:	Months	> 60	COMP DUE	RI	EFUNDED		PAID	CC	OMP PAID	PA	AID TO TENANT	REFUSAL
103	vacant	Dale Farquhar	1-Oct-20	31-Dec-21	14			\$	767.50	\$	1,000.00	\$	7,140.00	\$	8,907.50	RECEIVED
104	vacant	Derrick Fry	1-Sep-79	15-Mar-22	509	449	\$ 11,225	\$	178.45	\$	1,000.00	\$	4,984.60	\$	6,163.05	RECEIVED
107	vacant	Barbara Trace	1-Jun-20	31-Jul-21	13			\$	575.00	\$	1,000.00	\$	5,600.00	\$	7,175.00	DECLINE
201	vacant	D. Gibbons -L. Smith	1-Dec-20	1-Dec-21	12			\$	775.00	\$	1,000.00	\$	7,200.00	\$	8,975.00	DECLINE
203	vacant	Mona Y. Mofarah	1-Oct-19	20-Aug-21	27			\$	675.00	\$	1,000.00	\$	6,400.00	\$	8,075.00	RECEIVED
205	vacant	** Susie Getson	15-Jan-08	31-Mar-22	169	109	\$ 2,725	\$	450.00	\$	1,000.00	\$	5,212.60	\$	6,662.60	
206	vacant	Mahtob Kamalfar	1-Jul-18	28-Feb-22	42			\$	600.00	\$	1,000.00	\$	5,800.00	\$	7,400.00	DECLINE
208	vacant	* Kate Neill	1-Sep-19	15-Jul-21	22			*no	S/D on file			\$	-			
303	vacant	Jaleh Kalantar	1-Apr-16	5-Nov-21	67	7	\$ 175	\$	525.00	\$	1,000.00	\$	5,464.28	\$	6,989.28	RECEIVED
	Total Amount	paid to departed tenants t	o March 31,	2022		·		\$	4,545.95	\$	8,000.00	\$	47,801.48	\$	60,347.43	
	Additional Cor	mpensation Amount to be	paid upon Fir	nal Adoption o	f Rezoning Bylaw		\$ 14,125	-		<u>-</u>	<u>-</u>		-			

^{*}Unit 208 Kate Neill - moved to Australia/gave 2 week notice/no forwarding address provided/Tenant vacated without returning keys or move out inspection.

Additional Compensation for Long Term Tenants - Additional Compensation has not yet been paid to Tenants - Payments will be made upon Final Adoption of Rezoning Bylaw. Rent Compensation, security deposit, and Moving Expense payments have been paid to these three Long Term Tenants.

^{*} No Security Deposit provided by tenant

^{**} Unit 205 Tenant still Occupies unit - move out will occur on March 31 at which time final inspection will be conducted and payment for Security deposit, Move expense and Rent Compensation will be made.

SUMMARY OF OCCUPIED and VACATED TENANCIES

115 East Keith - TENANT RELOCATION STATUS

(as at March 25, 2022)

Calculated

As at

31-Mar-22

-	-				-	31-Mar-22						
UNIT#	VACANT/	TENANT		TENANCY	MOVE OUT	TENANCY	Months	**ADDNL	MOVE EXP	RENT COMP	SEC DEP	RIGHT FIRST
	OCCUPIED		Bedrooms	START DATE	DATE	LENGTH	> 60	COMP DUE		DUE	DUE	REFUSAL
101	OCCUPIED	S. Seguin & V. Trace	2	15-May-18		46			\$ 1,250.00	\$ 7,400.00	\$ 800.00	
102	OCCUPIED	Maria Vavaris	1	1-Oct-17		53			\$ 1,000.00	\$ 5,800.00	\$ 600.00	
103	vacant	Dale Farquhar	1	1-Oct-20	31-Dec-21	14			\$ 1,000.00	\$ 7,140.00	\$ 767.50	RECEIVED
104	vacant	Derrick Fry	1	1-Sep-79	15-Mar-22	510	449	\$ 11,225.00	\$ 1,000.00	\$ 4,984.60	\$ 178.45	RECEIVED
105	OCCUPIED	C. Morrison & J. Hyvarinen	1	1-Dec-12		111	51	\$ 1,275.00	\$ 1,000.00	\$ 5,156.20	\$ 475.00	
106	OCCUPIED	Linda Leblond	1	1-May-11		130	70	\$ 1,750.00	\$ 1,000.00	\$ 5,046.84	\$ 450.00	
107	vacant	Barbara Trace	S	1-Jun-20	31-Jul-21	13			\$ 1,000.00	\$ 5,600.00	\$ 575.00	DECLINE
201	vacant	D. Gibbons & L. Smith	1	1-Dec-20	1-Dec-21				\$ 1,000.00	\$ 7,200.00	\$ 775.00	DECLINE
202	OCCUPIED	Kaylie Maughan	1	15-Mar-11		129	69	\$ 1,725.00	\$ 1,000.00	\$ 5,156.20	\$ 475.00	
203	vacant	Mona Y. Mofarah	1	1-Oct-19	20-Aug-21	27			\$ 1,000.00	\$ 6,400.00	\$ 675.00	RECEIVED
204	OCCUPIED	Heather Kanner	1	15-Aug-18		42			\$ 1,000.00	\$ 5,600.00	\$ 575.00	
205	vacant	Susie Getson	1	15-Jan-08	31-Mar-22	169	109	\$ 2,725.00	\$ 1,000.00	\$ 5,212.60	\$ 450.00	
206	vacant	Mahtob Kamalfar	1	1-Jul-18	28-Feb-22	42		\$ -	\$ 1,000.00	\$ 5,800.00	\$ 600.00	DECLINE
207	OCCUPIED	Rodney Langston	1	1-Oct-09		149	89	\$ 2,225.00	\$ 1,000.00	\$ 5,156.20	\$ 375.00	
208	vacant	* Kate Neill	S	1-Sep-19	15-Jul-21	22			\$ 1,000.00	\$ -	*no fwd. address	
301	OCCUPIED	Z. Virag & M. Sharma	1	1-Apr-10		143	83	\$ 2,075.00	\$ 1,000.00	\$ 5,265.56	\$ 350.00	
302	OCCUPIED	C. Rach & I. Ghadban	1	1-Oct-99		269	209	\$ 5,225.00	\$ 1,000.00	\$ 4,968.08	*no dep. on file	
303	vacant	Jaleh Kalantar	1	1-Apr-16	5-Nov-21	67	7	\$ 175.00	\$ 1,000.00	\$ 5,464.28	\$ 525.00	RECEIVED
304	OCCUPIED	Jonathon Gabriel	1	1-Dec-10		135	75	\$ 1,875.00	\$ 1,000.00	\$ 5,156.20	\$ 475.00	
305	OCCUPIED	Daniele D'Amici	1	15-Jan-14		86	26	\$ 650.00	\$ 1,000.00	\$ 5,100.00	*no dep. on file	
306	OCCUPIED	Diane Staub	1	1-Aug-10		139	79	\$ 1,975.00	\$ 1,000.00	\$ 5,249.40	\$ 475.00	
307	OCCUPIED	Eric Sorenson	1	1-Jul-96		308	248	\$ 6,200.00	\$ 1,000.00	\$ 4,648.68	\$ 337.50	
308	OCCUPIED	Loralee Judge	S	1-Dec-10		135	75	\$ 1,875.00	\$ 1,000.00	\$ 4,488.84	\$ 375.00	

TOTALS:

\$ 40,975.00 | \$ 23,250.00 | \$ 121,993.68 | \$ 10,308.45

TOTAL COMPENSTION AND DEPOSIT TO BE PAID TO TENANTS

\$ 196,527.13

^{*}Unit 208 Kate Neill - moved to Australia/gave 2 week notice/no forwarding address provided/tenant vacated without returning keys or move out inspection

^{*}No security Deposit Provided by Tenant

^{**} The Additional Compensation due to Long Term Tenants has been calculated using March 31, 2022. This will be adjusted to the ACTUAL MOVE OUT DATE once known.

CORRESPONDENCE TO TENANTS



Professional Property Management - Commercial, Residential & Industrial

Tenants of 115 East Keith Road

June 25, 2021

Subject: Building Redevelopment Process

After extensive consultation with City officials and other professional advisors, the Landlord is moving forward with the next steps in the redevelopment of 115 East Keith Road. This process is multi-faceted and involves consultation with professional advisors, City Official and Staff as well as public input from residents and neighbors.

A number of residents have expressed concern over what is expected during this process and how it will affect each of you. To ensure that all tenants have complete and accurate information, we have included information from the Residential Tenancy Branch and the City of North Vancouver for your review and file.

The Residential Tenancy Act (RTA) provides you as tenants, with a number of measures to assist in your transition to new accommodations including, ample notice prior to demolition, assistance with relocation, free rent, and the right of first refusal to rent a unit in the newly developed building once complete. In order to assist you in locating and securing new accommodations, the Landlord will also provide you with Letters of Reference, speak to a new Landlord on your behalf to provide a verbal tenancy reference (if requested), as well as provide you with vacancy leads from other buildings currently under our management or being advertised with various electronic media. The Landlord, through its advisors, has connections to other rental properties on the North Shore that may be suitable for your rental needs.

Each Municipal jurisdiction handles tenant relocation compensation differently. The City of North Vancouver Relocation Policy currently provides assistance to tenants by expanding upon the RTA relocation provisions and mandates that the Landlord provide each tenant with compensation equal to 3 – months' rent (rather than 1 month) to assist in their transition to a new rental unit.

In addition to the requirements of the City Relocation Policy, the Landlord is also providing additional assistance in the form of a \$1,000.00 payment to tenants to be used as needed for moving costs, damage deposit payments, or first rents etc.

The Landlord is committed to assisting tenants in locating and securing alternate accommodations and living arrangements. We are aware that the rental market is very competitive at this time and as such, would like to start assisting in this relocation process as early as possible to make this a smooth transition for everyone.

We would like to arrange a meeting with all the tenants to discuss the relocation process and to clarify the different areas of assistance being provided. You will be contacted shortly with an invitation to attend a meeting with the Landlord's representatives and fellow tenants of 115 East Keith Road.

PACIFIC ASSET MANAGEMENT CORPORATION

F.M. Rany Ratushny – CSM, RI(BC) Property Manager



Professional Property Management - Commercial, Residential & Industrial

All Tenants and Occupants 115 Keith Road East North Vancouver, BC November 16, 2021

Re: Relocation Update

Attached for your review and file is a summation of the Tenant Relocation Plan for 115 Keith Road East. Some tenants have reached out to us with questions about the relocation process, and/or timelines regarding the project, and while we do not have specific dates for the redevelopment of the building at this time, we hope that the enclosed Tenant Relocation Plan can provide some useful information to assist tenants in their relocation planning.

Please take a few moments to review the plan as it provides information on tenant compensation, approximate timeline projections, as well as identifying where we stand currently in the City of North Vancouver development process.

Should you have any questions, please feel free to reach out to us.

Regards,

Pacific Asset Management Corporation

F.M. Rany Ratushny - CSM, R.I.(B.C.)

Property Manager

115 E Keith Road North Vancouver Updated Tenant Relocation Plan

Submitted by

Cascadia Green Development

November 5, 2021



1 Introduction

Cascadia Green Development originally submitted a Tenant Relocation Plan ("TRP") based upon the City of North Vancouver's 2015 Tenant Displacement Policy. Council Amended the Tenant Displacement Policy on July 12th, 2021. Cascadia Green Development had submitted the rezoning application prior to July 12, 2021, and therefore the City's 2015 Tenant Relocation Policy standards apply to this application. As a gesture of Good Faith, Cascadia has decided to update the previously submitted TRP for the 115 East Keith Road development, to incorporate a number of the elements of the 2021 amended Tenant Displacement Policy. Below is a summary of the updated TRP presented to the City by Cascadia. Cascadia's updated TRP follows the majority of the elements of the CNV's 2021 Amended Policy, excluding one item: Additional Financial Assistance based upon the length of time a tenant has resided in the Building i.e. (total tenancy length in months – (60 x \$25)) is not included in the revised TRP. Below is a summary of the updated Tenant Relocation Plan presented by Cascadia Green Development.

2 Tenant Relocation Plan

2.1 Overview

Cascadia Green Development has made application to the City of North Vancouver to redevelop the Apartment Building located at 115 East Keith Road removing the existing aging building and developing in its place, a seventy-four unit Rental Apartment Building.

The process currently taking place to bring about this change involves the Re-zoning of the property to allow for a larger building on the site. The Re-zoning process has passed second reading with the City and Cascadia Green Development is currently working with City officials moving toward third Reading and a Public Hearing for the development. The Public Hearing stage provides the public with opportunity to express their support or concerns with the development and is expected to occur in spring 2022. After the Public Hearing, the Developer will work with City officials to address any concerns presented at the public Hearing and once the concerns have been satisfied, the process will be referred to City Council for 4th and final reading. Final reading is expected to be heard in late spring 2022.

After final reading and adoption, the Developer will work toward securing a Demolition Permit for the project. Once obtained, the occupants of 115 East Keith Road will be provided with a 4-month Notice to End tenancy as per the requirements of the Residential Tenancy Act of B.C. ("RTA"). It is projected at this point that the 4-month Notice to End tenancy will be delivered to the tenants in early summer 2022 with an effective end of tenancy date being fall 2022.

While the official Notice to End tenancy has not yet been issued or provided to tenants, some tenants have already acted on rental opportunities and information provided by the Tenant Relocation Coordinator and vacated the building. These tenants have been provided rental compensation and moving allowance to assist in their transition to their new homes.



2.2 Relocation Assistance

Cascadia designated Pacific Asset Management Corporation ("PAMC") as their Tenant Relocation Coordinator to support tenants through the relocation process.

PAMC continues to engage with the tenants of 115 East Keith that have requested and require assistance, to help identify and provide up to three comparable rental dwelling units for each eligible tenant household. PAMC will use all reasonable efforts to identify comparable units that are of similar number of bedrooms that are located in the City of North Vancouver with the maximum rent to be not more than the greater of:

- a) 10% above the tenant's current rent; or
- b) 10% above the most recently published CMHC median rental level, by number of bedrooms, for the City of North Vancouver.

Due to the scarcity of comparable rental accommodation in the City of North Vancouver, PAMC is also providing comparable units on the North Shore in the District of North Vancouver as well as West Vancouver where possible.

2.3 Additional Assistances for Low Income Tenants and others Facing Barriers

Cascadia will be providing individualized support to those tenant households identified as having additional needs such as elderly residents on fixed incomes, tenants with low incomes as defined in the CNV's 2021 Displacement Policy, and people with disabilities. Examples of additional supports may include, but not be limited to:

- a) Early communication and notification, in person if requested;
- b) Additional support with arranging and attending viewings;
- c) Support with accessing social housing or rent supplements
- d) Connecting with health organizations and non-profit services; and
- e) Free support with activities such as packing

2.4 Financial Compensation:

This Tenant Relocation Plan will compensate all eligible tenants with financial assistance equivalent to 4 months of their current rent. The compensation will be paid to eligible tenants on the day of departure from their rental unit. As part of the move out process, Tenants will be expected to leave the premises in a clean and clear condition and a move out inspection of the premises will be conducted with the tenant as per the Residential Tenancy Act ("RTA") at the time of departure. Any security deposit or Pet deposit held by the Landlord will be processed within 15 days as required under the RTA.

Tenants who have been already moved and received the previously submitted compensation package will be receiving the differed compensation.



2.5 Moving Cost

In addition to the Financial Compensation, all tenants will be compensated for moving expenses with a flat rate payment based on number of bedrooms according to the CNV's 2021 Displacement policy. Payment of moving costs will be made at the time of the tenant's departure from the building.

- a) \$1000 for studio and 1 bedroom units;
- b) \$1250 for 2 bedroom units.
- c) \$1500 for 3 bedroom and larger units

(Only Studio, One and Two bedroom units exist at 115 East Keith Road).

2.6 Communications:

The occupants of 115 East Keith have been engaged by Cascadia and Pacific Asset Management Corporation through a number of different communications vehicles. All Tenants of the building have provided the property manager with their personal telephone numbers and email addresses for ongoing communication with the Landlord. Development update correspondence, occupant notices, and informational materials have been sent to the tenants using the email addresses provided by the tenants as well as by placing these documents through their personal mail slots in each of their individual residential doors (these mail slots are the official Canada Post Mail delivery slots for each resident as the building predates Canada Post's requirement to have a gang mailbox facility in the common lobby area of the building). Meetings with individual tenants have been held in person with multiple tenants in the office of Cascadia Green Development, while larger meetings have been held in Victoria Park across Keith Road during covid with building tenants, occupants, the developer and City Staff. Better efforts will be made in future to provide longer lead times when coordinating these group meeting events. We will continue to use email, door delivery, and posting of notices and information to provide updates to the occupants at 115 East Keith Road. If larger in person gathering events are required, current heath authority protocols will be used.

2.7 Notice Period:

All tenants will receive a Four Month-Notice to End tenancy, (after a Demolition Permit is issued for this application) in the format required under the RTA. It is projected at this time that the 4-Month Notice to End tenancy may delivered to the tenants in mid 2022 as described in the Overview section of this Plan, in accordance with the service requirements under the Residential Tenancy Act.



2.8 First Right of Refusal:

All tenants will be provided with the first right of refusal to occupy any purpose-built rental units in the new building. Further, tenants that meet the eligibility requirements to occupy Mid Market Rental ("MMR") units in the building, will be referred to a Non-Profit third party for screening of applications to occupy one of the 8 MMR units proposed in the new building. At the time of departure from the building, each tenant will have the opportunity to accept or decline the first right of refusal option, by signing an RTB-28 form to exercise their option and providing the developer with their forwarding contact information so that they can be contacted when the units are available for occupancy. For transparency, a provision of the Housing Agreement will require the use of a non-profit third party to review the eligibility and screen applicants for the MMR units. The use of a non-profit third party will apply to the initial occupants only for the MMR units to assist in qualification determination of candidates.

2.9 Recourse:

Cascadia Green Development will use all reasonable efforts to maintain and execute the spirit of the Tenant Relocation Plan with an end to assisting all tenants to identity, acquire, and relocate to new accommodations as seamlessly as possible. PAMC will be responsible for the execution the Plan and where any issues arise in the relocation process, Rany Ratushny at Pacific Asset Management Corporation can be contact as follows to assist in its resolution.

Pacific Asset Management Corporation 301 -1124 Lonsdale Avenue, North Vancouver, BC. V7M 2H1 Telephone - 604-980-3889 ext#3 Email – rany@pamc.ca

2.10 Cascadia's Additional Support:

In addition to the above mentioned items Cascadia will be offering the first right of refusal of the 7 mid-market units in their 2590 Lonsdale Ave project to the tenants at the 115 East Keith Rd. Former tenants at 2590 Lonsdale Ave refused their right to live in the new mid-market units at this development already.

Also, eligible tenants at the 115 East Keith Rd will be having this opportunity to register for the Affordable Home Ownership Program (AHOP) units and Rent-To-Own (RTO) units at Cascadia's Innova project.

Tenants will have the option to enter into any of Cascadia programs for affordable home ownership, Rent to Own or market strata and upon approval will receive an additional 4 months of their current rent credit, for a total of 8 months of their current credit, towards this purchase.



Professional Property Management - Commercial, Residential & Industrial

Tenants of 115 Keith Road East

February 28, 2022

Subject: Building Redevelopment Update

Consultation continues with City officials and other professional advisors, as the Developer moves forward with the next steps in the redevelopment of 115 East Keith Road. The Developer remains on track to meet the timelines as outlined in the Updated Tenant Relocation Plan that was published and delivered to all tenants in November 2021. Meetings continue with the City and final reading of the development plan is expected in the later part of Spring 2022.

After final reading and adoption of the plan, the Developer will work toward securing all necessary permits required for demolition of the building. Once the permits are obtained, all occupants of 115 Keith Road East will be provided with a 4-month Notice to End Tenancy as per the requirements of the Residential Tenancy Act of BC ("RTA"). It is projected that the 4-month Notice to End Tenancy will be delivered to tenant in early Summer 2022 with an end of tenancy date projected for the Fall 2022.

Some building tenants have already relocated to other accommodations and received their Relocation Assistance Compensation Package of 4-month rent, plus a moving allowance of \$1,000 for a Studio or one bedroom apartment or \$1250 for a two bedroom apartment. Security Deposits and Pet deposits have also been refunded to Tenants as required under the RTA. Further, relocated tenants have been provided a first right of refusal to occupy a unit in the new building once completed. These details are outlined in the City approved Tenant Relocation Plan dated November 5, 2021 (a copy of which is attached for your convenience).

Some tenants have approached the manager asking about additional compensation that is described in the <u>REVISED</u> "Residential Tenant Relocation Assistance Policy" that was approved and passed by City Council July 12, 2021. As the Application for redevelopment of 115 East Keith Road was filed with the City well before the City's revision of this Policy, the requirement for compensating tenants falls under the <u>ORIGINAL</u> Residential Tenant Displacement Policy H-18, dated November 16, 2015 which does not include additional compensation for long term tenancies. A copy of the Original Policy H-18 is attached herein as well for your information and record.

The Developer is committed to assisting tenants in locating alternate accommodations and living arrangements. We have spoken to a number of you over the recent past and will continue to advise of rental opportunities that we come across, both in properties that we currently manage, as well as ones that we find advertised. If you have started your search and require a verbal or written reference or recommendation, please call us, we will be pleased to assist where we can.

Please feel free to contact our office to speak with Adree or me if you have any questions. We can be reached at 604-980-3889 or by email at adree@pamc.ca or rany@pamc.ca.

PACIFIC ASSET MANAGEMENT CORPORATION

F.M. Rany Ratushny – CSM, RI(BC) Property Manager



Professional Property Management - Commercial, Residential & Industrial

Tenants of 115 Keith Road East

March 22, 2022

Subject: TENANT COMPENSATION UPDATE.

On March 6, 2021, the Developer submitted their application for redevelopment of 115 East Keith Road and in doing so, were bound by the terms identified in the then current Residential Tenant Displacement Policy dated November 16, 2015.

Four months later on July 21, 2021, City officials voted to revise the Residential Tenant Displacement Policy to include additional assistance to displaced tenants. Notable in the new policy was an increase in rental assistance from 3-months' rent to 4-months' rent, and to further recognize long term tenancies (in excess of 60 months) with an additional assistance amount equal to \$25/month for the months occupied in excess of 60 months. A flat rate moving expense payment was also added in the July 21, 2021 amended policy.

While the Developer is bound by the 2015 displacement policy, the Developer recognizes the challenges faced by tenants in the current rental market and has agreed with City officials to increase the assistance being provided, to align with the terms of the revised July 12, 2021 displacement policy for the tenants of 115 East Keith.

As of this date, tenants departing 115 East Keith will be provided an assistance package that aligns with the July 12, 2021 Residential Tenant Displacement Policy including the following:

- Four Months' rent payment
- Tenancies that began five or more years prior to the date of the Development Application will receive additional assistance calculated at a rate of \$25.00 per month for each full month of tenancy beyond five years.
- Flat rate moving expense for studio and 1-bedrooms at \$1,000.00 and \$1,250.00 for 2-bedrooms

Assistance payments due to Eligible Tenants will be paid in accordance with the terms of the July 12, 2021 amended Residential Tenant Displacement Policy (copy attached for your record).

The Developer is committed to assisting tenants in locating alternate accommodations and living arrangements. We have spoken to a number of you over the recent past and will continue to advise of rental opportunities that we come across, both in properties that we currently manage, as well as ones that we find advertised. If you have started your search and require a verbal or written reference or recommendation, please call us, we will be pleased to assist where we can.

Please feel free to contact our office to speak with Adree or me if you have any questions. We can be reached at 604-980-3889 or by email at adree@pamc.ca or rany@pamc.ca.

PACIFIC ASSET MANAGEMENT CORPORATION

F.M. Rany Ratushny – CSM, RI(BC) Property Manager

COUNCIL POLICY

10 Planning and Development



Policy Name Residential Tenant Displacement Policy

Policy Number H18

Effective Date November 16, 2015 Amended July 12, 2021

Approved By Council

PURPOSE

The purpose of this policy is to provide tenants who are displaced as a result of the redevelopment of rental accommodation with enhanced notice and assistance beyond that required under the Residential Tenancy Act (RTA). This policy does not replace or affect the requirements in the RTA.

Applicability

The policy applies to all rezoning applications that would result in the demolition of any building or combination of buildings containing five or more dwelling units occupied by tenants as their primary place of residence at the time of submission of the application. This includes rental units in single family homes, duplexes and coach houses, strata units operating as rental units, and purpose-built rental units.

Eliqible Tenants

Tenancies active when the Development Application is submitted to the City are eligible for support under this policy. Support will be provided on a dwelling unit basis and be distributed to those named on the written tenancy agreement. Where there is more than one eligible tenant that resides in the dwelling units, tenants should determine among themselves who will be the designated tenant to act as the main point of contact, and communicate this decision to the Tenant Relocation Coordinator.

Tenants who move into an existing vacant rental unit after submission of the Development Application are not expected to receive the supports offered to pre-existing tenants. The developer is expected to notify prospective tenants who wish to move into the building after the Development Application is submitted that they will not receive the supports offered to pre-existing tenants.

Exemptions

The policy does not apply to redevelopment that is permitted outright under existing zoning. Tenants who move into an existing rental dwelling unit after submission of a rezoning application are not expected to receive the same support as pre-existing tenants, and should be notified as such in writing prior to signing a rental agreement.

Rezoning applications submitted prior to the adoption date of this updated policy are subject to the provisions of the previous 2015 Residential Tenant Displacement Policy.

POLICY

The following elements are requested by the development applicant as a voluntary commitment. Adherence to this policy does not guarantee development approval from Council.

Document Number: 1322978 V2

Relocation Assistance

The applicant will designate a Tenant Relocation Coordinator to support tenants throughout the process, and to aid tenants in finding up to three comparable rental units in the City of North Vancouver. The Tenant Relocation Coordinator must be an independent, third party professional to ensure parity of support for tenants by a coordinator who is not associated with an individual property owner or development applicant. The City will prepare a list of qualified coordinators, however City staff will not be directly involved in the selection of the Coordinator or landlord-tenant relationships.

The Tenant Relocation Coordinator should be engaged from the pre-application stage and should have regular hours during which they are available to tenants by phone and email. Reasonable measures should be taken to ensure that any tenants requesting support in a language other than English are provided with information in their preferred language.

The Tenant Relocation Coordinator is expected to be responsible for implementing the Tenant Communication Plan so that tenants are proactively engaged and notified of input opportunities throughout the development application process. Notifications as part of the Tenant Communication Plan should be provided directly to tenants and posted in conspicuous places within the building(s). Information on tenant resources, including this Policy, the Residential Tenancy Brach webpage, and the Tenant Resource and Advisory Centre should also be provided.

For eligible tenants who want assistance in finding new rental accommodation, the Tenant Relocation Coordinator should identify at least three comparable rental dwelling units for each tenant household. The comparable units should have the same number of bedrooms as the current unit and be located in the City of North Vancouver unless otherwise specified by the household. The comparable units should also meet any other needs and/or preferences specified by the tenant household, for example around accessibility adaptations or pet restrictions.

The maximum rent for the comparable units found by the Tenant Relocation Coordinator should be no more than the greater of:

- a) 10% above the tenant's current rent; or
- b) 10% above the most recently published CMHC median rent level, by number of bedrooms, for the City of North Vancouver (or Metro Vancouver, when insufficient rental data is available for the size of property within the City).

The Tenant Relocation Coordinator is also expected to help tenants secure identified units, including by providing references and arranging viewings for potential units, if requested.

Additional Assistance for Low Income Tenants and Others Facing Barriers

There are many reasons why tenants may require additional assistance with the relocation process – for example, elderly residents on fixed incomes, tenants with low incomes, people with disabilities, or others who may face barriers to securing appropriate housing in proximity to their support networks.

While individual tenant needs will vary on a case-by-case basis, applicants will be expected to provide individualized support to those identified as having additional needs to successfully navigate the process of relocation. Tenants potentially in need of additional assistance should be identified in the Occupancy Report, however it is possible that additional support needs may not become apparent until later in the relocation process. Low income tenants and those with additional housing barriers to who do not initially identify a need for additional assistance in the Occupancy Report should not be denied reasonable additional assistance at a later date if needed.

This support is in addition to the financial compensation that all tenants are entitled to, and will generally be in the form of in-kind services provided by the applicant and/or the Tenant Relocation Coordinator. Examples of additional assistance that may be required include:

- a) Early communication and notifications, in person if requested;
- b) Additional support with arranging and attending viewings;
- c) Support with accessing social housing or rent supplements;
- d) Connecting with health organizations and non-profit services; and
- e) Free support with activities such as packing.

Generally, a household is considered low income if its income is below 50% of median household income for that household size. To simplify the identification of low income tenants for the purposes of determining the potential need for additional assistance with relocation, the below thresholds should be used as a guide for determining households who are low income:

- a) Households without dependents are considered low income when they have a gross annual income of less than \$35,000; and
- b) Households with dependents are considered low income when they have a gross annual income of less than \$60,000.

The higher threshold for households with dependents reflects that these households would require at a minimum a two bedroom property and have additional households expenses associated with supporting dependent(s).

Financial Compensation

The applicant will compensate all eligible tenants with financial assistance equivalent to 4 months' of their current rent.

In addition to this baseline amount, tenants whose tenancy began five or more years prior to the date the Development Application is submitted will receive additional financial assistance based on the length of time they have resided in the building. This will be calculated at a rate of \$25 per month for each full month's tenancy beyond five years.

Length of Tenancy	Financial Compensation Amount
Less than 5 years	4 months' rent
More than 5 years	4 months' rent plus ((total tenancy length in months – 60) x \$25)

If an eligible tenant moves our prior to approval of the rezoning application, financial compensation (including the moving expenses detailed below) is to be provided to the tenant by the Applicant no later than immediately following final adoption of the rezoning bylaw(s). For all other eligible tenants, financial compensation is to be provided to the tenant no later than the date they move out, whether or not a demolition permit has been obtained or an eviction notice has been served.

Moving Expenses

Tenants will be compensated for moving expenses with a flat rate payment based on number of bedrooms. The below amounts should be adjusted upwards annually from the date the policy is adopted based on the Consumer Price Index (CPI):

- a) \$1000 for studio and 1 bedroom units;
- b) \$1250 for 2 bedroom units; and
- c) \$1500 for 3 bedroom and larger units.

Notice Period

The applicant will provide all tenants with four months' notice, only after a Demolition Permit is issued by the City.

First Right of Refusal

The applicant will provide all displaced tenants the first right of refusal to live in any purpose-built rental units in the new building, with the particulars of the units to be negotiated between the property owner and individual tenants.

Where the new building includes mid-market rent (MMR) units, tenants will have the first right of refusal to rent an MMR unit in the new building, provided the tenant meets the eligibility requirements for the MMR unit at the time the unit is first available for rent. To ensure that displaced tenants receive notification when the MMR units are becoming available, they will need to confirm during the relocation process that they want to exercise their first right of refusal.

SUBMISSION REQUIREMENTS

The applicant will submit the following documents throughout the development applications and approvals process

Development Application

An Occupancy Report and Tenant Relocation Plan are required to be submitted at time of Development Application.

The Occupancy Report should contain the following information:

- a) Total number of units in building, by unit size (number of bedrooms) and status (occupied or vacant):
- b) Type of tenancy (periodic or fixed term) for each tenant households;
- c) Start and, if relevant, end date of tenancy for each tenant household;
- d) Current Rent for each unit; and
- e) Specific tenant households characteristics from the Tenant Household Needs Assessment form, should the tenant wish to provide this information (for example, accessibility/mobility requirements, pets, proximity to particular amenities such as schools).

The Occupancy Report should comply with data protection and privacy requirements. If tenants do not wish to provide information and/or do not wish to engage with the Tenant Relocation Coordinator it should be communicated to them that they are still entitled to the other provisions of this Policy relating to financial compensation, moving expenses, notice period, and first right of refusal.

The Tenant Relocation Plan should include full information on how the applicant will comply with the minimum provisions of the policy throughout the redevelopment process. A detailed Tenant Communication Plan should be included alongside commitment to use of an independent Tenant Relocation Coordinator and provision of a Tenant Assistance Package that clearly sets out the additional assistance that will be provided to displaced tenants should the rezoning application be approved.

The Tenant Assistance Package must be distributed to tenants within two weeks of receiving staff approval and include the following information as a minimum:

- a) Timeline and overview of the development application process;
- b) Commitment to provide advanced notice and updates to tenants on Development Information Sessions, Council Meetings and Public Hearing related to the application;
- c) Contact information for Tenant Relocation Coordinator;
- d) Responsibilities of the developer to provide financial compensation and other assistance;
- e) Method for low income tenants and others facing barriers to request additional assistance;
- f) A current copy of the British Columbia Residential Tenancy Act;
- g) A copy of the City's Residential Tenant Displacement Policy; and
- h) Copies of applicable tenant resources.

The applicant is responsible for submitting a copy of all written correspondence and notification to tenants to City staff. This correspondence will be included as part of the report to Council for consideration of the development application.

Demolition Permit

A final Tenant Relocation Report is required to be submitted prior to issuance of a Demolition Permit for the property, as per the format prescribed by the City. As a minimum, this should include:

- a) The outcome of the relocation process for displaced tenants, including evidence that tenants have been satisfactorily assisted in locating alternative accommodation. Where tenants have opted out of relocation assistance, written notice from the tenant must be submitted;
- b) The value of compensation given to each tenant including financial compensation, moving expenses, and any additional assistance or services that were provided to the tenant(s); and
- c) Details of all tenants who wish to exercise their first right of refusal for any mid-market rental units provided in the new building(s) and how these tenants will be notified when the units become available.

Occupancy Permit

Details of all tenants who wish to return to the building and the status of their tenancy must be provided prior to the issuance of an Occupancy Permit. In cases where there are more tenants who wish to exercise their first right of refusal than available MMR units, the developer will be responsible for selecting a tenant in accordance with the provisions of the Housing Agreement associated with the development.

AUTHORITY

Local Government Act, RSBC, 1996

DOCUMENT HISTORY

Date	Action	Ву
November 16, 2015	Approved	Council
July 12, 2021	Amended	Council

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8877

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:

- This Bylaw shall be known and cited for all purposes as "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741).
- Division VI: Zoning Map of Document "A" of "Zoning Bylaw, 1995, No. 6700" is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-741 (Comprehensive Development 741 Zone):

Lots	Block	D.L.	Plan	
A (Reference Plan 9816)	114	274	878	from RH-1

- 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 section to Section 1100, thereof, after the designation "CD-740 Comprehensive Development 740 Zone":
 - "CD-741 Comprehensive Development 741 Zone"
 - Adding the following to Section 1101, thereof, after the "CD-740 Comprehensive Development 740 Zone":
 - "CD-741 Comprehensive Development 741 Zone"

In the CD-741 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 744-RH-1 Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to:
 - (a) Rental Apartment Residential Use;
- (2) Gross Floor Area
 - (a) The maximum Gross Floor Area is 2.6 Floor Space Ratio (FSR);
 - (b) Notwithstanding (2)(a), the Gross Floor Area may be increased as follows:

ADDITIONAL (BONUS) DENSITY						
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE			
Rental Housing	100 percent secured rental apartment units with a minimum of 10 percent of the units being mid-market	Maximum 910.2 square metres (9797.9 square feet)	As per OCP Policy Section 2.2.1			

Such that the total effective on-site Gross Floor Area is not to exceed 3.3 FSR;

(3) Lot Coverage

The Principal Building shall not exceed a Lot Coverage of 5765 percent;

- (4) Section 510(3), Building Width and Length, shall be waived;
- (5) Siting

Sections 513(4) and 513(5) shall be waived and the Principal Building shall be sited not less than:

- (a) 4.57 metres (15 feet) from a front or rear property line;
- (b) 3.20 metres (10.5 feet) from the west property line;
- (c) 3.05 metres (10 feet) from the east property line;
- (6) Off-Street Parking and Short-Term and Secure Bicycle Parking shall be provided in conformity with the requirements of Division IV, Parts 9, and 10A, except that:
 - (a) The total number of required vehicle parking spaces may be reduced by two, of which, a reduction of up to one visitor parking space may be permitted maximum of 39% small car parking spaces may be provided;
 - (b) Notwithstanding Section (5)(a), the required disability parking shall be calculated as per Section 908(11) and may not be reduced;
- (7) A building constructed on the lot shall achieve an energy efficiency of Step 3 or better, subject to Section 419;
- (8) Unit mix within the Rental Apartment Residential Use shall include a minimum 10 percent of three-bedroom or larger units;

Commented [ME1]: Don't need this—step 3 already a requirement of construction regulation bylaw.

(9)	All exterior finishes, design and landscaping shall be approved by the Advisory Design Panel.				
		READ a first time on the 18 th day of October, 2021.			
		READ a second time on the 18 th day of October, 2021.			
		READ a third time on the <> day of <>, 2022.			
		ADOPTED on the <> day of <>, 2022.			
		MAYOR			
		CORPORATE OFFICER			



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8877

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, 2021, No. 8877" (Victoria Park (Denna Homes) Gp Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741).
- 2. Division VI: Zoning Map of Document "A" of "Zoning Bylaw, 1995, No. 6700" is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-741 (Comprehensive Development 741 Zone):

Lots	Block	D.L.	Plan	
A (Reference Plan 9816)	114	274	878	from RH-1

- 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 section to Section 1100, thereof, after the designation "CD-740 Comprehensive Development 740 Zone":
 - "CD-741 Comprehensive Development 741 Zone"
 - B. Adding the following to Section 1101, thereof, after the "CD-740 Comprehensive Development 740 Zone":
 - "CD-741 Comprehensive Development 741 Zone"
 - In the CD-741 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 RH-1 Zone, except that:
 - (1) The permitted Principal Use on the Lot shall be limited to:
 - (a) Rental Apartment Residential Use;
 - (2) Gross Floor Area
 - (a) The maximum Gross Floor Area is 2.6 Floor Space Ratio (FSR);
 - (b) Notwithstanding (2)(a), the Gross Floor Area may be increased as follows:

Document: 2082819-v3

ADDITIONAL (BONUS) DENSITY						
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE			
Rental Housing	100 percent secured rental apartment units with a minimum of 10 percent of the units being mid-market	Maximum 910.2 square metres (9797.9 square feet)	As per OCP Policy Section 2.2.1			

Such that the total effective on-site Gross Floor Area is not to exceed 3.3 FSR;

(3) Lot Coverage

The Principal Building shall not exceed a Lot Coverage of 57 percent;

- (4) Section 510(3), Building Width and Length, shall be waived;
- (5) Siting

Sections 513(4) and 513(5) shall be waived and the Principal Building shall be sited not less than:

- (a) 4.57 metres (15 feet) from a front or rear property line;
- (b) 3.20 metres (10.5 feet) from the west property line;
- (c) 3.05 metres (10 feet) from the east property line;
- (6) Off-Street Parking and Short-Term and Secure Bicycle Parking shall be provided in conformity with the requirements of Division IV, Parts 9, and 10A, except that:
 - (a) A maximum of 39% small car parking spaces may be provided;
- (7) A building constructed on the lot shall achieve an energy efficiency of Step 3 or better, subject to Section 419;
- (8) Unit mix within the Rental Apartment Residential Use shall include a minimum 10 percent of three-bedroom or larger units;

Document: 2082819-v3

(9)	All exterior finishes, design ar Design Panel.	nd landscaping shall be approved by the Advisory
		READ a first time on the 18th day of October, 2021.
		READ a second time on the 18 th day of October, 2021.
		READ a third time on the <> day of <>, 2022.
		ADOPTED on the <> day of <>, 2022.
		MAYOR
		CORPORATE OFFICER



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8923

A Bylaw to enter into a Housing Agreement (115 East Keith Road)

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, 2022, No. 8923" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments).
- The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and Victoria Park (Denna Homes) GP Ltd. with respect to the lands referenced as 115 East Keith Road, "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8877" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741).
- 3. The Mayor and Corporate Officer are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the <> day of <>, 2022.
READ a second time on the <> day of <>, 2022.
READ a third time on the <> day of <>, 2022.
ADOPTED on the <> day of <>, 2022.
MAYOR
CORPORATE OFFICER

PART 2 – TERMS OF INSTRUMENT

RENTAL HOUSING AGREEMENT AND SECTION 219 COVENANT

THIS AGREEN	MENT dated for reference the day of,	, 20
BETWEEN:		
	VICTORIA PARK (DENNA HOMES) GP LTD., INC.NO. 600 Mountain Highway North Vancouver, BC V7J 2L6	
	(the "Owner")	
AND:		
	THE CORPORATION OF THE CITY OF NORTH VANCOUVER, a municipal corporation pursuant to the <i>Local Government Act</i> 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 *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 enacted 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:

Document: 2162520-v1

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 of Planning" means the chief administrator of the Department of Planning of the City and his or her 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: 009-870-822

Lot A Block 114 District Lot 274 Plan 878;

- (j) "Mid-Market Rental Units" means the 8 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:
- (I) "Maximum Household Income" means an annual gross household income determined by multiplying Affordable Rent by 12 to yield the households' annual housing costs, and divided 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:

Document: 2162520-v1

- (o) "Residential Building" means the six storey building to be constructed on the Lands to be used for Rental Purposes with 74 Dwelling 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, 2021, No. 8896";
- (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; and
- (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, 2022, No. 8923" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, 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 shall be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
 - (a) the Lands shall not be subdivided or stratified;
 - (b) the Rental Units in the Residential Building shall be used for Rental Purposes only; and
 - (c) no Rental Unit in the Residential Building shall 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 shall 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 shall be no fewer than 9 units of three or more bedrooms, 16 two-bedroom units, 5 one-bedroom units and 44 studio units, or as otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 The 8 Mid-Market Rental Units shall be provided in the following unit mix: 5 studio units, 1 one-bedroom units, 1 two-bedroom unit, and 1 three-bedroom unit. The Owner may only change this mix with the approval in writing by the Director of Planning with such approval to be granted in his or her discretion. The Owner shall be entitled to determine the locations of the 8 Mid-Market Rental Units within the Residential Building.
- 4.3 The Owner shall 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;
 - (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;
 - (c) Engagement of Third Party: the Owner will engage a non-profit third party entity (the "Selection Entity"), to be approved by the City, such approval not to

unreasonably withheld and provided within fifteen (15) days of the Owner's request for approval (the "Approval Period"), to review selection of initial prospective tenants for the Mid-Market Rental Units to confirm that the Owner is making the Mid-Market Rental Units available in the order of priority set out in Section 5.1(d) and that initial tenants meet the eligibility requirements. In the event that the City does not approve the Owner's request within the Approval Period, then the Owner's choice of Selection Entity shall be deemed to be approved by the City, provided that the Selection Entity is either a society incorporated under the Societies Act, not-for-profit corporation incorporated under the Canada Not-for-profit Corporations Act or a registered charity with expertise in the area of tenant selection.

- (d) Tenant Selection: the Owner will make the Mid-Market Rental Units available in the following order of priority:
 - (i) Tenants from the existing rental building on the Lands will be provided first right of refusal in the Mid-Market Rental Units, regardless of income, 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 comefirst-served basis:
 - (ii) 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:
 - (iii) If there are any remaining Mid-Market Rental Units not rented by tenants who meet the criteria in Sections 5.1(d)(i) or (ii) 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
 - (iv) In determining whether a tenant meets the Maximum Household Income requirements, 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.
- (e) 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 by the permitted annual rent increase then set under the RT Act.

- (f) 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;
- (g) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith; and
- (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, at Business License renewal on an annual basis, 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.
- 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. 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 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 Facsimile: 604.985.0576

The Owner: Victoria Park (Denna Homes) GP Ltd., Inc

600 Mountain Highway North Vancouver, BC

V7J 2L6

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, 2022, No. 8923".

- 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.







The Corporation of THE CITY OF NORTH VANCOUVER PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Matthew Menzel, Planner 2

Subject:

REZONING APPLICATION: 114-132 WEST 15TH STREET (POLYGON DEVELOPMENT 338 LTD. / IBI GROUP ARCHITECTS, CD-752) AND

TEXT AMENDMENT: CENTENNIAL THEATRE, 2300 LONSDALE AVENUE, 116 EAST 23RD STREET AND NORSEMAN PARK (HARRY

JEROME NEIGHBOURHOOD LANDS, CD-165)

Date:

April 13, 2022

File No: 08-3400-20-0060/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated April 13, 2022, entitled "Rezoning Application: 114-132 West 15th Street (Polygon Development 338 Ltd. / IBI Group Architects, CD-752) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8921" (Polygon Development 338 Ltd. / IBI Group Architects, 114-132 West 15th Street, CD-752 (the Density Receiver Site)) and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) be considered and referred to a Public Hearing;

THAT notification be circulated in accordance with the Local Government Act;

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;

THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to permit solar shades, which are permanently affixed to the proposed building as an encroachment over City property;

Document Number: 2141881 V2

Date: April 13, 2022

AND THAT the Mayor and the Corporate Officer be authorized to sign any other necessary documentation to give effect to this motion.

ATTACHMENTS

- 1. Context Map (CityDocs 2143937)
- 2. Architectural Plans, dated April 8, 2022 (CityDocs 2169008)
- 3. Landscape Plans, dated April 6, 2022 (CityDocs 2169218)
- 4. Advisory Design Panel Resolution, dated November 26, 2021 (CityDocs 2121051)
- Integrated Transportation Committee Resolution, dated February 2, 2022 (CityDocs 2143724)
- 6. Developer Information Session Summary (CityDocs 2133697)
- "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8921" (CityDocs 2158824)

SUMMARY

The purpose of this report is to present, for Council consideration, a rezoning application for 114-132 West 15th Street (the "subject site") to amend the Zoning Bylaw to permit a 22-storey mixed-use commercial and residential development. The proposal would replace the existing commercial uses.

Also included in the proposal is a transfer of density from the Harry Jerome Neighbourhood Lands to the subject site to facilitate the redevelopment.

Table 1. Project Information

Applicant:	Polygon Development 338 Ltd.	
Architect:	IBI Group	
Official Community Plan Designation:	Mixed Use Level 4B (MU4B)	
Existing Zoning:	Central Lonsdale Mixed Use B (C-1B) Zone	
Applicable Guidelines:	N/A	

DISCUSSION

Site and Surrounding Uses

This 2,341.7 square metre (25,206 square foot) site is located mid-block along the 100 block of West 15th Street, with a frontage of 54.8 metres (180 feet) along West 15th Street. Surrounding uses are provided in Table 2.

Table 2. Surrounding Uses

Direction	Address	Zoning	Description	OCP
North	113-121 W 16th		~16 storey mixed	Mixed Use – Level 4B (High Density)
(across	St 131-133 W 16th	CD Zone	use 1 storey mixed	Max. 3.0 FSR with 1.0 FSR bonus density
lane)	St		use	Max. Height 68m (approx. 22 storeys)
South	121 W 15th St		~15-16 storey	Mixed Use – Level 4B (High Density)
(across W	133-141 W 15th	CD Zone	residential / seniors care	Max. 3.0 FSR with 1.0 FSR bonus density
15 St)	Si	28	facility	Max. Height 68m (approx. 22 storeys)
Fact	East (across lane) 1501 Lonsdale C-1A		C-1A 2 storey mixed use	Mixed Use – Level 4B (High Density)
(across		C-1A		Max. 3.0 FSR with 1.0 FSR bonus density
iarie)				Max. Height 37m (approx. 12 storeys)
	138-150 W 15th St	CD Zone		Mixed Use – Level 4B (High Density)
West			18 storey mix use	Max. 3.0 FSR with 1.0 FSR bonus density
				Max. Height 68m (approx. 22 storeys)

Proposal

The application proposes a 22-storey mixed-use building, with two levels of commercial uses, including retail and services at ground level, office commercial uses at level two, and 20 levels of strata residential units within the upper levels. Parking access is provided off the rear lane to the north. Table 3 provides an overview of the proposed development.

Table 3: Development Proposal Overview

Element	Proposal		
Density	7.05 FSR		
Commercial Retail Space Total of 2,270 square metres (24,437 square feet) or including:			
,	 692 square metres (7,452 square feet) of retail at Ground Level; 		
	 1,577 square metres (16,985 square feet) of office at Level 2. 		

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Element	Proposal		
Unit Mix	136 residential strata units, including:		
	 38 one-bed units (28%); 		
	 77 two-bed units (57%); and 		
2	 21 three-bed units (15%). 		
Adaptable Units	38 Level 2 adaptable units (28%)		
Residential	Indoor – 107 square metres. (1,155 sq. ft.)		
Amenity	Outdoor – approx. 609 square metres (6,555 sq. ft.)		

Policy Context and Planning Analysis

The subject site is designated Mixed Use Level 4B (High Density) in the Official Community Plan (OCP). This designation allows for a mix of higher-density multi-family and commercial uses with a maximum density of 4.0 FSR (including 1.0 bonus FSR). A maximum height of 68 metres (approximately 22 storeys) is permitted.

Land Use

The proposed mix of commercial and residential uses are appropriate along the Central Lonsdale corridor, which is envisioned as a key growth corridor in the City.

The ground floor retail space as well as second floor office commercial uses are strongly supported as they would contribute to the vibrancy and economic development of Central Lonsdale.

The proposed strata residential use meets the policy objective of increasing diverse housing stock within the City. The proposed mix of unit types meets directions of the *Housing Action Plan*, including delivery of a minimum of 10% three-bedroom units to support families. The proposal also meets the *Zoning Bylaw* minimum requirement for 25% of units designed to Level 2 Adaptable Design.

Built Form & Urban Design

The proposed built form is consistent with the character of the neighbourhood. The proposed height at 68 metres (and 22 storeys) complies with the OCP and ensures the building integrates with existing and future developments on adjoining lots, as well as establishes and continues the existing podium wall along West 15th Street.

Tower positioning and floor plate design have been considered through the development of the design scheme to minimize potential impacts on private views for adjoining strata units to the full extent possible.

Extensive glazing treatments within the design of ground floor retail and commercial uses would enliven the streets (both along West 15th Street and the north-south laneway). The development will also deliver two publicly accessible pedestrian plazas in the northeast and southeast corners, with opportunities for a public art installation to

create an attractive public realm, potentially in the form of a seating element. These plazas, along with publicly accessible sidewalk, will be secured for public use though a statutory right of way.

A high level of laneway activation and casual surveillance is also achieved through: incorporating glazing treatments to the eastern elevation of the retail corner; positioning of the office lobby adjacent to the eastern laneway; position of the commercial end-destination facilities; location of a secondary residential access point and resident bicycle amenity adjacent to the eastern laneway; and orientating the communal outdoor amenity area and upper level private balconies towards the laneway.

Density

The proposed density is 7.05 FSR and consists of two components:

- 1. The OCP permits a maximum density of 4.0 FSR (including 1.0 FSR bonus density) for the Mixed Use Level 4B land use designation; and
- 2. A transfer of density of 7,152.9 square metres (76,993 square feet).

The transferred density is from the City's Harry Jerome Lands and will allow for the delivery of new employment generating uses and residential strata units, which would contribute to economic growth along the Lonsdale Corridor and provide new housing stock in the City.

There are few locations in the City's Mixed Use Level 4B (Medium Density) land use designations that can accommodate additional (i.e. transfer) density without the resultant building forms exceeding the height limits established in the OCP. The subject site is one of those few locations. The OCP allows for a maximum of 68 metres (approximately 22 storeys) on the subject site. The proposed increase in density will not result in an increase in building height beyond what is permitted by OCP.

In summary, based on staff support of the built form and urban design of the proposal, the total proposed density on the site is also supported. The proposed density transfer is discussed in greater depth below.

Zoning Variances

The proposed Comprehensive Development Zone will be based off of Central Lonsdale Mixed Use B (C-1B) Zone, consistent with the current zoning and surrounding land. To allow the massing, the proposed bylaw would include the modifications to the C-1B zone base density, building height, flanking lane siting and building width, as outlined below. Key variances are discussed in this section.

Table 4. Summary of Proposed Zoning Changes

E-181975	BASE C-1B ZONE	PROPOSED CD-749 ZONE	
Permitted	Retail-Service Group 1	Retail-Service Group 1A	
Principal	Accessory Residential and	Accessory Residential Uses at	
Uses	Parking Uses	ground level	

Date: April 13, 2022

	BASE C-1B ZONE	PROPOSED CD-749 ZONE
		Retail-Service Group 1 at second level and above Accessory Parking Uses
Density Maximum	2.6 FSR	7.05 FSR
Lot Coverage Maximum	90 percent, reduced to 35 percent above the second storey	68.5 percent, reduced to 30.7 percent above the second level (no change to C-1B zone)
Height Maximum	36.6 metres (120 feet)	68 metres (as per the OCP)
Siting	3.048 metres (10 feet) from the flanking lane	2.1 metres (7 feet)
	6.096 metres (20 feet) from the rear lot line	6.1 metres (20 feet) (no change to C-1B zone)
Building Width & Length	Shall not exceed a horizontal width or length of 51.816 metres (170 feet) above the second storey and 30.48 metres (100 feet) above third storey	Waived

Flanking Lane Setback

The C-1B zone requires a minimum setback of 3.048 metres (10 feet) from the flanking easterly lane. The application proposes 3.6 metres (12 feet) setback at ground floor and 2.1 metres (6.9 feet) on the second floor.

As discussed, the development achieves excellent laneway activation through active use and pedestrian amenities at grade level. The second floor office spaces are also strongly supported. The second floor overhang over the ground floor at southeast corner and this is where the 2.1 metres (6.9 feet) setback is measured from. Staff support this minor variation to the setback as it helps to establish an appropriate commercial podium and contribute to the overall laneway activation strategy. The overhang will create a covered area/corner plaza at grade, providing gathering space and weather protection for pedestrians and shoppers.

Building Width and Length

The building is composed of a two storey podium and 20 storeys of tower. It proposes minor variations to the building width and length requirements of the C-1B zone - building width of 52.6 metres (172.6 feet) at the podium level and approximately 25.74 metres (82 feet) by 31 metres (102 feet) of a tower plate.

As outlined under Built Form and Urban Design section of the report, the application has a well considered massing strategy and the tower placement/floor plate configuration is designed to minimize view and privacy impacts to surrounding tower developments. Staff support the minor variations proposed in the application.

Transportation, Parking and Loading

The site is located in the Lonsdale Regional City Centre, with shops and amenities within a short walking distance. Transit access is provide on two Frequent Transit Routes providing strong connections along Lonsdale Avenue, to Lynn Valley Centre and to Downtown Vancouver. For vehicles, the site fronts West 15th Street which is designated as a collector road.

The application proposes vehicle access to the underground parkade from the northerly lane. Two loading bays and five surface commercial parking spaces (including one disability space) are also provided adjacent to this lane. The loading design would ensure that all commercial and residential loading, including garbage and recycling, would be undertaken on-site and would not impact the functionality of the road network.

Overall, the application meets the parking and loading requirements of the Zoning Bylaw. The relevant statistics are provided in Table 5.

Table 5: Proposed Vehicle and Bicycle Parking

Car	Provided	Required by Zoning Bylaw		
Parking	Total of 198 spaces, comprised of:	• 143 resident spaces,		
	 158 resident parking spaces (including six disability spaces); 	including 14 visitor parking spaces;		
	o 1.16 spaces per unit;	30 commercial spaces.		
	 10 residential visitor spaces; 	a a		
	 26 commercial spaces (including one disability spaces); 			
	 Four shared residential visitor / commercial spaces (including one disability space). 			
Bicycle	Provided	Required by Zoning Bylaw		
Parking	Residential:	Residential:		
	Secure – 204 spaces;	 Secure – 204 spaces; 		
	Short Term – 14 spaces.	• Short Term – 14 spaces.		
	Note: 11 of the 366 secure spaces	Commercial:		
	have been provided for larger cargo bikes.	Secure – 9 spaces;		
	Commercial:	• Short Term – 14 spaces.		
	Secure – 10 spaces;			
	Short Term – 15 spaces.			
Loading Spaces	Two (2) at-grade loading bays.	Two (2) loading bays.		

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Visitor Vehicle Parking

The proposed development involves a minor variation to the proposed visitor car parking. Specifically, only 10 residential visitor car parking spaces will be provide in lieu of the required 14 spaces.

The development has proposed to allocate four of the commercial parking spaces to be shared with the proposed residential visitor spaces. Given the commercial parking and visitor parking will have different peak use times, the shared arrangement for these four spaces will make better use of the overlapping parking demands generated by the commercial uses and residential visitors. Use of the visitor car parking space will be managed through the strata of the building, and the terms can be outlined in the development covenant.

Further, the subject site is located in a centralized location, along a frequent transit corridor with inbound and outbound bus stops located within 75 metres of the site. On this basis, it is anticipated that the majority of visitor trips to the site will be by transit and active transportation modes. The proposed development has provided 14 residential visitor bicycle parking spaces adjacent to the lobby, to promote use of active transportation. The commercial parking provided will reduced on-street parking pressure, reducing delay to Transit on the 100 block of West 15th caused by parking maneuvers.

Because of the expected reduced demand for parking on the site, the proposed variance is supported.

Off-Site Works and Infrastructure Upgrades

The proposed development will involve appropriate off-site streetscape upgrades, consistent with the Subdivision and Development Control Bylaw. This includes the reconstruction of the frontage works along West 15th Street, with all of the existing street trees being retained. The development will also involve repaving the adjoining laneway to the northern and eastern boundaries.

The applicant has offered to make a financial contribution of \$100,000 towards the upgrade of the signals at the intersections at West 15th Street and Lonsdale Avenue, and West 15th Street and Chesterfield Avenue.

Density Bonus and Community Benefits

In accordance with the *Density Bonus and Community Benefits Policy*, the application is eligible for density bonuses up to 4.0 FSR, in exchange for community amenity contribution (CAC). The estimated value of the CAC is shown in Table 8.

Table 8. Estimated Value of Community Benefits through Density Bonusing

Density Value Calculation	Value
Density Bonus to 3.0 FSR / OCP Density (@ \$25 / sq. ft.)	\$252,060
Density Bonus to 4.0 FSR Max Bonus (@ \$190 / sq. ft.)	\$4,789,140

Density Value Calculation	Value	
Total Value of Community Benefits	\$5,041,200	

The policy further outlines the community benefits can be provided as in-kind amenities or cash amenity, to be determined through the rezoning application review process. For this project, the applicant is proposing a mini-plant shell space for the Lonsdale Energy Corporation (LEC) at P1 level. The LEC mini-plant shell space, with a total area of approximately 250 square metres (2,691 square feet), is intended to add a notable amount of low-carbon heating capacity to the Community Energy System and to support LEC's decarbonization process. With the guidance of a third party valuation, staff have assessed this offer and concurred with the applicant's valuation report of \$1,488,000 for the shell space, and recommend proceeding with securing this space.

Legal agreements will be drafted to ensure the shell space is delivered to the City to the satisfaction of Director of Strategic Initiatives, in consultation with the Executive Director of LEC.

Density Transfer

As mentioned previously in this report, this project includes the proposed purchase of transfer density from the Harry Jerome Lands as the density donor site (2300 Lonsdale Avenue and 116 East 23rd Street, CD-165), in accordance with Section 2.3 of the Official Community Plan. Such transfers reallocate density from one site to another and do not increase the overall density contemplated by the OCP.

The applicant is proposing to purchase the additional density from the City at the current market value for residential units in a concrete tower. For a purchase of 3.05 FSR (7152.9 square metres or 76,993 square feet) of transfer density at a rate of \$250 per square foot, it will result in an estimated cash contribution to the City of approximately \$19,248,250, which will allocated towards the Civic Amenity Reserve Fund.

Table 9 outlines the total monetary value this project would generate, including CAC and density purchase, as well as its allocations.

Table 9. Total Project Monetary Contribution and Allocation

	Community Benefits	Density Transfer	Total
In-kind Amenity	\$1,488,000	-	\$1,488,000
Civic Amenity Reserve Fund Contribution	\$2,544,960	\$19,248,250	\$21,793,210
Affordable Housing Reserve Fund Contribution	\$1,008,240	-	\$1,008,240
Total	\$5,041,200	\$19,248,250	\$24,289,450

Further, the following items would be secured as additional benefits to the community through this application:

- public art with a value of \$300,000 (approximately 1% of the construction costs);
- public access right-of-way along the eastern boundary, and within the north-east and south-east corner of the site to provide public access to the proposed plaza areas; and
- a financial contribution of \$100,000 for the upgrade of the signals at the intersection at West 15th Street and Lonsdale Avenue, and West 15th Street and Chesterfield Avenue.

Legal Agreements

The following would be secured as conditions of this rezoning:

- Development Covenant;
- Servicing Agreement;
- Shoring, Crane Swing, and Staging License Agreement;
- Flooding Covenant;
- Community Energy Agreement with Statutory Right of Way for Mini-Plant Shell Space:
- Pedestrian Statutory Rights of Way for public plaza areas and sidewalk and pedestrian access;
- Good Neighbour Agreement;
- Encroachment agreement for solar shades; and
- Off-site Stormwater Management Encroachment Agreement.

ADVISORY BODY INPUT

Advisory Design Panel

The application was reviewed by the Advisory Design Panel (ADP) on November 17, 2021. The Panel unanimously recommended approval of the proposal without any conditions.

Integrated Transportation Committee

The application was reviewed by the Integrated Transpiration Committee (ITC) on January 5, 2022. The Panel unanimously supported the proposal and made the following recommendation:

- That the developer include larger bike parking facilities to accommodate cargo bikes; and
- That the developer explore opportunities for car share parking in the building.

Revised designs were subsequently submitted that address the above concerns to the satisfaction of City staff. This includes the provision of 11 cargo bike spaces within the P1 Level.

Additionally, one of the parking spaces at-grade, adjacent to the laneway has been allocated as a potential future car share space.

COMMUNITY CONSULTATION

A Developer's Information Session was held on December 14, 2021 and was attended by 28 members of the public. A total of four comment forms were submitted and three emails were received; three indicated support for the project, and four were opposed.

A petition with 54 signatures was also submitted from residents of the nearby building at 121 West 15th Street.

The main reasons for support were:

- The building design;
- Streetscape and public realm improvements;
- The number of parking stalls and electric vehicle charging infrastructure; and
- Improvements to traffic congestion along 15th Street and the lane.

The main concerns were:

- Building height, view impacts and tower separation; and
- Traffic impacts on adjoining residents.

A summary of the public consultation, as prepared by the applicant, is available in Attachment #6.

Staff responses

Building Height, View impacts and Tower Separation

The tower positioning and floor plate design have been considered through the development of the design scheme to minimize potential impacts on view corridors to the full extent possible. The View Analysis prepared by IBI Group has determined that positioning the tower towards the west results in less impacts on views compared to other locations on the site. Furthermore, the tower floorplates have been designed with a truncation in the north-west portion, which is determined to minimise impacts on the view corridors from the building to the north at 113-121 West 16th Street.

The proposed development has been designed to meet the building height outcomes specified in the OCP, i.e. 68 metres. The tower level floorplates have been designed generally in accordance with the building width standards for the C-1B zone. It is important to consider that any decrease in building height would result in a wider floorplate, causing more adverse impacts on view corridors. The slender tower format is deemed appropriate as it will lessen impacts on view corridors for surrounding residents.

While there is likely to be some impact on existing views, the OCP does not guarantee that views will be preserved through redevelopment which is anticipated in the City. This is especially true in the Regional City Centre which is envisaged to accommodate

Date: April 13, 2022

regional-scale employment, services, business and commercial activities, along with high density housing.

Traffic Impacts:

A Transportation Study was completed for the proposed development and demonstrated that the surrounding road network and intersections can accommodate the future traffic from the development with minimal additional delay. Traffic in the lane specifically will increase, since the proposed development will have increased parking accessed from the lane. The site will generate approximately 2 vehicles per minute in the busiest hour (PM Peak hour), however with this additional traffic the lane will still function as intended.

FINANCIAL IMPLICATIONS

As discussed under the Density Bonus and Community Benefits section, this application, if approved, would generate the following monetary benefits for the city:

- Cash community benefit contribution: \$3,553,200;
- Purchase of density from the City: \$19,248,250;
- Total monetary contribution (sum of the above two items): \$22,801,450; and,
- An LEC mini-plant room, with a value of \$1,488,000.

These financial benefits are in addition to other City requirements such as DCCs, utility upgrades, intersection upgrades and public art.

CONCLUSION

This application has been assessed and it is in alignment with goals and objectives of the Regional Growth Strategy (Metro 2040), OCP and Council Strategic Plan to intensify employment generating uses, and to increase and diversify the residential housing stock within the Lonsdale Regional City Centre. The proposal will also contribute funds to support community amenities and enhancements through the Capital Plan process.

RESPECTFULLY SUBMITTED:

Matthew Menzel Planner 2



of north vancouver

Context Map: 114-132 West 15th Street



Subject Site





Lonsdale&15th

114-132 West 15th Street, North Vancouver, BC

Issued for Rezoning Application
April 08, 2022





SHED ARCOUNT APPROLITE

Team

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STATISTICS

EREU 49 CHYN

Statistics

Project Development Data

A. Project Description:

22 storey tower with 2 storey commercial and office podium

B. Civic Address:

114-132 W 15th Street

Legal Address: LOTS E AND F

BLOCK 38 DISTRICT LOT 548 PLAN 18002

C. Zoning

From: C-1B

To:

Land Use Designation Mixed-use Level 4B (High Density)

Development Permit Area CL (Central Lonsdale)

F Site Dimensions

	Width Metric Imperial		Depth	
			Metric	Imperial
Site	54.9	180.0	42.7	140.0

Site Component	Area			
Gross Site Area:	Metric	Imperial		
114-132 West 15th Street	2,341.7	25,206		
Dedications	-	=		
Final Site Area	2,341.7	25,206		
Minimum Lot Area	7,315	24,000		

^{*} Dedication to be confirmed with City

Site Coverage Calculations

	Metric	Imperial
Gross Site Area	2,341.7	25,20
Foot Print	1,604.6	17,27
Site Coverage %		68.59
Max. Permitted Lot Coverage %		909

	Cit-	Flore

Floor Area Ratio (FSR)

FSR

7.05

	Natura	al Grade	Finished Grade		
	Metric Imperial		Metric	Imperial	
Point 1 - SW	92.18	302.43	92.66	304.00	
Point 2 - SE	93.72	307.48	93.57	307.00	
Point 3 - NE	93.70	307.41	93.97	308.30	
Point 4 - NW	92.44	303.28	92.66	304.00	

GFA

Imperial

177,817

Bylaw 6700: "Floor Space Ratio/FSR" means a figure obtained by dividing the Gross Floor Area of the Buildings by the Site area

Metric

* Finished grade to be confirmed

Avg. Grade		
Highest Point	94.00	308.40
Lowest Point	92.33	302.92
Avg. Grade	93.17	305.66

K. Gross Floor Area & Permitted GFA exclusion

				E	(CLUSION (SF)					NET GFA PER US	E	
LEVEL	TOTAL GFA (SF)	Exterior Wall thickness more than 6.5 inch (SF)	Bicycle Parking	Recycling and Garbage	Amenity/ Lobby	Penthouse Machine Room	20 SF / Level 2 Adaptable unit (residential only)	SUB TOTAL (SF)	Residential (NET GFA)	Office (NET GFA)	Retail (NET GFA)	NET GFA TOTAL (SF)
Mechanical	1,481	-	-	-	-	1,481	-	1,481	239	-	-	-
22	6,798	38	-	-	-	-	-	38	6,760	-	-	6,760
21	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
20	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
19	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
18	7,752	41			-	-	40	81	7,671	-	-	7,671
17	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
16	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
15	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
14	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
13	7,752	41			-	-	40	81	7,671	-	-	7,671
12	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
11	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
10	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
9	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
8	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
7	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
6	7,752	41	-	-	-	-	40	81	7,671	-	-	7,671
5	7,752	41			-	-	40	81	7,671	-	-	7,671
4	7,752	41	-	-		-	40	81	7,671	-	-	7,671
3	8,220	41	-	-	1,155	-	40	1,236	6,639	437	-	6,984
2	15,189	60	-	-	-	-	-	60	-	15,189	-	15,129
1	14,639	71	1,353	1,196	1,145	-	-	3,765	1,808	1,359	7,452	10,874
TOTAL (SF)	185,863	956	1,353	1,196	2,300	1,481	760	8,046	153,524	16,985	7,452	177,817
TOTAL (METRIC)	17,267		126	111	214	138	71	747	14,263	1,578	692	16,520

^{*}Notes on exterior wall exclusion: Assume 50% window-to-wall ratio. 4 1/2" window wall. 4 1/2" furring sill.

Statistics

I. Building Height

Permitted	68.0	223.0	* Per OCP Schedule A Land Use
Proposed (from Average Grade to the highest point of the			
top of slab of the last habitable level	68.0	223.1	
top of elevator overrun	74.4	244.1	

^{*}Building Height definition to be confirmed with City

J. Building Setback

	Required	Propo	sed	
	Metric	Imperial	Metric	Imperial
North (Lane)				
South (Front)	TBD		1.5	5
East (Lane)	180		2.1	7
West			0.0	0

^{*}Required setback to be confirmed with City

L Residential Unit Mix

Туре	18	2B	3B	Total
Mechanical	-	-	-	-
22	-	2	2	4
21	2	4	1	7
20	2	4	1	7
19	2	4	1	7
18	2	4	1	7
17	2	4	1	7
16	2	4	1	7
15	2	4	1	7
14	2	4	1	7
13	2	4	1	7
12	2	4	1	7
11	2	4	1	7
10	2	4	1	7
9	2	4	1	7
8	2	4	1	7
7	2	4	1	7
6	2	4	1	7
5	2	4	1	7
4	2	4	1	7
3	2	3	1	6
2	-	-	-	-
1	-	-	-	-
Standard	21	60	21	102
Adaptable	17	17		34
Total	38	77	21	136
Distribution	28%	57%	15%	100%

Туре	Standard	Level 2 Adaptable	Total
Mechanical			
22	4	-	4
21	5	2	7
20	5	2	7
19	5	2	7
18	5	2	7
17	5	2	7
16	5	2	7
15	5	2	7
14	5	2	7
13	5	2	7
12	5	2	7
11	5	2	7
10	5	2	7
9	5	2	7
8	5	2	7
7	5	2	7
6	5	2	7
5	5	2	7
4	5	2	7
3	4	2	6
2	-		-
1	-	-	-
Required	/	34	/
Provided	98	38	136

*25% units must be Level Two Adaptable Units

ERECANA AMERICAN AMER

Statistics

M. Vehicle Parking

Required Bylaw 6700 - Fig 9.3

ricquircu	duited Bylaw 0700 - Fig 3.5							
	Residential	Residential Visitor	Office	Commercial	Total			
	1.05 spaces per Dwelling Unit	0.1 spaces per dwelling unit	Per C-1B , 1 space per 75 square metres (807.3 square feet) of Gross Floor Area	Per C-1B , 1 space per 75 square metres (807.3 square feet) of Gross Floor Area				
Required	143	14	22	10	189			

^{*} Install Level II energized outlets at every residential stall, including visitors.

Provided

	Residential	Residential Visitor	Office	Commercial	Total
L1	-		-	5	5
P1	-		9	3	12
P2	30	10	13	-	53
P3	57		-	-	57
UPPER P4	59	-		-	59
LOWER P4	12				12
Provided	158	10	22	8	198

^{*} All parking spaces provided with a labelled, energized outlet capable of providing Level 2 charging for an electric vehicle.

Required ByLaw 6700 - 906 (3) (a) (ii) ByLaw 6700 - 908 (11)

	Standard	Small	Disabili	ty Parking
	Stanuaru	Siliali	Residential	Non-residential
			be calculated at a ratio of 0.038 Disability Parking Spaces for each Dwelling Unit	be calculated at a ratio of one Disability Parking Space for each 25 required Parking Spaces up to 50
Min.			6	2

Provided

	Standard	Standard Small Disability Parking		ty Parking	Total
	Standard	Smail	Residential	Non-residential	Total
L1	4	-	-	1	5
P1	7	5	-	-	12
P2	38	13	1	1	53
P3	42	12	3	-	57
UPPER P4	43	14	2	-	59
LOWER P4	9	3			12
	143	47	6	2	198

23.74%

APRIL 2022 7

Statistics

N. Bicycle Parking

Required Bylaw 6700 - Fig 10A-02 1 EV bike per 4 spaces (as per bylaw) Residential Office Commercial Total 60 or more units: 6 spaces per 6 spaces per 1,000 m2 Gross 6 spaces per 1,000 m2 Short Term 29 every 60 units or part thereof Floor Area Gross Floor Area 1 space per 250 m2 of Gross 1 space per 250 m2 of 204 1.5 spaces per unit 214 Secure Floor Area Gross Floor Area Required 218 17 243

*required end of trip Facility Stalls = 10

Provided				.,	,		
	Reside	ntial	Offi	ice	Commercial		Total
	Short Term	Secure	Short Term	Secure	Short Term	Secure	
L1	14	64	10	7	5	3	103
P1		140					140
P2							-
P3							-
UPPER P4							-
LOWER P4							-
Total	14	204	10	7	5	3	243

140

214

Required	ByLaw 6700 - 10A02 (2)			
Short Term		Secure		
Horizontal	Vertical	Horizontal	Vertical	
"Vertical bicycle parking not be counted towards		vertical bicycle parking space not		

D	ro	Ы	0	ч	

29

Provided		Short Term			Total		
	Horizontal	Vertical	Horizontal	Vertical	Oversized		
L1	29	-	53	21	-	-	103
P1	-	-	90	39	11	-	140
P2	-	-	-	-			-
P3	-	-	-	-			-
UPPER P4	-	-	-	-			-
LOWER P4	-	-	-	-			-
Total	29	-	143	60	11	-	243
			67%	28%	5%		
			Total Secured Bil	kes Provided at L1 and P1		Ī	•

Summary

Short Term Required =29 Short Term Provided =29

Secured Required = 214 Secured Provided = 214 (@level1 & @P1)

End of Trip Facility Stalls Required = 10 End of Trip Facility Stalls Provided = 10 (included in total secured bike count provided)

At level 1- subtotal short term=29 / subtotal secured=64

APOUNTS

Statistics

O Loading

Bylaw 6700 - 1001

	"The minimum number of Loading Space required shall be one Loading Space per Building, or one Loading Space per 1393.5 square metres (15,000 square feet) of the Gross Floor Area, whichever is the greater"				
Required	2				
Provided	2				

P Accessory End Destination Facility

Bylaw 6700 - 10A08

	Clothing Lockers	Water Closets	Wash Basins	Showers	Grooming Station
	2 times the number of required Secure Bicycle Parking Spaces - residential use exempted		equal the number of required showers		
Required	20	-	1	1	1
Provided	20	2	2	2	2

Q Recycling and Garbage Storage Facility Requirements

ByLaw 6700 - Figure 4-3

	Residential	Office	Retail
# of Units/ Area (SF)	136	16,985	7,452
Space requirement (SF)	5.23 sf per unit	0.010 sf per sf	0.026 sf per sf
Min. Required Floor Area (SF)	711.3	169.9	193.8
Provided		1,196.0	

^{*} potential floor area reduction with increased collection frequency



SITE

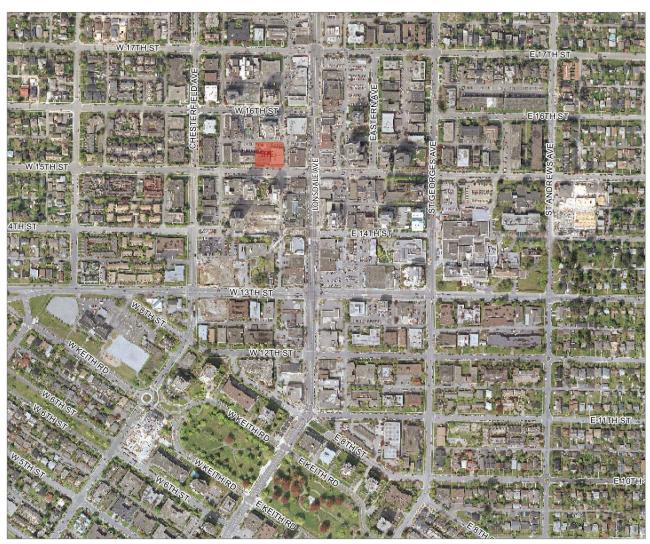
ERED 49 C

Site Context

The redevelopment of the site is an exciting opportunity to contribute to the creation of a vibrant City of North Vancouver. The site is located in proximity to existing businesses, services and institutions, contributing to the area's liveability while minimizing negative impacts on the environment. The proposed development is very close to public transit and promotes walking and cycling as active and healthy modes of transportation.

Central Lonsdale is increasingly becoming more dense and high-rise towers are a prominent feature of the area. Medium density apartments and townhouses provide buffers between single-family neighborhoods and the dense, mixed-use core centred on Lonsdale Avenue.

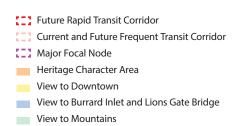
114-132 West 15th Street has the potential to offer spectacular views of Vancouver and its surrounding mountains, shorelines and water.

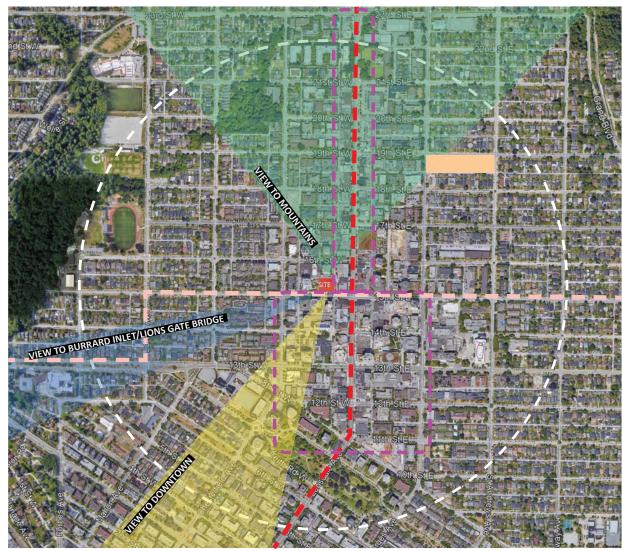


District of North Vancouver Geographic Information Systems, 2008

Context Map 800m Radius







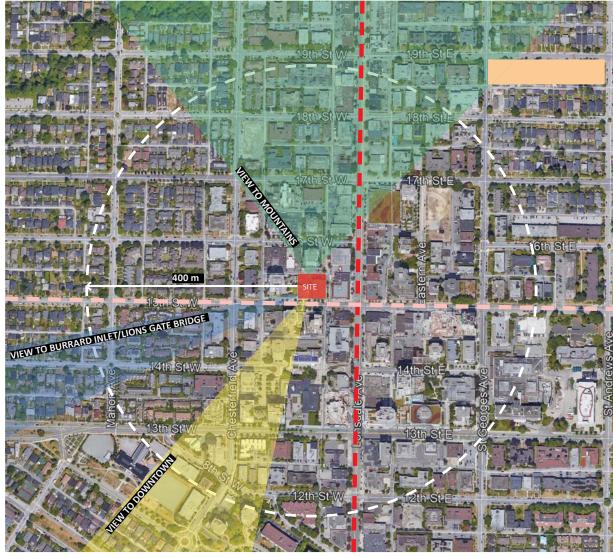
Context Map 400m Radius



*Topography information from City Website

- Future Rapid Transit Corridor
- Current and Future Frequent Transit Corridor
- Major Focal Node
- Heritage Character Area
- View to Downtown
- View to Burrard Inlet and Lions Gate Bridge
- View to Mountains





Site Photos









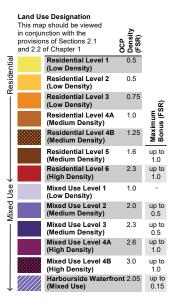




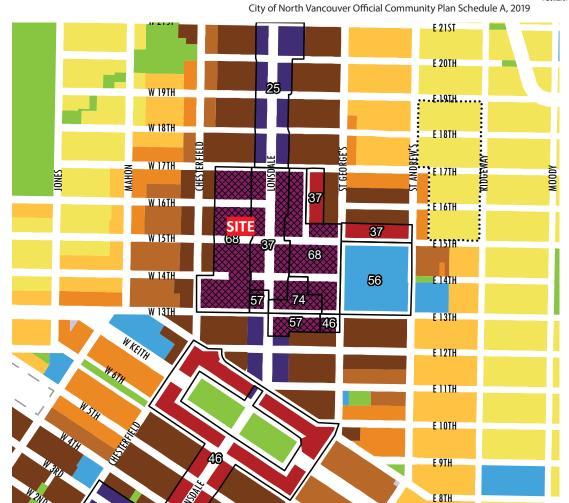
Zoning

Official Community Plan

The City of North Vancouver Official Community Plan (OCP) designates the subject lands as Town Centre which permits mixed-use development at a Floor Space Ratio (FSR) of 3.0 with provisions for bonusing of an additional 1.0 to a total of 4.0 density. Section 2.3 of the OCP permits density transfers from one parcel of land to another. City Council has authorized a density transfer for this site, which will facilitate a density above 4.0 FSR. The OCP also permits a maximum building height of 68 metres (223.09 feet) at this location.



Example Height Equivalencies				
Metres	Approx. Storeys			
12-13	4			
18-19	6			
23-25	8			
37	12			
46	15			
55-56	18			
68	22			
74	24			
88	30			





Zoning

The site is currently zoned Central Lonsdale Mixed Use 4B Zone (C-1B) which is a commercial zoning with a maximum allowable Floor Space Ratio (FSR) of 2.6 and building height of 120 feet, or approximately 12-storeys.

The purpose of this application is to rezone the site from C-1B to CD to permit the proposed development. The proposed CD rezoning will bring this site into conformance with the current in-force Official Community Plan.



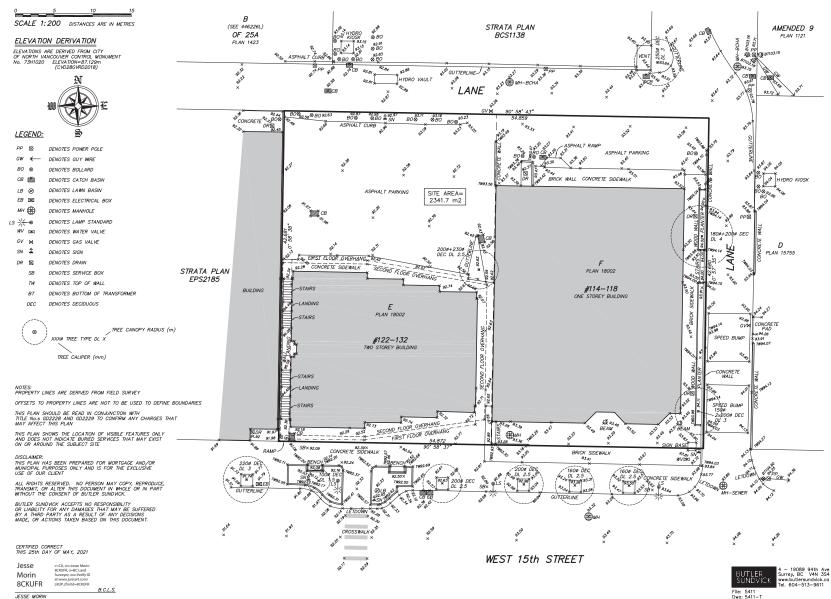


City of North Vancouver Generalized Zoning Map, 2019

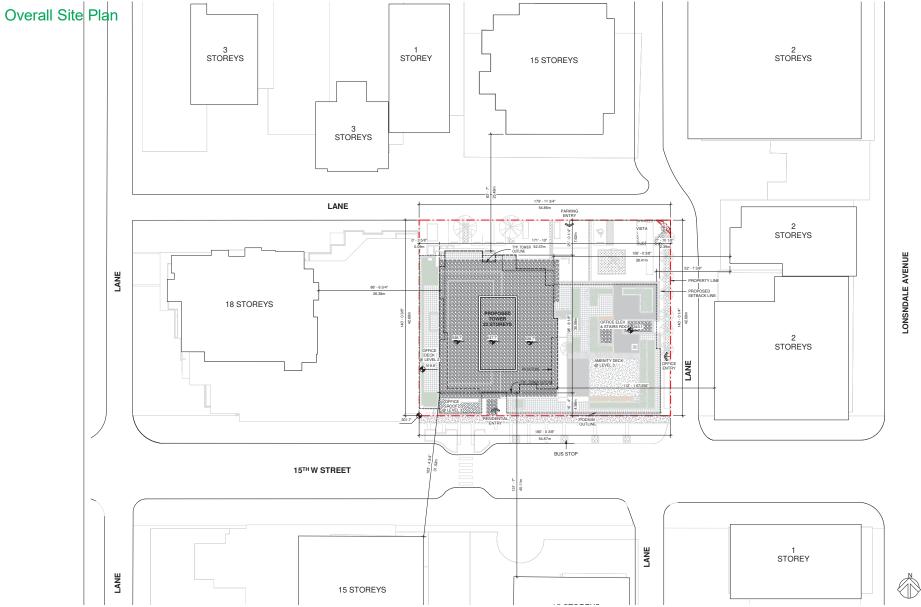
MIXED-USE LEVEL 4A (High Density)	Purpose To allow for a mix of higher-density multi-family ar commercial uses in Lower Lonsdale. Buildings in the designation typically include a mix of retail and/office space on lower floors and residential apartments on upper floors. Form Mid-rise or high-rise buildings. Heights are limited a indicated in the Land Use map (Schedule A, Appendix 1.0). Max Bonus 2.6 FSR A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.	or ial as
MIXED-USE LEVEL 4B (High Density)	Purpose To allow for a mix of higher-density multi-family an commercial uses to strengthen the core of the city and generate employment opportunities. Buildings in this designation typically include a mix of retail and/or office space on lower floors and residential apartments on upper floors. Form High-rise buildings greater than six storeys. Heights are limited as indicated in the Land Use map (Schedule A in Appendix 1.0). Max Density A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.	S

Site Survey Plan

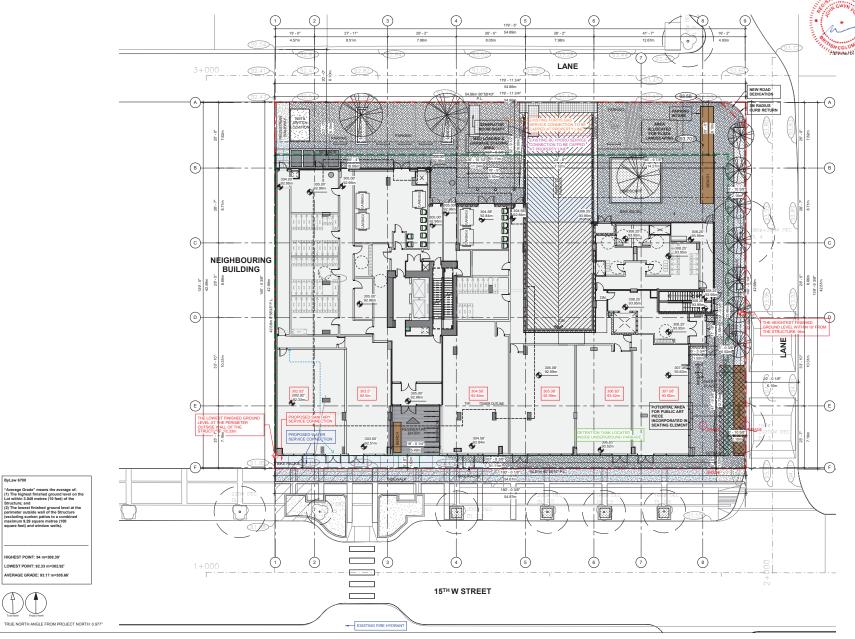
TOPOGRAPHIC PLAN OF LOTS E AND F BOTH OF BLOCK 38 DISTRICT LOT 548 PLAN 18002



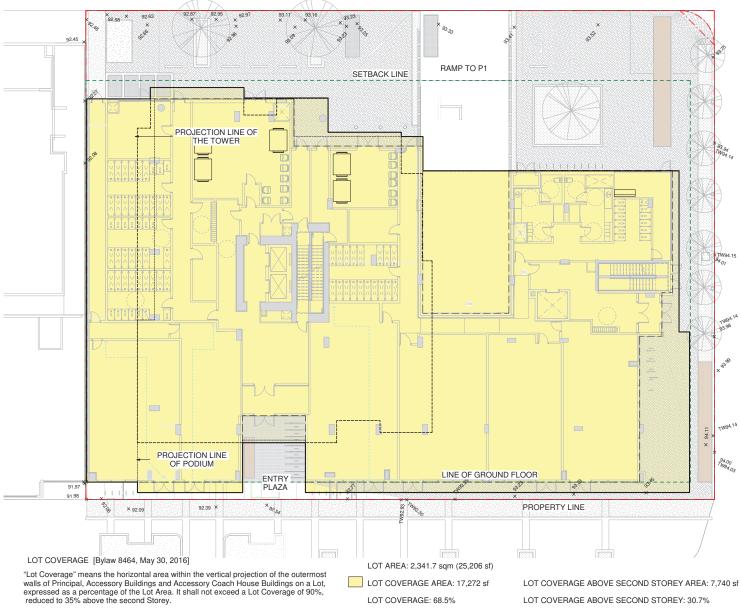




Site Plan



Lot Coverage Plan

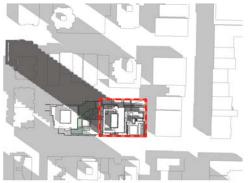




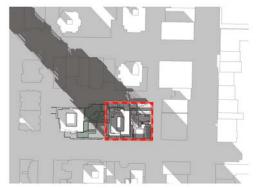
Shadow Study



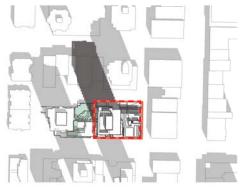
21



AUTUMN EQUINOX - 10AM

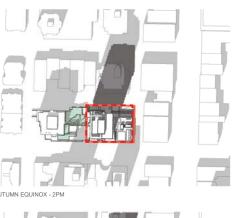


WINTER SOLSTICE - 10AM





WINTER SOLSTICE - 12PM

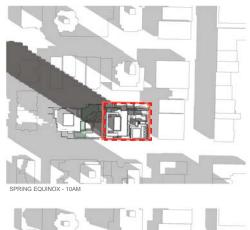


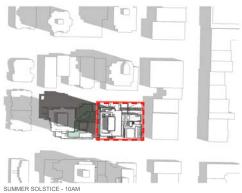


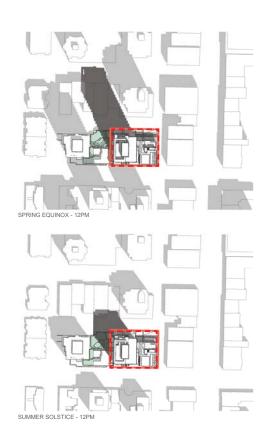
WINTER SOLSTICE - 2PM

Shadow Study













DESIGN RATIONALE

CONTRACTOR OF THE PROPERTY OF

Design Rationale - Introduction

PROJECT DESCRIPTION

Polygon and IBI Group are pleased to submit this rezoning application for a significant site in Central Lonsdale, North Vancouver.

Project Description:

- 22 storey tower with 2 storey commercial and office podium

This application proposes:

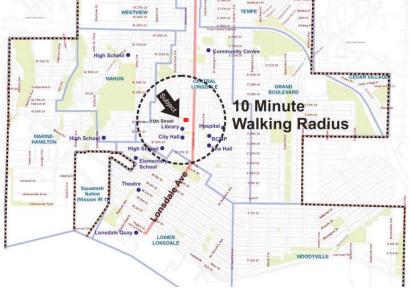
- 16, 093 SQM = 173, 225 SQ FT of floor area
- 6.87 of FAR
- 136 of new homes

24

SITE CONTEXT

The redevelopment of the site is an exciting opportunity to contribute to the vibrant urban fabric of Central Lonsdale. The site is located in proximity to existing businesses, services and institutions, contributing to the area's liveability while minimizing negative impacts on the environment. The proposed development is very close to a frequent transit corridor and promotes walking and cycling as active and healthy modes of transportation. Central Lonsdale is increasingly becoming more dense and high-rise towers are a prominent feature of the area. Medium density apartments and townhouses provide buffers between single-family neighborhoods and the dense, mixed-use core centred on Lonsdale Avenue. 114-132 West 15th Street has the potential to offer spectacular views of Vancouver and its surrounding mountains, shorelines and water.





PCOLUMN Angunatha

Design Rationale - Introduction

DESIGN ORIGIN

The site is located in the heart of Central Lonsdale, which has been designated by Metro Vancouver, as a Regional City Centre. The Lonsdale Corridor is the only Regional City Centre located on the North Shore, and serves as the North Shore's downtown. It offers shops, services, civic institutions, and high-density multi-family housing in an increasingly amenable, pedestrian-friendly, transit- oriented environment.

Polygon and IBI have collaborated to propose the development of a sustainable, mixed-use residential-commercial building for an assembly on 114-132 West 15th Street in the heart of Central Lonsdale between Chesterfield and Lonsdale Avenue. The site is within one block of Lonsdale Avenue, which is the cultural, commercial and institutional hub of the community, and it is within a ten-minute walk to an array of other essential services and amenities including the Lions Gate Regional Hospital, City Hall, the newly built public library, and RCMP headquarters.

The types of housing units proposed will cater to a range of needs. The proximity to services and amenities in the Town Centre makes the site ideal for empty-nesters, first time home buyers, retirees, seniors, singles and young couples. It will also provide housing choices for those who wish to stay in North Vancouver while attracting others who wish to call the North Shore home. The developer has made special efforts to meet the needs of people facing mobility challenges and have incorporated Level Two Unit Plans in line with City of North Vancouver's Adaptable Design Guidelines.

At grade level, the building features attractive, vibrant and pedestrian-friendly street front retail uses and a greatly improved public realm which will revitalize the aging commercial streetscape on West 15th Street and contribute to the overall amenity and economic vitality of Central Lonsdale. The addition of residential uses will generate spin-off benefits and increase the consumer base for local shops and services in the Town Centre.

TARGET MARKET

To address housing affordability, we have designed a wide range of unit sizes which allow for a variety of price points. Approximately 28% of units will be sized between 600 to 700 sq.ft., and another 57% of the units will be sized between 900 to 1,000 sq.ft. This creates diversity in housing choices that will appeal to a variety of residents including empty-nesters, first time home buyers, retirees, singles and young couples. North shore residents will be provided with an opportunity to continue living in their community, particularly within the vibrant neighborhood of Central Lonsdale.





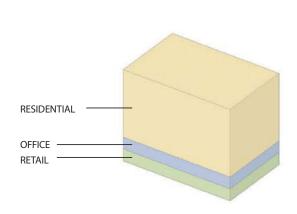


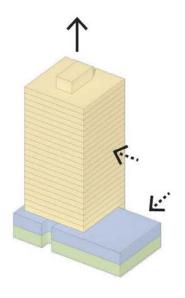


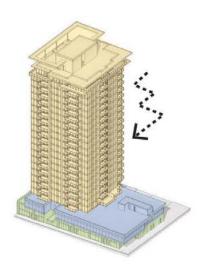
SHOOLING SHOPPING

Design Rationale - Building Massing

The building's form has been designed to respond to the existing built form context. Below is an illustration on how the building has evolved from a simple box, to its massing formation - showing how the building conforms with the OCP guidelines, until its transition to a desired character. Further articulation has been done to the shape of the building to further define entry points, mitigate potential view impacts to surrounding buildings, and to carve out well designed areas in the public realm.







Step 1
Provide the massing density for the site, based on the project program requirements, which includes retail, office and residential.

Step 2
Distinguish the residential tower massing from the podium, and push the tower massing to the west of the site.

Step 3

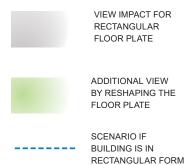
Create an angle at the North-East portion to increase view corridor for neighboring building across the lane. Provide the design details and pocket lobby plazas to activate the street edge, and open amenity space at the top of the podium.

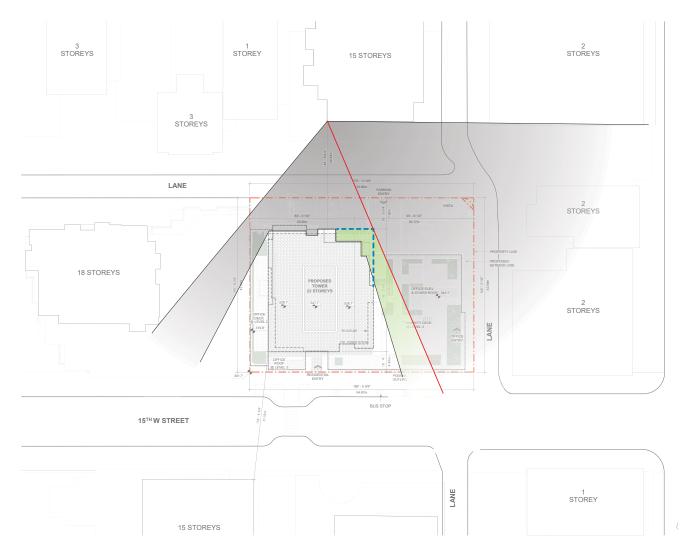
EREC 49

View Analysis

As part of the design process, IBI team have explored the possibility of aligning the proposed tower with the building to North and to the South. A case study, showing two (2) scenarios (building at west and building in the middle) has also been presented to the City Staff during the Pre-App Meeting last April 8, 2021 via webex virtual platform. Based on the metrics illustrated in the View Analysis, shown in the following pages, there is less impact on views if the proposed building were to remain at West.

LEGEND

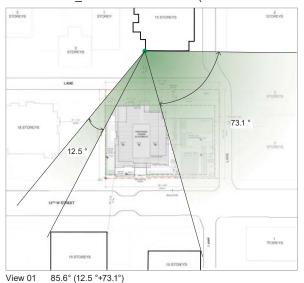




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View Analysis_Building Positioning Study View Impact to Building at North

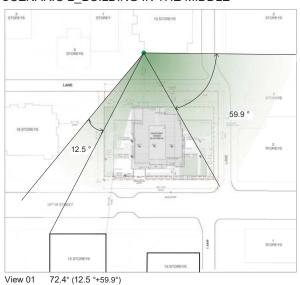
SCENARIO 1_BUILDING AT WEST (PROPOSED BUILDING LOCATION)







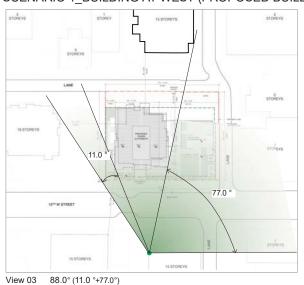
SCENARIO 2_BUILDING IN THE MIDDLE





View Analysis_Building Positioning Study View Impact to Building at South

SCENARIO 1_BUILDING AT WEST (PROPOSED BUILDING LOCATION)







SCENARIO 2_BUILDING IN THE MIDDLE





View 04 97.4° (6.4°+91.0°)

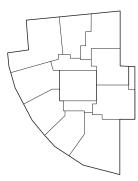
Floor Plate Size Analysis

The Floor Plate Size Analysis is in response to Planning's request to confirm if the building's floorplate is consistent with similar high-rise developments in the City of North Vancouver. In comparison with the select eleven (11) buildings' used in this analysis, the project demonstrates that the proposed floor plate is within reasonable size.



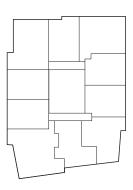


AERIAL MAP FROM GOOGLE EARTH



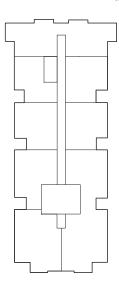
No.1 108 WEST 13TH

Floor Plate Size : 7,000 sf (Estimated)



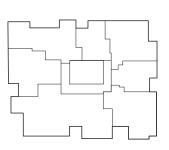
No.2 125 EAST 14TH

Floor Plate Size : 8,300 sf (Estimated)



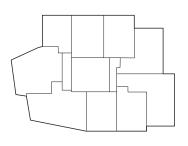
No.5 118 CARRIE CATES CT

Floor Plate Size : 10,800 sf (Estimated)



No.3 158 WEST 13TH

Floor Plate Size : 7,600 sf (Estimated)



No.4 112 EAST 13TH

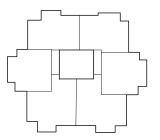
Floor Plate Size : 7,500 sf (Estimated)

Floor Plate Size Analysis



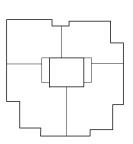


AERIAL MAP FROM GOOGLE EARTH



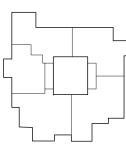
No.1 148 WEST 16TH

Floor Plate Size : 5500 sf (Estimated)



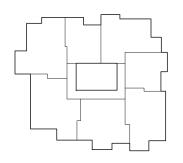
No.2 120 WEST 16TH

Floor Plate Size : 5100 sf (Estimated)



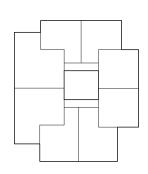
No.3 121 WEST 16TH

Floor Plate Size : 5100 sf (Estimated)



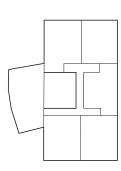
No.4 150 WEST 15TH

Floor Plate Size : 7000 sf



No.5 135 WEST 15TH

Floor Plate Size : 6500 sf (Estimated)



No.6 121 WEST 15TH

Floor Plate Size : 5200 sf (Estimated)

APRIL 2022 31

Design Rationale - Building Height

Definition

"Average Grade" means the average of:

- The highest finished ground level on the Lot within 3.048 metres (10 feet) of the Structure; and
- (2) The lowest finished ground level at the perimeter outside wall of the Structure (excluding sunken patios to a combined maximum 9.29 square metres (100 square feet) and window wells). [Bylaw 7:135, July 23, 2012]

"Height" with reference to a Structure other than an Accessory Structure or a Landscape Screen means: (Bylaw 8346, July 21, 2014)

- (1) The vertical distance in metres between the highest point of the Structure and the greater of the Average Grade or the Flood Construction Level; or,
- (2) The total number of Storeys in the Structure;

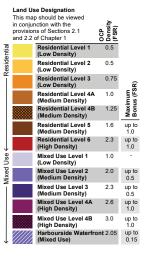
Calculation

HIGHEST POINT: 94 m=308.39'

LOWEST POINT: 92.33 m=302.92'

AVERAGE GRADE:

(94 m + 92.33 m)/2 = 93.17 m = 305.66'

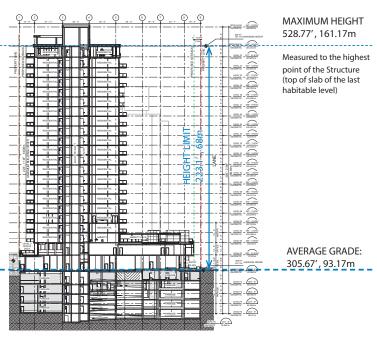


	'anapunatita'	
Example Height Equivalencies		
Metres	Approx. Storeys	
12-13	4	
18-19	6	
23-25	8	
37	12	
46	15	
55-56	18	
68	22	
74	24	

30

88





Design Rationale - Amenities and Public Spaces

AMENITY AND PUBLIC SPACES

Lonsdale project provides an indoor amenity space for residents at level 3 and outdoor spaces at levels 2 and 3.

The design of the amenity responds to the need of the residents. Abundant sunlight is brought into the interior space, which includes fitness, functional pantry, lounge and games area. The major functional spaces in the amenity building are tailored to meet the target market needs, promoting health, wellmess, and collaborative community.

Level 2 is designed with a landscaped deck at west, providing office establishments a place to relax and have short breaks. The outdoor space on level 3 includes a fire pit, seating, yoga space, turf area, and a balanced integration of landscaped components to foster social interaction.

Double-height expression entry lobby has been designed to provide residents and visitors with a more welcoming and luxurious entry feel. As the building is faced south, sunlight could pour into the lobby space and create a warm feeling together with the modern cladding, which not only helps aesthetically but from a functional standpoint as well.







@OUTDOOR YOGA



@OUTDOOR SEATING

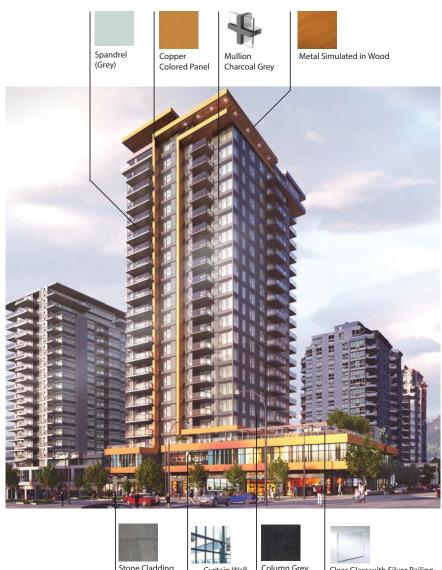


Design Rationale - Building Colour and Materials

ERED AS

The Lonsdale project features an architectural character that is in keeping with the neighborhood context that has been developing over the last few years.

The exterior components of the building comprise of a mix of non-combustible materials including copper panel, glazing, stone and painted concrete. Strategic application of each material has been carefully considered to provide a cohesive design and unified architectural language. Copper panels accents are featured through out the tower to add natural reflection to the facade; while the wood looking soffits provide a warm feeling to the residents and public. The stone cladding provides a robust and durable touch to the lower portion of the building. And to make the facade look more interesting, a mix of dark window wall and light spandrel glass are applied to break-up the monotony and enhance the verticality of the towers.



Stone Cladding | Curtain Wall | Column Grey (Charcoal) | Clear Glass with Silver Railing | APRIL 2022

SHEE AND COUNTY OF COLUMN

Design Rationale - Crime Prevention Through Environmental Design

CPTED

Per OCP, CPTED is planned by applying natural access control, natural surveillance, territoriality (defense space), and maintenance. Residential and non-residential circulation is suggested by landscape barriers. The two entry plazas on the south and east side of the site are carefully designed without view obstruction so that natural surveillance could be applied.

Maintenance

Maintenance is related to territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This, in turn, discourages vandalism and other crimes.

Natural Access Control

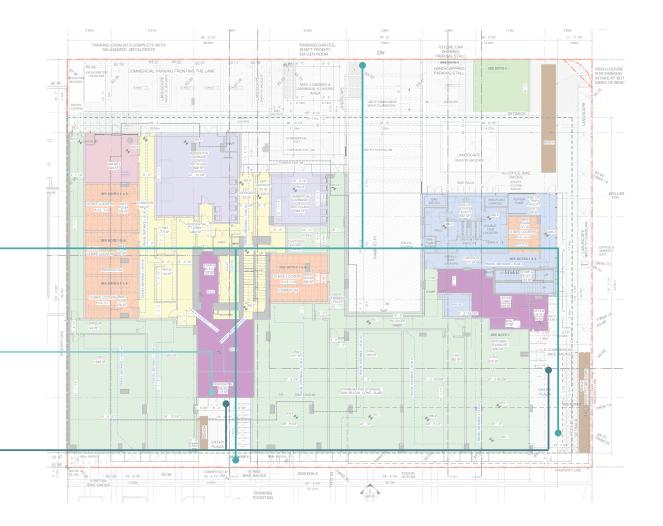
Curbing and landscaping are used to direct automobile and foot traffic into a controlled, visible area.

Territorial Reinforcement

The purpose of this principle is to create a clear distinction between public and private property. In this project residential and non-residential circulation is delineated by landscape barriers.

Natural Surveillance

Criminals do not like to be seen or recognized. The two entry plazas on the south and east side of the site are carefully designed without view obstruction so that natural surveillance could be applied.



COLUMN STREET AS COLUMN

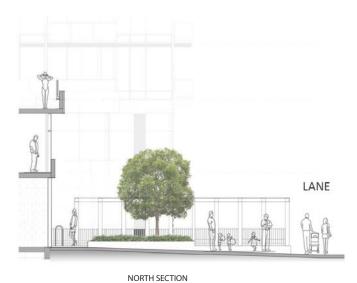
Design Rationale - Proposed Lane Activation Strategy



Design Rationale - Public Realm Sections









ACOLUMN Approachts

Design Rationale - Affordability

Affordability by Design (Unit Size/ Target Market Price)

To address housing affordability, we have designed a wide range of unit sizes which allow for a variety of price points. Approximately 28% of units will be sized between 600 to 700 sq.ft., and another 57% of the units will be sized between 900 to 1,000 sq.ft. This creates diversity in housing choices that will appeal to a variety of residents including empty-nesters, first time home buyers, retirees, singles and young couples. North shore residents will be provided with an opportunity to continue living in their community, particularly within the vibrant neighborhood of Central Lonsdale.









Typcal Floor Plan

Units between 600 to 700sq.ft.

Units between 900 to 1,000 sq.ft.

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Design Rationale - Adaptable Design Statistics

The Project complies with the City of North Vancouvers' Adaptable Design Guidelines Level Two, which provides for a greater range of adaptability in addition to the Barrier-Free requirements of the current Building Code. The intention is to provide persons who require a mobility aid with the ability to move easily in and out of the building, common areas, and individual units.

Required = 34 Units (25%) Provided = 38 Units (28%)

Туре	Standard	Level 2 Adaptable	Total
Mechanical			
22	4	-	4
21	5	2	7
20	5	2	7
19	5	2	7
18	5	2	7
17	5	2	7
16	5	2	7
15	5	2	7
14	5	2	7
13	5	2	7
12	5	2	7
11	5	2	7
10	5	2	7
9	5	2	7
8	5	2	7
7	5	2	7
6	5	2	7
5	5	2	7
4	5	2	7
3	4	2	6
2	-	-	-
1	-	-	-
Required	/	34	/
Provided	98	38	136

*25% units must be Level Two Adaptable Units



Typcal Floor Plan

W. Constitution of the Con

Design Rationale - Sustainable Strategies

STEP CODE LEVEL - STEP 3



SE STRAITON

15th & Lonsdale 20073 2021-02-19

POLICY

A. Applicability

Source: BC Building Code

75% NATIVE, ADAPTIVE, OR

EDIBLE SPECIES LANDSCAPING

This policy applies to residential buildings or portions of buildings constructed under Part 3 of the British Columbia Building Code, specifically conforming to sentences 10.2.3.1 (1) (a) (i) (ii) or (iii) of the BC Building Code. These buildings are by definition four storeys and above and greater than 600 square metres (approximately 6,500 square feet) in building area. This policy will also apply to Part 3 commercial buildings and Part 3 mixed-use residential commercial buildings.

B. Energy Performance Requirement

Energy performance requirements are outlined below for Part 3 buildings.

Building	Building Code Reference	Step Code Level Required under Rezoning Policy
Part 3 Residential	Conforming with sentence 10.2.3.1 (1) (a) (i) of the Building Code	Step 3*
Part 3 Commercial	Conforming with sentence 10.2.3.1 (1) (a) (ii) or (iii) of the Building Code	Step 2*

^{* =} as defined by Sentence 10.2.3.3. (1) of the Building Code

Source: City of North Vancouver, Council Policy, Step Code Rezoning Policy for Part 3 Buildings

Table 10.2.3.3.-H
Energy Performance Requirements for Other Residential Occupancies
Forming part of Sentences 10.2.3.3.(1) and (2)

Dégrée-Days Below St. St.		Systèms – Maximum Total Ene ntensity, kWh/(m²-year)	gy Ose <u>Bullaling</u> En	velope – Maximum Therr Intensity, kWh/(m²-ye	
Less than 3000	<u> </u>	<u>Confi</u>	rm to Part 8 of the NEO	<u></u>	***************************************
*******	2	130	***************************************	***************************************	***************************************
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straitoneng.com Page 1 of 2

 Date:
 February 19, 2021
 Polygon Homes

 900 – 1333 West Broadway

Attention: Lorne Wolinsky Vancouver, BC V6H 4C2

Subject: 15th & Lonsdale

Preliminary Energy Modelling Report

This report outlines the building parameters used in the latest iteration of the energy model for 15th & Lonsdale. Based on the simulation results, it is expected that if these parameters are incorporated in the building's design and construction, it would achieve the TEDI and TEUI requirements of the Energy Step Code, as required by the City of North Vancouver.

Table 1 - Energy Model Input Parameters

General			
	Residential:	13,834 m ²	
	Office: 1		
Floor Area	Retail: 7		
	Total Condition		
	Parkade:	9,088 m²	
Location	North Vancouver, BC		
Climate Zone	Climate	Zone 4	
Climate Zone	< 3000 HDD 18°C		
	Residential Spaces: BCBC Step 3	Retail Spaces: BCBC Step 2	
	TEUI: 120 kWh/m²/yr	TEUI: 170 kWh/m²/yr	
	TEDI: 30 kWh/m²/yr	TEDI: 30 kWh/m²/yr	
Energy Target			
	Office Spaces: BCBC Step 2	Overall Building	
	TEUI: 130 kWh/m²/yr	TEUI: 123.2 kWh/m²/yr	
	TEDI: 30 kWh/m²/yr	TEDI: 30.0 kWh/m²/yr	
Envelope			
	Double-glazed windo	ow-wall system with	
Window Performance	low-e coating, argon-fill,		
	Effective U _{Si} -1.8	37 SHGC-0.30	
	Window wall spandrel pa	anel or metal panel with	
Spandrel Performance	3" integral minera	l wool insulation	
	Effective	Usi-0.68	
Clab Danasa Danfarana	Bypass spandrel panel with	2" mineral wool insulation	
Slab Bypass Performance	Effective	U _{SI} -1.36	
	Concrete walls with 3.5°		
Exterior Wall Performance	Foam insulation in steel stud space		
	Clear Wall Effe	ective U _{SI} -0.71	

Window-to-Wall Ratio	50%
Roof Performance	R-30 rigid insulation above concrete roof deck Effective U _{SI} -0.19
Suspended Floor Performance	R-18 spray insulation below structural concrete slab Effective Us-0.32
Linear & Point Thermal Bridging Performance	Details to be determined as the envelope design progresses Current model assumes Opaque Clear Wall performance will be de-rated to 50%
Infiltration Rate	1.5 L/s/m² @ 75 Pa

Lighting Power Density	Residential Suites: 5.0 W/m ² ⁽¹⁾ Retail & Offices: Minimal for shell space ⁽²⁾ Circulation & Parkade: As per ASHRAE 90.1-2016
Lighting Controls	Occupancy sensors in all common spaces
Receptacle Loads	Residential Suites: 5.0 W/m ^{2 (1)} Other areas: As per NECB 2011 ⁽¹⁾
Mechanical Systems	
Heating & Cooling System	In-suite hybrid heat pumps Heat exchanger connected to LEC Closed-circuit fluid cooler
Zone Ventilation	Individual HRVs
Heat Recovery Efficiency	70% SRE

⁽¹⁾ Fixed value as required by modelling guidelines. May not reflect building design.
(2) Shell spaces are modelled as fitted-out and occupied as per modelling guidelines.

The current energy model is based on preliminary information provided by the design team and will be subject to design and construction revisions as the project progresses.

Heat exchanger connected to LEC

Central DHW storage tanks

We trust this information meets the needs of the design team. Please advise us if any of these parameters are incorrect or unachievable and we will revise the energy model accordingly.

John Buxton, P.Eng., CPHD, LEED* AP

Principal
Straiton Engineering Ltd.

Sincerel

Domestic Water System

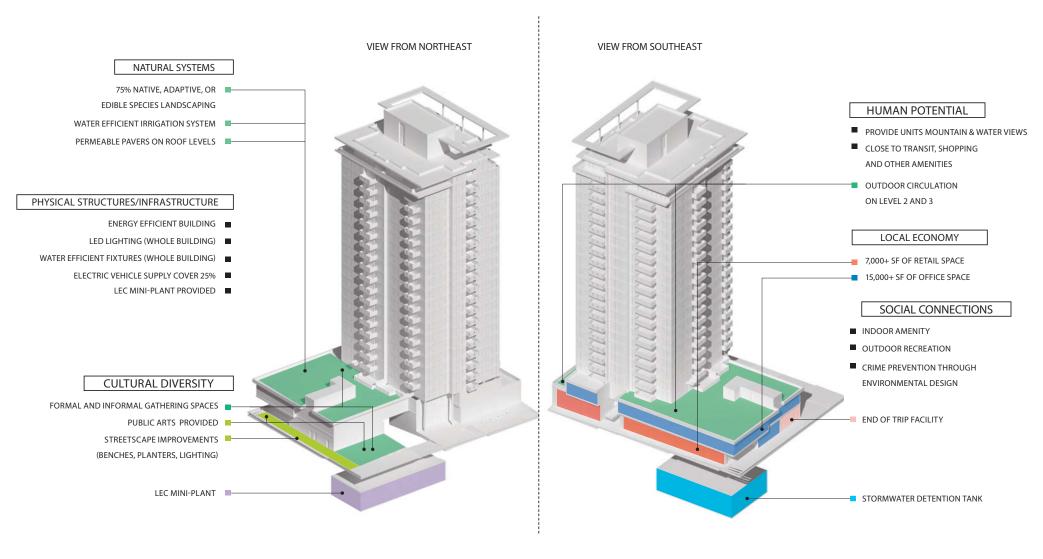
Internal Loads

203 – 33386 South Fraser Way Abbotsford, BC | V2S 2B5 D: 778-752-5836 | M: 604-308-8055

straitoneng.com Page 2 o

ST COLUMN

Design Rationale - Sustainable Strategies



Design Rationale - Sustainable Strategies

the Stormwater Management Plan for more information.

The development mix, location, and density all contribute to the City of North Vancouver's vision to create a great city of communities that cares about its people, its environment, and which promotes opportunities to live, work, and prosper. The proposed combination of residential and office/retail will help to contribute to the overall Lonsdale Avenue urban design objective of mixed development and community connectivity. This development is part of the overall solution to reduce the City's carbon footprint by having housing diversity within walking distance of shops and services, and accessible to many transit options via the various bus routes along Lonsdale Avenue and West 15th Street.

To promote car-free transportation, ample secured bicycle storage is considered. Short-term bike parking and end-of-trip bicycle infrastructure will be provided to the residents and occupants of the office/retail space. In addition, 25% of all residential parking spaces will include an electrical outlet, which exceeds the city's suggested percentage of 20%. The remaining 75% of residential parking spaces will receive future provision for electric vehicle charging.

3. LOCAL ECONOMY

The Project will provide approx. 7,000+ SF of retail space and approx. 15,000+ SF of office space to the Central Lonsdale area in close proximity to Lions Gate Hospital and the North Vancouver City Library, which will generate new job opportunities and provide convenience to the neighborhood. The Developer's vision is to have the office space mainly used for medical/ dental clinics and has a strong incentive to bring back the existing Persian grocery store.

4. HUMAN POTENTIAL

The Project is situated in the Central Lonsdale area and provides proximity to transit, shopping, medical services, and library for the residents. The location and the views from the units will promote health and wellness to the residents, with the mountain view towards the north, water view towards the south, landscaped podium view towards the east and the west.

There is a broad range of unit sizes across all levels, providing a good selection for the nester/downsizers, the restart/move-up, and various other future residents. Among the 136 units, there are about 28% one-bedroom units that are designed to be at an affordable size. On the typical Levels 3-21, there are one-bedroom, two-







EREC 49

Design Rationale - Sustainable Strategies

bedroom, and three-bedroom units provided. There are 2 two-bedroom and 2 three-bedroom penthouse units on the top level. Adaptable units (Level Two) are available on Levels 3-21, with the selection of one-bedroom unit facing the stunning north mountain view, and the three-bedroom unit facing the well-lit south side. Ample storage lockers are provided in the underground parking levels for the residents' convenience.

5. SOCIAL CONNECTIONS

The Project follows the City of North Vancouvers' Adaptable Design Guidelines Level Two, which provides for a greater range of adaptability in addition to the Barrier-Free requirements of the current Building Code. The intention is to provide persons who require a mobility aid with the ability to move easily in and out of the building, common areas, and individual units.

The residential levels are delivered with indoor amenity space and an outdoor recreation podium on Level 3. The potential programs include fitness and lounge for the indoor amenity, and lounge seating, fire pit, and yoga area for the outdoor recreation podium. The office space on Level 2 is also provided with private patios with landscape facing the west.

Crime Prevention Through Environmental Design is planned by applying natural access control, natural surveillance, territoriality (defense space), and maintenance. Residential and non-residential circulation is suggested by landscape barriers. The two entry plazas on the south and east side of the site are carefully designed without view obstruction so that natural surveillance could be applied.

6. CULTURE DIVERSITY

The Project provides various formal and informal gathering spaces - streetscape improvement with benches and landscape on the ground level, private office deck on Level 2, and residential podium space and indoor amenity on Level 3. Public art will be proposed to celebrate the local culture and reflect the community rationale.

The Developer and project team are experienced in building projects of this scale and complexity in the City of North Vancouver. The Project is moving forward following an integrated design process to optimize opportunities for overall building performance and efficiency. It will contribute to the City of North Vancouver's goal to become a vibrant, diverse, and highly livable community that is resilient to climate changes, and sustainable in its ability to prosper without sacrifice to future generations in 2031.









Precedent Images - Tower Design















Tower Shape

To emphasize the slender profile of the tower, the volume is broken down into smaller volumes that follow the shape of the unit layouts.

This move accentuates the verticality of the tower.

The balconies are elements integrated in the architecture of the building to minimize the thermal bridge and maximize comfort



CONTROLLING THE PROPERTY OF TH

Precedent Images - Retail Design

Retail Experience

The retail units on the ground are meant to activate the street and provide seating areas with patios.

The focus for the retail is to provide a solution that allows for flexibility.

At the same time, is has to provide opportunities to each tenant to express their brand while not disrupting the overall architecture of the building













Precedent Images - Office Podium Design











Office Floor

The development has one floor of office which risks to feel meaningless compared to the presence of the retail in the ground and the residential towers above.

Exploring solutions were the office reads as a single volume, by offsetting it and providing a textured skin to it, will create opportunities for planted edges and terraces with a unique shape and experience



COLUMN SACOLUM

Precedent Images - Lobby Experience







Retail Experience

The lobby is the entrance to the building and will define the experience of the residents and visitors upon arrival. The proposed lobby builds upon the concepts of elegance and simplicity playing. The light coming from the exterior will play a big part on how the lobby is perceived. Elements like feature walls and seating elements along the path will activate the lobby and allow residents to enjoy the experience.



SHOOLUMA

Precedent Images - Lobby Experience

















PERSPECTIVE DRAWINGS

Aerial View of Project Site





Overall View from West (15th Street)



CWY O

Overall View from East (15th Street)



Public Realm - View from 15th Street





Public Realm - View from Southeast





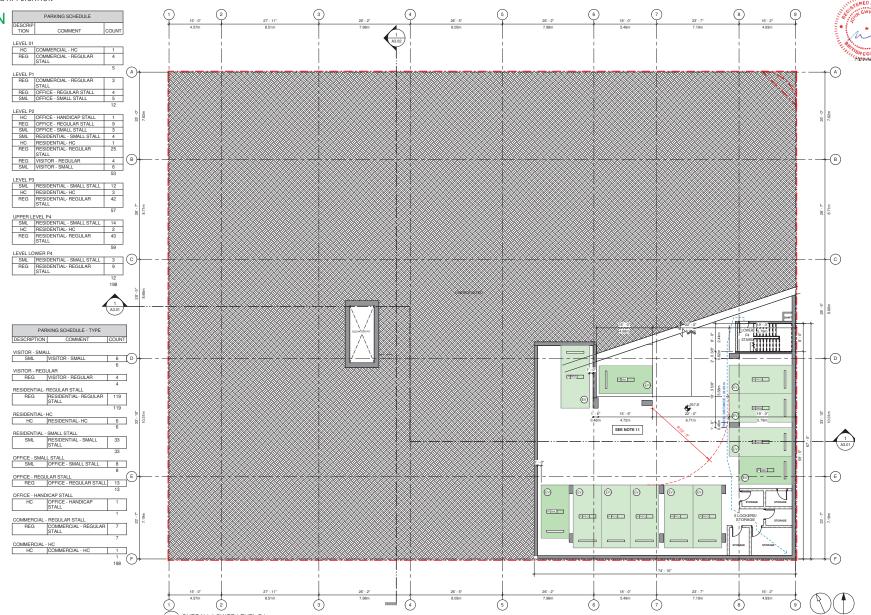


ARCHITECTURAL DRAWINGS



PLANS

FLOOR PLAN LOWER P4



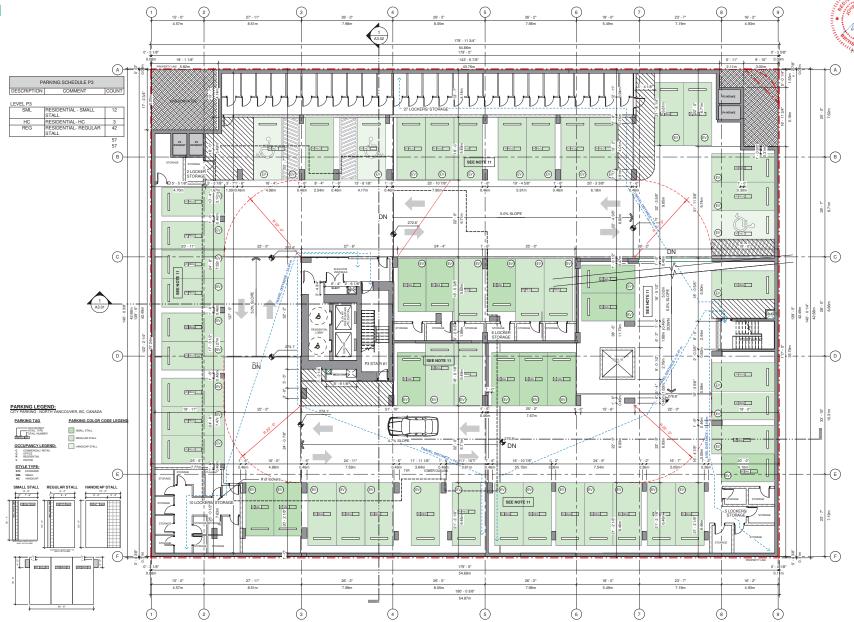
APRIL 2022

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FLOOR PLAN JESCRIP TION UPPER P4 LEVEL 01



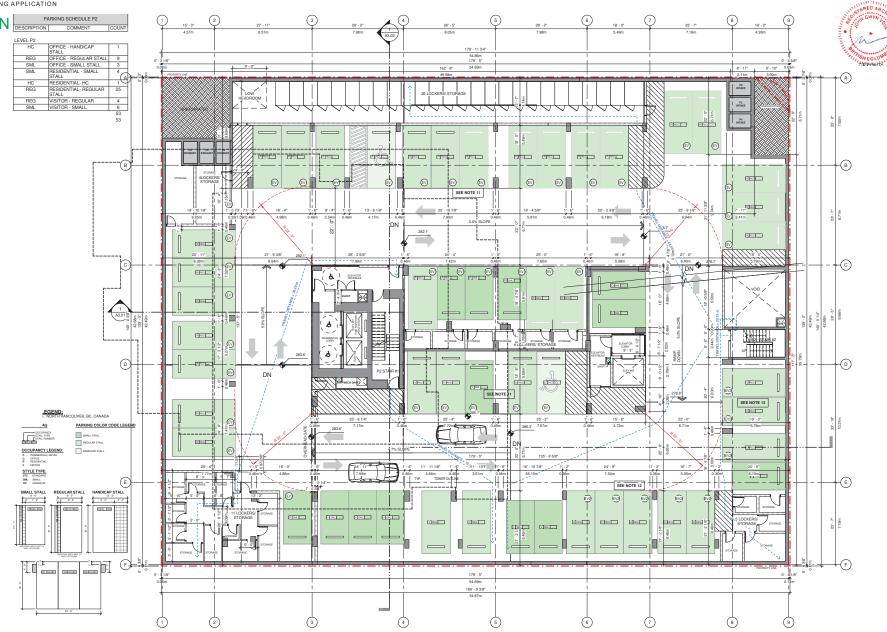
FLOOR PLAN LEVEL P3



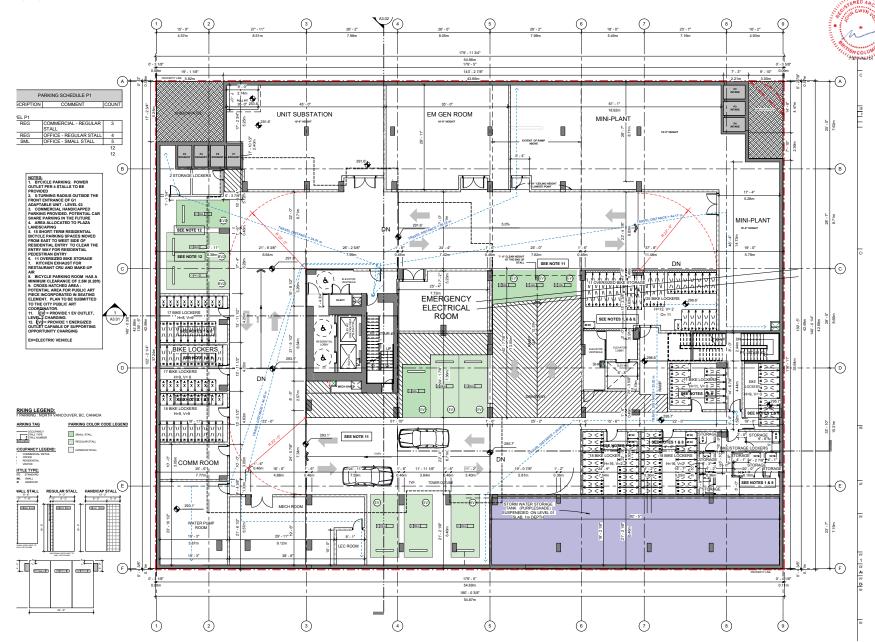
FLOOR PLAN DESCRIPTION LEVEL P2

LEVEL P2

HC | OF



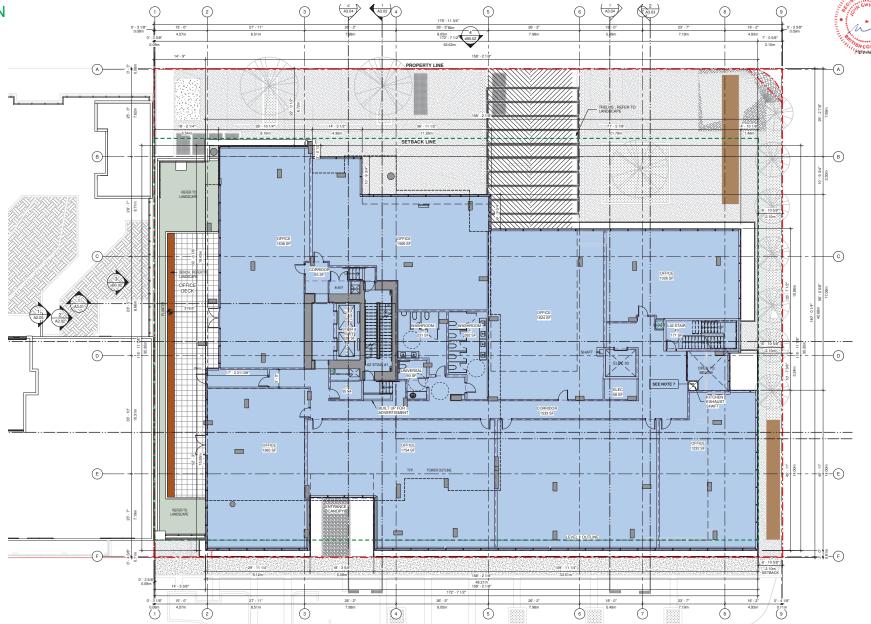
FLOOR PLAN LEVEL P1



FLOOR PLAN LEVEL 01

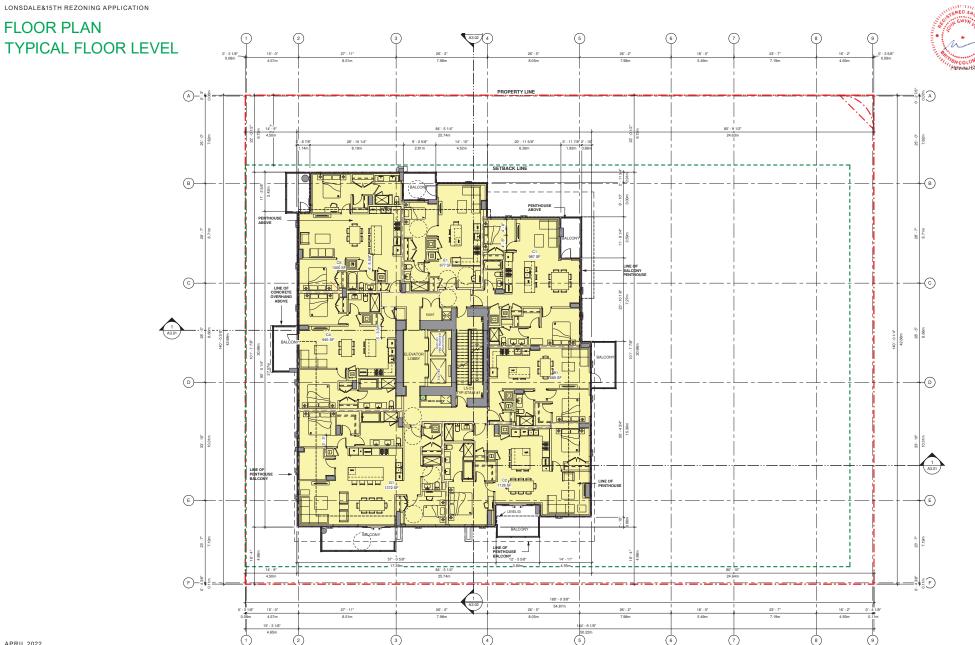


FLOOR PLAN LEVEL 02

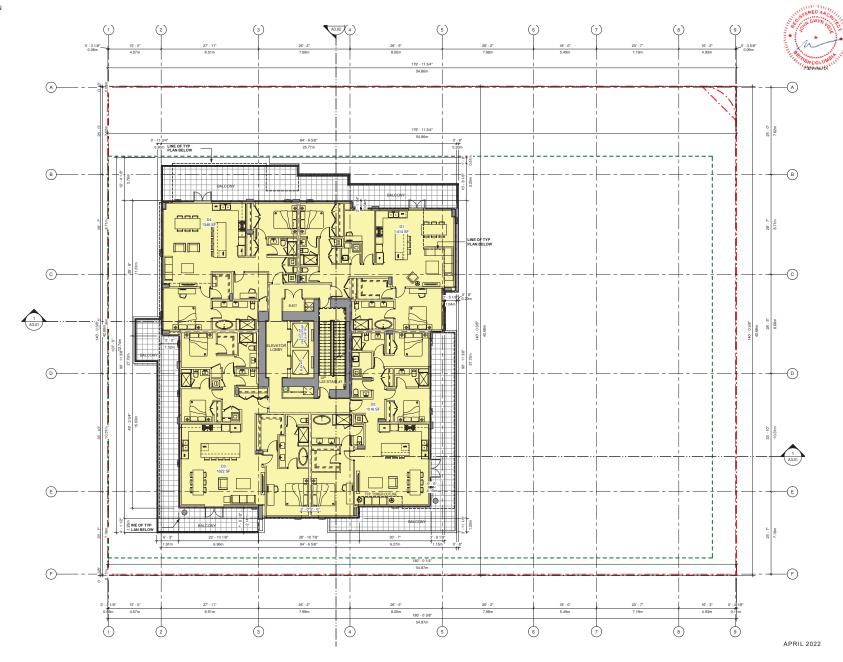


FLOOR PLAN LEVEL 03

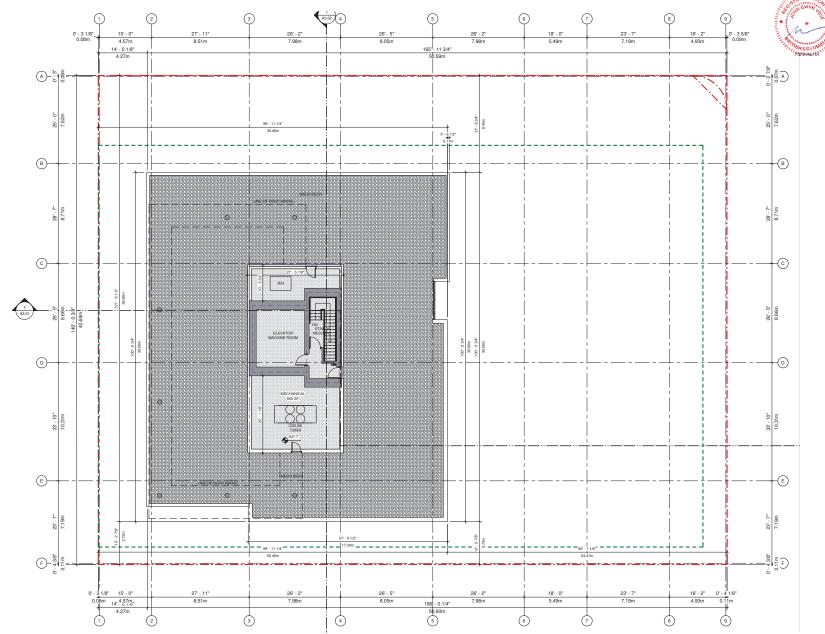




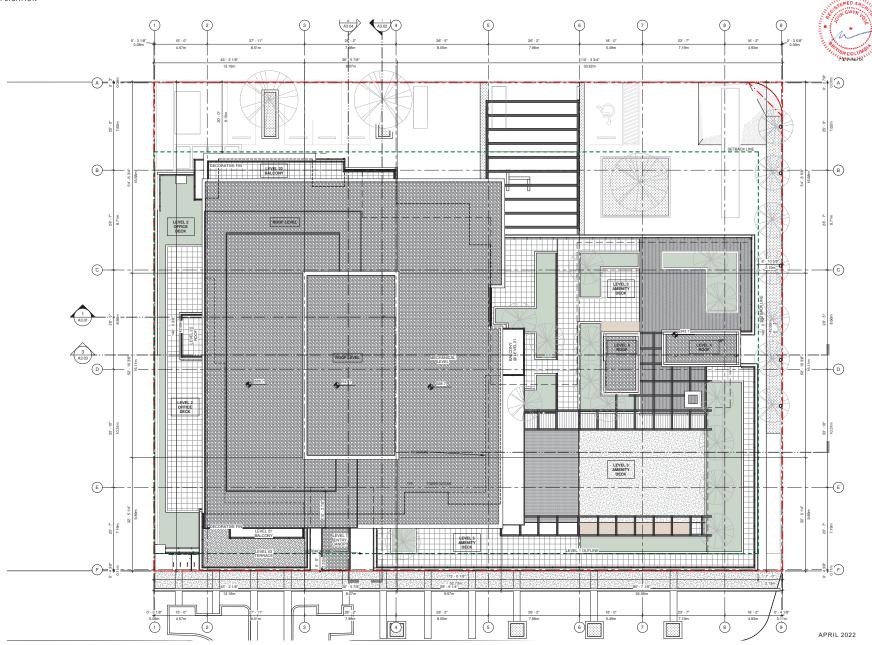
FLOOR PLAN PENHOUSE LEVEL



FLOOR PLAN MECHNICAL LEVEL



FLOOR PLAN ROOF LEVEL

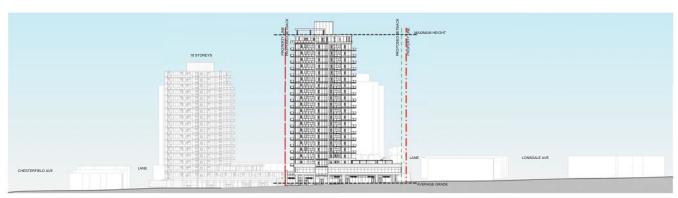




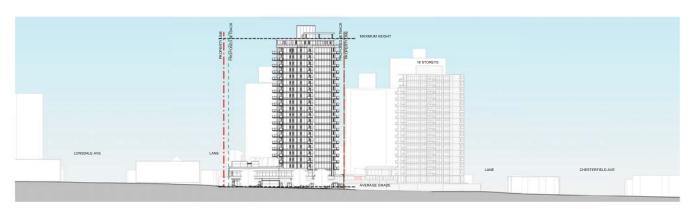
ELEVATIONS AND SECTIONS

STREET ELEVATION SOUTH AND NORTH ELEVATION





1 Street Elevation - South
A2.01 Scale: 1" = 40'-0"

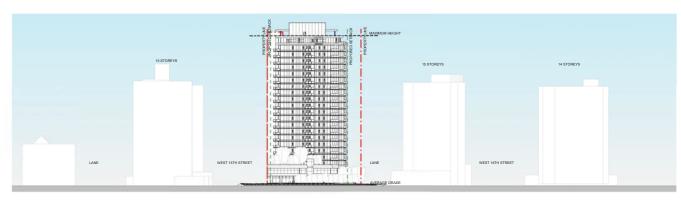


Street Elevation - North

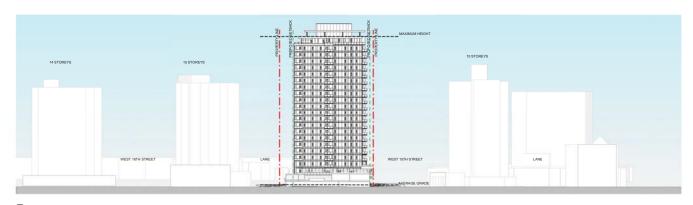
Scale: 1" = 40"-0"

STREET ELEVATION WEST AND EAST ELEVATION





1 Street Elevation - East
A2.02 Scale: 1* = 40'-0*

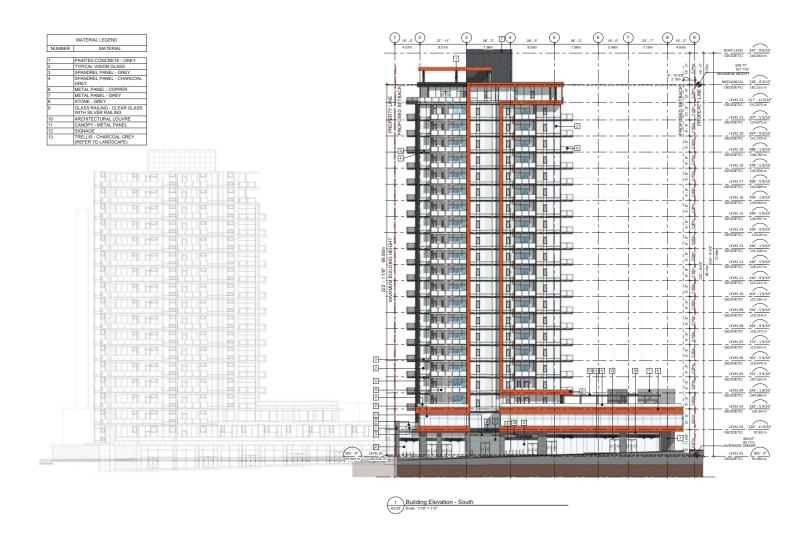


Street Elevation - West

A2.02 Scale: 1" = 40'-0"

BUILDING ELEVATION SOUTH ELEVATION





BUILDING ELEVATION NORTH ELEVATION





BUILDING ELEVATION WEST AND EAST ELEVATION

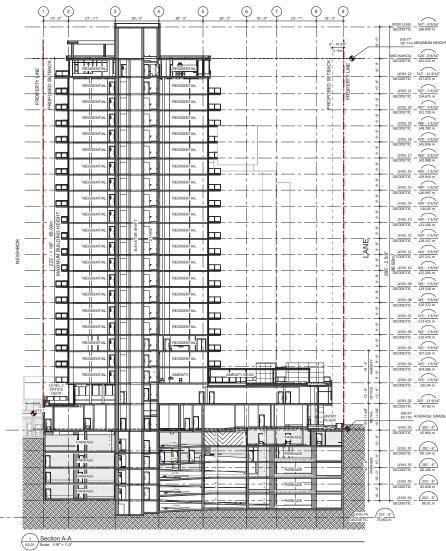




	MATERIAL LEGEND
NUMBER	MATERIAL
1	PAINTED CONCRETE - GREY
2	TYPICAL VISION GLASS
3	SPANDREL PANEL - GREY
4	SPANDREL PANEL - CHARCOAL GREY
6	METAL PANEL - COPPER
7	METAL PANEL - GREY
8	STONE - GREY
9	GLASS RAILING - CLEAR GLASS WITH SILVER RAILING
10	ARCHITECTURAL LOUVRE
11	CANOPY - METAL PANEL
12	SIGNAGE
13	(REFER TO LANDSCAPE)

BUILDING SECTION SECTION A-A

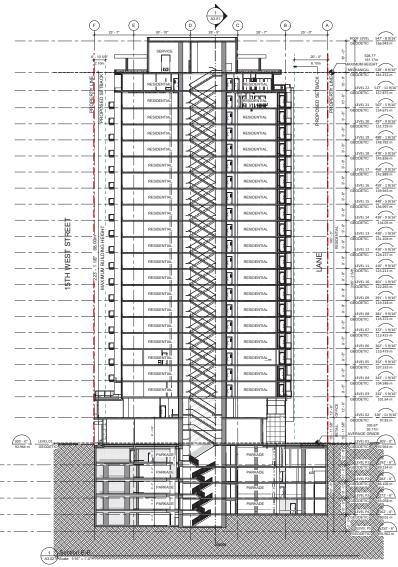




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BUILDING SECTION SECTION B-B





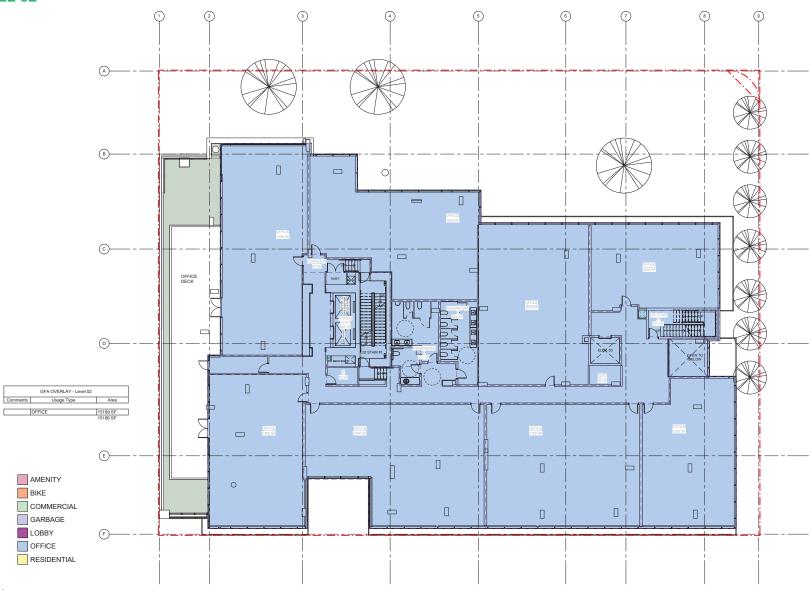


GFA OVERLAY

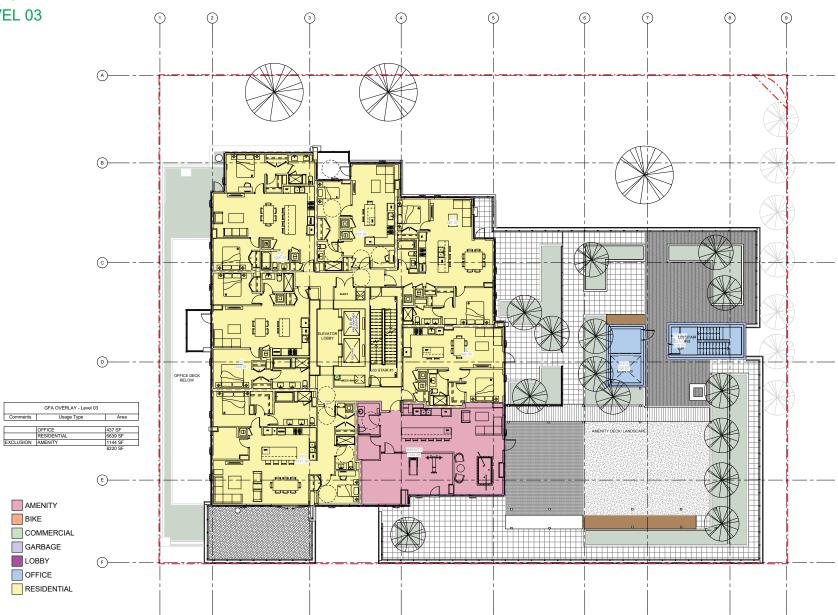




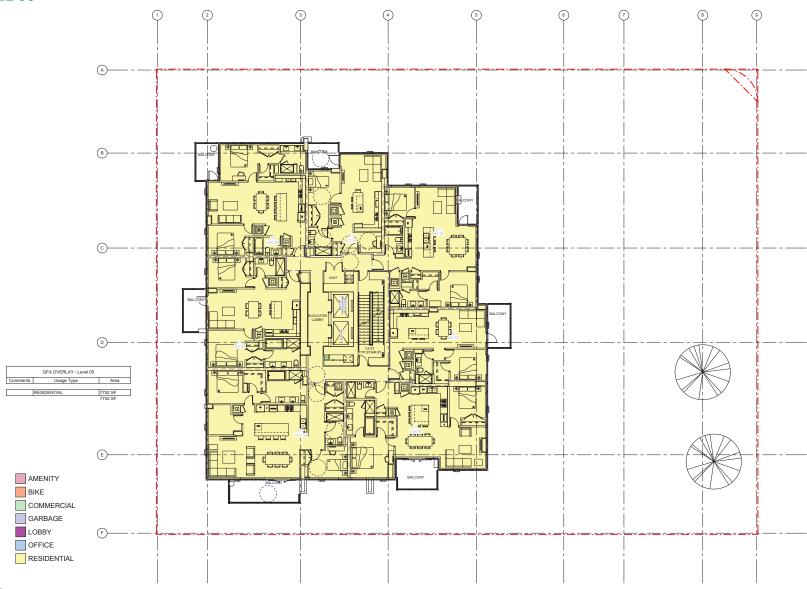




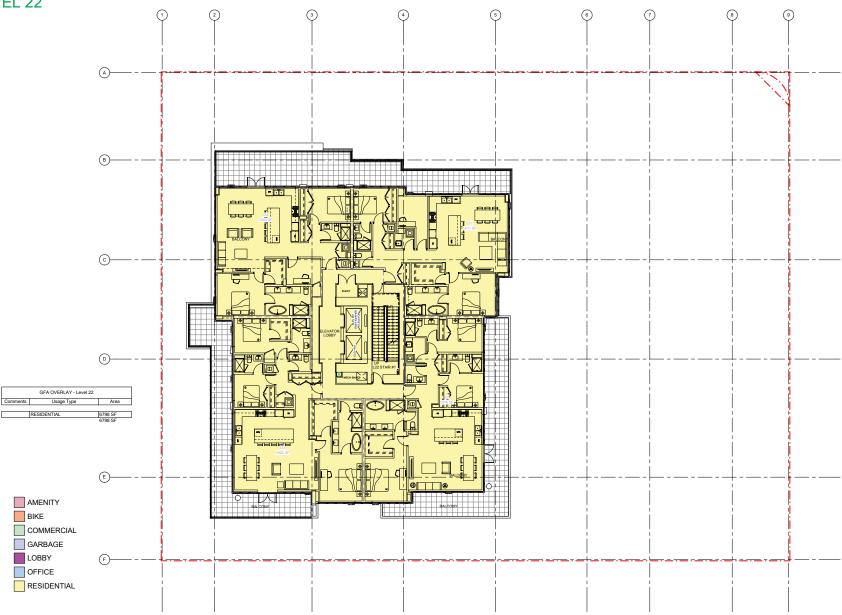








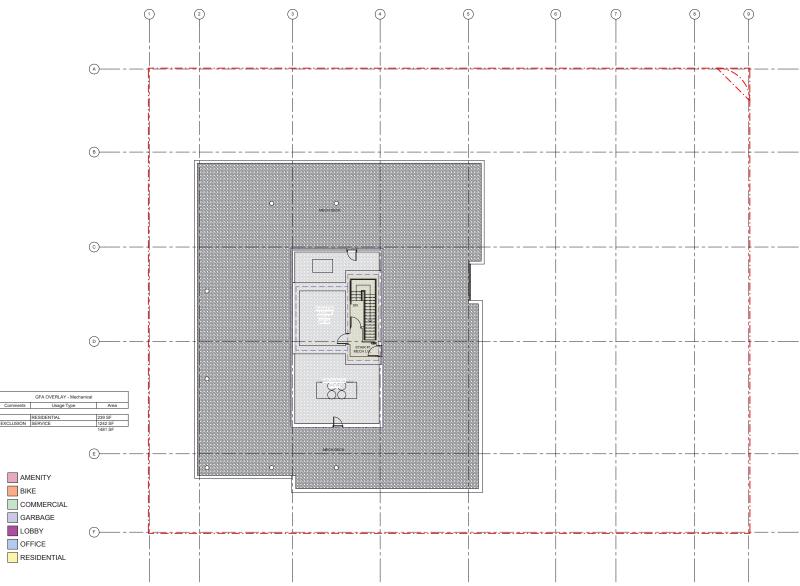




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GFA OVERLAY MECHNICAL LEVEL





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Lonsdale and 15th Avenue

April 06th, 2022

Drawing List

Drawing Lie	<u></u>
L0.00	Landscape Rationale
L1.01	LV 1 - Illustrative Plan
L1.02	LV 2 - Illustrative Plan
L1.03	LV 3 - Illustrative Plan
L1.11	LV 1 - Landscape Plan
L1.12	LV 2 - Landscape Plan
L1.13	LV 3 - Landscape Plan
L1.21	LV 1 - Planting Plan
L1.22	LV 2 - Planting Plan
L1.23	LV 3 - Planting Schedule
L1.24	LV 3 - Planting Plan
L2.11	LV 1 - Landscape Sections
L2.12	LV 1 - Landscape Sections
L2.21	LV 2 - Landscape Sections
L2.31	LV 3 - Landscape Sections
L3.11	Paving Details
L3.21	Planting Details

4	Issued for Rezoning/DP	Ap. 06/22
3	Issued for Rezoning	Se. 30/21
2	Issued for Rezoning	Jn. 16/21
1	Issued for RZ/DA	Jn. 03/21

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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

Cover Page

Date	Ap. 06/22	Drawing Number
Project No.	2050	
Scale	n/a	

Feature paving treatment makes the lane special



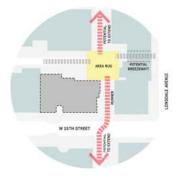
Fastigiate Cherry Trees



Active and comfortable public realm

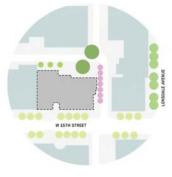


Gobo Lights create a pleasant lane throughout the day



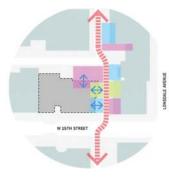
LITTLE LONSDALE

Use paving, lighting, planting and site furnishings to create a material palette that gives the lane a sense of place and identity. Themes are inspired by the specific cultural and natural characteristics of the area and can be expanded onto the broaden neighourhood to create a unique district within the city.



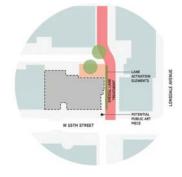
STREET HIERARCHY

Take advantage of different qualities in planting strategies to generate layers of streets with different priorities and uses. Locate large shade trees on main thoroughfares, that protect the pedestrian and provide comfort, and use columnar trees on laneways, to create linear continuity and visual interest, enhancing their current use as pedestrian routes.



A FUTURE PEDESTRIAN LANE

Set precedent for an indoor/outdoor use of the lane, that spills out building uses onto the lane to create a more inviting and active public realm. It can be replicated and augmented to establish an interconnected series of engaging lanes.



AN INVITATION INTO THE LANE

Pursue a strategy of visually engaging elements that invite passersby into the lane and provide a reason to stay and linger. Ensure elements are visible from adjacent streets and create a memorable experience to encourage more active uses of the lane.

COLLABORATIV Liver Control Con

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3	Issued for Rezoning	Se. 30/2
2	Issued for Rezoning	Jn. 16/2
1	Issued for RZ/DA	Jn. 03/2
No	a. Description	Date

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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

Landscape Rationale

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Project No.	2050	
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HAPPA COLLABORATIVE

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1	Issued for RZ/DA	Jn. 03/21
No.	Description	Date

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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

LV 1 - Illustrative Plan

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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

LV 2 - Illustrative Plan

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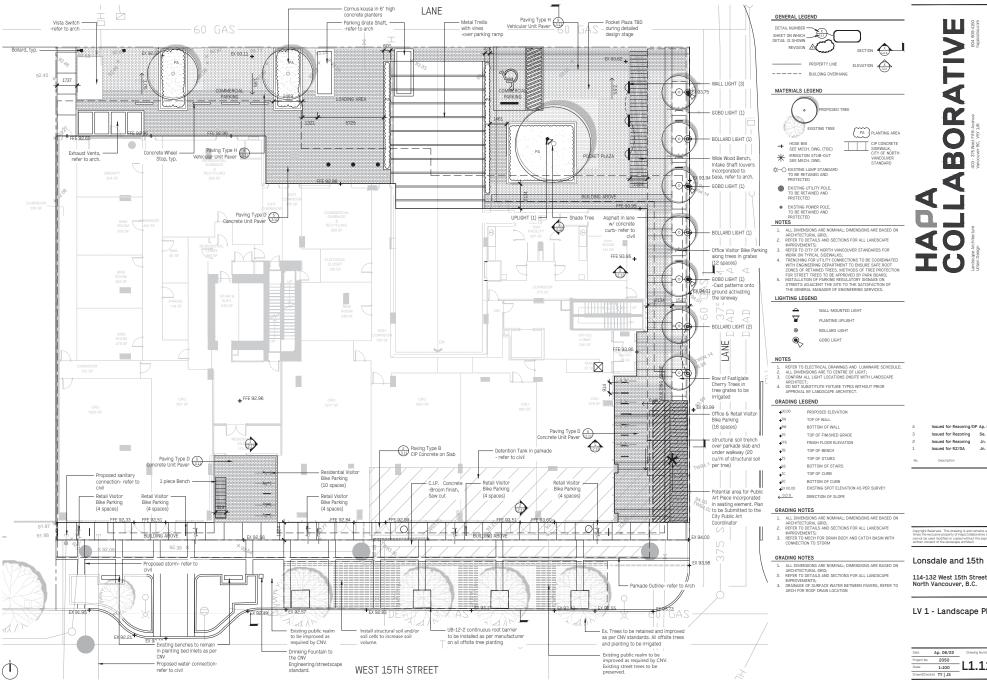
Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

LV 3 - Illustrative Plan

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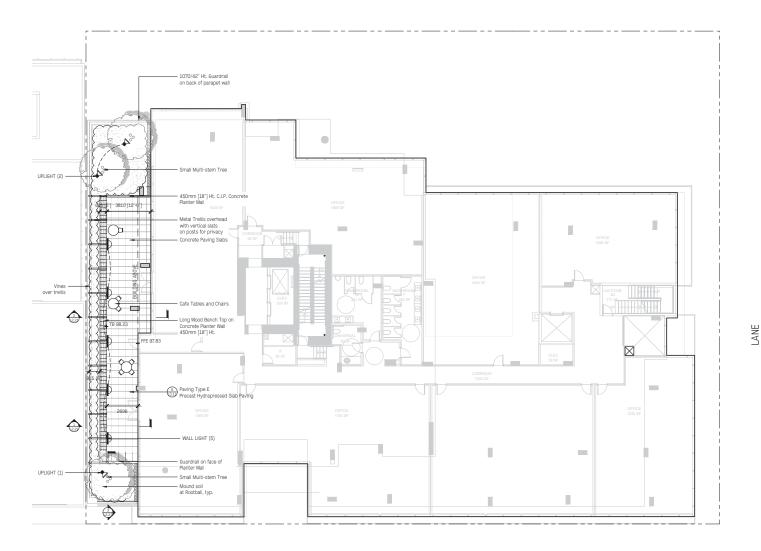


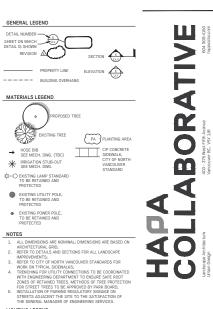
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LV 1 - Landscape Plan

Date	Ap. 06/22	Drawing Number
Project No.	2050	
Scale	1:100	L1.11





LIGHTING LEGEND

WALL-MOUNTED LIGHT ∇ PLANTING UPLIGHT BOLLARD LIGHT • GOBO LIGHT

NOTES

- REFER TO ELECTRICAL DRAWINGS AND LUMINAIRE SCHEDULE; ALL DIMENSIONS ARE TO CENTRE OF LIGHT; CONFIRM ALL LIGHT LOCATIONS ONSITE WITH LANDSCAPE

GRADING LEGEND

400.00 PROPOSED ELEVATION

BOTTOM OF WALL TOP OF FINISHED GRADE

FINISH FLOOR ELEVATION TOP OF BENCH

TOP OF STAIRS

BOTTOM OF STAIRS

TOP OF CURB

BOTTOM OF CURB EXISTING SPOT ELEVATION AS PER SURVEY EX 00.00

0.0% DIRECTION OF SLOPE

GRADING NOTES

- 1. ALL DIMENSIONS ARE NOMINAL; DIMENSIONS ARE BASED ON
- ARCHITECTURAL SRID:

 REFER TO DETAILS AND SECTIONS FOR ALL LANDSCAPE
 IMPROVEMENTS:

 REFER TO MECH FOR DRAIN BODY AND CATCH BASIN WITH
 CONNECTION TO STORM

GRADING NOTES

- A ALL DIMENSIONS ARE NOMINAL; DIMENSIONS ARE BASED ON ARCHITECTURAL SRID;

 2. REFER TO DETAILS AND SECTIONS FOR ALL LANDSCAPE IMPROVEMENTS;

 3. DRAINAGE OF SURFACE WATER BETWEEN PAVERS, REFER TO ARCH FOR ROOF DRAIN LOCATION

Lonsdale and 15th

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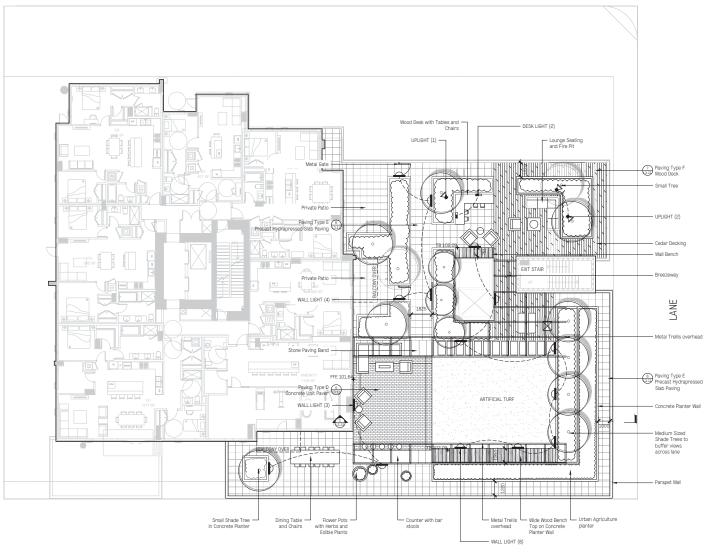
Issued for Rezoning

Issued for RZ/DA

114-132 West 15th Street North Vancouver, B.C.

LV 2 - Landscape Plan

Date	Ap. 06/22	Drawing Number
Project No.	2050	
Scale	1:100	L1.12
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GENERAL LEGEND

DETAIL NUMBER -SHEET ON WHICH __ SECTION X

ELEVATION X - PROPERTY LINE ---- BUILDING OVERHANG

MATERIALS LEGEND



HOSE BIB
SEE MECH. DWG. (TBC) RRIGATION STUB-OUT SEE MECH. DWG. A-O EXISTING LAMP STANDARD TO BE RETAINED AND PROTECTED

EXISTING UTILITY POLE, TO BE RETAINED AND PROTECTED

EXISTING POWER POLE,

NOTES

1. ALL DIMENSIONS ARE NOMINAL; DIMENSIONS ARE BASED ON ARCHITECTURAL GRID;
REFER TO DETAILS AND SECTIONS FOR ALL LANDSCAPE
IMPROVEMENTS.

CIP CONCRETE SIDEWALK, CITY OF NORTH VANCOUVER STANDARD

- 2. REFER TO DETAILS AND SECTIONS FOR ALL LANGSCAPE
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 THE GENERAL MANAGER OF PERMERMING SERVICES.

LIGHTING LEGEND

WALL-MOUNTED LIGHT PLANTING UPLIGHT BOLLARD LIGHT • GOBO LIGHT DESK LIGHT

NOTES

- REFER TO ELECTRICAL DRAWINGS AND LUMINAIRE SCHEDULE;
 ALL DIMENSIONS ARE TO CENTRE OF LIGHT;
 CONFIRM ALL LIGHT LOCATIONS ONSITE WITH LANDSCAPE ARCHITECT;

DO NOT SUBSTITUTE FIXTURE TYPES WITHOUT PRIOR APPROVAL BY LANDSCAPE ARCHITECT.

GRADING LEGEND

00.00 PROPOSED ELEVATION TOP OF WALL BOTTOM OF WALL TOP OF FINISHED GRADE

TOP OF STAIRS

BOTTOM OF STAIRS TOP OF CURB

BOTTOM OF CURB EXISTING SPOT ELEVATION AS PER SURVEY 0.0%

GRADING NOTES

- A ALL DIMENSIONS ARE NOMINAL; DIMENSIONS ARE BASED ON ARCHITECTURAL SRID;
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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

LV 3 - Landscape Plan

Issued for Rezoning/DP Ap. 06/22

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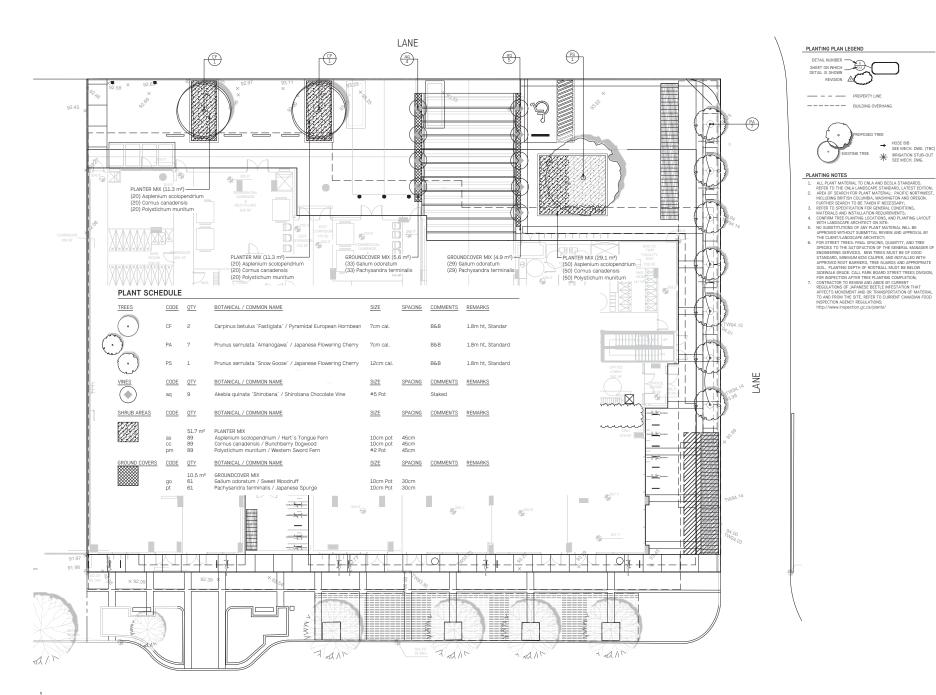
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Project No.	2050	
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WEST 15TH STREET





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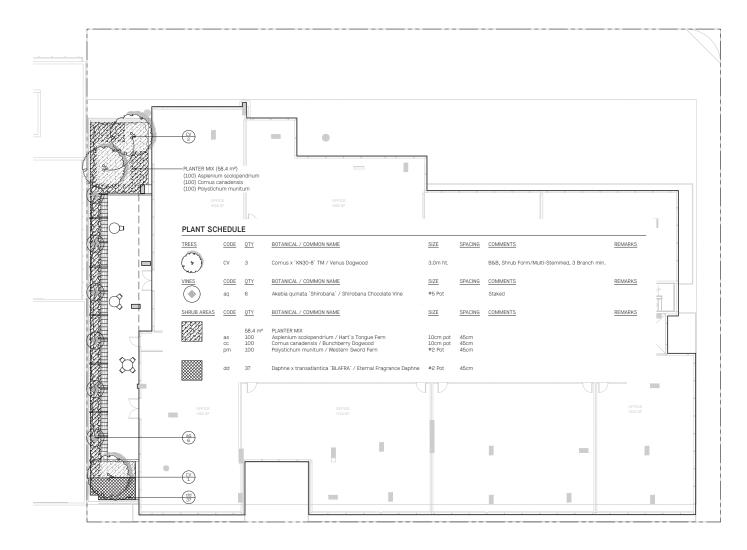
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LV 1 - Planting Plan

Date	Ap. 06/22	Drawing Number
Project No.	2050	
Scale	1:100	L1.21
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PLANTING PLAN LEGEND

REVISION A

---- BUILDING OVERHANG



+ HOSE BIB
SEE MECH. DWG. (TBC)

IRRIGATION STUB-OUT
SEE MECH. DWG.

PLANTING NOTES

LANE

- PLANTING NOTES

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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

LV 2 - Planting Plan

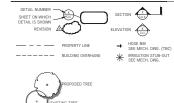
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WEST 15TH STREET

PLANT SCHEDULE

TREES	<u>CODE</u> CF	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	CE					O MINICATO
	CF	4	Carpinus betulus `Fastiglata` / Pyramidal European Hornbean	7cm cal.		B&B
	CV	3	Cornus x `KN30-8` TM / Venus Dogwood	3.0m ht.		B&B, Shrub Form/Multi-Stemmed, 3 Branch min.
	Н	6	Hamamelis x intermedia `Arnold Promise` / Arnold Promise Witch Hazel	3.0m ht.		B&B
	MA	1	Malus x domestica / Apple	5cm cal.		B&B
VINES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	ca	2	Clematis armandii / Evergreen Clematis	#5 Pot		Staked
\bigcirc	WS	3	Wisteria sinensis / Chinese Wisteria	#5 Pot		Staked
SHRUB AREAS	CODE	<u>QTY</u>	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	dd	72	Daphne x transatlantica `BLAFRA` / Eternal Fragrance Daphne	#2 Pot	45cm	
	th	115	Taxus x media 'Hillii' / Hill's Anglo-Japanese Yew	1,2m height	35cm	
EDIBLE PLANTS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	asc	5	Allium schoenoprasum / Common Chives	10cm pot		
	fe	92	Fragaria chiloensis "Everbearing" / Beach Strawberry	10cm pot	30cm	
	mp	10	Mentha x piperita / Peppermint	10cm pot		
	ov	5	Origanum vulgare / Oregano	10cm pot		
	sg	6	Salvia officinalis / Garden Sage	10cm pot		
	tc	5	Thymus vulgaris / Common Thyme	10cm pot		
	vb	82	Vaccinium x `Northcountry` / Northcountry Blueberry	#7 Pot	50cm	
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	mi	86	Miscanthus sinensis `Little Kitten` / Little Kitten Eulalia Grass	#7 Pot	50cm	
PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	lc	136	Iberis sempervirens / Evergreen Candytuft	#1 Pot	35cm	
GROUND COVER	S CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
	rn	43	Rosa x 'Noaschnee' TM / Flower Carpet White Groundcover Rose	#2 Pot		

PLANTING PLAN LEGEND



PLANTING NOTES

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Lonsdale and 15th

114-132 West 15th Street North Vancouver, B.C.

LV 3 - Planting List

Date	Ap. 06/22	Drawing Number		
Project No.	2050			
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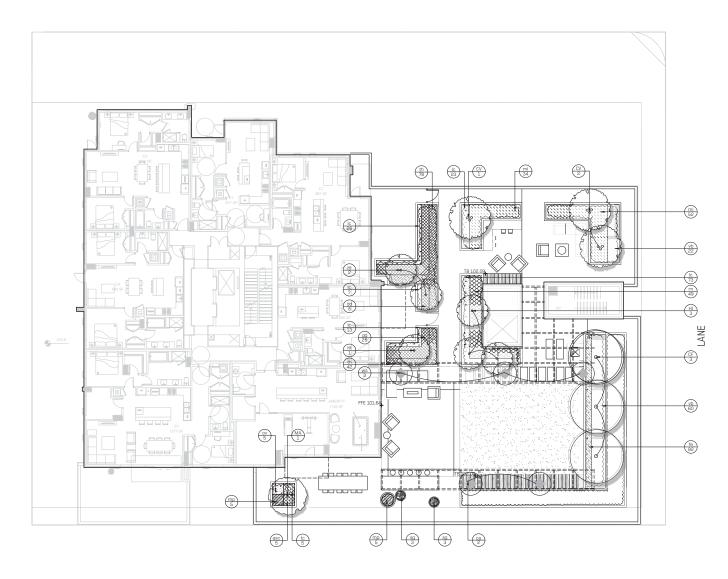
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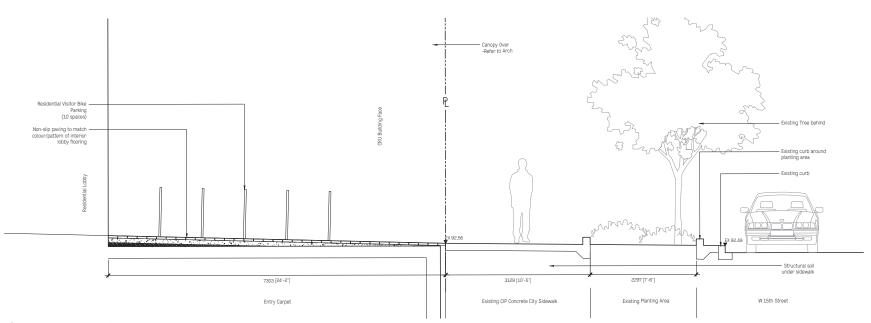
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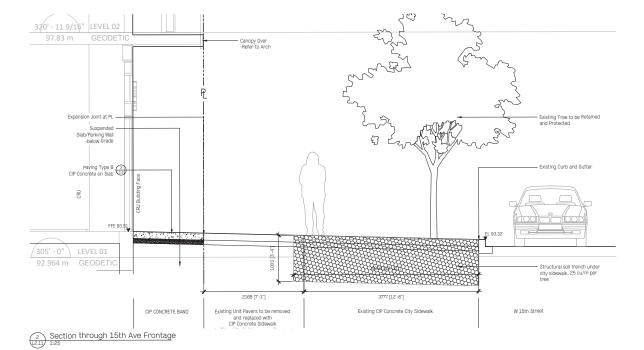
LV 3 - Planting Plan

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Section through Lobby Enrtance



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Level 1 - Sections

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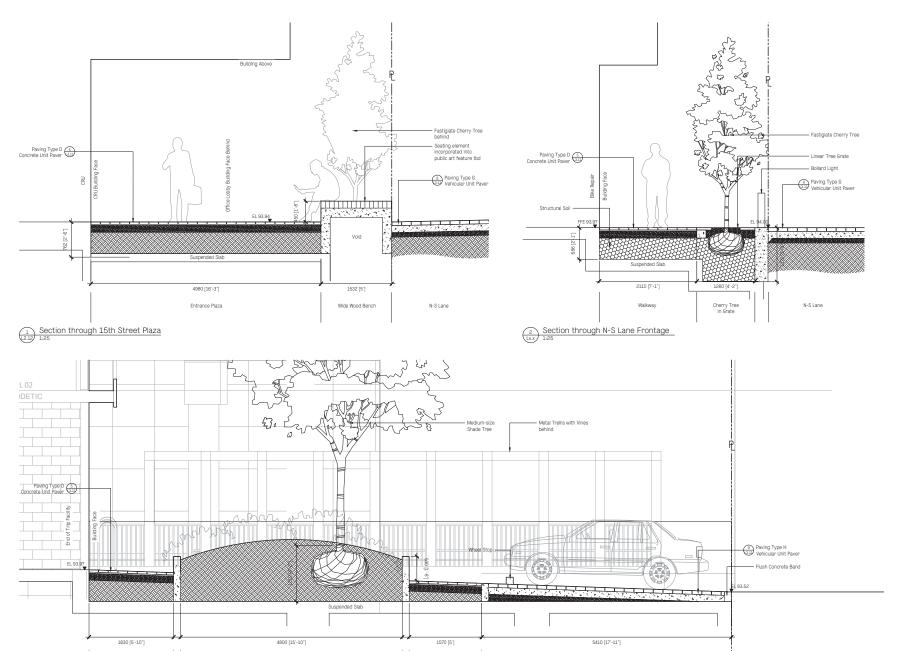
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Level 1 - Sections

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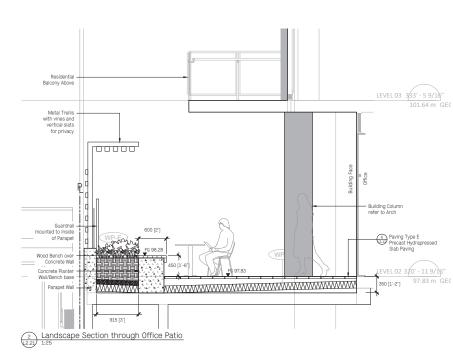


Commercial Parking

E-W Lane

Planter Bed with Large Shade Tree

Section through E-W Lane Frontage





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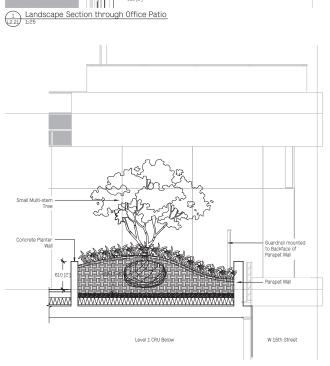
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114-132 West 15th Street North Vancouver, B.C.

Level 2 - Sections

Date Ap. 08/22
Project No. 2050
Scale as noted
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3 Landscape Section through Parapet 1:25

Metal Trellis with vines with vertical slats to screen adjacent building

Guardrail mounted to inside of Parapet ,

Wood Bench over Concrete Wall

Concrete Planter Wall/Bench base

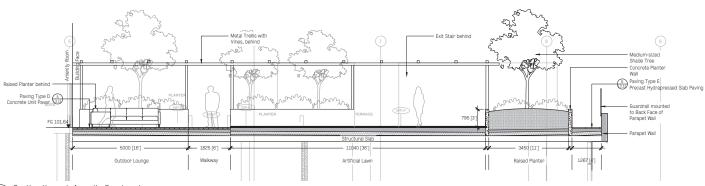
Parapet Wall

[-----

Paving Type E Precast Hydrapressed Slab Paving

350 [1'-2']

FG 97.83



 $\underbrace{\frac{1}{\text{Lxx}}}_{\text{1:50}} \underbrace{\text{Section through Amenity Courtyard}}_{\text{1:50}}$

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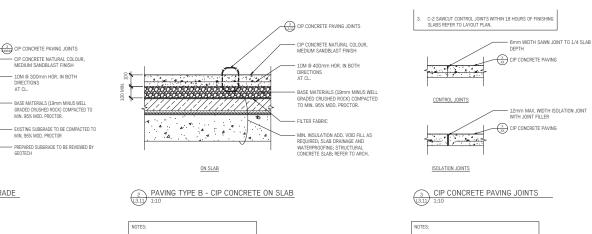
Lonsdale and 15th

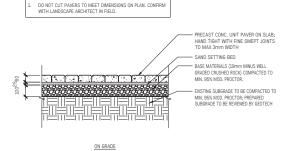
114-132 West 15th Street North Vancouver, B.C.

Level 3 - Sections

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Project No.	2050	
Scale	as noted	L2.31
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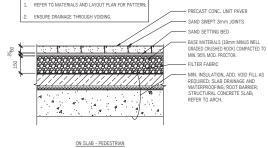




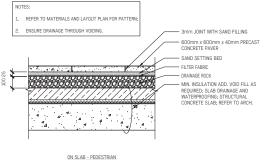
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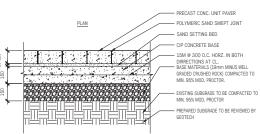
PAVING TYPE D - CONCRETE UNIT PAVER



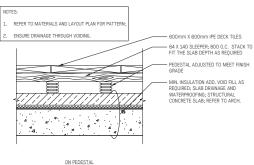


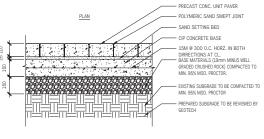
ON GRADE - PEDESTRIAN USE

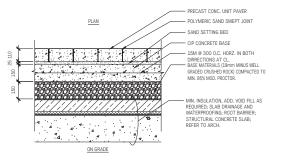
PAVING TYPE A - CIP CONCRETE ON GRADE



PAVING TYPE E - PRECAST HYDRAPRESSED SLAB PAVING







PAVING TYPE F - WOOD DECK

PAVING TYPE G - VEHICULAR UNIT PAVER

ON GRADE

PAVING TYPE H - VEHICULAR UNIT PAVER

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Jn. 03/21

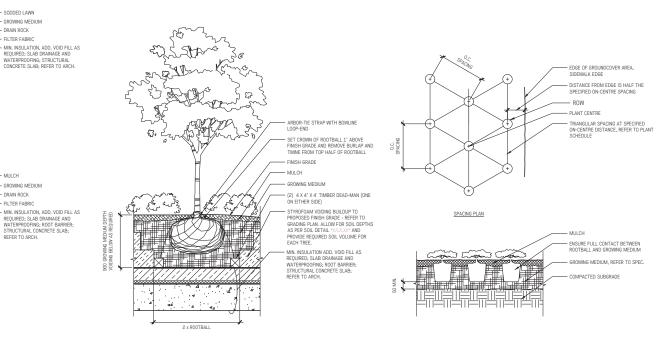
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114-132 West 15th Street North Vancouver, B.C.

Paving Details

Date	Ap. 06/22	Drawing Number
Project No.	2050	
Scale	1:100	L3.11
Drawn Check	≅ TY JS	-



GROUND COVER PLANTING

SET CROWN OF ROOTBALL 25mm ABOVE FINISH GRADE AND REMOVE BURLAP AND TWINE FROM TOP HALF OF ROOTBALL - FINISH GRADE FERTILIZER TABLETS - GROWING MEDIUM - COMPACTED SUBGRADE

LAWN PLANTING

SHRUB/TREE PLANTING

SOIL PROFILES ON SLAB

SODDED LAWN - GROWING MEDIUM - DRAIN ROCK FILTER FABRIC

GROWING MEDIUM DRAIN ROCK

FILTER FABRIC

REFER TO ARCH.

TREE PLANTING - ON SLAB

SHRUB PLANTING

2 x ROOTBALL

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114-132 West 15th Street North Vancouver, B.C.

Planting Details

Date	Ap. 06/22	Drawing Number
Project No.	2050	
Scale	1:100	L3.12
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ADVISORY DESIGN PANEL

CITY OF NORTH VANCOUVER T 604 985 7761 141 WEST 14TH STREET NORTH VANCOUVER BC / CANADA / V7M 1H9

F 604 985 9417 INFO@CNV.ORG CNV.ORG

November 26, 2021

Lorne Wolinksy, Vice President Development Polygon Homes 1333 West Broadway Unit #900 Vancouver, BC V6H 4C2

Dear Mr. Wolinsky:

Re: 114-132 West 15th Street (Rezoning Application)

This will confirm that at their meeting on November 17, 2021 the Advisory Design Panel reviewed the above application and endorsed the following resolution:

"THAT the Advisory Design Panel has reviewed the rezoning application for 114-132 West 15th Street and recommends approval of the project. The Panel commends the applicant for the quality of the proposal and their presentation."

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

J. Hinlill

Cc: M. Menzel, Planner 2, Planning and Development

G. Vose, Director, IBI Group Architects (Canada) Inc.

J. Stamp, Project Manager, HAPA Collaborative

Document Number: 2120924-v1



PLANNING & DEVELOPMENT DEPARTMENT PLANNING

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PLANNING@CNV.ORG

February 2, 2022

Lorne Wolinsky Polygon Homes 1333 West Broadway #900 Vancouver, BC V6H 4C2

Dear Lorne,

Re: Rezoning application for 114-132 West 15th Street

At their regular committee meeting on January 5, 2022, the Integrated Transportation Committee received a presentation from Polygon Homes, IBI Group, and Howes Technical Advantage regarding the above mentioned. Following review and discussion, the following motion was made:

THAT the Integrated Transportation Committee has reviewed the Rezoning application for 114-132 West 15th Street and supports the project.

The Committee makes the following recommendations:

- That the developer include larger bike parking facilities to accommodate cargo bikes; and,
- That the developer explore opportunities for car share parking in the building.

CARRIED UNANMIOUSLY

The recommendations of the Integrated Transportation Committee do not, in any way, represent Council and/or staff approval or rejection of this proposal.

Yours truly,

Hayley Reiss

Haylay Reiss

Committee Clerk/Secretary

c. M. Menzel, Planner 2, City of North Vancouver

D. Watson, Transportation Planner, City of North Vancouver

K. Graham, Corporate Officer, City of North Vancouver

Document Number: 2143190-v1

114-132 West 15th Avenue Rezoning Application – Polygon Development 338 Ltd. Virtual Developer Information Session (DIS) Summary Report

Event Date: Wednesday, December 14th, 2021

Time: 6:00PM – 8:00PM
Location: Online Zoom Webinar

Attendance: 28 members of the public attended virtually.

The Polygon team was in attendance, as was a representative of the City of

North Vancouver Planning Department.

Comments: Four (4) comment forms and three (3) emails were submitted following the DIS.

Meeting Purpose: 1) To present development 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 delivered to 354 addresses within a 40m radius of the site, provided by the City of North Vancouver. Appendix A: Notification includes a copy of this material.

Newspaper Ad

A DIS newspaper ad was placed in the North Shore News on December 1st, 2021 and December 8th, 2021. A copy of the ad is included in Appendix A: Notification.

Notification Sign

Two DIS notification signs were erected on the site on December 1st, 2021. Photos of the installed site signs are included in Appendix A: Notification.

Lobby Notification

Notifications were placed in the lobbies of 121 West 16th Street; 121 West 15th Street; and 150 West 15th Street. Photos of the installed notifications are included in Appendix A: Notification.

Attendance:

28 members of the public signed in for the virtual meeting. A copy of the attendee list is included in Appendix B: Attendee List.

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

City of North Vancouver:

Matthew Menzel, Planner 1

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Project Team:

- · Lorne Wolinksy, Polygon Homes
- Jacqueline Garvin, Polygon Homes
- · Gwyn Vose, IBI Group
- · Emmanuel San Miguel, IBI Group
- · Joseph Fry, HAPA Collaborative
- Donna Howes, Howes Technical Advantage

Facilitators:

- Lance Berelowitz, Urban Forum Associates
- Katrina May, Katrina May Consulting

Overview:

In accordance with the City of North Vancouver's COVID-19 state of emergency community consultation guidelines, the DIS meeting was held in an online Virtual Developer Information Session format. Meeting participants watched a PowerPoint presentation and a virtual 3D "fly-through" video by members of the Polygon Group 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.

The project presentation and facilitated Question & Answer period took approximately 120 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.

Participants were invited to submit written comments (using the City's standard comment form) to the applicant and/or the municipal development planner, following the DIS. Four (4) comment forms and three (3) emails were submitted after the DIS.

The key themes of the questions during the Developer Information Session related to the height and siting of the building and how that relates to private views from the adjacent buildings. The suggestion was made to lower the height of the building, however the applicant noted that they had conditional approval to purchase transfer density from the City for this site, that the height complies with the OCP for the area, and that a lower building would also be wider, potentially blocking more views. There were suggestions to relocate the proposed building further east on the site, to maximize the distance between it and the tower to the immediate west. The consultants advised that this had been examined but that the current siting of the proposed building optimizes views from several surrounding buildings.

Questions arose over the number of parking stalls, the location of the parkade ramp, and other street improvements, and how this would impact traffic along 15th St and the lanes. The traffic consultant advised that the proposed improvements and on-site parking facilities would likely ameliorate the current traffic flow and parking challenges.

Questions also arose over the landscape design and the public realm and retail spaces. The applicant noted that a restaurant use would be targeted to occupy the southeast corner retail unit, with space

Urban Forum Associates Page 2

provided for an outdoor patio. The suggestion was made to retain the mature trees along 15th St, however the applicant stated that they are not planning to replace the trees along 15th Street, unless they were in poor health. However, an arborist assessment of the trees along the lane has recommended that these trees be replaced.

Comment Sheet and Email Summary:

Participants were invited to submit comments during a 5-day response period after the DIS meeting. Four (4) comment forms and three (3) emails were submitted after the DIS. Three (3) of the responses were in support and four (4) were opposed to the proposed project. These are submitted as a separate Appendix D: Public Comments.

Those in favour of the project noted support for the building design, in particular the improvements to the street, the number of parking stalls, and the public realm, and how this will all help to ameliorate the current traffic congestion along 15th St and the lane. The suggestion was made to add gas stoves and BBQ hookups for all units, as well as a larger awning along 15th street to facilitate more covered space for patios. The suggestion was made to include a longer covered bus stop on 15th Street to encourage transit use. The suggestion was made to include affordable/social housing as part of this project.

Those opposed to the project noted concern over the building height and proximity to neighbouring buildings, blocking private views. The suggestion was made to make the builder shorter (5 storeys or 18 storeys were noted). There was concern over traffic and parking challenges becoming exacerbated in the area. Support was noted for the EV charging stations for all parking stalls. Concern was raised over the suggested copper cladding accents and how this may become tarnished over time (citing the rental building on Lonsdale and 13th as a precedent).

Conclusion:

The purpose of this online Virtual Developer Information Session was to present to the community the proposed rezoning application and the development concept, and to provide attendees with an opportunity to ask clarifying questions and comment on the proposal. 354 DIS notification flyers were distributed by mail to the surrounding community, and 28 community members signed into the DIS. Two newspaper ads notified the community of the DIS, and two DIS notification signs were posted on the property. A total of four (4) comment forms and three (3) e-mails were submitted to the project Development Manager.

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

- · Watching a virtual project presentation during the DIS, including a 3D virtual "fly-through" video
- Asking questions of the project team and/or City Planner during the DIS
- Submitting written comments after 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 the development team and City Planner a variety of specific questions, mostly related to building height, siting, view impacts, parking and traffic, and the overall design, landscaping and public realm.

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8921

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, 2022, No. 8921" (Polygon Development 338 Ltd. / IBI Group Architects, 114-132 West 15th Street, CD-752), and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165).
- 2. Division VI: Zoning Map of Document "A" of "Zoning Bylaw, 1995, No. 6700" is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-752 (Comprehensive Development 752 Zone):

Lots	Block	D.L.	Plan	
E&F	38	548	18002	from C-1B

- 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 section to Section 1100, thereof, after the designation "CD-751 Comprehensive Development 751 Zone":
 - "CD-752 Comprehensive Development 752 Zone"
 - B. Adding the following to Section 1101, thereof, after the "CD-751 Comprehensive Development 751 Zone":
 - "CD-752 Comprehensive Development 752 Zone"

In the CD-752 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 C-1B Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to:
 - (a) Retail Service Group 1A Use:
 - (b) Retail Service Group 1 Use, except these uses are permitted only at the second storey or higher;
 - (c) Accessory Apartment Use subject to Section 607(1) of this Bylaw;
 - (d) Accessory Home Occupation Use, subject to Section 507(6);
 - (e) Accessory Home Office Use, subject to Section 507(6);
 - (f) Child Care Use, subject to Section 607(9);
 - (g) Accessory Off-Street Loading Use;
 - (h) Accessory Off-Street Parking Use;
 - (i) Off-Site Parking Use.

(2) Gross Floor Area

- (a) The maximum Gross Floor Area is 2.6 FSR;
- (b) Not withstanding (2)(a) the Gross Floor Area may be increased as follows:

	ADDITIONAL (B	ONUS) DENSITY	
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE
Community Benefit Cash Contribution	Provision of a Community Benefit Cash Contribution of \$3,553,200 and provision of a Mini Plant sized and located in accordance with the requirements of the Director of the Lonsdale Energy Corporation	Maximum 3,278.4 sq. m. (35,288.4 sq. ft.) 1.4 FSR	As per OCP Policy Section 2.2.1
TOTAL BONUS		1.4 FSR	

	DENSITY TRANSFER				
DONOR SITE	DESCRIPTION	TRANSFERRED GROSS FLOOR AREA	POLICY REFERENCE		
Transferred from Harry Jerome Lands (at 2300 Lonsdale Avenue and 116 East 23 rd Street, Comprehensive Development Zone 165)	Residual density that is not to be utilized on donor site	7,152.9 sq. m. (76,993 sq. ft.) / 3.05 FSR	As per OCP Policy Section 2.3		
TOTAL TRANSFER		3.05 FSR			

Such that the total effective on-site Gross Floor Area is not to exceed 7.05 FSR.

- (3) A minimum of 21 units shall have 3 bedrooms;
- (4) Building Height:
 - (a) The Principal Building shall not exceed a Building Height of 68 metres (223 feet) as measured from the average Building Grades;

Document: 2158824-v3

- (b) Elevator and mechanical penthouses may project beyond the defined height in (a) by a maximum of 6.1 metres (20 feet) including elevator shafts and mechanical rooms:
- (5) Section 610(5) Siting shall be waived and replaced with the following siting requirements:
 - (a) The Principal Building shall be sited not less than:
 - (i) 2.1 meters (7 feet) from the lane (flanking lane) to the east;
- (6) Section 612(6) Building Width and Length shall be waived;
- (7) Section 402(6) within Prohibited Uses of Land, Buildings, and Structures shall be waived;
- (8) 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) A minimum of 143 residential vehicle Parking Spaces shall be provided;
 - (b) A minimum of 10 residential visitor Parking Spaces shall be provided;
 - (c) A minimum of 30 commercial vehicle Parking Spaces shall be provided, of which, four shall be identified as shared residential visitor and commercial parking;
 - (d) Two Loading Spaces shall be provided;

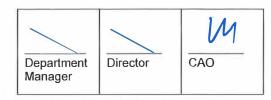
Document: 2158824-v3

(1)	Creating a new entry recording 7,152.9 sq. m. of Transferred Gross Floor Area to the 144 – 132 W 15 th Street Recipient site and subtracting 7,152.9 sq. m. from the Remaining Residual Density on the Site.		
		READ a first time on the <> day of <>, 2022.	
		READ a second time on the <> day of <>, 2022.	
		READ a third time on the <> day of <>, 2022.	
		ADOPTED on the <> day of <>, 2022.	
		MAYOR	

CORPORATE OFFICER

Amending Section 1101, CD-165, Schedule 141, 'Record of Density Transfer', by:

C.





The Corporation of THE CITY OF NORTH VANCOUVER PLANNING & DEVELOPMENT

REPORT

To:

Mayor Linda Buchanan and Members of Council

From:

Michael Epp, Director, Planning & Development

Subject:

STREAMLINING OF DEVELOPMENT VARIANCE PERMIT REQUESTS

Date:

April 13, 2022

File No: 01-0125-01-0001/2022

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

RECOMMENDATION

PURSUANT to the report of the Director, Planning & Development, dated April 13, 2022, entitled "Streamlining Development Variance Permit Requests":

THAT staff be directed to bring forward a bylaw to amend the Development Procedures Bylaw, with proposed provisions to delegate authority for issuance of Development Variance Permits for minor variances.

ATTACHMENT

Delegation and Assessment Criteria for Development Variance Permits (Citydocs #2158234)

PURPOSE

In response to the adoption of new Provincial legislation (Bill 26) amending the *Community Charter* and *Local Government Act*, the purpose of this report is to outline a draft set of provisions regarding Council delegation to staff for the consideration of some Development Variance Permit (DVP) applications. Should Council approve the DVP provisions outlined in the report, staff will bring forward a bylaw to amend the Development Procedures Bylaw reflecting the changes, for Council consideration.

BACKGROUND

In 2018, the Ministry of Municipal Affairs initiated the Development Approvals Process Review (DAPR), aimed at identifying improvements to the municipal and provincial

Document Number: 2158192 V3

approval processes required for land development. The review issued recommendations in 2019, and on November 25, 2021, the Province gave Royal Assent to Bill 26 – Municipal Affairs Statutes Amendment Act (No. 2), (2021) ("Bill 26"); the first legislative changes arising from the review. Some of the legislative amendments in Bill 26 will come by a future regulation, but some came into force on Royal Assent.

Amongst those changes, the legislation has two key implications to development planning at the local government level:

- it altered the procedures for notification and public hearings with respect to rezoning applications that are compliant with the Official Community Plan (OCP);
 and
- it introduced a new authority enabling Councils to delegate decision-making on DVPs for minor zoning variances.

This report responds to the second item and discusses the implications for development planning.

In 2021, the City was successful in a grant application for a comprehensive development approval review, which includes exploring opportunities to reduce the complexity of approval processes and other changes to allow the City to effectively manage permit volumes. This review includes both a third party process evaluation, as well as staff's effort in identifying ongoing process improvement and regulatory streamlining. The recent legislative changes present an opportunity to advance this work and explore further options to enhance our process, which are discussed in this report.

DISCUSSION

Bill 26 introduced changes to the *Local Government Act* that required the City to change its procedures in respect to development applications and public notifications. These changes were discussed with Council in rezoning reports that were introduced in December 2021 and are discussed in more detail in this report. In addition, the changes also allow consideration of how or whether to apply new authority introduced by the legislation with respect to DVPs for minor variances. These changes, their implications and recommendations are set out below.

Delegation of Minor Development Variance Permits

Bill 26 allows a municipality to consider delegating the authority for issuing DVPs for *minor* variance requests to staff. This includes variances to the siting, size and dimension of buildings and structures, the regulation of signs, and off-street and loading space requirements. Changes to use and density are not permitted by way of a variance and can only be conferred through the Zoning Bylaw, which is within Council's sole authority. The legislation requires, should Council wish to delegate minor variance DVPs, that Council establish, by bylaw:

- (a) criteria for determining whether a proposed variance is minor; and,
- (b) guidelines the delegate must consider in deciding whether to issue a DVP.

Development in the City currently occurs primarily through site specific, case by case rezoning applications, which result in individual Comprehensive Development Zones tailored to each application received. With this system, development variance requests are relatively uncommon, as shown in Table 1 below. However, the City, on occasion, receives requests for minor changes to established zoning parameters. These requests can arise as a result of unforeseen conditions on-site where complying with the zoning would present a challenge or a "hardship" for a property owner or where an alternative on-site development configuration allows for a preferred outcome when compared with what is permitted as-of-right on a site. An example would be preserving an on-site tree by repositioning a development away from the tree and into an established zoning bylaw setback. Another example would be a desire to reallocate a required vehicle parking space to better accommodate e-bike parking or storage or the variance of setbacks to allow for the preservation of a heritage building.

Table 1. Development Variance Permit Requests, 2018 - 2021

Year	# of Variance Requests	Types
2021	1	Lot coverage
2020	1	Antenna configuration
2019	5	Parking requirement, setbacks, lot coverage, heritage
2018	3	Height, parking

The trade-offs suggested by these requests are currently evaluated through a staff review process, public consultation (through notification and, in some instances, an information session), and, ultimately, a Council decision. This process currently requires between four and seven months to complete. As some variance requests result from unforeseen difficulties in complying with the established zoning, timeliness is very important to applicants for a variance.

Delegating authority for minor variances to staff would substantially reduce the time and cost required to process variance requests. Under the new regulations, a delegated variance does not require a statutory notice to be published. Staff therefore recommend that Council consider delegating the following types of minor variance requests to staff. Details of rationale and assessment criteria are outlined in Attachment 1.

Sign Bylaw:

All variance requests regarding size, number and placement of signs.

2. Parking Variances:

- Variances of 10% or less of the Zoning Bylaw required minimum number of spaces (vehicles, bicycles),
- Variances of up to 25% where such a request is required for the preservation of mature on-site trees,
- Variances related to loading requirements including number of required loading spaces, design and technical provisions such as dimensions and access,

Date: April 13, 2022

- Variances of technical and design requirements pertaining to design, location of parking,
- All parking variance requests up to one space in R1 and R2 designated areas.
- 3. Garbage and Recycling Storage Facility:
 - Any variance to the requirements can be considered by staff.

4. Building Siting:

 Variances of 25% or less of Zoning Bylaw minimum requirements regarding setbacks, building separations, lot coverage, open site space, permeable surfaces and general building siting dimensions.

5. Patios and Decks:

Variances to patios and decks of all configurations and sizes.

6. Building Envelope:

 Variances of less than 10% or less than one storey, whichever is the lesser, to building height and variances of less than 10% to other building envelope dimensions such as building width and length, upper storey step-backs and angular planes, as applicable.

In addition to specific criteria outlined in the draft provisions, general criteria would also be adopted, which would be used to establish consistent guidance and fairness in the evaluation of all Development Variance requests:

- The request should be consistent with the goals, objectives and policies within the OCP and any other relevant policy documents including, but not limited to, the City's housing policies, Mobility Strategy, Well-Being Strategy, Climate and Environment Strategy and Economic Strategy.
- 2. The request should be supported by a sound justification based on one or more of the following:
 - An inability to reasonably develop a site in an efficient and effective manner while complying with bylaw requirements;
 - b. A benefit to the community or surrounding properties as a result of a preferable form of development or outcome that is enabled through the requested variance.
- The request should not result in an unacceptable negative impact on neighbouring properties and should fully consider mitigation measures to reduce any identified negative impacts.
- 4. The request should not impose any costs on the municipality.
- The variance should not defeat the explicit or implicit intent of the bylaw requirement being varied.

Date: April 13, 2022

As with other development matters currently delegated to staff, such as Development Permits, staff would exercise professional judgment and retain the ability to rely on input from the City's advisory bodies or to elevate a request to Council. Under the provisions of the Act, should Council opt to delegate approval of minor variances to staff, the applicant who is subject to a staff decision would remain entitled to have Council reconsider a decision of staff.

Should Council proceed with a delegation, for reasons outlined above, staff do not anticipate a significant volume of requests, with the vast majority of development applications proceeding through Development Permit (staff-approval) or rezoning (Council approval).

It should be noted that the City's appointed Board of Variance would continue to consider applications based on hardship circumstances.

Options for DVP Delegation

In considering delegation of DVP authorities, the following options are presented for Council consideration:

Option 1 (Recommended) – Endorse the delegation and criteria for minor variances as outlined in Attachment #1 and instruct staff to bring back a bylaw to amend the Development Procedures Bylaw to reflect these provisions. This is the staff recommended option.

Option 2 – Approve a revised version of the delegation provisions as outlined in the Attachment #1 and instruct staff to bring back a bylaw to amend the Development Procedures Bylaw to reflect Council directions. In this case, the active clause of the recommendation should read:

"THAT staff be directed to bring back a revised Development Procedures Bylaw, for Council consideration, with draft provisions relating to Development Variance Permits (DVPs), as modified and directed by Council as follows _____;"

Option 3 – Maintain the current practice of Council reviewing and approving all DVPs (the status quo option). Should Council wish to maintain present practice, no resolution or further action is required.

Alternative Public Input Prototype Update

Changes to section 464 of the *Local Government Act* (the "Act") remove the default requirement for local governments to hold public hearings for zoning bylaw amendments that are consistent with the Official Community Plan (OCP). Instead, the Provincial legislation contemplates that approval of zoning bylaws would proceed by default without public hearings, thereby removing the need for local governments to go through the process of waiving these hearings (as was previously required). The Act allows for public hearings to be held as an option, if desired by Council, on a case-by-case basis. At

present, a Council motion to hold or not hold a public hearing is required with each rezoning application.

While the intent of the changes to the Act were to simplify this aspect of the approval process, in practice, the current process requires similar steps to the previous approval process, as outlined below.

Table 1. Previous and New Zoning Bylaw Consideration and Approval Process

	Previous Process	New Process	
1.	Staff Report and first and second readings of bylaw, including decision to hold or waive public hearing	Staff Report and recommendation of whether a public hearing will be held or no public hearing	
2.	Publish public hearing notices	 If referred to public hearing, first and second readings of bylaw at same meeting as introduction and then notice of public hearing published. 	
3.	Public hearing, followed by third reading of bylaw	If no public hearing held, then notice of first reading published after introduction	
4.	Finalize legal agreements	 Public hearing (if held), followed by third reading of bylaw OR, if no public hearing, first, second and third reading at Regular meeting 	
5.	Final adoption of bylaw	5. Finalize legal agreements	
		6. Final adoption of bylaw	

As done previously, Council makes a case-by-case determination whether or not to refer a zoning amendment bylaw to a public hearing. Council will either make a motion to hold a public hearing or not hold a public hearing when an application is introduced, and there is no longer a requirement to waive a public hearing.

The City has long placed importance on public engagement in municipal affairs, emphasizing principles of access and equity and has been proactive in exploring alternative means of gathering public input on development applications. In 2019, under the City-initiated Balanced Housing Lab, staff had started to revisit the standard approach to community consultation through rezoning to encourage earlier consultation and include a wider array of participants in the development review process. A pilot project (for a rezoning proposal at 115 East Keith Road) is currently underway, exploring alternative approaches for early community consultation and engagement, and staff will be reporting back to Council with lessons learned and recommendations.

Following the evaluation of this pilot, staff will report back on findings and potential changes to improve the level of representation of the community and responsiveness of the consultation process.

FINANCIAL IMPLICATIONS

The measures outlined in this report have limited financial implications, though are expected to result in reductions in staff time allocated to processing variance requests and minor reductions in City costs for statutory notices.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been reviewed by the Policy and Project Team, the Organizational Policy Review Committee and was prepared in coordination with the Corporate Officer and the City Solicitor.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The recommendations of this report will help the efficient implementation of the OCP, as well as Council Strategic Plan.

CONCLUSION

The provisions outlined in the report for administering minor DVP applications by staff represent a potential measure to further the City's streamlining initiatives. The measures will significantly reduce processing time for minor Development Variance Permit requests. Staff's recommendations are guided by the City's corporate values of efficient, high-quality customer services and continued innovation in engaging with our citizens.

RESPECTFULLY SUBMITTED:

Michael Epp

Director, Planning & Development

DRAFT

DELEGATION AND ASSESSMENT CRITERIA FOR DEVELOPMENT VARIANCE PERMITS (DVPs)

These draft provisions or any modifications of these draft provisions, as directed by Council, will be incorporated into the City's Development Procedures Bylaw.

PURPOSE

These provisions set out assessment criteria to be applied in the consideration of requests to vary the provisions of a bylaw through a Development Variance Permit (DVP). The provisions also determine when a request is considered 'minor' and delegated to staff. The intent is to ensure fair and consistent processing of DVP applications, while providing applicants and the public with clarity on the factors that are considered during the evaluation.

Provisions apply to all requests for DVPs to vary requirements of the Zoning Bylaw, Sign Bylaw, Subdivision and Development Control Bylaw or other bylaw provisions for which a Development Variance Permit can be considered, in accordance with the *Local Government Act*

Types of Development Variances

These provisions outline assessment criteria for two types of variance requests:

1. Standard Variance Requests – Council Authority

Variances to bylaw provisions that may be considered in conjunction with a rezoning application or outside of a rezoning application through a DVP. DVP requests are evaluated in accordance with the General Assessment Criteria below, with the results of the evaluation presented to Council for consideration.

2. Minor Variance Requests – Staff Delegated Authority

Variances to be considered by Council's delegate in accordance with the evaluation framework outlined in this policy. These requests must be within the thresholds to be determined as minor (by these provisions) and are evaluated in accordance with both the *General Assessment Criteria* and *Minor Variances* – *Assessment by Categories* as outlined below. The results of this evaluation are to be compiled in a decision memorandum, recording the evaluation's findings and decision to authorize or reject the variance request. Applications which do not meet the criteria would be referred to Council for consideration.

DVPs may be in association with a development proposal (ie rezoning) or may be stand-alone DVP applications which do not accompany a development proposal. All DVP requests in association with rezoning would be considered by Council.

Document Number: 2158234

General Assessment Criteria

The following criteria shall be applied to the evaluation of all DVP applications:

- 1. The request should be consistent with the goals, objectives and policies within the Official Community Plan and any other relevant policy documents including, but not limited to, the City's housing policies, Mobility Strategy, Well-being Strategy, Climate and Environment Strategy, and Economic Strategy.
- 2. The request should be supported by a sound justification based on one or more of the following:
 - a. an inability to reasonably develop a site in an efficient and effective manner while complying with a bylaw requirements;
 - a benefit to the community or surrounding properties as a result of a preferable form of development or outcome that is enabled through the requested variance.
- 3. The request should not result in an unacceptable negative impact on neighbouring properties and should fully consider mitigation measures to reduce any identified negative impacts.
- 4. The request should not impose any costs on the municipality.
- 5. The variance should not defeat the explicit or implicit intent of the bylaw requirement being varied.

Minor Variances – Assessment by Categories

1. Sign Bylaw: All variance requests respecting size, number and placement of signs.

Rationale – The City's Sign Bylaw was last comprehensively reviewed in 1992 and does not adequately reflect all signage scenarios or types. Staff routinely negotiate alternative signage configurations through on-site Signage Plans.

Staff Assessment Criteria – Director of Planning & Development shall consider:

the variance request respecting size, number and placement of signs
does not result in a significant increase in the total number or size of onsite signage and is in keeping with the aesthetic and character of the
buildings and surrounding area; and

• the effect of the variance does not result in safety concerns or adverse impact to neighbouring properties, such as light pollution.

2. Parking Variances:

- a. variances of 10% or less of the Zoning Bylaw required minimum number of spaces (vehicles, bicycles);
- b. variances of up to 25% where such a request is required for the preservation of mature on-site trees;
- c. variances related to loading requirements including number of required loading spaces and design and technical provisions such as dimensions and access:
- d. variances of technical and design requirements pertaining to design, location of parking; and
- e. all parking variance requests up to one space, in areas designed 'R1' and 'R2' in the Official Community Plan.

Rationale – This would allow expedited consideration of requests resulting from unique on-site considerations or where an alternative is demonstrated to result in a preferable outcome.

Staff Assessment Criteria – Director of Planning & Development shall consider:

- the reduction is not expected to have undue impact on the on-street parking in the area;
- if there is a reasonable alternative to the minimum parking standard, particularly taking the intended uses of the building into consideration. These alternatives may include bicycle parking, personalized mobility aids parking, public transit passes or other measures as the Director of Planning & Development may deem appropriate;
- in the case of a parking variance for the protection of mature on-site trees, the parking variance is a direct result of the reduction of parking stalls to ensure adequate soil volume for the long term health of said trees; and
- any variance to the parking design, location would not result in any safety concerns or operational issues.
- 3. Garbage and Recycling Storage Facility: Any variance to the requirements can be considered by the Director of Planning & Development. Consultation with the facility operator, as well as consultation with City Engineer, is required.
- 4. Building Siting: Variances of 25% or less of Zoning Bylaw minimum requirements regarding setbacks, building separations, lot coverage, open site space, permeable surfaces and general building siting dimensions.

Rationale - While the majority of development in the City occurs through rezoning, during which a review of setbacks is conducted, unique conditions on as-of-right sites occasionally curtail the ability to proceed with an effective development. Slope, tree preservation, adjacency to a stream or ravine, etc. are examples of site constraints where variances are occasionally warranted.

Staff Assessment Criteria – Director of Planning & Development shall consider:

- that the variance to building siting requirements does not decrease the liveability of residential units and that there is a demonstration that the variance request does not result in undue impact on access to light and privacy.
- 5. Patios and Decks: Variances to patios and decks of all configurations and sizes.

Rationale – Patios and decks are extensions to buildings that, due to the diverse existing conditions of the buildings, often do not conform to zoning regulations. However, they are important for liveability reasons and are of relatively low impact when it comes to neighbourliness.

Staff Assessment Criteria – Director of Planning & Development shall consider:

- variance not to create undue privacy impact on adjoining neighbours; and
- variance does not result in a significant increase of site coverage or impermeable surface on the lot;
- 6. Building Envelope: Variances of less than 10% or less than one storey, whichever is the lesser, to building height and variances of less than 10% to other building envelope dimensions, such as building width and length, upper storey step-backs and angular planes, as applicable.

Rationale – On occasion, rooftop features, such as access hatches, elevator overruns and architectural elements, are proposed to extend moderately beyond maximum bylaw heights. A desire for greater floor to ceiling height on commercial levels can contribute to the desire for minor height variances as can changing building technologies to support decarbonization.

Staff Assessment Criteria – Director of Planning & Development shall consider:

- variance to the building envelope or height be accompanied by supporting information clearly illustrating shadow and view impacts in a format acceptable to the Director of Planning & Development;
- variance to building envelope and height be assessed for compatibility with adjacent land uses (both existing and as proposed in the OCP);

- variance does not result in significant incremental shadow impacts, particularly where such an impact is to a sensitive public site, such as a park or greenspace; and
- variance does not result in significant public view impacts as seen from the street or public spaces.