



**AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON MONDAY, JULY 10, 2023 AT 6:00 PM**

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

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, July 10, 2023

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, June 19, 2023
3. Special Regular Council Meeting Minutes, June 28, 2023

**PUBLIC INPUT PERIOD**

**BYLAW – FIRST, SECOND AND THIRD READINGS**

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8976” (Rising Tides Consulting / MONOVA, 115 West Esplanade, CD-671 Text Amendment)

**PRESENTATIONS**

Central Lonsdale Revitalization: Baseline Assessment – Manager, Economic Development, and Deputy Director, Parks and Public Spaces

*Information Report, June 28, 2023 – “Central Lonsdale Baseline Assessment”*

Forest and Natural Areas Operational Update – Acting Manager, Parks and Environment, and Deputy Director, Parks and Public Spaces

**REPORT**

5. Housing Agreement for 2612 Lonsdale Avenue (Mehrdad Rahbar / Vernacular Development)

**BYLAW – THIRD READING**

6. “Housing Agreement Bylaw, 2021, No. 8697” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments)

## **REPORTS**

7. Zoning Bylaw Amendment Application – 333 Brooksbank Avenue (Save On Foods Ltd.)
8. Construction Regulation Bylaw Amendments to Support Increased Energy Efficiency and Low Carbon Systems

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

9. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986” (BC Energy Step Code and Zero Carbon Step Code Updates)

## **REPORT**

10. Donation to North Shore Emergency Management – In Memory of Robert Fearnley and Gayle Fearnley

*Information Report, June 29, 2023 – “Status of 2023 Council Contingency Grants Accounts”*

## **NOTICES OF MOTION**

11. Incentivizing Preservation of Mature Trees in the City of North Vancouver – Councillor Shahriari
12. Narrowing of Streets Resulting in Queueing and Yielding of Traffic – Councillor Shahriari

## **PUBLIC CLARIFICATION PERIOD**

## **COUNCIL INQUIRIES / REPORTS**

## **NEW ITEMS OF BUSINESS**

## **NOTICE 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, July 10, 2023

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, June 19, 2023
3. Special Regular Council Meeting Minutes, June 28, 2023

## **PUBLIC INPUT PERIOD**

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

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

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

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

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

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

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

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

**BYLAW – FIRST, SECOND AND THIRD READINGS**

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8976” (Rising Tides Consulting / MONOVA, 115 West Esplanade, CD-671 Text Amendment)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8976” (Rising Tides Consulting / MONOVA, 115 West Esplanade, CD-671 Text Amendment) be given first, second and third readings.

*Application considered by Council on June 5, 2023; notice published on June 28 and July 5, 2023.*

*No Public Hearing held.*

**PRESENTATIONS**

Central Lonsdale Revitalization: Baseline Assessment – Manager, Economic Development, and Deputy Director, Parks and Public Spaces

*Information Report, June 28, 2023 – “Central Lonsdale Baseline Assessment”*

Forest and Natural Areas Operational Update – Acting Manager, Parks and Environment, and Deputy Director, Parks and Public Spaces

**REPORT**

5. Housing Agreement for 2612 Lonsdale Avenue (Mehrdad Rahbar / Vernacular Development) – File: 08-3360-20-0426/1

Report: Planner 1, June 28, 2023

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated June 28, 2023, entitled “Housing Agreement for 2612 Lonsdale Avenue (Mehrdad Rahbar / Vernacular Development)”:

THAT “Housing Agreement Bylaw, 2021, No. 8697” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be given third reading.

*Item 6 refers.*

**BYLAW – THIRD READING**

6. “Housing Agreement Bylaw, 2021, No. 8697” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments)

**RECOMMENDATION:**

THAT “Housing Agreement Bylaw, 2021, No. 8697” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be given third reading.

**REPORTS**

7. Zoning Bylaw Amendment Application – 333 Brooksbank Avenue (Save On Foods Ltd.) – File: 08-3030-20-0330/1

Report: Planner 1, June 28, 2023

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated June 28, 2023, entitled “Zoning Bylaw Amendment Application – 333 Brooksbank Avenue (Save On Foods Ltd.)”:

THAT the application submitted by Save-on-Foods Ltd. to amend the CD-131 zoning for the property located at 333 Brooksbank Avenue, to permit a wine sales use in the existing grocery store, be rejected.

8. Construction Regulation Bylaw Amendments to Support Increased Energy Efficiency and Low Carbon Systems – File: 11-5280-14-0001/2023

Report: Chief Building Official and Manager, Environmental Sustainability, June 28, 2023

**RECOMMENDATION:**

PURSUANT to the report of the Chief Building Official and Manager, Environmental Sustainability, dated June 28, 2023, entitled “Construction Regulation Bylaw Amendments to Support Increased Energy Efficiency and Low Carbon Systems”:

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986” (BC Energy Step Code and Zero Carbon Step Code Updates) be considered.

*Item 9 refers.*

**BYLAW – FIRST, SECOND AND THIRD READINGS**

9. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986” (BC Energy Step Code and Zero Carbon Step Code Updates)

**RECOMMENDATION:**

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986” (BC Energy Step Code and Zero Carbon Step Code Updates) be given first, second and third readings.

**REPORT**

10. Donation to North Shore Emergency Management – In Memory of Robert Fearnley and Gayle Fearnley – File: 01-0530-01-0001/2023

Report: Corporate Officer, June 29, 2023

**RECOMMENDATION:**

PURSUANT to the report of the Corporate Officer, dated June 29, 2023, entitled “Donation to North Shore Emergency Management – In Memory of Robert Fearnley and Gayle Fearnley”:

WHEREAS former Councillor, Robert Fearnley, and his daughter, Gayle Fearnley, passed away suddenly on February 9, 2023;

THAT, in honour of former Councillor Fearnley and his daughter, Gayle Fearnley, Council make a donation in the amount of \$1,000 to North Shore Emergency Management;

AND THAT the funds be paid from the Council Bereavement Donations Fund.

*Information Report, June 29, 2023 – “Status of 2023 Council Contingency Grants Accounts”*

**NOTICES OF MOTION**

11. Incentivizing Preservation of Mature Trees in the City of North Vancouver  
– File: 12-6300-01-0001/2023

Submitted by Councillor Shahriari

**RECOMMENDATION:**

WHEREAS trees form an important part of the natural beauty and environmental backbone of our community, providing shading and mitigation of urban heat impacts, habitat for wildlife, contributing to air quality and carbon capture;

WHEREAS the City of North Vancouver has enacted “Tree Bylaw, 2022, No. 8888” to provide responsible rules and regulations concerning the cutting and removal of trees;

WHEREAS the benefits of larger and mature trees are difficult to replace in the short term, as newly planted or replacement trees take a prolonged time period to reach significant canopy and trunk size;

WHEREAS staff are currently developing an Urban Forest Management Strategy in coordination with the ongoing development of a Climate and Environment Strategy;

AND WHEREAS it is in the public interest to encourage property developers to preserve larger and mature trees and to consider options to incentivize the retention of mature trees;

THEREFORE BE IT RESOLVED that staff be directed to provide possible options to incentivize property developers to protect and retain large and mature trees in areas not covered by “Tree Bylaw, 2022, No. 8888”;

AND THAT staff be directed to report annually on the number of mature trees that are saved or removed under the Tree Bylaw and any other incentive programs.

**NOTICES OF MOTION – CONTINUED**

12. Narrowing of Streets Resulting in Queueing and Yielding of Traffic  
– File: 16-8310-01-0001/2023

Submitted by Councillor Shahriari

**RECOMMENDATION:**

WHEREAS the City’s Mobility Strategy specifies an objective of healthy, safer streets that work for everyone;

WHEREAS one of the strategies is to reduce travel speeds on more streets to decrease the risk of serious injuries and fatalities to improve neighbourhood safety and livability;

WHEREAS the Mobility Strategy outlines various options for design interventions to further encourage safe travel speeds, particularly on local streets, including, but not limited to, road narrowing, speed bumps, raised crosswalks and curb-bulges;

WHEREAS any design changes can take time to be proven effective and many of these options can be adjusted after a trial period, if changes are indicated, and such changes can be made within reasonable cost implications;

WHEREAS street narrowing resulting in queueing or yielding of opposing traffic (e.g. St. Andrews Avenue between Keith Road and 13<sup>th</sup> Street and, most recently, Forbes Avenue at 14<sup>th</sup> Street) often result in a major change for all users of the street, and can be costly if a further change is required after major street alterations are put in place;

AND WHEREAS major changes should occur only after prior consideration of existing conditions and the experiences of those who frequently use the roadway in question through thorough public engagement;

THEREFORE BE IT RESOLVED that any major street design changes with respect to street narrowing to the extent that would result in queueing or yielding would require public engagement with those who have experience with the roadway, including residents, business owners and first responders, with a summary of that consultation provided to Council prior to the implementation of any changes.

**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**

**NOTICE OF MOTION**

**RECESS TO CLOSED SESSION**

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

**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

**ADJOURN**

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**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, JUNE 19, 2023**

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**PRESENT**

**COUNCIL MEMBERS**

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

**STAFF MEMBERS**

L. McCarthy, CAO  
K. Graham, Corporate Officer  
J. Peters, Acting Deputy Corporate Officer  
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services  
L. Sawrenko, Chief Financial Officer  
P. Manarovici, Controller  
H. Granger, City Solicitor  
D. Hutch, Deputy Director, Parks and Public Spaces  
S. Galloway, Director, Planning and Development  
R. Basi, Manager, Development Planning  
R. de St. Croix, Manager, Long Range and Community Planning  
M. Menzel, Development Planner  
E. Elliott, Manager, Transportation  
J. Robertson, Acting Director, Community and Partner Engagement  
J. Roy, Manager, Civic Facilities  
C. Stevens, Manager, Strategic Initiatives  
D. Foldi, Senior Project Manager  
G. Zandieh, Project Manager  
C. Bulman, Committee and Records Clerk

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

**APPROVAL OF AGENDA**

Moved by Councillor Back, seconded by Councillor Valente

1. Regular Council Meeting Agenda, June 19, 2023

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Shahriari, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, June 12, 2023

**CARRIED UNANIMOUSLY**

## **PROCLAMATION**

Mayor Buchanan declared the following proclamation:

National Indigenous Peoples Day – June 21, 2023

## **PUBLIC INPUT PERIOD**

- Robb Webb, 1415 East 18<sup>th</sup> Street, North Vancouver, spoke regarding a notice of liability.

## **CONSENT AGENDA**

Moved by Councillor Valente, seconded by Councillor Girard

THAT the recommendations listed within the “Consent Agenda” be approved.

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **BYLAW – ADOPTION**

- \*3. “Highways Establishing Bylaw, 2023, No. 8969” (Dedication of Lots K and L in the 300 Block of Forbes Avenue as Highway)

Moved by Councillor Valente, seconded by Councillor Girard

THAT “Highways Establishing Bylaw, 2023, No. 8969” (Dedication of Lots K and L in the 300 Block of Forbes Avenue as Highway) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

## **CORRESPONDENCE**

- \*4. Board in Brief, Metro Vancouver Regional District, June 2, 2023  
– File: 01-0400-60-0006/2023

Re: Metro Vancouver – Board in Brief

Moved by Councillor Valente, seconded by Councillor Girard

THAT the correspondence from Metro Vancouver, dated June 2, 2023, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

**(CARRIED UNANIMOUSLY)**

## **CONSENT AGENDA – Continued**

### **REPORTS**

- \*5. 2022 Statement of Financial Information – File: 05-1880-20-0008/2022

Report: Chief Financial Officer, June 7, 2023

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Chief Financial Officer, dated June 7, 2023, entitled “2022 Statement of Financial Information”:

THAT the Statement of Financial Information for the year ended December 31, 2022 be approved and forwarded to the Ministry of Municipal Affairs.

**(CARRIED UNANIMOUSLY)**

- \*6. Report Required Under Local Government (Green Communities) Statutes Amendment Act, 2008 – File: 05-1610-01-0001/2023

Report: Chief Financial Officer, June 7, 2023

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Chief Financial Officer, dated June 7, 2023, entitled “Report Required Under Local Government (Green Communities) Statutes Amendment Act, 2008”:

THAT the report of the Chief Financial Officer, dated June 7, 2023, be received and filed.

**(CARRIED UNANIMOUSLY)**

- \*7. Wharf Manager Appointment – File: 13-6740-01-0001/2023

Report: Chief Administrative Officer, June 7, 2023

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Chief Administrative Officer, dated June 7, 2023, entitled “Wharf Manager Appointment”:

THAT Magda Kwaterska, Manager, The Shipyards and Waterfront, be appointed as the Wharf Manager for the purposes of “Wharf Regulation Bylaw, 2005, No. 7665” (St. Roch Dock, Burrard Dry Dock and Goldsworthy Pier).

**(CARRIED UNANIMOUSLY)**

### **END OF CONSENT AGENDA**

## **BYLAWS – FIRST, SECOND AND THIRD READINGS**

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8892” (Kenwood Apartments Ltd. / Rafii Architects Inc., 1536-1550 Eastern Avenue, CD-743, and Text Amendment to 1629 St. Georges Avenue, CD-603)

Moved by Councillor Back, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8892” (Kenwood Apartments Ltd. / Rafii Architects Inc., 1536-1550 Eastern Avenue, CD-743, and Text Amendment to 1629 St. Georges Avenue, CD-603) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Back, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8892” (Kenwood Apartments Ltd. / Rafii Architects Inc., 1536-1550 Eastern Avenue, CD-743, and Text Amendment to 1629 St. Georges Avenue, CD-603) be given third reading.

**CARRIED UNANIMOUSLY**

9. “Housing Agreement Bylaw, 2023, No. 8893” (Kenwood Apartments Ltd. / Rafii Architects Inc., 1536-1550 Eastern Avenue, CD-743, Rental Housing Commitments)

Moved by Councillor Back, seconded by Councillor McIlroy

THAT “Housing Agreement Bylaw, 2023, No. 8893” (Kenwood Apartments Ltd. / Rafii Architects Inc., 1536-1550 Eastern Avenue, CD-743, Rental Housing Commitments) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Back, seconded by Councillor McIlroy

THAT “Housing Agreement Bylaw, 2023, No. 8893” (Kenwood Apartments Ltd. / Rafii Architects Inc., 1536-1550 Eastern Avenue, CD-743, Rental Housing Commitments) be given third reading.

**CARRIED UNANIMOUSLY**

## **PUBLIC MEETING – 2022 Annual Municipal Report**

Moved by Councillor McIlroy, seconded by Councillor Shahriari

THAT the meeting recess to the Public Meeting regarding the “2022 Annual Municipal Report”.

**CARRIED UNANIMOUSLY**

The meeting recessed to the Public Meeting at 7:14 pm and reconvened at 7:30 pm.

## **REPORT**

10. 2022 Annual Municipal Report – File: 01-0640-20-0001/2022

Report: Chief Financial Officer, June 7, 2023

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Financial Officer, dated June 7, 2023, entitled “2022 Annual Municipal Report”:

THAT the 2022 Annual Municipal Report be approved.

**CARRIED UNANIMOUSLY**

## **DELEGATION**

Wendy McCulloch, Executive Director, and Yang Wang, Board Chair, Impact North Shore

Re: Impact North Shore Briefing – June 2023

Wendy McCulloch and Yang Wang, Impact North Shore, provided a PowerPoint presentation regarding the “Impact North Shore Briefing – June 2023” and responded to questions of Council.

## **CORRESPONDENCE**

11. Wendy McCulloch, Executive Director, Impact North Shore, May 12, 2023  
– File: 01-0230-20-0035/2023

Re: Work and Trends for Immigrant Residents in the City of North Vancouver

Moved by Councillor Girard, seconded by Councillor Shahriari

THAT the correspondence from Wendy McCulloch, Executive Director, Impact North Shore, dated May 12, 2023, regarding the “Work and Trends for Immigrant Residents in the City of North Vancouver”, be received with thanks.

**CARRIED UNANIMOUSLY**

## **REPORTS**

12. North Shore Table Matters Advisory Committee – Invitation for Council Liaison  
– File: 10-5080-01-0001/2023

Report: Planner 1, June 7, 2023

Moved by Mayor Buchanan, seconded by Councillor Shahriari

PURSUANT to the report of the Planner 1, dated June 7, 2023, entitled “North Shore Table Matters Advisory Committee – Invitation for Council Liaison”:

THAT Councillor McIlroy be appointed to the North Shore Table Matters Advisory Committee as the Council liaison for the City of North Vancouver.

**CARRIED UNANIMOUSLY**

13. Mahon Park Childcare, Park Washrooms and Changerooms Facilities – Request for Additional Funding – File: 02-0800-30-0027/1

Report: Senior Project Manager, Strategic Initiatives, and Deputy Director, Parks and Public Spaces, June 7, 2023

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Senior Project Manager, Strategic Initiatives, and the Deputy Director, Parks and Public Spaces, dated June 7, 2023, entitled “Mahon Park Childcare, Park Washrooms and Changerooms Facilities – Request for Additional Funding”:

THAT the project funding be increased by \$1,443,720 to align with pre-tender Class A estimates for the project;

THAT (Funding Appropriation #2327) an amount of \$1,443,720 be appropriated from the Tax Sale Land (TSL) Principal Reserve for the purpose of funding the “Strategic Land Acquisition” project included in the 2023-2027 Capital Plan;

THAT (Funding Appropriation #2327) be transferred to Project 45334 “Childcare – Mahon Park”;

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

**CARRIED UNANIMOUSLY**

## **PUBLIC CLARIFICATION PERIOD**

Nil.

## **COUNCIL INQUIRIES / REPORTS**

Nil.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICE OF MOTION**

Nil.

## **RECESS TO CLOSED SESSION**

Moved by Councillor Girard, seconded by Councillor Back

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(c) [employee relations], 90(1)(e) [land matter] and 90(2)(b) [intergovernmental relations].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed Session, at 7:59 pm and reconvened at 10:06 pm.

## **REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

14. Support for Whey-ah-Wichen Canoe Festival – July 7-9, 2023, North Vancouver, BC – File: 01-0400-70-0001/2023

Report: Deputy Chief Administrative Officer, June 7, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari

PURSUANT to the report of the Deputy Chief Administrative Officer, dated June 7, 2023, entitled “Support for Whey-ah-Wichen Canoe Festival – July 7-9, 2023, North Vancouver, BC”:

THAT the City commit to providing support to the Səl'ílwətał (Tsleil-Waututh Nation) in the amount of \$5,000 to be funded from the existing operating budget approved in the 2023-2027 Financial Plan;

AND THAT the report of the Deputy Chief Administrative Officer, dated June 7, 2023, entitled “Support for Whey-ah-Wichen Canoe Festival – July 7-9, 2023, North Vancouver, BC”, remain in the Closed Session.

**CARRIED UNANIMOUSLY**

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

15. Land Matter – File: 10-5040-01-0001/2023

Report: Manager, Long Range and Community Planning, June 7, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari

PURSUANT to the report of the Manager, Long Range and Community Planning, dated June 7, 2023, regarding a land matter:

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

AND THAT the wording of the recommendation and the report of the Manager, Long Range and Community Planning, dated June 7, 2023, remain in the Closed session.

**CARRIED UNANIMOUSLY**

16. Release of Resolution from Closed Meeting of June 12, 2023 – Zoning Bylaw Amendment – 333 Brooksbank Avenue (Save On Foods Ltd.)  
– File: 08-3030-02-0001/2022

Report: Corporate Officer, June 15, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari

PURSUANT to the report of the Corporate Officer, dated June 15, 2023, entitled “Release of Resolution from Closed Meeting of June 12, 2023 – Zoning Bylaw Amendment – 333 Brooksbank Avenue (Save On Foods Ltd.)”:

THAT the following clause from the Closed resolution approved at the Committee of the Whole (Closed Session) of June 12, 2023, be released:

“THAT staff be directed to continue to align with the City’s current Retail Liquor Sales Location Policy (L30A) for future applications regarding retail liquor”;

AND THAT the report of the Corporate Officer, dated June 15, 2023, entitled “Release of Resolution from Closed Meeting of June 12, 2023 – Zoning Bylaw Amendment – 333 Brooksbank Avenue (Save On Foods Ltd.)”, remain in the Closed session.

**CARRIED UNANIMOUSLY**

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

17. Intergovernmental Relations – File: 01-0400-70-0001/2023

Report: Chief Administrative Officer, June 16, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari

PURSUANT to the report of the Chief Administrative Officer, dated June 16, 2023, regarding intergovernmental relations:

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

AND THAT the wording of the recommendation and the report of the Chief Administrative Officer, dated June 16, 2023, remain in the Closed session.

**CARRIED UNANIMOUSLY**

**ADJOURN**

Moved by Councillor Shahriari, seconded by Councillor Back

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 10:07 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

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**MINUTES OF THE SPECIAL REGULAR MEETING OF COUNCIL HELD ELECTRONICALLY FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON WEDNESDAY, JUNE 28, 2023**

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**PRESENT**

**COUNCIL MEMBERS**

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

**STAFF MEMBERS**

L. McCarthy, CAO  
B. Pearce, Deputy CAO  
K. Graham, Corporate Officer  
H. Granger, City Solicitor

The meeting was called to order at 12:03 pm.

**APPROVAL OF AGENDA**

Moved by Councillor Bell, seconded by Councillor Back

1. Special Regular Council Meeting Agenda, June 28, 2023

**CARRIED UNANIMOUSLY**

**RECESS TO CLOSED SESSION**

Moved by Councillor Valente, seconded by Councillor Girard

THAT Council recess to the Special Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Section 90(2)(b) [intergovernmental relations].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Special Committee of the Whole, Closed Session, at 12:04 pm and reconvened at 12:30 pm.

**REPORT OF THE SPECIAL COMMITTEE OF THE WHOLE (CLOSED SESSION)**

2. Intergovernmental Relations – File: 01-0400-70-0001/2023

Report: Chief Administrative Officer, June 26, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari

PURSUANT to the report of the Chief Administrative Officer, dated June 26, 2023, regarding intergovernmental relations:

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

AND THAT the wording of the recommendation and the report of the Chief Administrative Officer, dated June 26, 2023, remain in the Closed session.

**CARRIED UNANIMOUSLY**

**ADJOURN**

Moved by Councillor Back, seconded by Councillor Valente

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 12:31 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER



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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Linden Maultsaid-Blair, Planner 1

Subject: ZONING BYLAW AMENDMENT FOR 115 WEST ESPLANADE (RISING TIDES CONSULTING / MONOVA)

Date: May 24, 2023 File No: 08-3400-20-0091/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 1, dated May 24, 2023, entitled “Zoning Bylaw Amendment for 115 West Esplanade (Rising Tides Consulting / MONOVA)”:

THAT the application submitted by Rising Tides Consulting / MONOVA, to amend the CD-671 Zone for the property located at 115 West Esplanade, be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

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

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

**ATTACHMENTS**

1. Context Map (CityDocs [2215183](#))
2. Floor Plans, dated June 6, 2022 (CityDocs [2365213](#))
3. Public Consultation Summary (CityDocs [2349603](#))
4. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8976 (CityDocs [2359148](#))

## SUMMARY

Rising Tides Consulting, on behalf of the Museum of North Vancouver (MONOVA) has applied for a Zoning Bylaw Amendment to vary the permitted uses for the property located at 115 West Esplanade, in order to allow for a Liquor Primary Licence at the museum's event space. The space consists of a portion of the museum space, approximately 211 square metres (2,273 square feet). If approved, the applicant and property owner could then apply to have their facility licensed with the Province for the serving and sale of liquor alongside events. No modifications of the existing exterior and interior building configurations are proposed.

## BACKGROUND

Applicant:	Rising Tide Consulting / MONOVA
Owner:	City of North Vancouver, leased to MONOVA
Official Community Plan Designation:	Mixed-Use Level 4A (MU4A)
Existing Zoning:	Comprehensive Development 671 (CD-671)
Applicable Guidelines:	None

## Project Description

### Applicant and Operation Background

The building where MONOVA is located was completed in 2020, with the interior improvements for the museum space completed in late 2021. Since opening, MONOVA has hosted several private events each year that include the sales and service of liquor on the premises. Events are generally required to end by 11:00 PM as per their website information. MONOVA currently serves liquor during events by obtaining a Special Events Permit (SEP) from the Provincial Liquor and Cannabis Regulation Branch (LCRB) where each event requires its own SEP. In accordance with the SEP manual, each organization is limited to 24 events per year.

### Site Context and Surrounding Uses

The subject property is located within the City's Lower Lonsdale area and consists of a single block of mixed-use development with commercial and institutional uses (including the museum) at the lower levels and residential uses above. It is within close proximity to the Spirit Trail and public transit connections at Lonsdale Quay, including the Seabus and the RapidBus. The buildings and land uses immediately surrounding the property are further described in Table 1 below.

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North	132 West Esplanade	6-storey commercial and office building	CD-179
South	123 Carries Cates Court	Lonsdale Quay Market & Hotel	CD-030
East	1-21 Lonsdale Avenue and 105 West Esplanade	Low rise commercial buildings from 1-3 storeys, including several heritage buildings	Lower Lonsdale 1 (LL-1), CD-377, CD-280
West	151 West Esplanade	6-storey office building (ICBC building)	CD-026

As noted above, no exterior or interior renovations are anticipated to support the proposed Liquor Primary Licence use.

#### Current Liquor Use Provisions

Any use in the City involving the sale or serving of liquor must be licensed by the Province's Liquor and Cannabis Regulation Branch (LCRB). The LCRB manages several types of licences that permit liquor use through varying business and/or event types.

Currently, licensed liquor uses in the City are typically permitted through either a restaurant use (i.e. with a "Food Primary Licence"), hotel use, or through an accessory lounge use accompanying a brewery or distillery. Serving liquor as a primary use; however, (i.e. with a "Liquor Primary Licence"), is generally prohibited in all zones unless a particular zone states otherwise as per Section 402(19) of the Zoning Bylaw.

There are several Comprehensive Development (CD) Zones in the City that permit Liquor Primary Licences, including the "Polygon Gallery", which allows for a Liquor Primary Licence through an "Accessory Banquet Facility" that would be accessory to the principal gallery use. Most commonly, Liquor Primary Licences are permitted through a public house/pub use. An example of some of these CD zones are outlined in Table 2 below.

**Table 2. Example of Existing CD Zones that permit a Liquor Primary Licence**

Address	Description	Zoning	Liquor Primary Licence Provision Via
101 Carrie Cates Court	The Polygon Gallery	CD-642	Accessory Banquet Facility
175 East 1 <sup>st</sup> Street	The Gull Restaurant and Bar	CD-52	Neighbourhood pub
86 Semisch Avenue	Sailor Hagars Pub	CD-71	Neighbourhood pub
1433 Lonsdale Avenue	Jack Lonsdale's Public House	CD-125	Neighbourhood pub

In addition to the aforementioned Zoning Bylaw provisions, individual event organizers can also apply for event-specific liquor permits, such as SEPs through the Province's LCRB, or attain a licensed caterer that is authorized to serve and sell liquor. However, given their temporary and event-specific nature, SEPs are typically reviewed and approved solely by the Provincial LCRB and local governments are not typically consulted on the reviews, although they are notified.

Requiring event organizers to acquire individual SEPs or attain licensed caterers poses general limitations on the venue in terms of the number of events that can occur where liquor is served and is also onerous, as it requires SEP applications for each individual event. The museum is interested in a more long-term solution to host events with liquor, and is therefore applying to amend the existing zone to allow a Liquor Primary Licence for their space.

## PLANNING ANALYSIS

The MONOVA is located in a vibrant part of the city and commonly hosts private events where they acquire SEPs in order to allow for the serving and sale of liquor during the event. The site and proposed use conforms with the Mixed Use Level 4A Official Community Plan designation, which contemplates a mix of commercial and residential uses.

Through a Liquor Primary Licence provision in the zone, the museum will be able to acquire a Provincial licence that would be appropriate for reoccurring event usage. The museum intends to apply for an "event-driven" Liquor Primary Licence that would allow limited house of liquor service in conjunction with an event, similar to a SEP. With this permitted Liquor Primary Licence, the City would be able to further monitor the museum through the business licence process to ensure that it is operated in accordance with City bylaws as a perpetual use.

The existing Comprehensive Development 671 (CD-671) zone would be altered to include a Liquor Primary Licence use limited to an “event venue”, specific to the current floor space allocation of the portion of the museum where liquor will be served (see Attachment #2). Any further adjustments to the use would require another Zoning Bylaw Amendment application and would be subject to public consultation and Council consideration.

## COMMUNITY CONSULTATION

A Developer Information Session was held on March 30, 2023. There were no attendees. One email was received from a resident who was not able to attend the session and was sent the materials by the applicant. In a later email, the resident expressed support for the application and had no concerns. A summary of the public engagement is available in Attachment #3.

Since the museum’s opening, it has hosted several events with the service of liquor by using a SEP. No complaints or issues regarding the City’s “Noise Control Bylaw, 2021, No. 8885” or other bylaw requirements have been recorded. The museum and event hosts will continue to abide within Noise Control Bylaw regulations in consideration of the proximity to residences. By having an event-driven Liquor Primary Licence, this would also ensure more consistency in terms of hours of liquor sales or service during events.

## FINANCIAL IMPLICATIONS

This rezoning proposal poses no further financial costs incurred by the City and would benefit the operator in regards to alleviating the time and costs associated with requiring individual event organizers to undergo an SEP or similar process.

## CONCLUSION

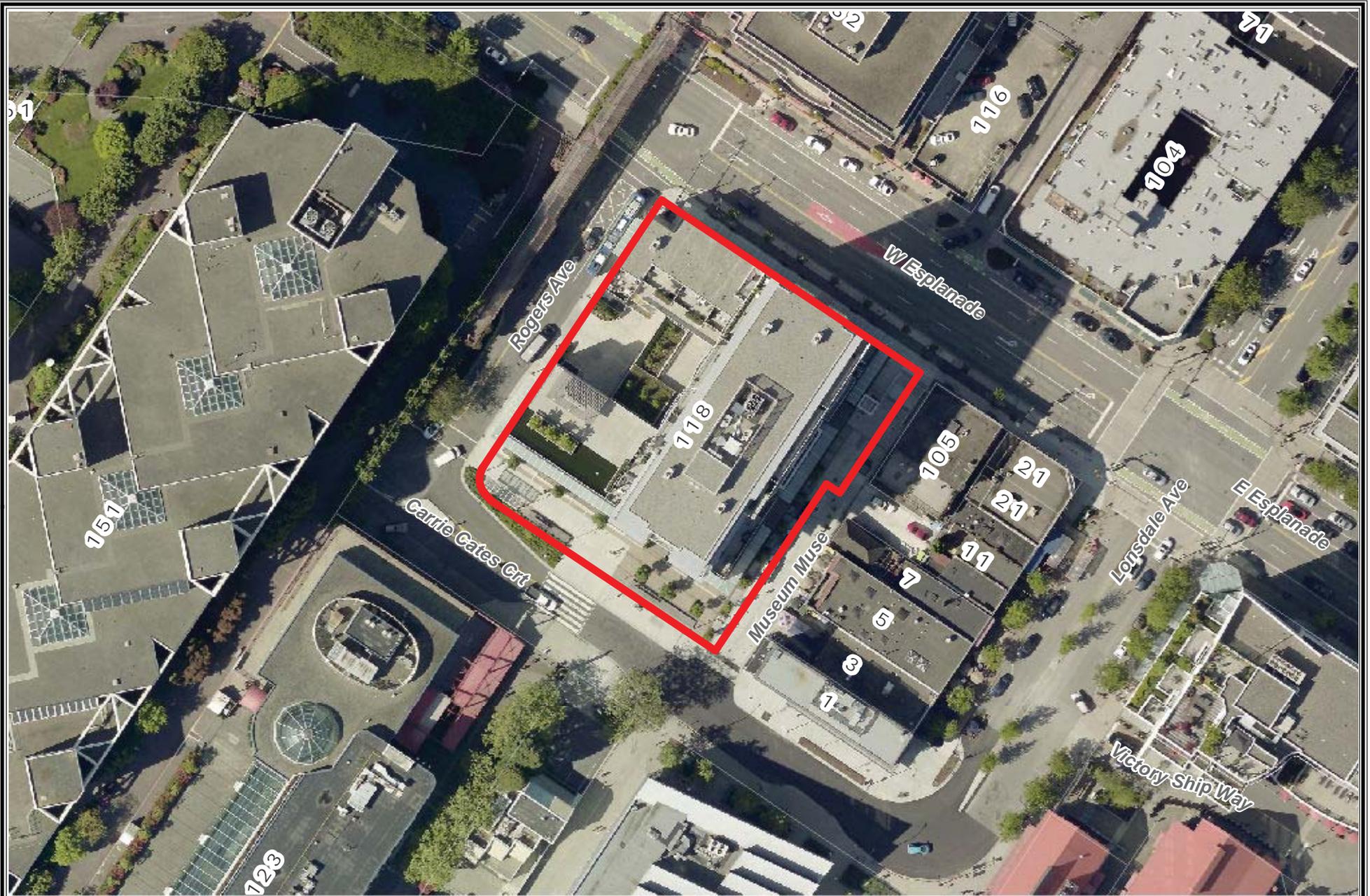
The proposed Liquor Primary Licence provision, which would be exclusive to the museum as an event space, would permit the facility to apply to the Province’s LCRB and remove the barrier for event hosts to individually acquire permits for liquor use; a process that the City is typically not consulted on. This will allow the City to better monitor and regulate the associated liquor use using its standard regulatory and licensing procedures for this prominent attraction in Lower Lonsdale.

RESPECTFULLY SUBMITTED:

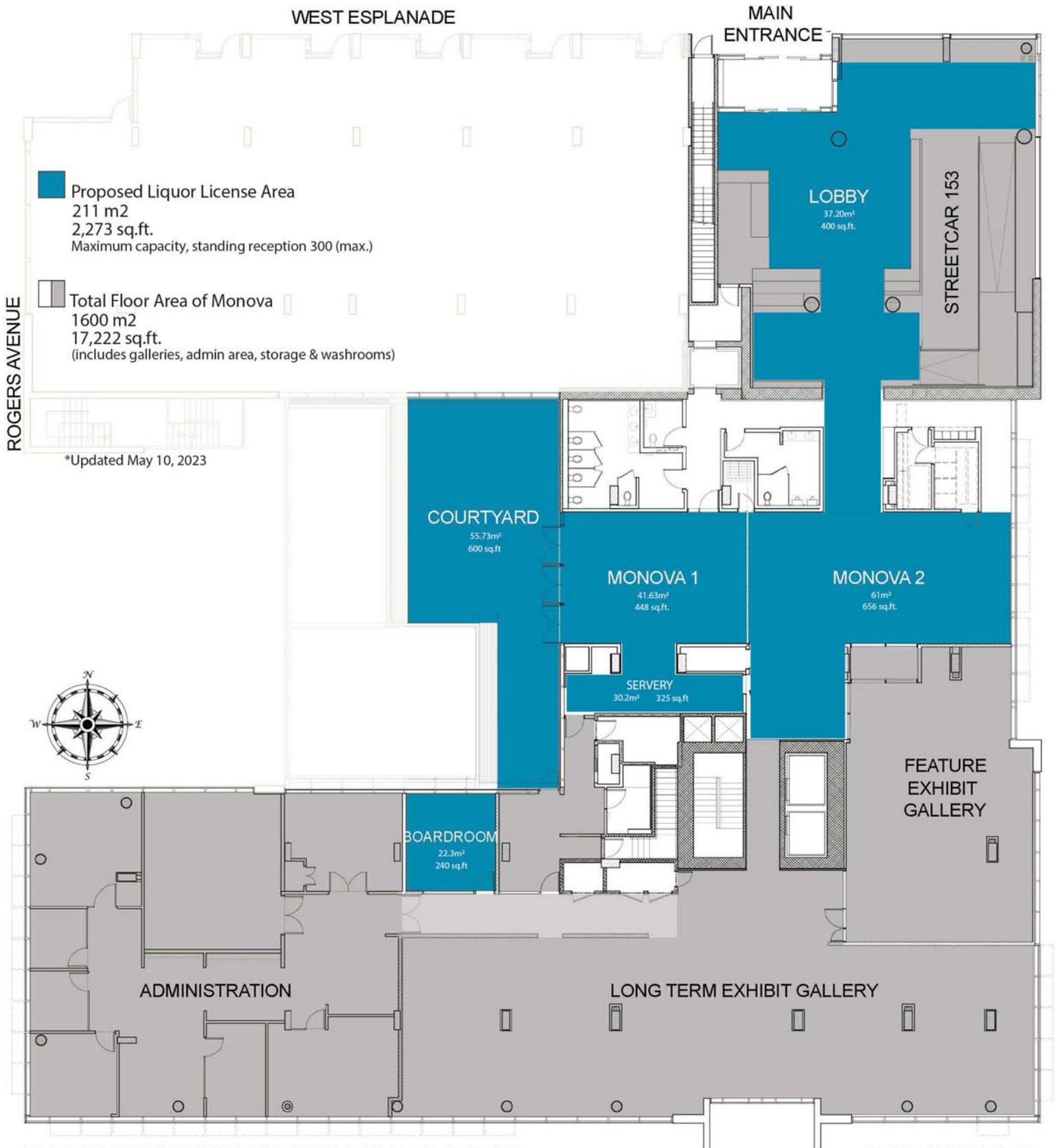


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Linden Maultsaid-Blair  
Planner 1



# MONOVA Museum of North Vancouver





City of North Vancouver  
Planning Department  
141 West 14<sup>th</sup> Street  
North Vancouver, BC V7M 1H9

Attention: Attention: David Johnson, Planner 2

Dear David;

Re: Rezoning Application for a Liquor Primary Licence – 115 West Esplanade, North Vancouver, BC – Virtual Developer Information Session held March 30, 2023

We have been retained by North Vancouver Museum & Archives Commission (Monova) to assist with a Development Application for 115 West Esplanade to support a text amendment to the Zoning Bylaw to support a Liquor Primary Licence with the Liquor and Cannabis Regulation Branch.

On March 30, 2023 commencing at 6:00 p.m., Rising Tide Consultants hosted an informational session using Zoom Webinar where interested members of the public would have an opportunity to learn about and provide feedback to our application.

The public was provided information on how to register for the event. The participation details are as follows:

#### How to Participate

Register via email at: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca);

Register via telephone at: 604-669-2928;

Comments and questions should be directed to: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca), please use MONOVA Comments in the subject line;

Mail comments to us using Canada Post to the applicant contact information:

Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC V6E 4A4

Join Webinar at:

[https://zoom.us/webinar/register/WN\\_Y2qGrI0USHm0fxJbpHM3Ww](https://zoom.us/webinar/register/WN_Y2qGrI0USHm0fxJbpHM3Ww)

Contact information for the Applicant and the City Contact, David Johnson, Planner was also provided on all of our signage, mail out and newspaper notice.

Rising Tide Consultants did not receive any telephone calls or letters or from the public to attend the event. We did receive one email advising that the person was unable to attend the event and she requested the presentation information. The presentation information was sent by email. We received a further email from this person who advised they are in support of our application and provided permission to submit the email to the City of North Vancouver. We have attached that email as Schedule A.

The attendees consisted of two Rising Tide Consultants staff members, the City of North Vancouver Official and one attendee from the North Vancouver Museum & Archives Commission (Monova).

Although we did not have any public attendees other than those mentioned above, we carried on with our presentation for the City Official and the Monova Official. There were no issues discussed.

Prior to the informational session held on March 30, 2023, The City of North Vancouver provided Rising Tide Consultants a template to produce signage to post at 115 West Esplanade, North Vancouver. The size requirements were provided by the City of North Vancouver. The sign was 1.2m by 2.4m (4ft by 8ft) in full colour and it was posted at the site on or before, March 20, 2023. We have attached a copy of the signage and photos of the sign after it was posted at the site as Schedule B.

Further to the above, additional requirements and timelines that had to be achieved prior to the informational session. These items are as follows:

1. A Mail-Out – We followed the City of North Vancouver’s provided template and delivered a detailed mail-out to all properties within a 40 meter radius. We have attached a copy of the mail-out as Schedule C.
2. A Newspaper Advertisement - We followed the City of North Vancouver’s provided template and published our notice in two consecutive newspapers commencing March 15, 2023 and March 22, 2023. Copies of the newspaper article and the pages from the North Shore News are attached as Schedule D.

3. A Presentation – We prepared a presentation for the webinar and have attached it as Schedule E.

We trust the above information and the Schedules attached will provide you with a complete Development Information Session summary report as requested.

Should you require anything further, please do not hesitate in contacting us.

Thank you,

Kim Norbury, Senior Licensing and Project Specialist

Rising Tide Consultants  
1130-1620 West Pender Street  
Vancouver, BC V6E 4A4  
604-669-2928

## SCHEDULE "A"

To whom it may concern, I am in total favour of the City granting MONOVA a Liquor Primary Licence for its facilities. I see no problem with its proposal, and I see it as a positive move for this community.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Kim Norbury <[kim@risingtideconsultants.ca](mailto:kim@risingtideconsultants.ca)>

**Date:** Friday, March 31, 2023 at 5:22 AM

**To:** [REDACTED]

**Subject:** Re: MONOVA

Hello [REDACTED]

Yes that would be helpful however, you could send me an email advising that you have no concerns and you are in favour.

Your email would be sent to the city of North Vancouver as part of our application.

Thank you for you comments.

Kim Norbury

Senior Licensing and Project Specialist

Phone: 778.220.4410 | Email: [kim@risingtideconsultants.ca](mailto:kim@risingtideconsultants.ca)

Rising Tide Consultants | [risingtideconsultants.ca](http://risingtideconsultants.ca)

1620-1130 West Pender Street, Vancouver, BC V6E 4A4

On Mar 30, 2023, at 9:04 PM, [REDACTED] wrote:

Thank you Kim, it looks great! Do you think it would be helpful if I posted the link to our Promenade Facebook page? We are the residential part of the same building that houses MONOVA

[REDACTED]  
[REDACTED]

**From:** Kim Norbury <[kim@risingtideconsultants.ca](mailto:kim@risingtideconsultants.ca)>

**Date:** Thursday, March 30, 2023 at 6:36 PM

**To:** [REDACTED]

**Subject:** RE: MONOVA

Hello [REDACTED]

Sorry you couldn't make the webinar this evening. I have attached the presentation for your information.

If you have any questions or comments, please send them to me [REDACTED]. I am happy to answer.

Thank you and have a wonderful evening.

SCHEDULE "B"

# DEVELOPMENT APPLICATION

115 West Esplanade

**PROPOSAL:**

Rising Tide Consultants has submitted a Development Application for 115 West Esplanade to support a text amendment to the Zoning Bylaw to support a Liquor Primary License for MONOVA.

Rising Tide Consultants will be hosting an information session where interested members of the public will have an opportunity to learn about and provide feedback to the application.



LOCATION

**Applicant:** Rising Tide Consultants  
604.669.2528

TO LEARN MORE OR TO PROVIDE INPUT ON THIS PROJECT:



[cnv.org/Applications](http://cnv.org/Applications)  
Search by property address

**COMMENT ONLINE BY:**  
April 14, 2023

**VIRTUAL DEVELOPER'S INFORMATION SESSION**

**DATE:** March 30, 2023  
**TIME:** 8:00 pm to 8:00 am

**REGISTER:**

By email at: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca) (please use "MONOVA Comments" in the subject line); or  
By phone at: 604.669.2528

[cnv.org/Applications](http://cnv.org/Applications)  
[planning@cnv.org](mailto:planning@cnv.org)  
604.983.7357

**city**  
of north  
vancouver

LONSDALE

# DEVELOPMENT APPLICATION

## 115 West Esplanade

### PROPOSAL:

Rising Tide Consultants has submitted a Development Application for 115 West Esplanade to support a text amendment to the Zoning Bylaw to support a Liquor Primary License for MONOVA.

Rising Tide Consultants will be hosting an information session where interested members of the public will have an opportunity to learn about and provide feedback to the application.

**Applicant:** Rising Tide Consultants  
604.669.2928



AT

TO LEARN MORE OR TO PROVIDE  
INPUT ON THIS PROJECT :



[cnv.org/Applications](https://cnv.org/Applications)

Search by property address

COMMENT ONLY BY:  
April 4, 2023

VIRTUAL DEVELOPERS  
INFORMATION SESSION

AT March 30, 2023  
TIME 6:00 pm to 8:00 pm

By email at  
[info@singtideconsultants.ca](mailto:info@singtideconsultants.ca) (please use  
"MONOVA Comments" in the subject line) or  
By phone at  
604.669.2928

cnv.org Applications  
[planning@cnv.org](mailto:planning@cnv.org)  
604.983.7357





Virtual Developer's Information Session  
Rezoning Application  
115 West Esplande  
North Vancouver, BC V7M 0G7

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You are invited to attend a virtual developer's public information session to view the rezoning application proposal and provide comments and feedback prior to the City's consideration of this application.



How to participate:

**Register via email at:** [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca)

**Register via telephone at:** 604-669-2928

**Comments and questions should be directed to:** [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca), please use MONOVA Comments in the subject line.

**Mail comments BY Canada Post to the applicant contact information:** Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC V6E 4A4

Date and time: March 30, 2023 from 6:00 p.m. to 8:00 p.m.

Join Webinar at: [https://zoom.us/webinar/register/WN\\_Y2qGrI0USHm0fxJbpHM3Ww](https://zoom.us/webinar/register/WN_Y2qGrI0USHm0fxJbpHM3Ww)

Proposal: Monova Museum of North Vancouver has submitted an application to the City of North Vancouver for the rezoning of 115 West Esplande to permit a liquor primary licence at this location.

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**APPLICANT CONTACT:**

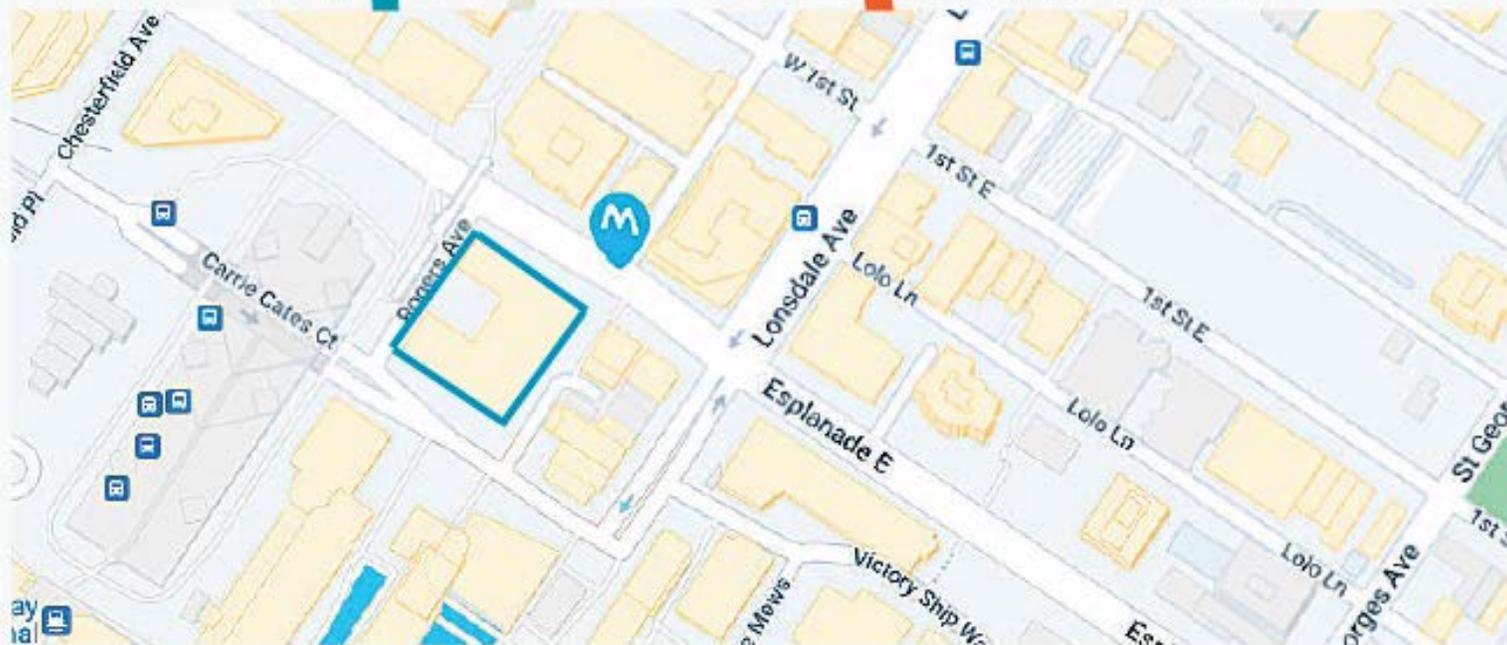
Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC 604-669-2928

**CITY CONTACT:**

David Johnson, Planner, 141 West 14<sup>th</sup> Street, North Vancouver, BC 604-990-4219 [djohnson@cnv.org](mailto:djohnson@cnv.org)

# DEVELOPER INFORMATION SESSION

Mar. 30, 2023, 6:00 p.m. - 8:00 p.m. (Virtual)



Rising Tide Consultants is holding a virtual information session where interested members of the public are invited to learn about our Development Application for 115 Esplanade W, North Vancouver, BC to support a text amendment to the zoning Bylaw to support a Liquor Primary Licence for Monova.

## How to Participate

**Register via email at:** [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca)

**Register via telephone at:** 604-669-2928

**Comments and questions should be directed to:** [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca), please use MONOVA Comments in the subject line

**Mail comments to us using Canada Post to the applicant contact information:**  
Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC V6E 4A4

**Join Webinar at:**

[https://zoom.us/webinar/register/WN\\_Y2qGrl0USHm0fxJbpHM3Ww](https://zoom.us/webinar/register/WN_Y2qGrl0USHm0fxJbpHM3Ww)

**APPLICANT CONTACT:** Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC, 604-669-2928

**CITY CONTACT:** David Johnson, Planner, 141 West 14th Street, North Vancouver, BC, 604-990-4219, [djohnson@cnv.org](mailto:djohnson@cnv.org)

# Testing underway to determine source of discharge

Continued from page 1

Vancouver, while most of the affected waterway area falls within the Capilano 5 Reserve. Property management company Wynford Group said it became aware of the leak March 7 and notified the ministry and local governments immediately. Contractors were promptly dispatched, with engineers working to identify the source and implement repairs if the source is identified to be within the Woodcroft complex, Wynford said.

As of Monday morning, the leak had been contained. A plumbing company had two large tanker trucks onsite to vacuum up the sewage, preventing it from flowing into the nearby river. And a wall of sandbags had been constructed around the leak site to contain any excess runoff. The exact cause of the leak isn't yet clear.

An environmental emergency response officer from the Ministry of Environment was onsite Monday with representatives from Squamish Nation, District of North Vancouver and property manager Wynford Group.

"Extensive testing has been conducted, however determining the source of the discharge has been challenging," reads a statement from the ministry. "An environmental consultant has been retained and was onsite to mitigate and address the discharge of the product."

The ministry said additional resources have arrived to assess further solutions

to deal with the leak, and that mitigation and prevention efforts are expected to continue through the week until the source can be identified and addressed. Results from samples taken on Friday are expected to be available soon.

The issue is something that the provincial government takes "very, very seriously," Public Safety Minister Mike Farnworth told reporters on Monday, adding that the cleanup is to be done quickly.

Farnworth said a full analysis will be conducted to find out how it happened and to ensure "that there is as little damage as possible to fish stocks in the Capilano River, and also to see if there is additional steps that might be required to make sure that something like this doesn't happen again."

Williams – who first visited the site on Friday, and was there over the weekend and on Monday – said it's a little more bearable to be in the area, now that the leak, and smell are contained.

"It was not a place you want to be, or have your family or anybody be," he said.

Williams said representatives from Wynford Group were still asking on Sunday if it was certain the leak was coming from the Woodcroft apartment complex.

"I don't think that's a question you should be asking the District of North Van, or the ministry, or the Squamish Nation," Williams said. "It didn't seem like it was a priority to clean it up for them at the

forefront."

On top of addressing the leak itself, he added that the priority should have been making sure the public and nearby residents were aware of the situation and possible health and safety risks, "because raw sewage isn't healthy for anybody."

But Williams said the property management company is now co-operating, and working with all the other parties to assess and solve the problem. Wynford Group oversees the Woodcroft Estates apartment complex, which includes the 2020 Fullerton Ave. property, which has been identified in the Ministry of Environment's file on the leak.

In a statement to Woodcroft residents shared with the North Shore News, Wynford said it became aware of "a sewage leak mixed with regular storm outflow" last Tuesday.

"Contractors immediately attended and began work to locate the source of the problem," reads the statement. "Site tests have been conducted daily, including dye testing of the various plumbing lines. At this time, there is still no clear connection between any of the sanitary lines connected to the Woodcroft Estates buildings."

Camera testing identified some cracks and small holes in the sanitary pipes, "but it does not appear that those cracks or holes are responsible for the leak," Wynford said.

"Engineers are reviewing the situation

and will provide input to identify the source of the leak and implement repair plans (if the source is identified as a building within Woodcroft Estates)."

Wynford also told the News that recent work on the Woodcroft property conducted by Milani Plumbing was not related to the leak.

Regardless of liability, the contamination from this incident could have a damaging impact on the local fish population. North Shore Streamkeepers president Keegan Cassidy said the immediate concern is the emergence of newly hatched chum salmon fry, which is happening right now.

"Chances are there's going to be totally negative impacts," he said. "We could see some fish kills here for sure."

Wilson said harm to the salmon is "a deep concern, both personally and professionally – growing up along the river and coming from generations of fishermen from our community."

Squamish Nation will be bringing in professional consultants to assess the immediate impact on the salmon and surrounding environment, while looking at longer-term solutions and general sustainability.

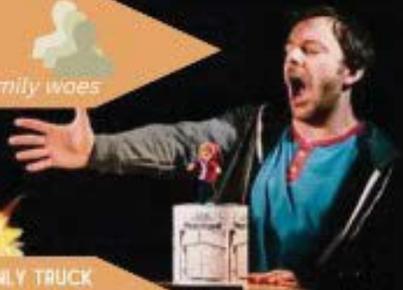
"These developments along rivers impact the salmon lifecycle because it impedes on spawning beds," he said.

Wilson said Squamish Nation has a legal team looking at the issue, but isn't sure how it will proceed yet.

## CARBON COPY KID

March 14-15, 2023

a dark and dirty tale of family woes



## JIMMY JONES AND HIS HEAVENLY TRUCK

March 18-19, 2023

a story of family myths and legends



## UBU ON THE TABLE

March 25-26, 2023

an epic battle of the baguettes



PHT presents the masterful tabletop puppetry of Théâtre de la Pire Espèce

presentation  
HOUSE THEATRE  
phtheatre.org  
604-990-3474

## DEVELOPER INFORMATION SESSION

Mar. 30, 2023, 6:00 p.m. - 8:00 p.m. (Virtual)

MONOVA Museum of North Vancouver



Rising Tide Consultants is holding a virtual information session where interested members of the public are invited to learn about our Development Application for 115 Esplanade W, North Vancouver, BC to support a text amendment to the zoning Bylaw to support a Liquor Primary Licence for Monova.

### How to Participate

Register via email at: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca)

Register via telephone at: 604-669-2928

Comments and questions should be directed to: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca), please use MONOVA Comments in the subject line

Mail comments to us using Canada Post to the applicant contact information: Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC V6E 4A4

Join Webinar at:

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APPLICANT CONTACT: Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC, 604-669-2928  
CITY CONTACT: David Johnson, Planner, 141 West 14th Street, North Vancouver, BC, 604-990-4219, [djohnson@cinv.org](mailto:djohnson@cinv.org)

# Section of Marine Drive in West Van under construction for next 2 weeks

NICK LABA  
nlaba@nsnews.com

You'll want to avoid a section of road if you're driving along Marine Drive in West Vancouver this week.

Starting Monday, rock scaling work is being done on the 5900 block of Marine Drive, between West Vancouver Marina and Gleneagles Drive.

The work will take place on the north rock face to reduce rock fall risk and improve safety along the corridor, explained district spokesperson Donna Powers.

Following a rockfall in this area in 2021, district staff cleared the fall and had the area assessed.

"The scope of work requires the road to be completely closed to traffic while it is underway," Powers said, adding the section of road is expected to open to single-lane alternating traffic next week.

District staff expects the work to take around two weeks to complete, and will cost around \$100,000. If possible, all work will take place Monday to Friday, between 7:30 a.m. and 5:30 p.m., Powers said.

The construction timeline is subject to change due to weather and contractor availability. Updates can be found on the district website at [westvanancouver.ca](http://westvanancouver.ca).

Public transit users should take notice of the following bus detours this week.

**250 Horseshoe Bay westbound detour:**  
Regular Route to Marine Dr and

Primrose, right at Primrose, right at Cranley, left at Marine Drive, left at Westport, follow Westport to Highway 1 westbound on ramp, right onto Highway 1 westbound, take Village exit to Horseshoe Bay Terminus, **250 Vancouver eastbound detour:**

Regular Route Marine Drive (top round about), merge on to Highway 1 eastbound, Exit 4, left at Headland, left at Westport, left at Marine Drive, regular route.

A shuttle will be running back and forth from Horseshoe Bay to Gleneagles Drive (5900 block closure) to service the following stops.

Westbound: north side of Marine Drive at Gleneagles Drive, stop ID: 54650; north side of Marine Drive at Eagleridge Drive, stop ID: 54651; north side of Marine Drive at Orchill Road, stop ID: 54652; north side of Marine Drive at park and ride, stop ID: 54653; north side of Marine Drive at 6300 block, stop ID: 54654.

Eastbound: south side of Marine Drive at 6300 block, stop ID: 54560; south side of Marine Drive at park and ride, stop ID: 54561; south side of Marine Drive at Orchill Road, stop ID: 54562; south side of Marine Drive at Eagleridge Drive, stop ID: 54563; south side of Marine Drive at Gleneagles Drive, stop ID: 54564.

The following stops will not be serviced during the closure. Passengers will be directed to board at Marine Drive and Westport stop; stop ID: 54649 and 54565.

# SPOTLIGHT ON EVENTS

Call 604-998-3520 to find out how to advertise your ticketed event in this space at no cost.

**SHARED WONDERS: TIMELESS EXPLORATION**  
MAR. 12 - APR. 2

**SILK PURSE ARTS CENTRE**

Meditative artwork exploring elements of line, texture & colour. Featuring Douglas Krieger's geometric wood carvings, Neda Shojaei's abstracted calligraphy & Linda Suffidy's floral relief sculptures.

For more info: [westvanartscouncil.ca](http://westvanartscouncil.ca)

**MUSEUMFLIX: NORTH SHORE CINEMA SERIES**  
THURSDAY, MAR. 30, 6 P.M. - 9 P.M.

**MONOVA: MUSEUM OF NORTH VANCOUVER**

MuseumFlix is a FREE monthly movie night highlighting feature films and local works filmed all or mostly in North Vancouver. FREE admission, comfy beanbag chairs, popcorn by donation, and a cash bar. Participate in fun film trivia for the potential to win a \$25 gift card to the MONOVA Museum Store. Feature film: Charlie St. Cloud (2010) - 1h 39m, PG-13.

For more info: [monova.ca](http://monova.ca)

**SPRINGTIME IN PARIS**

SATURDAY, APR. 1, 7:30 P.M.

**CENTENNIAL THEATRE**

The Lions Gate Sinfonia is delighted to invite you to its upcoming concert of French music featuring some of the most celebrated works of French Impressionist composers. Tickets are on sale now!

For more info: [lionsgatesinfonia.com](http://lionsgatesinfonia.com)

Events listed here are supported by the North Shore News. Check out more listings on North Shore's online event calendar: [nsnews.com/local-events](http://nsnews.com/local-events)

## DEVELOPER INFORMATION SESSION

Mar. 30, 2023, 6:00 p.m. - 8:00 p.m. (Virtual)



Rising Tide Consultants is holding a virtual information session where interested members of the public are invited to learn about our Development Application for 115 Esplanade W, North Vancouver, BC to support a text amendment to the zoning Bylaw to support a Liquor Primary Licence for Monova.

### How to Participate

Register via email at: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca)

Register via telephone at: 604-669-2928

Comments and questions should be directed to: [info@risingtideconsultants.ca](mailto:info@risingtideconsultants.ca), please use MONOVA Comments in the subject line

Mail comments to us using Canada Post to the applicant contact information:

Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC V6E 4A4

Join Webinar at:

[https://zoom.us/join/register/WN\\_Y2qGrl0USHm9fxJbaHM3Ww](https://zoom.us/join/register/WN_Y2qGrl0USHm9fxJbaHM3Ww)

**APPLICANT CONTACT:** Rising Tide Consultants, 1130-1620 West Pender Street, Vancouver, BC, 604-669-2928  
**CITY CONTACT:** David Johnson, Planner, 141 West 14th Street, North Vancouver, BC, 604-990-4219, [djohnson@cnv.org](mailto:djohnson@cnv.org)

# As We Rise

Photography From The Black Atlantic

Organized by aperture

On View Now

THE  
POLY  
GON

The Polygon Gallery  
101 Carrie Cates Court  
Territories of the Squamish, Tsleil-Waututh,  
and Musqueam Nations

@polygongallery  
[thepolygon.ca](http://thepolygon.ca)

Photo: Dwyll L. Petros, Sign, 2003.  
Courtesy of the artist Bradley Erskine



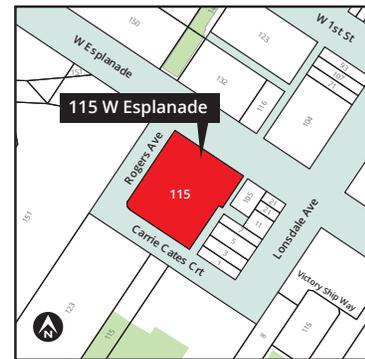
# PUBLIC NOTICE

Regular Council Meeting  
Monday, July 10, 2023 at 6:00pm

## First Reading of "Zoning Amendment Bylaw No. 8976" 115 West Esplanade

**Proposal:** To amend the Zoning Bylaw to allow for a Liquor Primary Licence use for the Museum of North Vancouver (MONOVA).

**Provide written input:** All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard 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](mailto:input@cnv.org), or by mail or delivered to City Hall, **no later than noon on Monday, July 10, 2023**, to ensure their availability to Council at the meeting. **No Public Hearing will be held.**



**Watch the meeting** online at [cnv.org/LiveStreaming](http://cnv.org/LiveStreaming) or in person at City Hall, 141 West 14<sup>th</sup> Street. Enter City Hall from 13<sup>th</sup> Street after 5:30pm.

**View the documents** online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings)

**Questions?** Linden Maultsaid-Blair, Planner  
[lmaultsaidblair@cnv.org](mailto:lmaultsaidblair@cnv.org) / 604-990-4217

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

T 604 985 7761 / F 604 985 9417 / [CNV.ORG](http://CNV.ORG)



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8976**

**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, 2023, No. 8976” (Rising Tides Consulting / MONOVA, 115 West Esplanade, CD-671 Text Amendment)**.
2. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by the following changes to the Comprehensive Development 671 (CD-671) Zone:
  - A. Adding the following to Section 1101, within the “Comprehensive Development 671 Zone”, after Section (1) (k):

“(l) Liquor Primary Licenced event-hosting venue limited to 211 square metres (2,273 square feet) of floor area in one unit located on the ground floor associated with a Civic Use, museum or other similar use.”

READ a first time on the <> day of <>, 2023.

READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

---

MAYOR

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CORPORATE OFFICER

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# Central Lonsdale Revitalization: Baseline Assessment

July 2023

Economic Development; Parks and Public Spaces



## The Great Street Concept

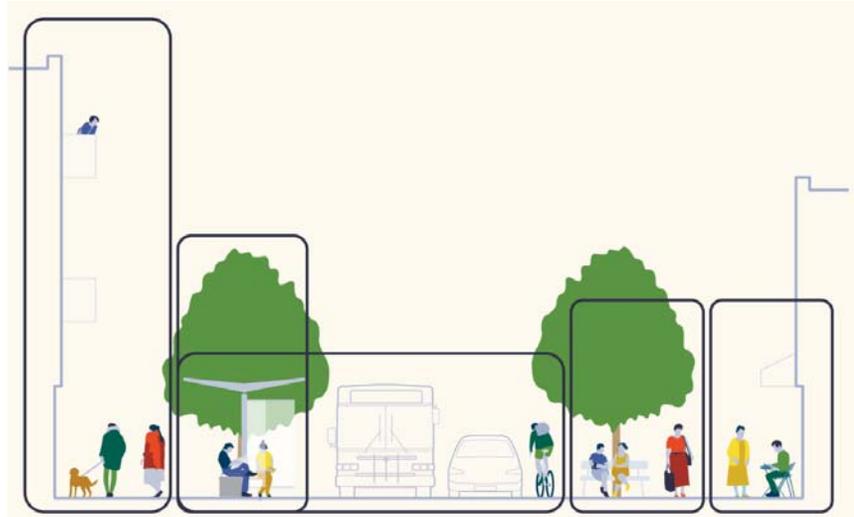
- Creates conditions for greater interactions between all users
- Embraces the human scale
- Defines the character of a city
- Prioritizes proximity
- Invites public life and participation



## Key Zones



- Private:
  - Development
- Public:
  - Pedestrian
  - Vehicle
  - Utility



## Central Lonsdale Context



- Metro Vancouver: Regional Town Centre; designated trucking route
- OCP: “the downtown for the North Shore”; “urban core of the City”; “pedestrian-scale, mixed-use streetfront”; “community living room”
- Council Strategic Plan
  - 2018-2022: *Build a new vision to revitalize Lonsdale Avenue as a high street*
- Corporate Business Plan
  - 2023-2024: *Develop a plan for Central Lonsdale to enhance esthetics, walkability, vibrancy, history and commercial activity*

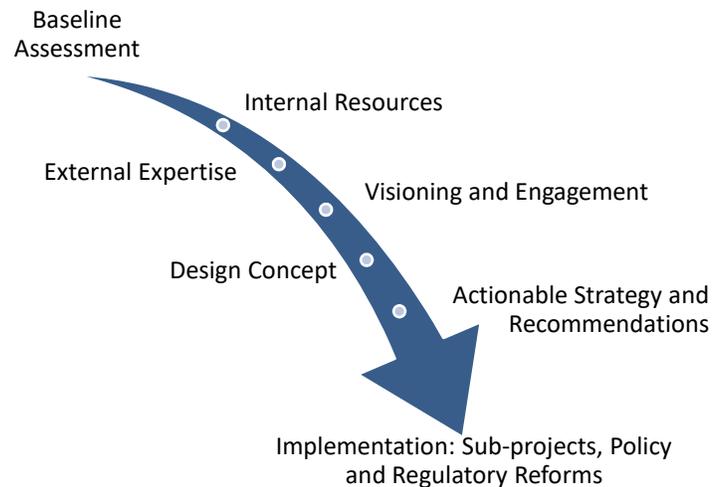


## The Opportunity



- Desirable community, central location
- Local, independent businesses
- Economic base for health and bio-sciences cluster
- Vital transit corridor
- Positive engagement with City Plaza and Open Streets
- High demand for new retail and office space
- Increasing residential density; infill housing
- Significant impact of HJRC
- Climate adaptations and community resilience

## The Roadmap



## Select Learnings from Baseline Assessment



## Densely Populated

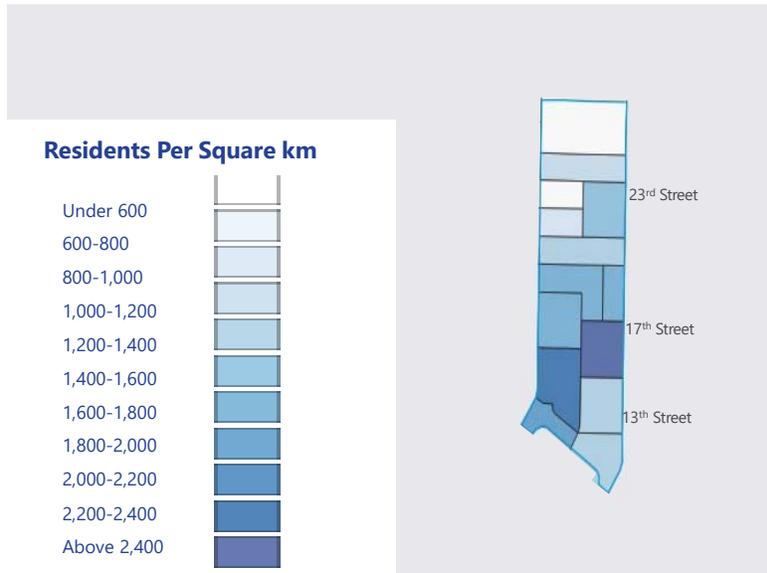
Central Lonsdale has the highest population density, with relatively small households compared to the rest of North Vancouver and the Metro Vancouver region.

	Greater Vancouver	District of North Vancouver	City of North Vancouver	Central Lonsdale Area
Population Density (per km <sup>2</sup> )	918	549	4,913	14,415
Population	2,642,825	88,168	58,120	12,046
Average Household Size	2.5	2.7	2.1	1.8



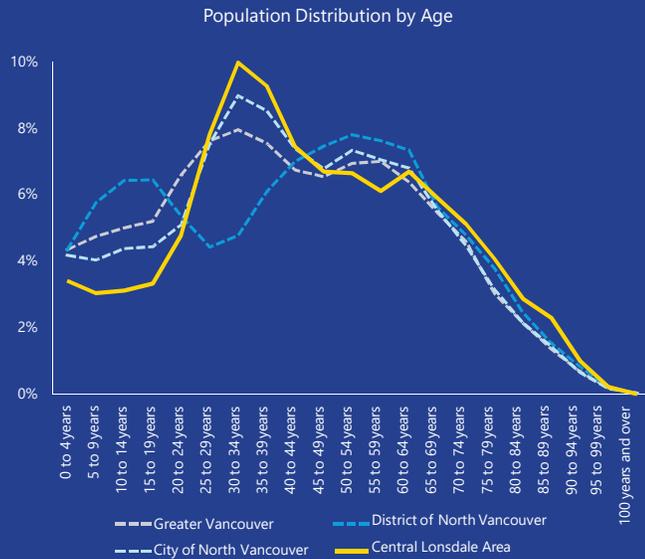
# Central Lonsdale Density

Central Lonsdale is most densely populated between Keith Rd. and 17<sup>th</sup> St



# Relatively Young

Central Lonsdale's residents roughly follow the same age breakdown as the City of North Vancouver, which are younger on average than both the District and Greater Vancouver



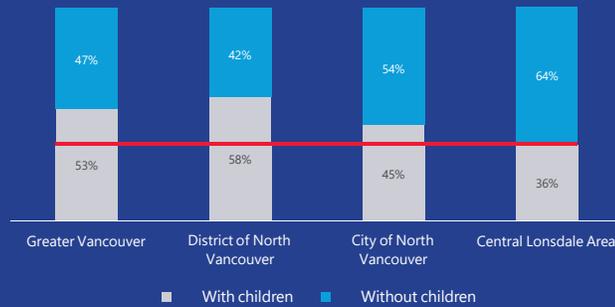
# Few Children

While Central Lonsdale may have fewer baby boomers, it also has fewer children resulting in a relatively higher average and median age compared to other comparable areas.

Age Statistics

	Greater Vancouver	District of North Vancouver	City of North Vancouver	Central Lonsdale Area
Average age of the population	41.7	42.8	42.7	45.7
Median age of the population	40.8	44.4	42	43

Couple-Family Households with Children

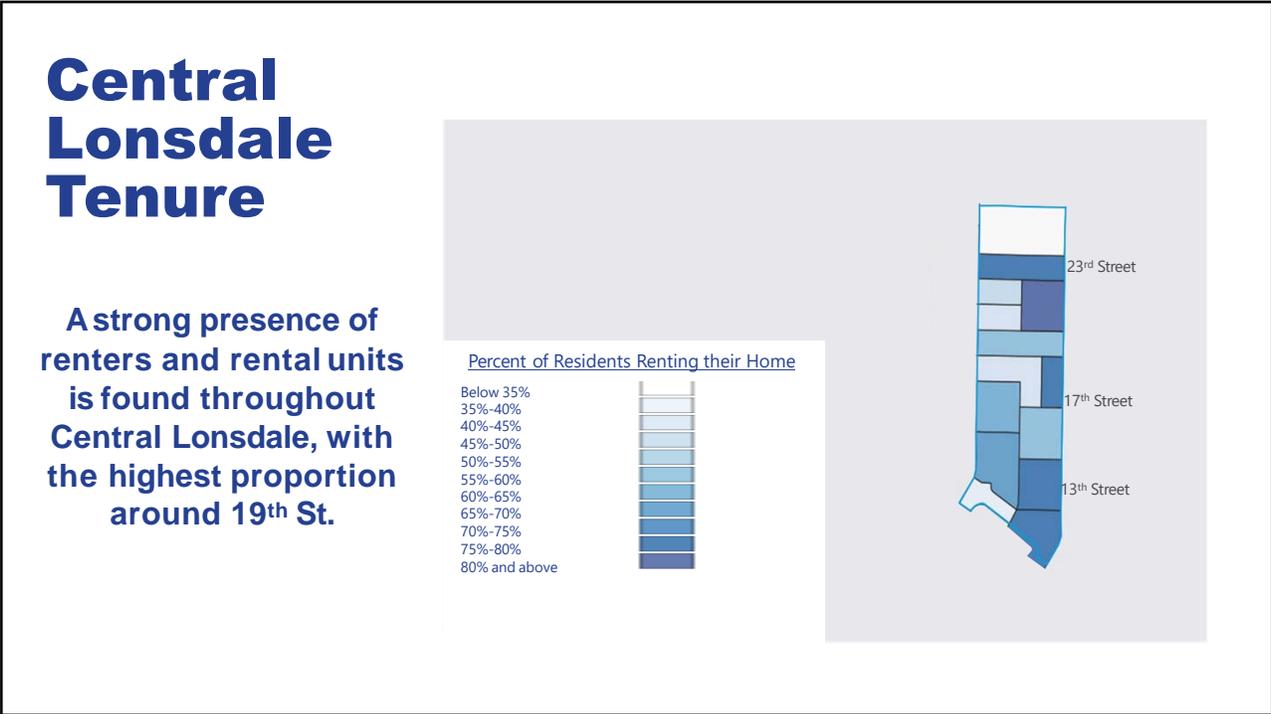
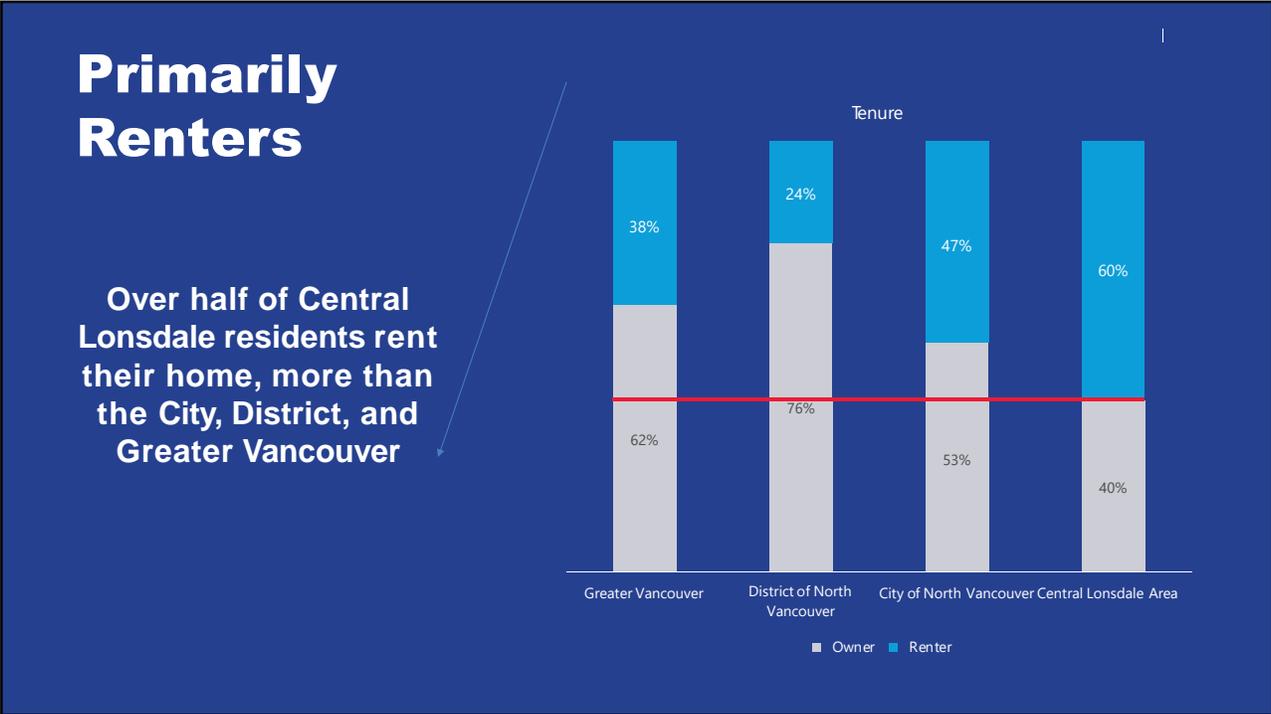


# Lower Incomes

26% of Central Lonsdale households earned over \$100,000 in 2020, the smallest proportion of the comparable areas.

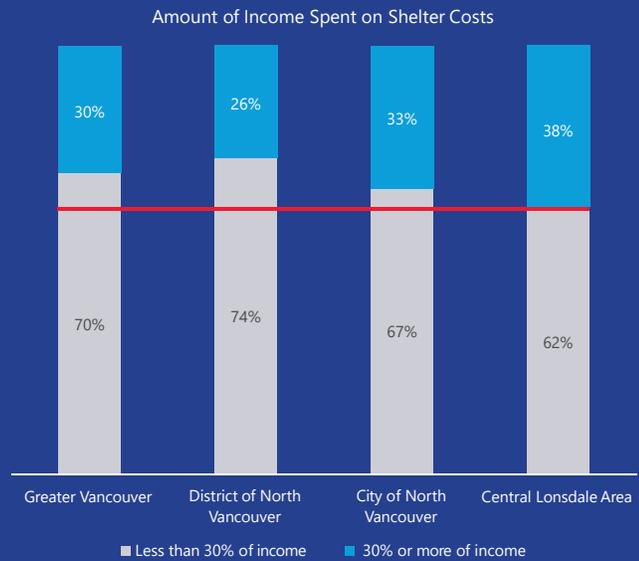
Household After-Tax Income Groups (2020)





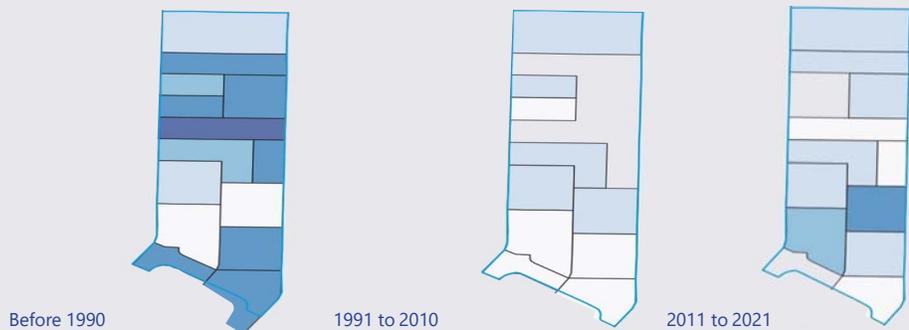
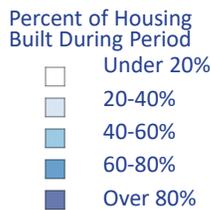
# Somewhat Affordable

Nearly 40% of Central Lonsdale residents spend 30% or more of their income on their dwelling, which is a higher rate than other areas compared.



# Central Lonsdale Residential Structure Age

Limited new housing stock; majority of housing built before 1990



# Residential Growth

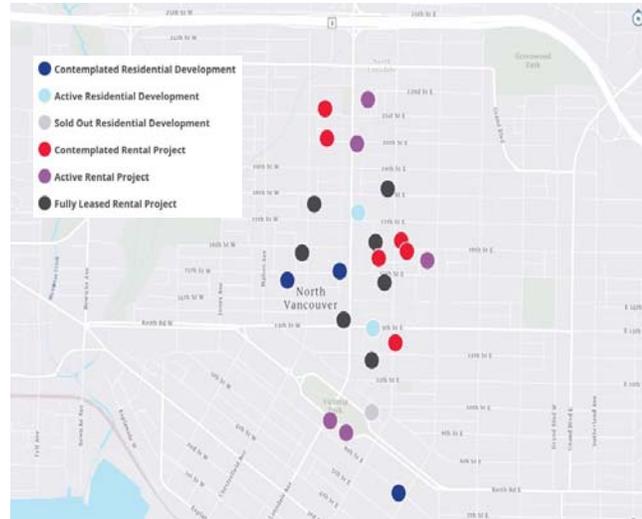
**Strong population and housing growth = increasing local market for business**

**Medium vs. long term comparisons:**

Term	New Units	New Residents
Medium (5 Years)	1977	3280
Long (10 Years)	801	1223

The most significant growth is anticipated to occur in the rental market (both medium and long term) – the majority of which will be 1- and 2-bedroom units.

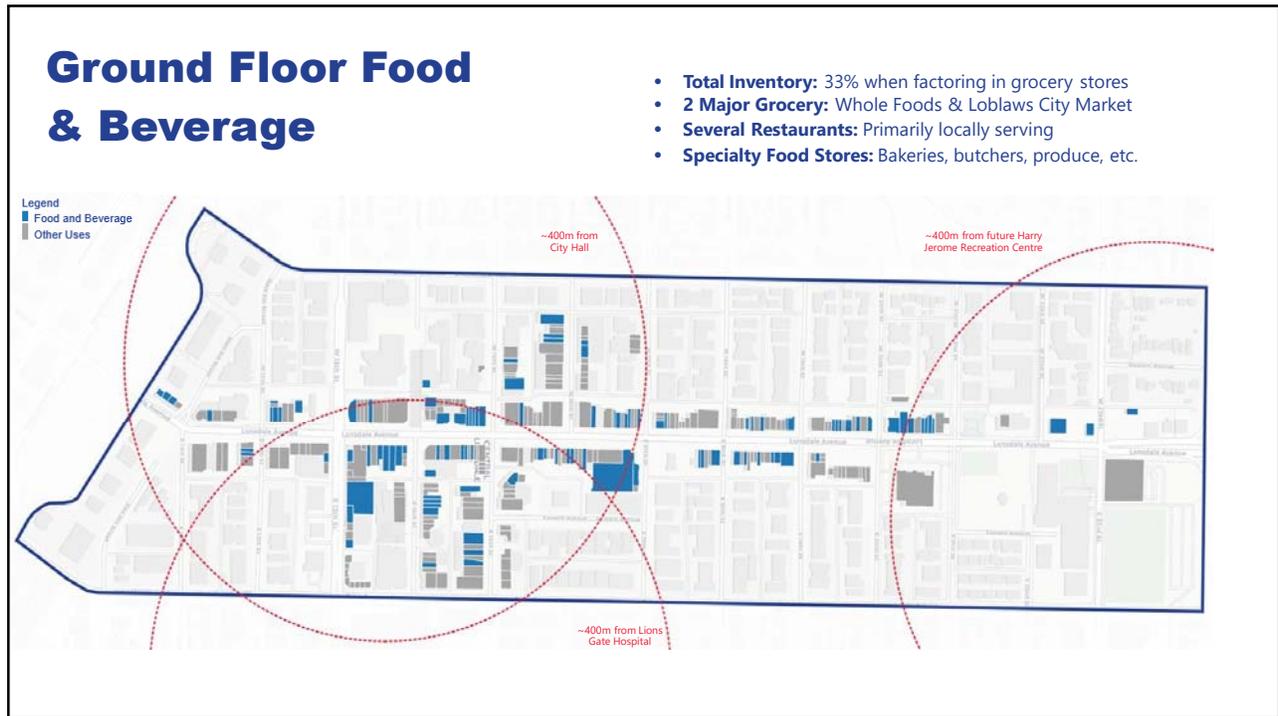
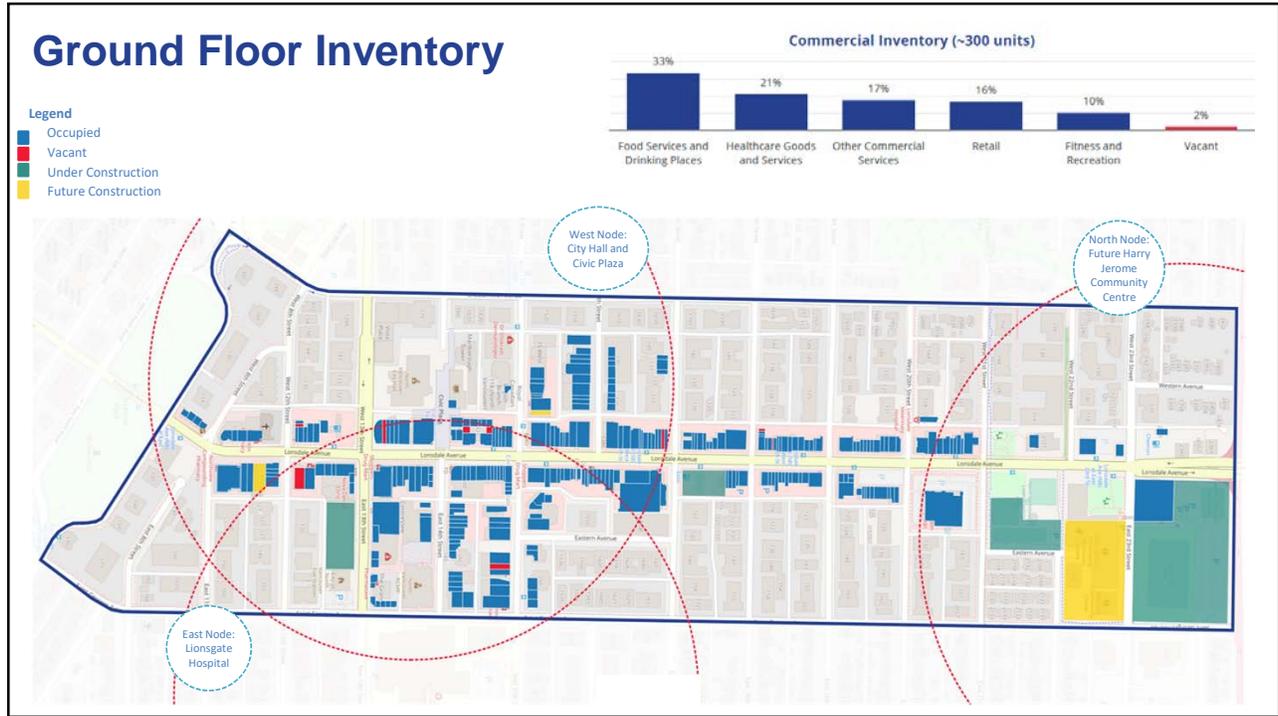
**Central Lonsdale Residential Development**



# North Shore Retail

- High absorption rates & demand,
- New tenants seeking larger floorplans with build-to-suit options
- Easy access and transportation considerations

North Shore Q3, 2022 Retail Market Summary	Greater Vancouver (Urban) Q3, 2022 Retail Market Summary	Greater Vancouver (Sub-Urban) Q3, 2022 Retail Market Summary
<b>0.89%</b> Vacancy Rate	<b>2.5%</b> Vacancy Rate	<b>2.3%</b> Vacancy Rate
<b>\$45-60</b> Avg. CRU Net Rent (PSF/annum)	<b>\$50-70</b> Avg. CRU Net Rent (PSF/annum)	<b>\$20-65</b> Avg. CRU Net Rent (PSF/annum)
<b>\$15-20</b> Avg. Additional Rent (PSF/annum)		



# Ground Floor Commercial Services

- **Significant Supply:** 38% when factoring in health users
- **Clustering:** Majority located near the hospital and City Hall
- **Healthcare Goods & Services:** 21% of inventory
- **Financial & Professional Services:** 12% of inventory
- **Personal Care Services:** 6% of inventory



# Ground Floor Health Services

- **Medical Clinics:** Several doctors, physio, clinics, etc.
- **Dental Clinics:** Several dental clinics
- **Clustering:** Many in close proximity to the hospital
- **Pharmacies:** 10 pharmacies not including London Drugs and Shoppers Drug Mart



## Ground Floor Fitness & Recreation

- **Fitness Centres:** Club 16, She's Fit!, Fitness World
- **Limited Boutique Offerings:** F45, Oxygen Yoga
- **Recreation:** Existing and upcoming Harry Jerome
- **Entertainment:** King Pins Bowling and Centennial Theatre



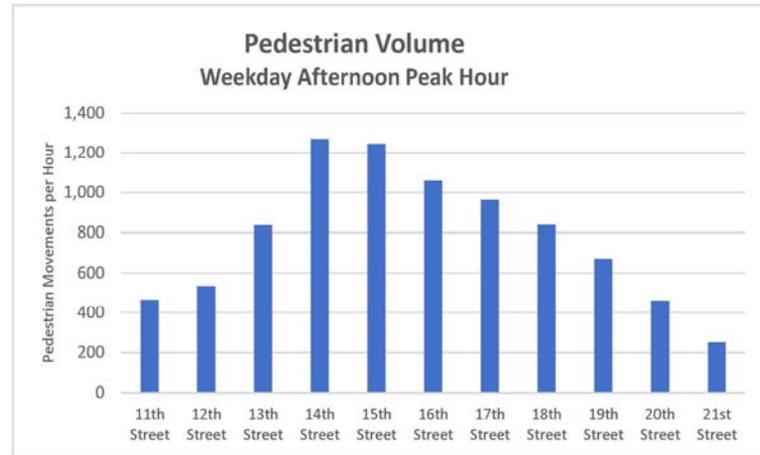
## Ground Floor Open After 8pm

- **Limited Evening Activity:** 24% of tenants open after 8pm
- **Limited Evening Entertainment:** Likely demand for more social gathering spots
- **Fragmented:** Distributed without any concentrated nodes of evening activity



## Pedestrians

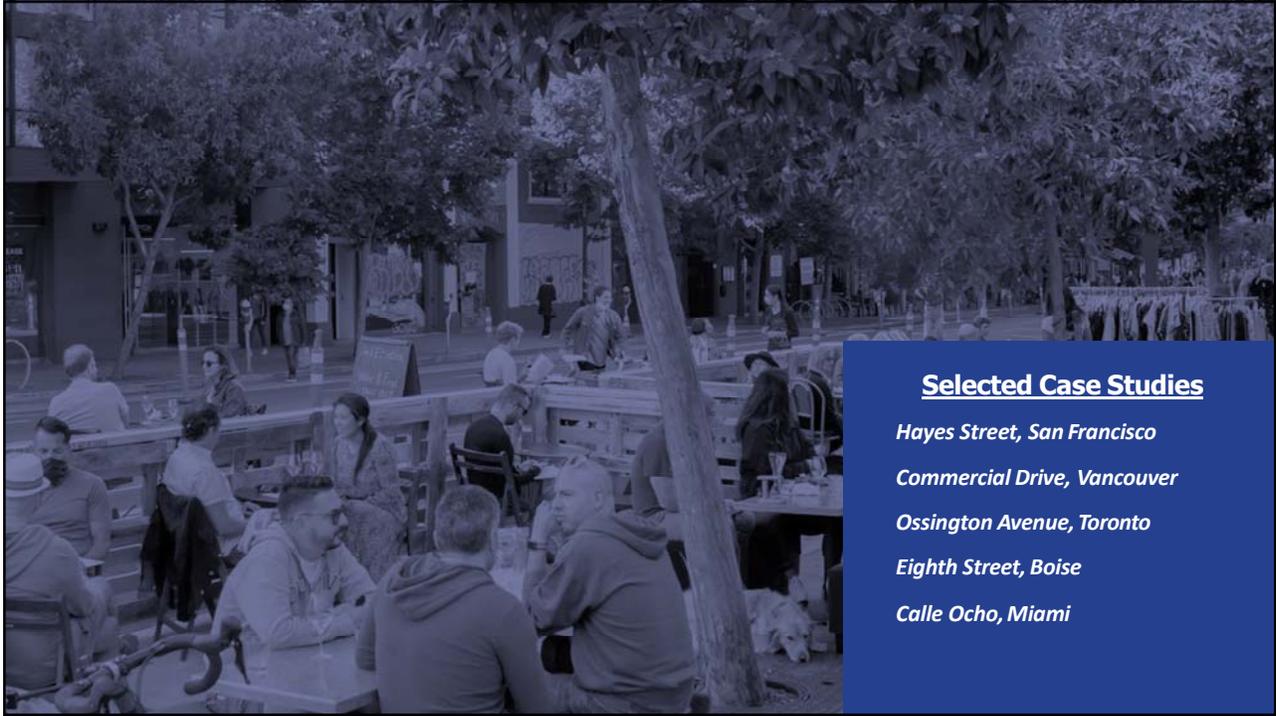
- Most recent observations January 2023
- Highest activity in the middle section from 14<sup>th</sup> Street to 16<sup>th</sup> Street
- Seniors comprise 10-15%
- Jaywalking on side streets



## Pedestrians

- Narrow sidewalks along most of the intersecting streets
- Challenging width for oncoming or passing micro-mobility traffic
- With new development, improved sidewalk & landscape treatments
- Lonsdale sidewalks wider but affected by transit shelters, street furniture, uneven surfaces





**Selected Case Studies**

- Hayes Street, San Francisco*
- Commercial Drive, Vancouver*
- Ossington Avenue, Toronto*
- Eighth Street, Boise*
- Calle Ocho, Miami*







**Hayes Street, San Francisco**

142 Total Retail Businesses  
 2 Activated Vacant Parcels  
 23% Clothing Retail  
 25% Restaurants  
 41% Active Storefront  
 85% Local Businesses

**Key Success Factors**

- ✓ Small Business Support
- ✓ Space to Innovate

# Commercial Drive, Vancouver



Produce Display at Norman's Community Market



On-street Patios



Activated High-Visibility Retail Frontage at Corner

- 288 Total Retail Businesses
- 1 Community Centre Hub
- 22% Restaurants
- 17% Take-out Restaurant
- 25% Active Storefront
- 95% Local Businesses

## Key Success Factors

- ✓ Small Business Support
- ✓ Unpolished Yet Inviting Character

# Ossington Avenue, Toronto



Ossington Strip Curbside Patios



Pop-up Market



- 243 Total Retail Businesses
- 4 Temporary – including markets, food trucks
- 26% Full-Service Restaurant
- 17% Quick-Service Restaurant
- 49% Active Storefront
- 87% Local Businesses

## Key Success Factors

- ✓ Trinity Bellwoods Park
- ✓ Retail Mix
- ✓ Business-Initiated Patio Program



## **Eighth Street, Boise**

136 Total Retail Businesses

190k square foot  
Arena and  
Convention Centre

32% Restaurants

15% Take-out Restaurant

33% Active Storefront

87% Local Businesses

### **Key Success Factors**

- ✓ Market as Catalyst
- ✓ Pilot to Permanent
- ✓ Public-Private Investment



## **Calle Ocho, Miami**

89 Total Retail Businesses

20 Art Galleries

21% Restaurants

11% Take-out Restaurant

38% Active Storefront

83% Local Businesses

### **Key Success Factors**

- ✓ Heritage Preservation
- ✓ Street Festivals

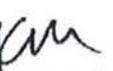
## Considerations for Next Steps



- Project roadmap, resourcing and governance
- Visioning: an interactive and engagement rich process
- Broad and deep public engagement with community and stakeholders
- Additional data gathering
- Business retention, cluster growth, economic health





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

**INFORMATION REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Siobian Smith, Manager, Economic Development, CPE  
Dave Hutch, Deputy Director, Parks and Public Spaces, EPE

Subject: CENTRAL LONSDALE BASELINE ASSESSMENT

Date: June 28, 2023 File No: 13-6750-01-0001/2023

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**ATTACHMENTS**

1. Summary: Central Lonsdale Baseline Assessment (City Docs No. [2381592](#))
2. Great Street Case Studies (City Docs No. [2381595](#))
3. Central Lonsdale Assessment Area (City Docs No. [2384300](#))

**SUMMARY**

Central Lonsdale is a neighbourhood of considerable significance for the City and the region. The Lonsdale Corridor is identified by Metro Vancouver as a Regional City Centre that designates it as a priority location for higher-density housing, employment and services, and commercial, cultural, entertainment and institutional uses. The Official Community Plan (OCP) refers to Central Lonsdale as “the urban core of the City; the primary shopping street” and directs City efforts to focus on intensifying commercial activity, amenity and infrastructure investments, and high-trip generating uses in the area. New development in the neighbourhood is expected to significantly contribute to the increase of jobs required to support a close 1:1 ratio of employment-to-resident workforce. Council has identified the development of a plan for the revitalization of Central Lonsdale as a priority project for 2023-2024.

In spring 2023, a baseline assessment was completed for the area through an external consulting group. This assessment provides a high-level overview of some of the core components of the street that are integral to any revitalization efforts. A summary of the key findings are attached (Attachment 1), as well as five case studies selected to better understand some of the best practices and key opportunities and challenges (Attachment 2).

## ASSESSMENT AND OBJECTIVES

As the backbone of the North Shore, Lonsdale Avenue is an active main street with a rich heritage and driven by a diversity of pedestrian-oriented retail units, plentiful small-and-medium enterprises at grade with numerous professional offices in second-floor commercial, situated in a densely-populated neighbourhood. Lonsdale Avenue has been identified in TransLink's 10-Year Priorities as a future rapid transit corridor and is, today, a key goods movement and travel corridor in TransLink's Major Road Network. The City and the region rely on Lonsdale Avenue to support local, sub-regional, and regional movement, as well as to support walking, rolling, and gathering. The lower portion of Lonsdale Avenue has benefited from significant redevelopment and community undertakings in The Shipyards and waterfront areas over the past decade; however, the central area of Lonsdale Avenue has not experienced a similar revitalization.

The City's Economic Development division, with input from teams in Planning and Development, and Engineering, Parks and Environment, retained the services of Colliers, in partnership with MODUS Planning and Design and Bunt & Associates, to conduct a baseline assessment of Central Lonsdale to understand the current state of the area as a precursor to developing a roadmap for a neighbourhood revitalization plan. Attachment 3 provides a map of the assessment area.

The baseline assessment, completed in March 2023, provides a high-level overview of the core components that comprise Central Lonsdale. Insights focus on some of the main economic and commercial activities, institutional and residential development, land-use and current streetscape, environment, and transportation. This assessment also sheds light on the associated opportunities and challenges in this area, including insights on the key components of a vibrant city corridor by drawing upon examples of selected best practices.

While comprehensive, this initial report does not cover all of the considerations and analysis that will need to be undertaken as part of further work on Central Lonsdale. This includes a review of institutional development, such as Lions Gate Hospital, the City Library and City Hall, as well as considerations of curbside management, commercial loading and transport of goods, and the impact of electric micro-mobility options on development in the area. Other considerations, such as park, public space and recreation service levels and the role of blue/green systems (e.g. rainwater management, urban forestry) in increasing the resiliency and liveability of the Central Lonsdale neighbourhood will also be part of next steps. In-depth work to understand the needs and desires of the residents and businesses and the local community will also need to be a significant component of work going forward.

The following section outlines the key findings of the completed baseline assessment:

Demographics: According to the OCP, Central Lonsdale is targeted for additional residential and commercial capacity. Lands are designated as medium-to-high density mixed-use along Lonsdale Avenue, with some institutional buildings, parks and multi-family residential areas lining the adjacent sidestreets. Central Lonsdale has an estimated population of just over 12,000 residents, with a population density of nearly 14,500 residents per square kilometre. The area has a relatively young population (25-40 years)

with 46% of households comprised of one person. Notably, 60% of households rent their housing units. Central Lonsdale is a culturally distinct community with a significant population of Iranian-Canadians and numerous Persian businesses.

Retail Sector: The North Shore's retail vacancy rate is 0.51%. This indicates demand that is verging on exceeding supply, leading national tenants to seek built-to-suit options with larger floorplates in a mixed-use format. About 33% of Central Lonsdale's retail floor area is occupied by food and beverage tenants, including two large chain grocery stores. A further 38% falls under "commercial services." Notably, only 24% of businesses in Central Lonsdale are open past 8:00pm, limiting potential opportunities for capturing additional revenue and contributing to nighttime vibrancy. Upcoming mixed-use and residential supply, particularly in the rental market, is expected to attract new residents and support the growth of the area's retail sector.

Public Realm: The streetwall of Central Lonsdale is mostly pedestrian-oriented with minimal setbacks and shorter buildings. Newer developments in the area have assembled these smaller lots and built at a larger scale, with a mix of uses, often ground floor commercial and residential towers above. The existing streetscape does not currently have a cohesive or well-defined sense of place. The area presently lacks a variety of public spaces and there is limited engagement of the public realm by the private sector. The City continues to support ongoing beautification and accessibility work through the Open Streets program, which engages businesses and residents on placemaking opportunities throughout the area.

Transportation: Pedestrian activity is concentrated from 14<sup>th</sup> Street to 16<sup>th</sup> Street, reflecting the busy commercial, employment and visitor presence. The area's moderate street grades, coupled with opportunity for increased density, bode well to have this area become a new focus for cycling activity in the City. Traffic modeling analysis of the area indicates that the Lonsdale Avenue intersections are generally operating at two-thirds capacity, while the north-south Lonsdale Avenue approaches are nearing traffic capacity. Notably, there is considerable surplus of street and structured parking available in the area.

Best Practices: To illustrate how Central Lonsdale could consider the development of a revitalization strategy, it is important to look outside of the neighbourhood and gain insights from other jurisdictions. The following case studies were chosen based on how applicable the planning, public realm, and retail strategies could be to the Central Lonsdale revitalization effort:

- Hayes Street, San Francisco
- Commercial Drive, Vancouver
- Ossington Avenue, Toronto
- Eighth Street, Boise
- Calle Ocho, Miami

Across all case studies, the strong activation potential of on-street or on-sidewalk outdoor dining was underscored. With the right public realm policy in place, municipalities have had a high degree of success by establishing clear guidelines and facilitating the rise of outdoor dining patios with the business community. In essence, a supportive public realm underpins the entire visitor experience of a successful retail street. Generally, the more pedestrian-oriented the public realm is, the more successful the commercial sector will be. These case studies demonstrate that small businesses are the main economic drivers of most retail streets and substantially define the character of the area. These iconic examples of “great streets” have also had the support of the municipalities to implement programs or bylaws that provide consideration for the retention of legacy or family-owned businesses.

## NEXT STEPS

The development of an integrated, comprehensive approach and plan of action for the revitalization of Central Lonsdale is a priority project for the City. This situational assessment provides an initial informative basis to advance a process towards an actionable strategy. Importantly, this research and analysis provided an opportunity to underscore the depth and breadth of the work to be undertaken in line with City priorities. Next steps will focus on the establishment of a Project Steering Committee (PSC) tasked with developing a project plan and associated budget that will report regularly to the City Leadership Team, and subsequently return to Council to check-in on key milestones and decision points.

The PSC will also establish a Staff Working Group (SWG), comprised of representatives from different departments to provide subject matter expertise in different disciplines in support of project implementation. Numerous departments have worked collaboratively to date to ensure that the considerations of multiple subject areas move forward in tandem. The establishment of a PSC and a SWG will ensure that this joint approach continues. Work will be prioritized on a master project plan that outlines key areas of focus and identifies level of effort and resources required for project development and implementation.

RESPECTFULLY SUBMITTED:



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Siobian Smith  
Manager, Economic Development



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Dave Hutch  
Deputy Director, Parks and Public Spaces

## Central Lonsdale Revitalization: Baseline Assessment Summary<sup>1</sup>



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<sup>1</sup> Baseline Assessment research and analysis was conducted by Colliers Strategy and Consulting and supported by MODUS Planning, Design and Engagement, and BUNT & Associates. The Economic Development team compiled this synthesized version of the original report finalized in March 2023.

**I. CONTEXT AND PLANNING POLICIES**

- A. CONTEXT
- B. LAND USE
  - METRO 2050
  - 2014 OFFICIAL COMMUNITY PLAN
  - ZONING BYLAW, 1995, No. 6700

**II. DEMOGRAPHICS**

- A. OVERVIEW
- B. 2021 CENSUS RESULTS
- C. HOUSING AND INCOMES
- D. WORKFORCE AND EDUCATION
- E. LANGUAGE AND ETHNICITY
- F. LOWER LONSDALE VS CENTRAL

**III. CULTURAL IDENTITY**

**IV. RETAIL LANDSCAPE**

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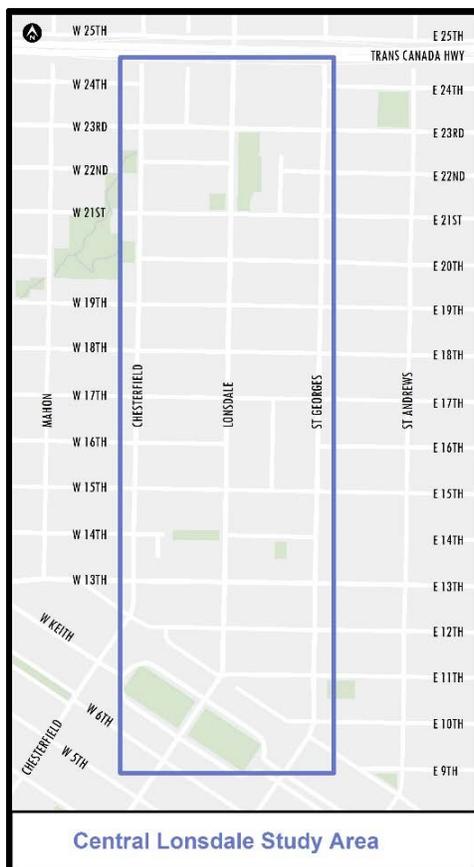
## I. CONTEXT AND PLANNING POLICIES

### A. CONTEXT

The City of North Vancouver has become an increasingly popular place to live, work and play. While the Shipyards District has evolved into a desirable urban destination, Central Lonsdale has shown slower progress to redevelop. There is a potential for North Vancouver to bring this vibrancy north.

Lonsdale Avenue is known as North Vancouver's primary commercial node, and its central section consists of numerous restaurants, shops and offices, as well as art installations, parklets, and outdoor spaces. The area has a relatively dense population, with a high density of apartment buildings and multi-family housing in comparison to other parts of North Vancouver. It is easily accessible for vehicles traveling along Highway 1.

As part of the potential transformation of Central Lonsdale, it is crucial that a coherent identity is established for the district as a whole. This includes a higher quality of retail/commercial offerings, a notable retail character, and an improved streetscape that attracts and retains investment while encouraging local residents and visitors to spend time along the corridor.



Central Lonsdale can be conceptualized from a very high-level standpoint as the area north of Victoria Park, south of the Trans-Canada Highway, east of Mahon Avenue, and west of Grand Boulevard. As part of the demographic and retail baseline assessment, a more specific study area was defined which will be further described in the sections that follow.

### B. LAND USE

Generally, commercial and retail land uses are concentrated along Lonsdale Avenue, with some businesses extending east to St Georges Avenue and west almost as far as Chesterfield Avenue (especially between 14<sup>th</sup> and 17<sup>th</sup> Street). Lions Gate Hospital is situated just east of the study area, between East 13<sup>th</sup> Street and East 15<sup>th</sup> Street, with its western border at St Georges Avenue. Various businesses are clustered within this area, creating a seamless commercial link between the hospital and Central Lonsdale. Beyond the immediate Lonsdale Avenue corridor- particularly north of 17<sup>th</sup> Street- land uses are primarily multi-family residential, with more low-density, single family residential uses extending further out beyond the immediate study area.

A few notable parks and recreational uses help define the area. Victoria Park- a memorial park that includes a cenotaph, green space, benches, and a path connection to the Green Necklace- makes up the southern end of the study area. The Lonsdale Off-Leash Dog Plaza, a popular

dog park with green turf and obstacles, is situated immediately north of Victoria Park and just south of East 11<sup>th</sup> Street. Finally, the northern boundary of the study area is defined by Rey Sargent Park to the west of Lonsdale Avenue and the Harry Jerome lands and Norseman Park to the east. Rey Sargent Park is a city park offering a natural children's play area, interactive sculptures, benches and other amenities. The Harry Jerome Neighbourhood Lands, between East 21<sup>st</sup> and 23<sup>rd</sup> Street, are currently subject to large-scale mixed-use redevelopment, entailing the construction of a new recreation centre and a 1-hectare city park linking to the Green Necklace. Finally, Norseman Park is a large sports field just south of Highway 1.<sup>2</sup>

## METRO 2050

Metro 2050 is Metro Vancouver's regional growth strategy and serves as a key element of a broader series of interconnected plans for the region. It defines long-range planning objectives in order to advance the livability and sustainability of the region, including policies for climate and natural hazard resilience, expanded housing choice and affordability, quantitative targets for natural environment protection, and transit-oriented development goals. The North Shore represents a Metro 2050 sub-region, signifying its role in adhering to the objectives of Metro 2050.

## 2014 OFFICIAL COMMUNITY PLAN

The City of North Vancouver's 2014 OCP sets out a long-term vision for the community. It provides direction on how to implement this vision through various goals, objectives and policies that fit into the global and regional context as well as an overarching Sustainable City Framework. The plan clearly states its intention to provide for additional residential and commercial capacity in Central Lonsdale, including introducing area-specific planning policies to reinforce and support the corridor's role as a primary shopping street and contribute to the creation of a pedestrian-scale mixed-use street-front. Furthermore, it designates Central Lonsdale as a Development Permit Area (DPA) to regulate various area-specific aspects of development including design and local context.

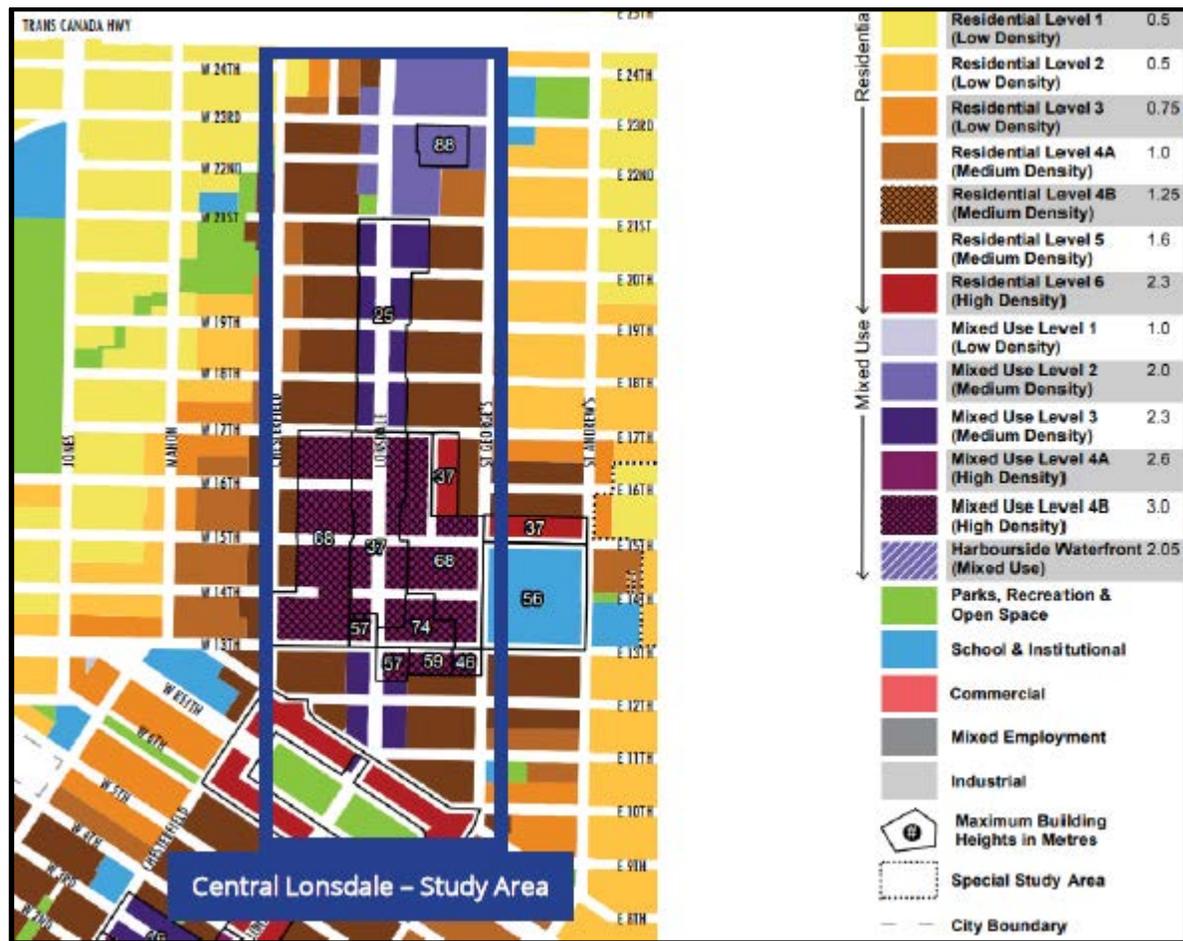
As per the City of North Vancouver's Land Use Designation map (Schedule A of the OCP) the study area is designated Mixed Use Level 4B (High Density) between 13<sup>th</sup> Street and 17<sup>th</sup> Street. Mixed Use Level 3 and Level 2 (Medium Density) areas are located south of 13<sup>th</sup> Street and north of 17<sup>th</sup> Street. Per Section 2.1 of the OCP, Mixed Use Level 4B allows for a maximum density of 3.0 FSR- the highest of all designations- and promotes a mix of higher-density multi-family and commercial uses to strengthen the core of the city and generate employment in buildings over six storeys. Mixed Use Levels 2 and 3 allow for FSRs of 2.0 and 2.3, respectively, promoting mid-to-high rise multi-family and commercial uses in a mix of building forms and sizes.

Extending out from Lonsdale Avenue along Chesterfield and St. Georges Avenue are Residential Level 5 (Medium Density) lands aiming to provide quality multi-family housing in mid-rise apartments. Other notable land uses include Residential Level 6 (High Density) sites on the east side of Lonsdale Avenue (between East 15<sup>th</sup> and 17<sup>th</sup> Street) and at the south end of the study area surrounding Victoria Park; School and Institutional sites including Lions Gate

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<sup>2</sup> This park has been temporarily removed, and will be relocated, due to the ongoing construction of Harry Jerome Community Centre.

Hospital and the Harry Jerome Recreation Center; Parks, Recreation and Open Space sites; and lower-density residential areas at the peripheries of the neighbourhood.



## ZONING BYLAW, 1995, NO 6700

Most sites within Central Lonsdale are zoned C-1A and C-1B (Central Lonsdale Mixed Use), C-2 (General Commercial), and CD (Comprehensive Development), with RM-1 (Medium Density Apartment) uses along St. Georges Avenue and Chesterfield Avenue. C-1 and C-2 zones allow for most types of commercial uses, including retail services, tourist accommodations, parking, and other uses per the Zoning Bylaw. RM-1 zoning permits one-unit, two-unit, ground-oriented, and apartment residential uses (including rental), as well as child-care and residential care facilities. Finally, CD zoning involves the creation of a package of zoning standards that are unique to a given site.

## II. DEMOGRAPHICS

### A. OVERVIEW

To inform other aspects of the work completed in this study, the most up-to-date Census information was assessed, obtaining comprehensive insight about the demographics of the Central Lonsdale area. This was contrasted with other comparable areas including the City of

North Vancouver, the District of North Vancouver, the Metro Vancouver region, and the Lower Lonsdale/ Shipyards area.

By comparing the demographic makeup of Central Lonsdale to its surrounding city, district, and region, as well as the distinct Lower Lonsdale neighbourhood, a more nuanced contextual understanding was formed around the implications of this data. This includes highlighting key similarities and differences that may be linked to the commercial and residential character of the community.

A key aspect of the methodology involved in preparing this demographic review included delineating the area considered to be 'Central Lonsdale'. This was done by defining specific dissemination areas- a sub-set of the smallest standard geographic areas used by Stats Canada for Census purposes- that encompass Central Lonsdale. While in a few distinct cases (the northern edge and a small section of the western edge) the boundaries did not perfectly align with the study area boundary, the alignment was thought to be sufficient for the purposes of generating an understanding of the characteristics of Central Lonsdale's population.

Additionally, the methodology required a defined set of boundaries for 'Lower Lonsdale' in order to complete the comparative analysis. These boundaries can generally be conceptualized as the dissemination areas encompassing the area south of 4<sup>th</sup> Street (extending to the Vancouver Harbour), east of Forbes Avenue, and west of St. Andrews Avenue. The Census Data Boundaries for both the Central Lonsdale and Lower Lonsdale study areas are shown in the map.

A summary of Central Lonsdale was created as a whole, gathering demographic information that was assessed against the comparable areas. Following this neighbourhood-level demographic analysis, GIS software was used to analyze each individual dissemination area to paint a more detailed picture of how the neighbourhood is currently laid out. This process involved identifying unique features of specific neighbourhood nodes- such as significant concentrations of population density or pockets of rental or older housing stock- resulting in a detailed representation of the urban form and population characteristics of Central Lonsdale.

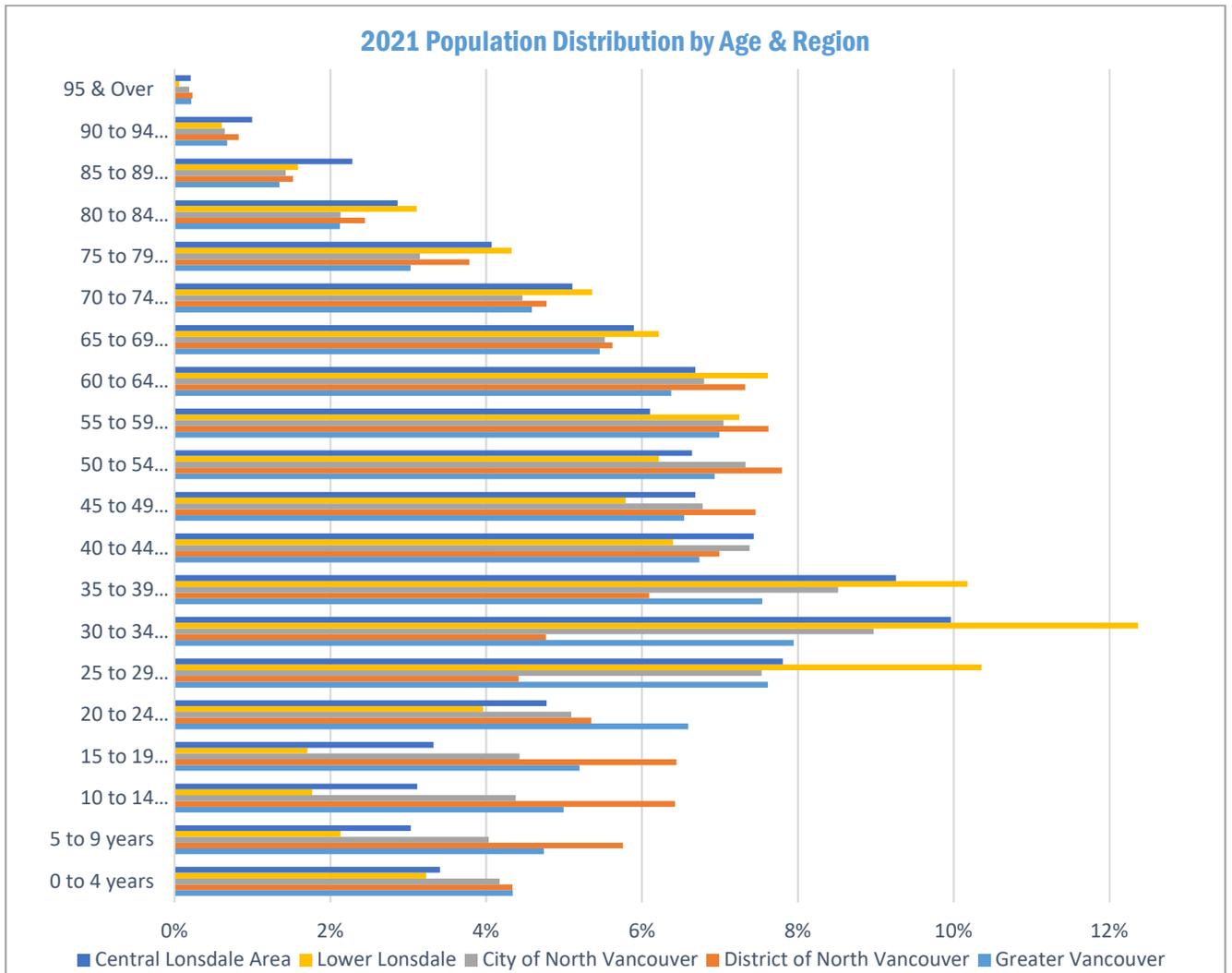
Finally, the statistics found in the 2021 Census were contrasted with data collected in the two other most recent Census periods- 2016 and 2011. This historical Census data analysis shows how neighbourhood-level demographics have changed over time as the study area has grown and developed, also providing an indication of general trends. From these trends, a high-level estimate of how the neighbourhood might continue to shift and evolve in terms of residents and work force can also be formed.

## **B. 2021 CENSUS RESULTS**

Central Lonsdale has an estimated population of just over 12,000 residents. These residents are significantly concentrated within the small geographic area resulting in a high population density of nearly 14,500 residents per kilometre squared.

While this area is densely populated, it also has a smaller average household size of only 1.8 people per household. On average the Central Lonsdale area has fewer households with children than the City of North Vancouver or the region.

When reviewing the distribution of the population based on age, this lower proportion of children in the study area is again displayed. The study area instead has a much more significant proportion of residents aged between 25 and 40 years.

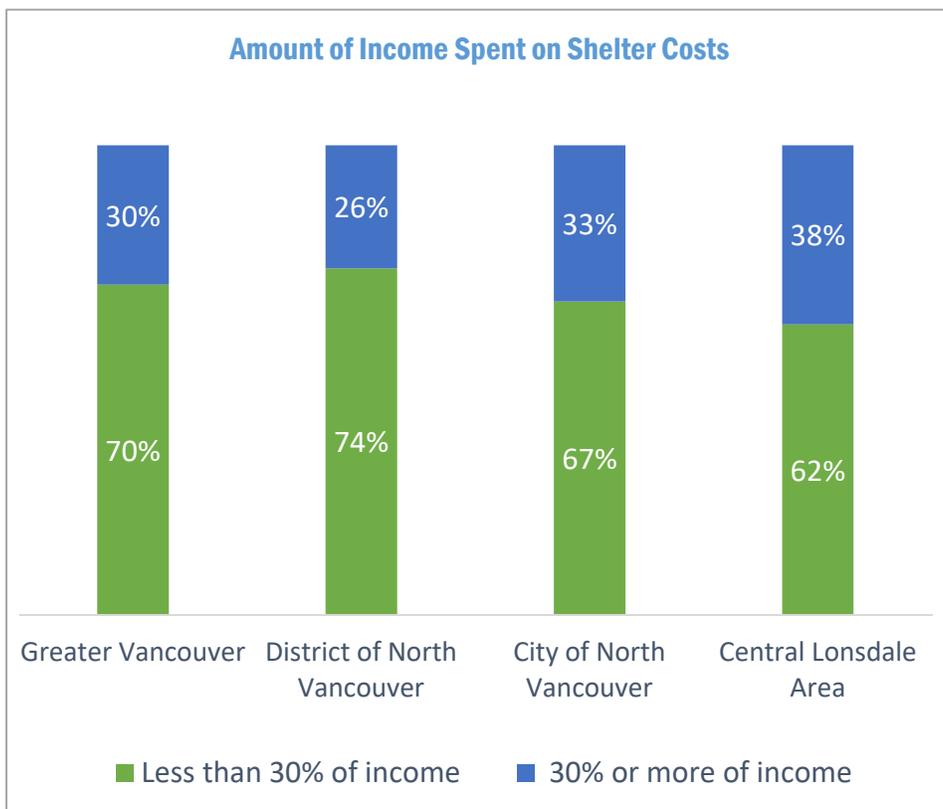
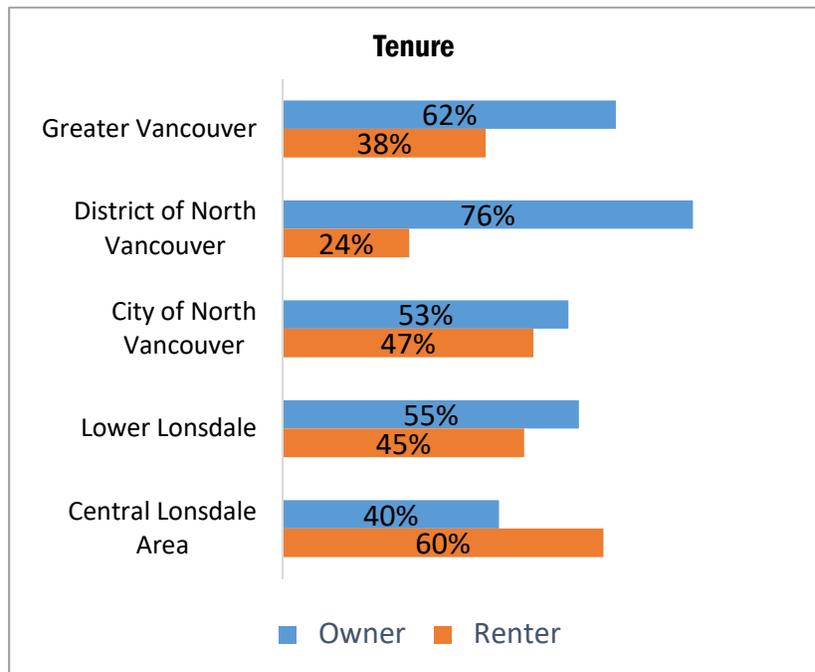


This pattern of age distribution seen in the Central Lonsdale area roughly follows that of the Lower Lonsdale neighbourhood, although the presence of mostly 25- to 40-year-olds and the lack of those aged under 15 is more pronounced in Lower Lonsdale.

### C. HOUSING AND INCOMES

Over half of Central Lonsdale households rent their homes- more than Lower Lonsdale, the City of North Vancouver, the District of North Vancouver, and Greater Vancouver where the rental tenure is less than half and homes are primarily owned. Central Lonsdale has a lower after-tax household income than all of the comparable areas, with more households earning less than \$50,000 per year, a similar proportion earning \$50,000 - \$100,000, and less earning over \$100,000. The District of North Vancouver has the highest household incomes, with a smaller proportion earning between \$50,000 and \$100,000 and over half of households earning over \$100,000.

At 62%, well over half of Central Lonsdale households spend less than 30% of their household income on rent - though this is a lower percentage than the comparable areas. This is not thought to be connected to low housing affordability in Central Lonsdale- but rather, can likely be attributed to the neighbourhood's lower household incomes. The more diverse range of housing options in the comparable areas, which are much larger in size and population, might also influence this.



#### D. WORKFORCE AND EDUCATION

The majority of Central Lonsdale residents are employed in permanent positions, followed by self-employed; temporary positions; casual, seasonal or short-term positions; and fixed term positions. These rates are synonymous with the comparable areas, demonstrating consistency in the worker class-makeup of Central Lonsdale and its surrounding city, district and region.

Central Lonsdale residents have relatively high levels of educational

attainment. In comparison to Greater Vancouver, there are more residents with a Bachelor's degree or higher and less with only a high school diploma or no certificate/diploma/ degree.

Both the District and City of North Vancouver have very similar educational attainment levels to the Central Lonsdale area.

Looking at labour force participation more broadly, 66% of Central Lonsdale’s population can be considered part of the labour force, with 60% employed and 6% unemployed. These rates are identical to Greater Vancouver and nearly identical to the District of North Vancouver, with a slightly higher percentage employed and in the labour force in the City of North Vancouver.

**E. LANGUAGE AND ETHNICITY**

Central Lonsdale demonstrates a similar ethnic makeup to the comparable areas, with over half of its immigrant population born in Asia - followed by Europe, the Americas, and Africa. Its proportion of Asian immigrants is slightly higher than the City and District of North Vancouver, with a higher percentage of European immigrants than Greater Vancouver.

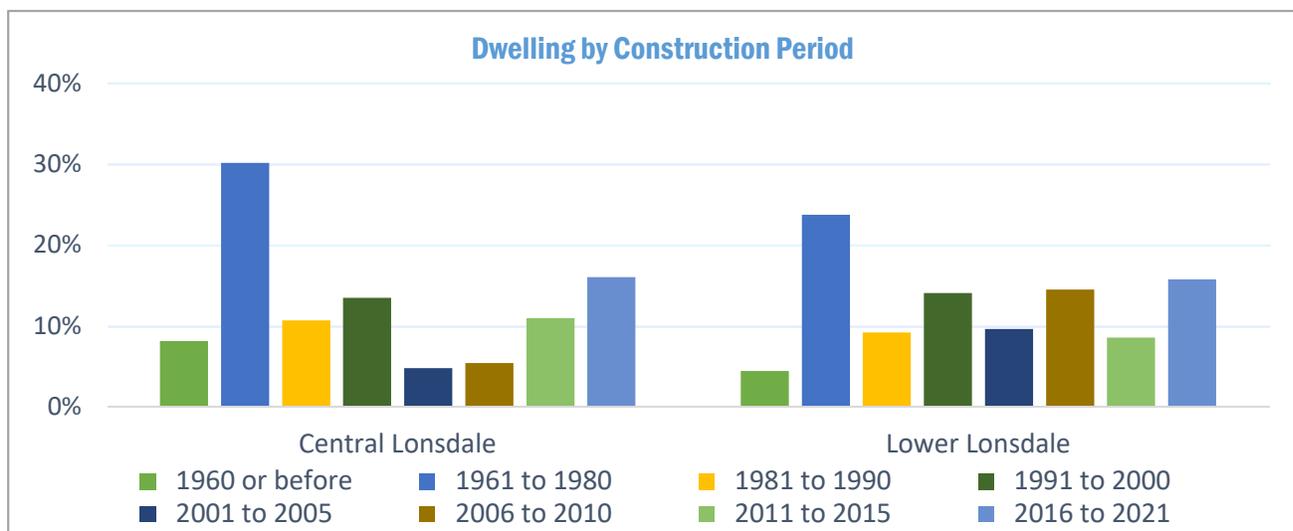
Consistent with the comparable areas, the vast majority of Central Lonsdale residents’ mother tongue (or first language learned in childhood) is English. At 17.3%, the percentage of Farsi first-language speakers is significantly higher in Central Lonsdale than the comparable areas. Additionally, Central Lonsdale has a higher number of Russian, Portuguese, and Korean speakers than the other areas - illustrating the ethnic makeup of the neighbourhood,

Consistent with the finding that Farsi is a more common first language in Central Lonsdale than other areas, it also has the highest percentage of individuals speaking Farsi languages most often at work.

<b><u>Mother Tongue for Total Population</u></b>				
	<i>Greater Vancouver</i>	<i>District of North Vancouver</i>	<i>City of North Vancouver</i>	<i>Central Lonsdale Area</i>
<b>English</b>	<b>93.2%</b>	<b>96.4%</b>	<b>95.8%</b>	<b>94.5%</b>
<b>French</b>	<b>1.0%</b>	<b>1.4%</b>	<b>1.8%</b>	<b>1.7%</b>
<b>Tagalog (Pilipino, Filipino)</b>	<b>2.6%</b>	<b>1.0%</b>	<b>2.9%</b>	<b>2.7%</b>
<b>Russian</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.9%</b>	<b>1.2%</b>
<b>German</b>	<b>0.7%</b>	<b>1.3%</b>	<b>1.0%</b>	<b>1.0%</b>
<b>Hindi</b>	<b>1.1%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.3%</b>
<b>Punjabi (Panjabi)</b>	<b>6.9%</b>	<b>0.4%</b>	<b>0.6%</b>	<b>0.0%</b>
<b>Iranian languages</b>	<b>2.2%</b>	<b>8.3%</b>	<b>10.2%</b>	<b>17.3%</b>
<b>Portuguese</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0.9%</b>	<b>1.0%</b>
<b>Spanish</b>	<b>1.8%</b>	<b>1.7%</b>	<b>2.2%</b>	<b>2.1%</b>
<b>Korean</b>	<b>2.0%</b>	<b>1.7%</b>	<b>2.0%</b>	<b>2.5%</b>
<b>Mandarin</b>	<b>7.3%</b>	<b>2.7%</b>	<b>1.5%</b>	<b>1.1%</b>
<b>Yue (Cantonese)</b>	<b>7.0%</b>	<b>1.7%</b>	<b>1.2%</b>	<b>0.9%</b>

## F. LOWER LONSDALE VS CENTRAL

In order to compare Central Lonsdale with the Lower Lonsdale area to the south, which has been well-regarded for its commercial and retail success in recent years, Census data for the two neighbourhoods was assessed. The age distribution between the two areas is relatively similar, with Lower Lonsdale consisting of a higher proportion of individuals in their late 20s-to-early 30s and Central Lonsdale seeing a slightly higher population in the 40-to-50 age range. Household maintainer rates are also quite similar, with a slight trend of more under 35s living in Lower Lonsdale. An interesting comparison emerges when assessing construction periods. Approximately 8% of Central Lonsdale's residences were built pre-1960 and about 30% during the 1960s and 70s, with the 1980s and 90s following similar rates of construction. Beginning in 2000, more development occurred in Lower Lonsdale- a trend which continued until about 2010. As Lower Lonsdale becomes built out, demand for new construction can be expected to move "up the hill" radiating out from Lower to Central Lonsdale.



## III. CULTURAL IDENTITY

For several decades, Vancouver's North Shore has been home to one of Canada's largest Iranian communities. In the late 1970s and 1980s, during a period of political turmoil and instability, a large influx of Iranian immigrants moved to Canada with many settling in North Vancouver.

More specifically, Central Lonsdale serves as a vibrant and active hub for Persian culture in North Vancouver. The neighbourhood consists of a wide variety of Iranian-Canadian owned and operated businesses including bakeries and Persian grocers, restaurants, retail boutiques, and commercial services. Festivals such as Nowruz (Iranian New Year) and Yalda (Iranian winter solstice) are celebrated each year along the Central Lonsdale corridor, featuring storefront displays, special events, and shows at the Centennial Theatre.

The website for 'Vancouver's North Shore Tourism Association'- a collaboration between the City of North Vancouver and the Districts of North and West Vancouver- encourages visitors to explore Central Lonsdale, coining it the 'North Shore's Persian Trail'. It emphasizes key elements of the area, including "wonderful traditions and food experiences", "Farsi being spoken

and signs in the same language”, and “the hustle and bustle of a thriving and growing area”. It also provides a business directory, listing numerous Iranian-Canadian owned businesses and related events.

The demographic data also reflects the presence of a strong and growing population of Iranian descent in Central Lonsdale. This includes regional demographics, showing that there is a higher proportional population of Farsi first-language speakers; and, individuals speaking Iranian languages at work than in the broader City of North Vancouver, the District, and Greater Vancouver. Additionally, the historical demographics show that the proportion of Central Lonsdale’s population speaking Iranian languages as their mother tongue has risen modestly, yet consistently- totaling a 6% increase in the past 10-years. This data points to ongoing growth and development in this culturally and ethnically distinct neighbourhood.

As the Central Lonsdale area evolves, it is important that the needs and objectives of the neighbourhood’s Iranian-Canadian community are paramount in guiding future planning and policy decisions. Any efforts to promote further commercial investment, animate at-grade retail, and activate public space within Central Lonsdale should simultaneously support existing commercial tenants, create new opportunities for local business-owners, and help retain restaurants, shops and services that have long served the community as “legacy businesses”.

#### **IV. RETAIL LANDSCAPE**

##### **A. CONSUMER PREFERENCES**

E-commerce is the buying and selling of goods online, which are most often shipped directly to the consumer, diminishing the need for bricks-and-mortar retail stores. As the rise of e-commerce has shown new ways to shop, the preference remains in the hands of the consumer to decide how they will be shopping and what they will be shopping for.

Rates of e-commerce spending were increasing steadily since 2017, but the COVID-19 pandemic hastened the uptake. At the peak in April 2020, 11% of consumer goods were purchased online. The percentage of retail sales purchased online has stabilized to 5% while the overall total amount of consumer goods spending has increased. E-Commerce growth is slowing in 2023 as bricks-and-mortar retail activity returns, but the prevalence and growing preference for online shopping is a lasting trend. The convenience that consumers have grown accustomed to will continue to place pressure on the retail sector to innovate and reflect consumer demands.

Before the pandemic, categories of consumer goods that were being purchased remained relatively stable over time. Recently there have been larger fluctuations in the demand for specific consumer goods categories. For example, Canadian spending on apparel increased 27% between 2021 and 2022, driven mostly by the return to office and subsequent demand for a refreshed office wardrobe.

As some retail categories are struggling, others have shown their resilience. Resilient categories include food, healthcare, fitness, athleisure apparel, and entertainment. Struggling categories include electronics, books, toys, homewares, department stores, and mid-market retail.

The resilience of specific categories appears to depend on retail experiences that are challenging to replicate online. Examples of this retail experience could be the need to try-on clothing before buying, or an additional demand for customer service that cannot be fulfilled purely online. This resilience shows that the role of the retail store has changed, and the future design of retail stores will have to shift to accommodate this.

**B. NORTH SHORE OVERVIEW**

The ‘North Shore’ includes The City of North Vancouver, the District of North Vancouver, and the District of West Vancouver, but it is important to position Central Lonsdale in comparison to the surrounding area. Significant retail nodes in the area are Lower Lonsdale and the Lonsdale Quay, Central Lonsdale, Uptown, Lynn Valley Centre, Northwoods Village, and Ambleside.

The overall retail vacancy rate for the North Shore is 0.51%, indicating a demand for retail space that is verging on exceeding the supply. This retail vacancy rate is positive for property owners, investors, and existing retailers, but may limit the amount of new retail activity locating in the area.

<b>North Shore Suburban Retail Analysis</b>	
<b>0.51%</b>	<b>Vacancy Rate</b>
<b>\$45 - \$60</b>	<b>Average Commercial Retail Unit Rent (per SF per annum)</b>
<b>\$15 - \$20</b>	<b>Average Additional Rent (per SF per annum)</b>

The low vacancy of existing retail buildings has led national tenants who are looking to expand to the North Shore to seek build-to-suit options. These new buildings often feature larger retail floorplates, seek significant parking allowances, and are likely to be a mixed-use format.

Within the Metro Vancouver context, the retail market varies significantly between jurisdiction and even between neighbourhoods. These differences could be attributed to different development patterns, access to retail, and trade market areas. The urban retail vacancy rate is 4%, while suburban retail vacancy is 1%. The urban retail rate is based upon retail nodes within the City of Vancouver and is heavily influenced by the retail health of the Central Business District around Robson Street.

The suburban retail vacancy rate is lower, due in part to the ability for those national chains to build their retail locations. The suburban rental rates are also lower than the urban rental rates, but the North Shore average rent of \$45 to \$60 (per SF per annum) is still one of the highest suburban rental rates throughout Metro Vancouver. The suburban retail rate declined from 2.5% in mid-2022 to 1% at year end. While the market is susceptible to fluctuations, this trend is a continuance from the retail recovery that has been experienced following the COVID-19 pandemic.

Lower Lonsdale has experienced a retail renaissance earlier than Central Lonsdale. The Lower Lonsdale area caters to shoppers who are looking for a destination and an experience. The

retail offerings of Central Lonsdale tend to cater to neighbourhood-serving services, local restaurants, and grocery retailers.

As noted in the demographic comparison between Lower and Central Lonsdale, similar resident ages dictate a relatively equal demand for similar consumer goods. One interesting difference between the two areas to note is the building ages, which includes buildings with commercial retail units. Lower Lonsdale has a larger proportion of buildings constructed since 2000, which would align with the ability for Lower Lonsdale to absorb national retailer demand for newer buildings.

### C. UPCOMING MIXED USE SUPPLY

#### North Harbour – Lower Lonsdale

West of Lower Lonsdale is the 12-acre masterplan community being developed by Concert Properties called North Harbour. The community is being developed in phases. The first phase is slated to be complete by the end of 2026 and will include 15,400 SF of retail space and 280 market residential units. The second phase is anticipated to be complete by the end of 2027 and will include 25,600 SF of retail space and 520 market residential units.

Once all phases are complete the community will have 800 market strata residential units, plus an additional 110 purpose-built rental units, and 125 seniors housing units. This could result in an increase in population for the area of over 1,600. The site will also offer a total of 290,000 SF of retail and office space.

North Harbour will be easily accessible from The Shipyards area, as well as walkable from the Seabus. This ease of accessibility may result in a preference for visitors to the area arriving by public transit or active transportation to explore the retail and service offerings close by over those up the hill in Central Lonsdale.

Additionally, residents in this complete community will have most of their daily needs met by businesses in the area, limiting the need for this new population to venture to Central Lonsdale for much shopping or dining.

#### Harry Jerome Lands

Capitalizing on the completion of the new Harry Jerome Community Centre, the Harry Jerome Lands includes a new mixed-use development located directly to the south of the new community hub. The development will include 800 new units of various housing types, retail, restaurants, daycare facilities, and a 2.5-acre park.

The first phase of development will bring 113 rental units, 100 units of seniors assisted housing, and 8,000 SF of retail floor area. This phase will meet the latent demand for seniors assisted housing, as no housing of this type has been built in North Vancouver for 30 years. Phase 1 is anticipated to be completed by year-end 2023. Phase 2 of the project is expected to augment residential density with mixed community amenities.

The retail that will be constructed in the second phase will have street frontages along Lonsdale Avenue facing the park and on E. 21st Street, and units will range from 831 to 2,260 SF. These retail spaces could create an extension of the central retail node at the heart of Central Lonsdale up to the new community centre and community hub.

Bringing a higher density of residents deeper into Central Lonsdale will bring more captive customers to the primary trade area of existing retailers and restaurants. Applying the current average household size of 1.8 to this new development, there is potential for 1,440 new residents to be added to the neighbourhood.

## V. RESIDENTIAL GROWTH

To assess current and future residential development in the Central Lonsdale area, data was obtained and reviewed regarding current construction as well as contemplated projects for which a development application is either in process or has been approved.

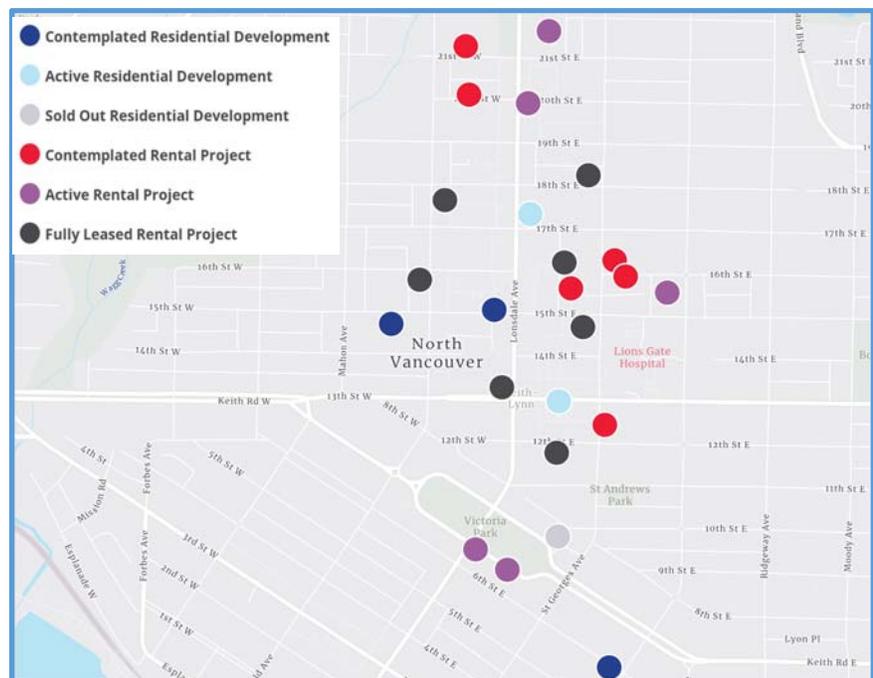
These development figures (including data for concrete, wood frame, and townhome residential strata and rental projects in the Central Lonsdale study area), were then used to calculate residential growth. The growth projection approach involves determining the unit breakdown of each residential development (studio, 1 bedroom, 2 bedroom and 3+ bedroom units) and multiplying these against standardized values for the number of new residents that can be anticipated to live in each unit type. The sum of potential new residents was then calculated to forecast population growth, as follows:

- Medium Term (approx. 5 years): Active and Sold-Out Residential Strata + Active and Fully Leased Rental
- Long Term (approx. 10 years): Contemplated Residential Strata + Contemplated Rental Projects

Finally, all values were divided by the current total population of Central Lonsdale to determine medium term, long term, and total population growth percentages. It should be noted that these population projections are estimates based on the development data available at this time.

Findings revealed a total of six residential strata projects (three contemplated, two active, and one sold out) and 18 rental projects (six contemplated, five active, and seven fully leased) underway in the Central Lonsdale study area. This higher proportion of rental projects is visualized in the map below, also shows that fully leased rental projects are primarily clustered

around the main node of Central Lonsdale (roughly between 12<sup>th</sup> Street and 18<sup>th</sup> Street and between St Georges Avenue and Chesterfield Avenue), while active and contemplated rental projects expand further north, south, and east into the peripheries of the area. In total, 1,977 new units are anticipated in the medium term and 801 in the long term, adding up to a total of 2,778 units in the next 10 years (the majority of which will be 1 bedroom units).



If all currently proposed and ongoing development in Central Lonsdale is built out, a total of 3,280 new residents are expected in the medium term and an additional 1,223 in the long term- totaling 4,502 residents over the next 10 years. Central Lonsdale is anticipated to grow at a faster rate than the rest of North Vancouver, with very significant growth in the next 5 years or “medium term”.

## **VI. STREETWALL AND STREETScape**

### **A. CONTEXT**

In this report, a streetwall is defined as a continuous line of buildings that form the edge of a street or sidewalk. The size, rhythm and design of facades of buildings, which may be commercial or residential in Central Lonsdale, are one factor that shapes the character and experience of a street. Streetscape refers to the broader physical elements of the street including the paved surface, buildings, sidewalks, street furniture, lighting, trees and other vegetation, and any public art or other decorative or character features.

The streetwall condition in Central Lonsdale can be summarized as primarily pedestrian scale commercial with minimal setbacks, primarily shorter building heights and narrow lots and building frontages. This character runs generally from the southern boundary of the study area up to 19th Street where instances of large setbacks and surface parking lots are visible.

There is a common perception that the predominant form of retail business that occupies these smaller commercial spaces are local, independent businesses that were thought to be a defining characteristic of Central Lonsdale - part of the central identity of the area. Many of these businesses are run by or cater to people of Iranian descent.

Newer development in the area has assembled these smaller lots and built at a larger scale, with a mix of uses, often ground floor commercial and residential towers above. This higher density development is located on Central Lonsdale, with little transition to lower density as you move west and east on the 100 blocks.

The existing streetscape of Central Lonsdale does not currently have a cohesive or well-defined sense of place. To help, ongoing street beautification and accessibility work is being undertaken by the City. One prominent example is the Open Streets initiative which began in June 2020 which includes a mix of passive and active outdoor programming focused specifically from 13th Street to 18th Street with turning restrictions at 15th Street.

The Lonsdale Streetscape Design Guidelines (2011) apply from the Foot of Lonsdale to the Upper Levels Highway and extend along the 100 blocks East and West of Lonsdale. They include guidance on the dimensions, patterning, and materiality of different zones within the sidewalk area: a flex zone (1.7m), a pedestrian zone (2.2m) and a curb zone (1.6m). They also outline the locations of large planters, smaller planters, and seating. The guidelines are general enough to apply to both Upper and Lower Lonsdale and do not apply any specific character or identity of Central Lonsdale specifically.

## **B. CHALLENGES AND OPPORTUNITIES**

The existing smaller frontages and local, independent businesses have resulted in a fragmented business community which is difficult to engage with in a representative way. There is also a need to unpack the nuances of the ‘mom and pop’ business community. Many businesses do not own their building and may have property owners who are not embedded within the community. There is a break in streetwall between 20th and Harry Jerome, resulting in a less pedestrian environment. However, Harry Jerome has commercial uses and a large amenity that can be a magnet and help pull people “up”.

There is a significant opportunity to build off the existing streetwall character and retain the small-scale commercial character that has become synonymous with Central Lonsdale. Policies could include support for local, independent businesses or mandating a fine-grained pattern of facades that activate the street. An important opportunity also exists in the updating of the Streetscape Guidelines. Central Lonsdale currently has an emerging identity to leverage and build upon to create a unique sense of place within, not only the City of North Vancouver, but also the region. These Streetscape Guidelines could also support the safety and comfort of people using the street, support local businesses and economic activity by creating a more attractive and welcoming environment for customers and visitors in all seasons.

Prevalent developer tenancing strategies for new developments favour national chains which may be at odds with the character of Central Lonsdale and larger institutional tenants such as banks (often with frosted glass and non-active frontages) which don’t activate the street. Demand for large-scale, mixed-use development in the area will likely result in lot consolidation and potential decline of the existing small-scale, independent business character that currently defines the street. The development of a cohesive redevelopment strategy in the area would help to encourage/require prominent sites ready for redevelopment to adhere to existing character of the area and potential incent developers to adapt tenancing strategies.

There is an opportunity to improve sidewalk & landscape treatments to make walking and rolling more pleasant. This might include pedestrian protection from the elements; more visually-appealing, smooth (for wheels), slip-resistant paving; more attractive lighting and street furniture; and landscaping to address shade, aesthetics, rainwater management and climate adaptation.

There is also potential to develop a Public Art strategy to reinforce the uniqueness of Central Lonsdale, as well as creating visually-distinct neighbourhood street banners to help create a cohesive and distinct identity for the area.

## **VII. PUBLIC REALM INFRASTRUCTURE AND EXPERIENCE**

### **A. CONTEXT**

The key public spaces in the Central Lonsdale Study area are Rey Sargent Park and Civic Plaza. Nearby public spaces include Victoria Park, a new park at 16th and St. Andrews, and St. Andrews Park - although these are all technically outside of the study area. It is also noted that there are plans to replace Rodger Burns Park with a new one-hectare park along Lonsdale between 21<sup>st</sup> and 23<sup>rd</sup> Streets.

Rey Sargent Park is a small park located at Lonsdale and 21st Street. It includes a children's playground, trees, seating and pathways, green spaces, public art and an archway that was reconstructed from the historic Lonsdale Elementary school. The park was upgraded in 2011 and again in 2022 with a new public art piece.

The Civic Plaza is located between City Hall and the City Library and includes a turf area, seating, and umbrellas. It was part of the Civic Centre redevelopment which was completed in May 2012. City Hall also has a Community Garden which has 22 garden plots and is managed by the North Shore Community Garden Society.

Programming at the Civic Plaza is focused primarily on local residents and is attended by those living in the Central Lonsdale Area. These programs include a midweek farmers market (which runs from June to September), daytime busking and occasional weekend music concerts. The farmers market includes stalls run by local community groups and live music. The Library has also hosted book sales to occur at the same time as the farmer's market. The draw has been such that the adjacent coffee shop has opened for longer hours on the days where the markets are held. Other recent programming has included outdoor movie nights, Couch Jams, outdoor classes and jazz concerts. A passive program called PlayBox was reinstated after a two-year hiatus. PlayBox includes toys for children and youth to use while in the plaza. The return of programming following the pandemic has helped to diversify the users of the Civic Plaza with events focused on youth or BIPOC populations. While there have been successes over the past years, staff has noticed a change in the way people are using public spaces. Heightened anxieties and tensions since the pandemic restrictions lifted has resulted in the need for more staff at events.

While the Open Streets initiative has sought to diversify the public realm along the corridor, these are temporary spaces and interventions. There is currently one off-leash dog park within the study area at the Lonsdale Off Leash Dog Plaza. It is a turfed space with agility obstacles for dogs to navigate and a cooling station. It is very well used and often very busy.

## **B. CHALLENGES AND OPPORTUNITIES**

Currently there is little to no sense of public ownership of the public realm which would manifest as a feeling of responsibility and belonging towards shared public spaces - not seeing this solely as the responsibility of the City of North Vancouver. It will be critical to conduct public engagement to determine the community desire and need for different types of public spaces and activities within them. More robust data collection would help to determine the performance and functionality of existing public spaces - especially as it has changed throughout and beyond the COVID-19 pandemic. The study showed a lack of variety of public spaces with no current gradient of small to large spaces and accessibility /inclusion in public spaces could be improved. For example, sidewalks are narrower than standard in some intersecting streets; although Lonsdale sidewalks are wider, usable width is affected by transit shelters, street furniture, and uneven surfaces. Public spaces could be designed to address sustainability objectives including rainwater management, support for pollinator species and addressing climate adaptation and resilience including shaded areas and cooling shelters.

A cohesive public art strategy to support beauty, education, sensory interest and the local unique identity would also help to create a more distinct sense of place to pull people "up" from Lower Lonsdale and also to stand out in the regional context/ amongst retail competition. Public

realm efforts should also focus on inclusive and accessible design - looking to create inclusive representation (age, ethnicity, culture) in public spaces and street furniture that is considerate of all ages. Efforts should also aim to foster a greater sense of shared ownership and stewardship over the public realm by business owners.

## **VIII. ENVIRONMENT**

### **A. CONTEXT**

An increase in mixed-use developments in Central Lonsdale has resulted in buildings that blend residential and commercial spaces which can potentially lead to increased energy consumption. Ensuring that buildings are as energy-efficient as possible and that renewable energy sources are used to heat and cool the buildings will mitigate that impact. Currently, redevelopment projects in the City of North Vancouver are moving towards the highest Step Code or Passive House levels of performance. Many buildings in the Central Lonsdale corridor also connect to the Lonsdale Energy Corporation (LEC) District Energy system or are able to connect. Any new building larger than 1000 SM is required to connect to the LEC system unless it is determined by the City that the cost to the City for providing the service would be excessive. The LEC is currently fueled by high efficiency natural gas but is moving towards wastewater heat capture pulling from Metro Vancouver's treatment plant. This fuel switch will cut emissions in half. LEC is also exploring additional pathways to zero carbon.

Other environmental sustainability considerations for the Central Lonsdale area include green infrastructure that provide ecosystem services, such as air and water purification, flood protection, climate regulation, and biodiversity conservation. Green infrastructure can include parks, forests, wetlands, green roofs, rain gardens, and green streets. The new Climate and Environment Strategy will set forth a direction for green infrastructure that feels intentionally public and has better integration with the public realm. At present, rain gardens are located within the public right of way. Opportunities for onsite rainwater strategies are present in new developments. Street trees are also a focus for the future of Central Lonsdale and the forthcoming Urban Forest Management will set direction at the City level for specific levels of tree coverage and establish best practices for tree survival which is a current challenge. The 100 block of 18th Street between Chesterfield & St. Georges, 200 block West 16th Street between Mahon & Chesterfield on the north side, and Chesterfield between 16th & 17th Street on the west side were part of the 2022 Living City Tree Planting which targeted high traffic, high density areas. Better integrating green infrastructure with public spaces and active transportation routes will be an ongoing focus.

The City has also established a focus on zero waste as part of broader environmental sustainability objectives, which should be considered for future development and planning within the Central Lonsdale area.

## B. CHALLENGES AND OPPORTUNITIES

Climate change and the associated increase in extreme weather events will continue to be experienced and the City will have limited ability to mitigate these systemic challenges. New development is primarily mixed use which can present greater challenges with building performance than single use buildings. With an increase in extreme weather events, there is a meaningful opportunity for green infrastructure to provide respite from heat, drought and flooding by providing natural cooling, water storage/reuse and rainwater management. Currently, green infrastructure is currently located primarily within the public right away. Expanding into new developments/ redevelopments would help alleviate some of the pressures with limited space in the public realm, as well as the expenses to design, construct and maintain



green infrastructure.

Street tree survival has also been identified as a challenge that will be addressed in the Urban Forest Management strategy.

With a focus on zero carbon mobility in the City's Mobility Strategy and upcoming Climate and Environment Strategy, there is a strategic opportunity to reassign space freed up by moving away from vehicles. Going forward, rainwater management can be prioritized on private sites and be better integrated with built form. There is also an opportunity for improved biodiversity - for example plants that support pollinators and didactic opportunities to amplify this work.

## IX. TRANSPORTATION

The City's Mobility Strategy adopted in spring 2022 is both a precept on how transportation considerations in the City will be approached over the coming decade and a guide that ties complete and sustainability mobility to broader community goals - along with integrated mobility

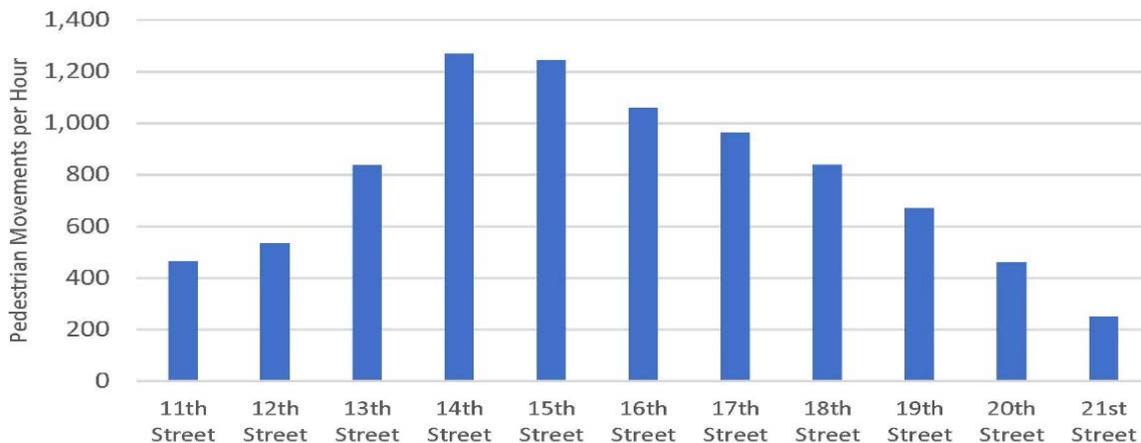
strategies and actions to make this happen. It was informed by extensive regional and local information describing current and trending travel behaviours.

### A. PEDESTRIANS

The relatively small and compact geography of the City is well connected by a variety of transportation options and contains a blend of supporting residential, commercial and institutional land uses. The North Vancouver Transportation Panel Survey in 2019 (the 2019 Survey) identified that 23% of trips in the City are made by walking or rolling (biking, skating, micro-mobility devices such as scooters, wheelchairs, etc.) which is well above average for the Metro Vancouver region. At nearly 20% of trips, walking is the dominant active travel mode in the City.

To better understand current use, pedestrian volumes were collected in early January 2023 during the weekday midday period at all intersections on Lonsdale within the Central Lonsdale area. This would presumably be the lowest volume time of year, so seasonal context for these results should be considered. Findings revealed that pedestrian activity is concentrated in the middle section, from 14<sup>th</sup> Street to 16<sup>th</sup> Street, which is a reflection of the busy commercial operations in the area and the concentration of large employment and visitor nodes including City Hall, the Library and Lions Gate Hospital.

**Pedestrian Volume: Weekday Afternoon Peak Hour**



Most of the streets within Central Lonsdale have sidewalks along both sides though many of these sidewalks are narrower than current “best practice” design standards and many are positioned directly adjacent to traffic and parking lanes without boulevard space to provide a buffer. Sidewalk space along Lonsdale is generally wider to better accommodate the higher volume of pedestrian traffic, but in many places is conflicted with uneven paving treatments and surfaces, crowding from signage/displays from fronting businesses, and localized narrows for transit bus shelters and other street furniture.

With new development projects in the area, adjacent sidewalk and boulevard improvements have been implemented which visually reinforce the importance of providing for quality pedestrian facilities to encourage this mode of sustainable mobility into the future.

## B. CYCLING

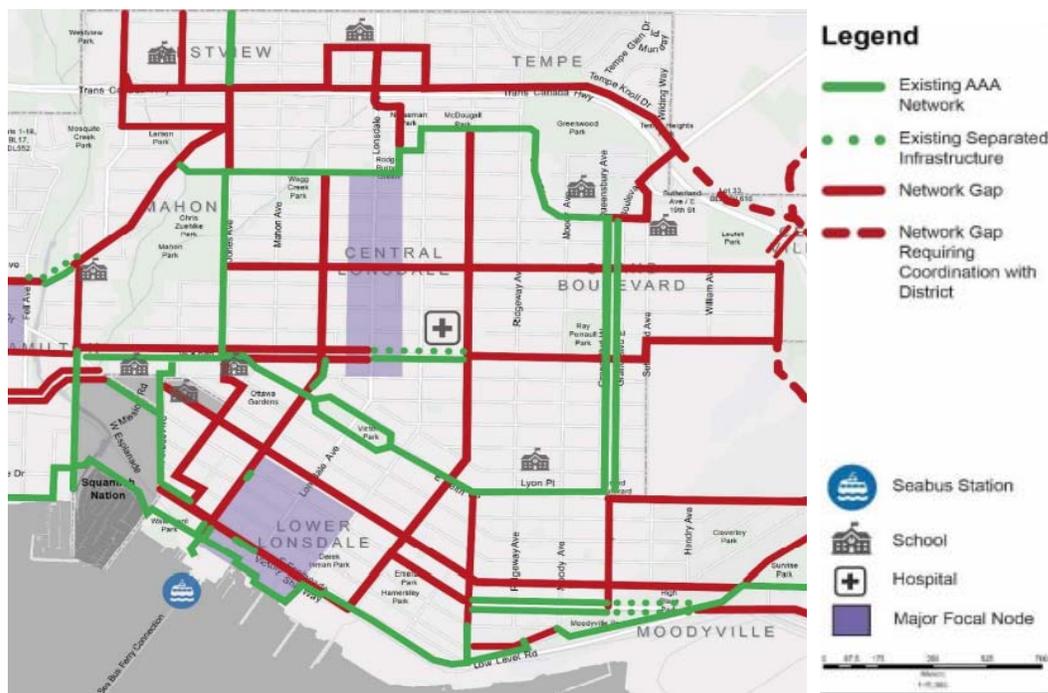
The 2019 Survey also determined that cycling represents 2% of daily trips in the City which is about one tenth of the daily walking trips. An observational survey of weekday mid-day traffic in early January observed minimal cycling activity along Lonsdale Avenue and the intersecting cross streets.

In 2018 a map regarding priority corridors for All Ages and Abilities (AAA) mobility lanes was presented to Council and showed that the highest activity area for cycling is generally in the lower areas from the Keith Road corridor and south. For the Central Lonsdale area, 13<sup>th</sup> Street is the most active east-west cycling street followed by 17<sup>th</sup> Street, with Lonsdale Avenue for north-south travel. In its current state, Central Lonsdale is not presently a cycling “hotspot” in the City. For Central Lonsdale, the multi-use path along the north side of 21<sup>st</sup> Street and a section of 13<sup>th</sup> Street are the only segments of AAA Mobility infrastructure.

In 2019, Council endorsed a Corridor Prioritization Framework to guide AAA Mobility Lane investment decisions and a phased implementation of Recommended Priority Corridors. Continuing improvement to the Midtown route along West Keith Road and 13<sup>th</sup> Street is a high priority for the City. The 17<sup>th</sup> Street cycle route, while most central to the area, is not presently considered to be a high priority for improvement to become an AAA Mobility Lane nor is a north-south AAA facility along Chesterfield Road.

The moderate street grades of Central Lonsdale coupled with opportunity for future increased residential and non-residential density bodes well to have this area become a new focus for cycling activity in the City consistent with the goals of the Mobility Strategy.

### All Ages and Abilities (AAA) Existing Network and Long-Term Network Vision Map



### C. PUBLIC TRANSIT

The 2019 Survey identified that 17% of trips in the City are made by transit which is about double that of the other North Shore municipalities. Frequent transit network (FTN) bus transit service – routes with service frequencies 15 minutes or better throughout the day and into the evening, every day – extend north-south along Lonsdale Avenue and east-west along 15<sup>th</sup> Street. These bus routes provide connections to Downtown Vancouver, the Seabus Terminal at Lonsdale Quay, Upper Lonsdale, Lynn Valley Town Centre in the District of North Vancouver, and Park Royal shopping centre in the District of West Vancouver.

All of Central Lonsdale is within a 5-minute walk (400 metres) of this FTN bus service. Bus stops are spaced every two blocks both northbound and southbound along Lonsdale Avenue and one per block both eastbound and westbound on 15<sup>th</sup> Street between Chesterfield Avenue and St Georges Avenue. All but two of these bus stops have transit shelters and benches for passenger use. Several of the stops along Lonsdale have recently been reconfigured with an expanded landing zone for passengers boarding and alighting the buses. This expanded space has been created by the removal of the former curbside parking spaces in a select number of locations.

TransLink's Transport 2050 plan identifies significant improvement to transit services across the Metro Region over the next 25 years, including the introduction of a Rapid Bus service extending along Lonsdale Avenue and linking Downtown Vancouver to the Lynn Valley Town Centre. This has been identified as a 10-year priority by TransLink. Beyond this initial Rapid Bus service, the Lonsdale Corridor through Central Lonsdale could potentially be upgraded to a BRT (Bus Rapid Transit) service with separated/exclusive bus lane infrastructure. Moreover, the Burrard Inlet Rapid Transit (BIRT) initiative is seeking to bring rapid transit service to the North Shore via a connection to the regional rapid transit network using the Ironworkers Memorial Second Narrows Bridge.

### D. VEHICLE TRAFFIC

Vehicle trips represent just over 60% of all daily trips in the City based on the 2019 Survey. The Mobility Strategy seeks to reduce vehicle trips to no more than 50% of all daily trips by 2030. Weekday afternoon peak period traffic conditions observed in early January 2023:

- Traffic volumes have now returned to pre-COVID levels.
- Vehicle traffic on Lonsdale Avenue generally increases from south to north reaching 600-700 vehicles per hour per direction which is approaching single lane capacity conditions through an urban, traffic signal-controlled road.
- Traffic volumes on the adjacent north-south routes - Chesterfield Avenue to the west and St. Georges Avenue to the east - presently carry approximately one-third less traffic than Lonsdale Avenue.
- Traffic modeling analysis of the Lonsdale Avenue intersections (Synchro traffic model) indicates that they are generally operating at two-thirds of capacity; however, the north-south Lonsdale Avenue approaches are nearing capacity conditions.

- Vehicle queues on Lonsdale between 14<sup>th</sup> Street and 16<sup>th</sup> Street observed to be extending the full length of the block and at time impacting traffic operations at upstream intersections.

There are presently just over 2,000 curbside parking spaces in Central Lonsdale available for public use. Most of these are available free of charge and many have no regulations controlling how long a vehicle can be parked. Management of the curbside space within the City is an emphasis in the Mobility Strategy to ensure that this limited resource is being used most effectively and by those most in need, including people with disabilities. A spot count of existing curbside parking supply and usage for the weekday, midday period in early January 2023 determined that across Central Lonsdale approximately 60% of the 2000+ street parking spaces were in use, leaving several hundred available spaces over the roughly 60 street blocks included in the survey.



The weekday, midday parking utilization at several of the larger off-street parking facilities in the Central Lonsdale area that provide parking for public use is identified in the map on the following page. These five off-street parking facilities have a combined parking supply of nearly 1,460 spaces of which approximately 54% was observed to be occupied. This leaves well over 400 parking spaces of surplus supply for this lower-middle area of Central Lonsdale.

While the general perception may be that parking in Central Lonsdale is difficult to find, in fact there is considerable surplus parking available both in the form of street parking and parking in several of the parking structures in the area. The availability of unused parking spaces in Central Lonsdale during the weekday, midday period may provide considerable flexibility in repurposing existing street parking for specific users including persons with disabilities, passenger loading zones, and/or short-term loading areas to service street front businesses. The incongruence between the public perception of parking availability and the actual availability of parking illustrates that the available parking may not be located where customers would prefer, and therefore goes unnoticed. This current perception weakens the viability of retail for vehicle users, which could become exacerbated by increasing residential density and varying demands.

## **X. CONSIDERATIONS FOR NEXT STEPS**

***Enhance Streetscape Understanding*** - gather additional data including commercial demand information and customer demographic information to create a more fulsome picture of Central Lonsdale customer profile; create a set of revised streetscape guidelines that can enhance the distinct identity, vibrancy and sustainability of Central Lonsdale; adopt a visually-engaging wayfinding strategy; and establish a landscape architecture program specific to the Harry Jerome Neighbourhood lands to promote retail activation of the space in pursuit of an enhanced North Node.

***Introduce New Planning Approaches*** - adopt a neighbourhood or local area level planning approach for Central Lonsdale; incorporate restrictions or limitations on certain types of retail uses including size of floorplates during the early stages of Central Lonsdale's transformation.

***Help Empower Business-Owners*** - consider establishing a legacy or family business retention program and allocate resources and business supports to help sustain these small businesses; and encourage business owners to take on more of an ownership role in activating public space.

***Continue Stakeholder Engagement*** - design and implement a public engagement process focused on trust building and intercommunity bonds; continue to work with TransLink to define a future Rapid Transit Plan for the corridor and establish prioritization for different modalities of transportation and street uses; and continue to support business-led efforts for the development of a Central Lonsdale BIA.



# Case Studies: Great Street Best Practices

## OVERVIEW

To illustrate how Central Lonsdale could move forward with a revitalization strategy, it is extremely important to look outside of the neighbourhood and learn from other jurisdictions. Case Studies of some of the leading retail streets have been chosen as the basis of a Best Practices analysis.

Each of these case studies were chosen based on how applicable the planning, public realm, and retail strategies could be to the Central Lonsdale revitalization effort. Moreover, each case study showcases how these strategies can interact with each other to elevate each individual strategy.

Every city is different, and it is important to consider the prevailing context and recognize the different socioeconomic realities of each case study.

The selected case studies are:

- Hayes Street, San Francisco
- Commercial Drive, Vancouver
- Ossington Avenue, Toronto
- Eighth Street, Boise
- Calle Ocho, Miami

## Hayes Street, San Francisco

Hayes Street is the retail high street of the trendy Hayes Valley neighbourhood, leading from Downtown San Francisco to Alamo Square, and onto Golden Gate Park. The street has become a dining and retail hotspot for locals all while showcasing how SF's planning policies can be realized.



*SF's Shared Spaces Policy in action along Hayes Street*



*Art Installation at Patricia's Green Park*



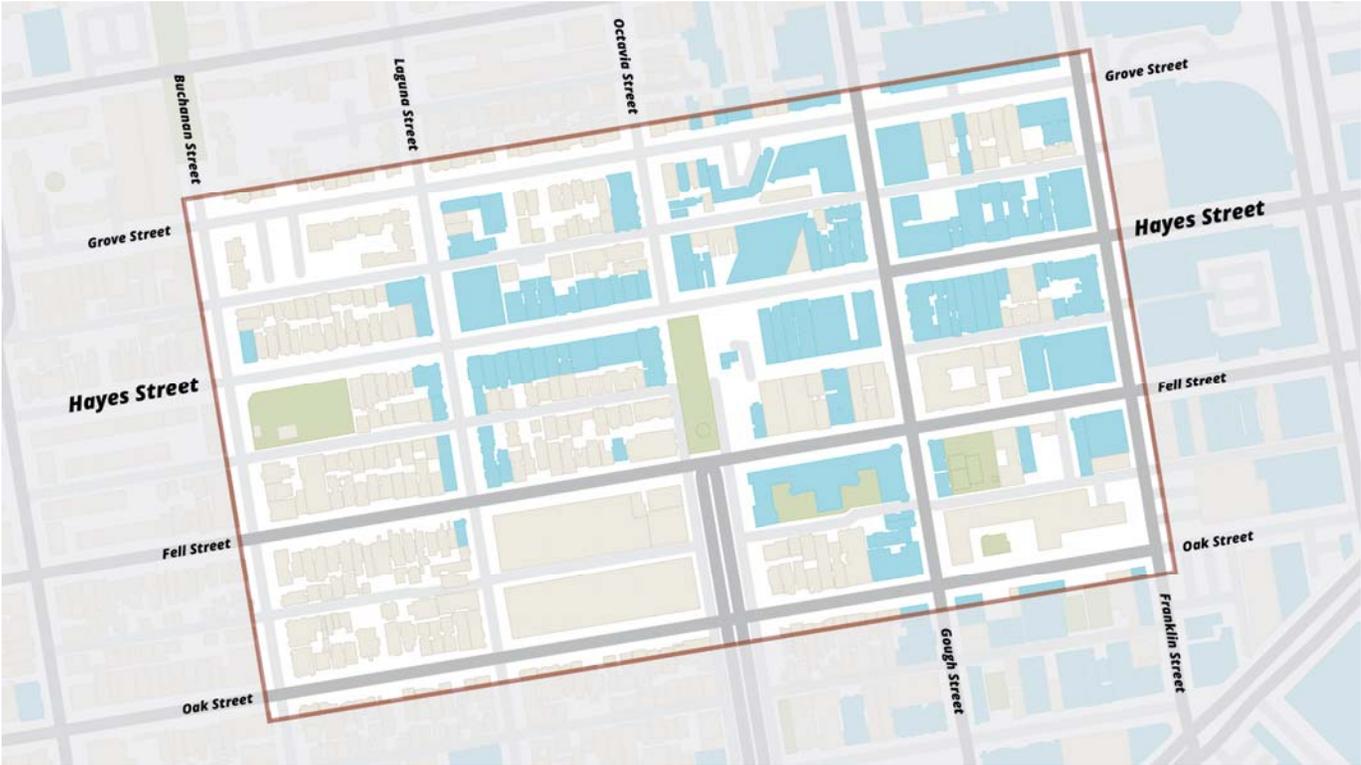
*Small and Vibrant Storefronts*

Hayes Street combines unique shopping experiences with hip dining opportunities, all set against the backdrop of Victorian architecture.

The center of the retail street is anchored with Patricia's Green, a pocket park which features rotating large-scale art installations. Ample seating is available to support adjacent restaurants and retailers, with the art serving as a focal point.

# Hayes Street, San Francisco

The map below shows the retail parcels along Hayes Street. The neighbourhood is generally bound by Franklin to the east, Oak to the south, Buchanan to the west, and Grove to the north. The eastern edge of the neighbourhood, closer to Downtown, has a higher concentration of retail spaces anchored by performance venues such as the Opera House and Symphony Hall.



- 142 Total Retail Businesses
- 2 Activated Vacant Parcels
- 23% Clothing Retail
- 25% Full-Service Restaurant
- 41% Active Storefront
- 85% Local Businesses

*Notable Tenants:*

- Ritual Coffee Pop-up
- Proxy Walk-in Theatre
- a Mano Italian Restaurant
- Chez Maman West French Bistro
- Salt & Straw Ice Cream



## Hayes Street, San Francisco

The retail high street of Hayes Valley is home to a well-curated mix of local restaurants and retailers housed within an optimal human-scale typology, which is augmented by treasured pop-up spaces.

### Asset Class Overview

The retail uses along Hayes Street are diversified enough to provide unique experiences to visitors and residents, but still communicate a cohesive vision and use for the street.

### Mixing Dining and Retail

Full-service dining accounts for 25% of the retail storefronts along Hayes Street, with clothing and accessory retail storefronts representing 23%. This almost even split has diversified the reason people see this as a destination. While some may visit strictly to shop, many patrons are doing a mix of the two.

Building upon this, 41% of the restaurants are activating the public realm with on-street or on-sidewalk patios. These patios break up the streetwall and help entice shoppers that there are high-quality, diverse, and unique restaurants right beside their new favourite store.

### Human-Scale Dining

The average floorplate size of full-service restaurants within the Hayes Street study area is 1,050 square feet. This is significantly smaller than the average floorplate size of 1,900 across all retail categories. This means that there is more opportunity for smaller, human-scale restaurants to locate in the area. It appears that this availability is well-aligned with the market preferences, as restaurant vacancy is historically low along Hayes Street.

Regarding the streetwall, the smaller restaurant frontages allow for more visual differentiation and interest to be created with unique storefronts, which can be further animated with adjacent patios.

### Temporary Uses

Right in the middle of Hayes Street, beside the central Patricia's Green park, lie two undeveloped parcels known as Parcel K and Parcel L. Parcel K is also known as the Proxy Site, home to a walk-in outdoor theatre, outdoor gym, walk-up coffee roaster and juice bar, and a variety of other rotating uses. Parcel L is located directly to the south and features ceramics you can buy out of an Airstream trailer and a cheerful biergarten. These two lots front directly onto another engaging open space, effectively doubling the width of casual commercial-adjacent seating available.

These two parcels are extremely unique not just based on their eclectic uses, but because they are municipally-owned development lots. While awaiting development, San Francisco was able to engage a local business, Proxy Film Festival, to commence activation of the sites.

## Hayes Street, San Francisco

The underlying planning policy of Hayes Street shows a clear prioritization of neighbourhood-oriented, human-scale storefronts. Within the wider San Francisco context, small businesses are highlighted for their enduring ability to strengthen the economic status of the city.

### Policy Mechanisms

Recognizing that the retailers along the street are mostly neighbourhood-serving establishments, the planning policy applicable to the street aims to retain the existing tenants and their retail forms.

### Hayes-Gough Neighbourhood Commercial Transit District

The San Francisco Zoning Code designates the area as a Mixed-Use Commercial District but presents specific guidelines for development that prioritize the maintenance of existing uses and building scales.

The zoning code identifies the following as guidance:

1. “To maintain the mixed-use character of the district, most commercial uses are permitted at the first and second stories and housing is strongly encouraged at the third story and above”
2. “Retail sales activity, especially neighborhood-serving businesses, is further promoted by restricting new ground-story medical, business and professional offices”
3. “... Active, pedestrian-oriented ground floor uses are required on Hayes Street and portions of Octavia Boulevard.”

These controls all reflect the prioritization of active commercial spaces on the first floor that improves the pedestrian experience for residents and visitors.

As we know, not all commercial retail and restaurants tenants can generate the same level of street activation.

The specific prohibition of ground-storey medical, business, and professional offices and extra considerations for Hayes Street and Octavia Boulevard will ensure that the continuous streetwall of small retail outlets will not be disrupted by non-active uses.

Additionally, chain stores, referred to as ‘formula retail’, have been banned in retail districts like the Hayes-Gough District. The uniformity and clearly communicated branding is at odds with land use controls that protect unique community characters.

Overall, the highly-specified zoning code for this area was created to promote the unique built form and land use characteristics that have made this street a retail destination.

### Hayes Valley Neighborhood Association

While not strictly a business improvement area (BIA), the Hayes Valley Neighborhood Association (HVNA) is a committee with a significant proportion of local business leaders combined with residents and other local stakeholders. The goal of the HVNA is to maintain continuous and open communication among business, institutional, and residential stakeholders and the planning

community. The largest sub-committee is the Business Relations Committee which directly supports the one-of-a-kind retail tenants located along Hayes Street and other retail avenues in the immediate area. This Business Relations Committee was heavily involved in championing the ‘formula retail’ prohibition as noted above.

### Office of Small Business

The Office of Small Business (OSB) is overseen by San Francisco’s Small Business Commission which provides feedback on larger legislative programs and assesses the impact that legislation may have on small businesses.

‘Save our Small Businesses’, also known as ‘Proposition H’, is a post-pandemic small business retention act which aims to make the business processes simpler and allow for more flexibility. This act was championed by the OSB and has full support from many Hayes Valley business stakeholders

On a variety of other pieces of legislation regarding retail planning, the OSB speaks on behalf of future applicants to ensure that all compliance regulations are easy to navigate. Challenging applications and strict requirements are a deterrent to retail and placemaking innovation, especially with pop-up uses or tactical urbanism projects. Having policy and funding in place to ensure that the process is intuitive assists the entire retail sector.

## Hayes Street, San Francisco

The Hayes Street public realm activation takes many forms but shares the consistent goal of emphasizing the retail offerings of the neighbourhood.

### Public Realm Activation

San Francisco was one of the first municipalities to utilize public space as a testing ground for emerging placemaking and activation innovations.

Two unique public space activation programs are occurring along Hayes Street. The first, Linden Street Parklet, is a green alleyway with retail frontages added to the back of commercial parcels. Second, Parcel K is a municipally-owned vacant parcel used as flexible space for temporary restaurants, pop-up stores, events and activities.

Both of these examples create a more active public realm by utilizing the transitional spaces adjacent to Hayes Street. Overflow pedestrian traffic is bringing patronage to other retail and commercial storefronts in the area, further solidifying the street as a day-to-night destination.

### Linden Lane Parklet

San Francisco has a relatively long history of using the spaces reserved for vehicles as grounds for placemaking and public space activation. In 2010, the Parklet Program was initiated to create temporary public space in underused street parking, which has now morphed into the newly permanent Shared Spaces program. While the new program passes the cost of making the temporary space permanent onto the restaurant owners, around 700 permits were issued for the 2022-2023 year.

In an effort to promote the neighbourhood serving businesses within the Hayes-Gough District, the Linden Lane Parklet was also created in 2010 to invite both public space and additional retail frontages to a small

laneway just behind Hayes Street. The atmosphere of the Parklet is reflective of a “living room”, according to the Hayes Valley Neighbourhood Association. That openness is continued in the public participation that was employed to create this green alleyway. Residents involved with the HVNA were the impetus of the project, but the endeavour was well-supported by city agencies to follow through on the vision, which required some flexibility from a servicing and transportation perspective.

Today, the alley is home to a jewelry store, optician, couturier, and a bustling café. Some informal seating is interspersed with greenery to add texture to the alleyway.

Linden Lane is an example of how broad trends in a city's planning goals can be brought to fruition in spaces that are often underutilized.

### Parcel K

Parcel K is a development lot that is being temporarily used for retail and recreation activities. This is a major street frontage along Hayes Street and Octavia Boulevard at the heart of the Hayes Valley neighbourhood.

The intended use of the site is affordable housing, but when the 2009 Financial Crisis happened, San Francisco decided to allow commercialization of the site on a temporary basis. The lease of the site went to Proxy Film Festival, who has been renting it since then. The future of the site is contested as housing unaffordability increases in the Bay Area, but it is all but guaranteed that Parcel K will continue to be used in an activated manner.



## Hayes Street, San Francisco

The success of Hayes Street as an exemplary retail street lies in the intersection of retail space and public space, with the interaction between the two almost seamless.

### Success Factors

It can be challenging to boil down what the individual factors of success are for Hayes Street, because every facet of the retail sector and public space appear to be in harmony. This integration between retail and public space feels seamless while visiting the area due to the use and consistency of public-facing patios with high-quality dining and public spaces.

The success of the blended retail and public space is due in part to the political and planning efforts to provide flexibility to traditionally rigid land uses like retail, public spaces, and even laneways.

### Multi-faceted Small Business Support

Hayes Street does not exist in a vacuum. It is maintained as a product of San Francisco, which has the political will to retain small businesses that have had a strong role in curating the ‘vibe’ of Hayes Street.

While all small businesses are supported, the current zoning of the retail street only allows for medical and office of small businesses to be located on upper floors. This proviso leaves the active storefronts to businesses that embrace the foot traffic and assist in the activation of the public realm.

Also, within the zoning code there is a clause that excludes ‘formula retail’ from the area, which essentially bans national retailers and retains small businesses along the street, with emphases on food, beverage, and clothing retailers. These categories are most

commonly displaced by national chain competitors, and also happen to be the most common storefronts along Hayes Street.

To further support small businesses, there are pieces of planning legislation that encourage the uptake of the Shared Spaces program. Increasing the flexibility for small businesses to expand onto or capitalize upon adjacent public space promotes the blending of the two, producing compounding benefits to both.

### Space to Innovate

Two examples of innovative public space have emerged either along or directly behind Hayes Street. Both examples are spaces that could have gone many years only serving the purpose that they were built for (pre-development vacant lots or laneway access).

If the intended use is either too infrequent or will not be realized for many years, the Hayes Street community and municipal San Francisco agencies have co-operated to create invaluable pieces of public realm infrastructure that far exceed the sum of their parts. Neither of these projects would have been possible without the flexibility and support that was provided by the city.

Take the example of Parcel K. The city has earned minimal revenue off the rent paid by Proxy Film Festival, but the overflow retail and dining expenditures have supported the economy more than a non-active but permanent use of the space could have.



## Commercial Drive, Vancouver

Commercial Drive is home to 288 individual retail frontages along the 1.4km stretch, and impressively 95% of those businesses are non-national chain tenants. The Drive is known as Vancouver's Little Italy and does feature a higher concentration of Italian restaurants and cafes than other areas, but also features a wide variety of other ethnic cuisines.



Produce Display at Norman's Community Market



On-street Patios



Activated High-Visibility Retail Frontage at Corner

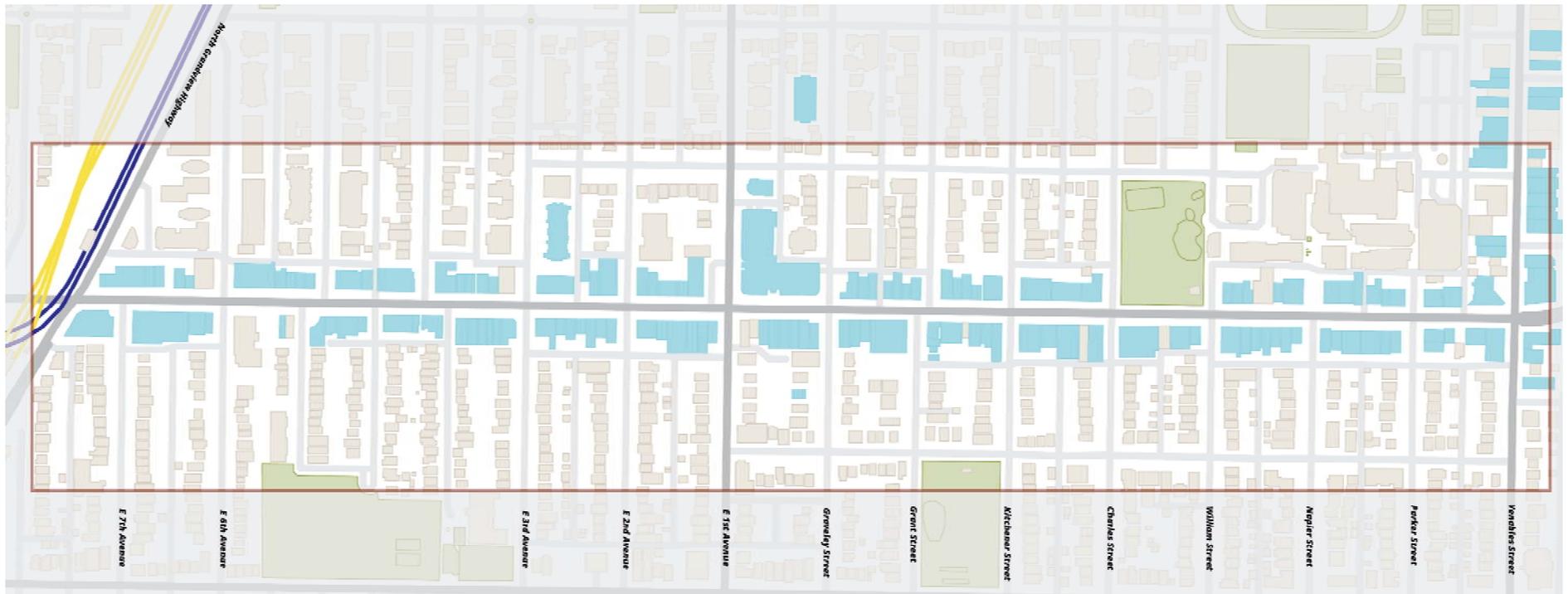
**288** Total Retail Businesses  
**1** Community Centre Hub  
**22%** Full-Service Restaurant  
**17%** Take-out Restaurant  
**25%** Active Storefront  
**95%** Local Businesses

### *Notable Tenants:*

Havana Latin Restaurant  
Sopra Sotto Pizzeria  
East Van Brewing Company  
LIVIA Forno e Vino Bakery  
Grandview Lanes Bowling Alley

## Commercial Drive, Vancouver

The study area of Commercial Drive, branded as “The Drive”, is generally bound by Venables Street to the north and Grandview Highway and SkyTrain Station to the south. There is a distinct lack of retail activity beyond The Drive while the retail frontages along Commercial are almost continuous.



## Commercial Drive, Vancouver

An eclectic energy surrounds Commercial Drive that has been cultivated by the diverse and beloved local restaurants, the unpolished retail storefronts, and the possibility of always finding a new hidden gem.

### Asset Class Overview

Commercial Drive is known as a restaurant destination within Vancouver. It has become renowned for the diversity of cuisines existing alongside authentic Italian restaurants.

The Drive's retail storefronts are mostly occupied by restaurants, but the other retail businesses along the street promote a unique identity that has continued since the origins of the Commercial Drive counter-culture presence in Vancouver.

### 95% Local Businesses

Commercial Drive is home to the highest percentage of local businesses when compared to the other retail streets profiled in this study. Even compared to other retail streets within the City of Vancouver, this remains the highest concentration of small, local businesses. The ability for local businesses to target specific demographics within the city and serve local interests should not be understated.

Every single full-service restaurant is local business, and all but 3 quick-service restaurants are local businesses (the non-local business are JJ Bean, Cob's Bread, and Tim Hortons). This means that there are 108 individual locally-owned restaurants along this 1.4km street serving a diverse range of highly-rated cuisines.

### Street Activation

Of those 108 local restaurants, 61% have a street patio or outdoor seating. These patios may be permanent, covered options, curbside seating in the street parking lane, or a simple café table along the façade.

### Other Complementary Uses

Commercial Drive is also home to the Britannia Community Centre, which offers a huge range of services and support for neighbourhood residents. This community centre is full of co-located facilities including an arena, secondary and elementary school, library, community health centre, and a fitness centre.

Commercial Drive is a well-used bus route, but the more impactful transit connections can be found at the north and south boundaries of the study area. To the south, there are two connecting SkyTrain lines, and the #99 B-Line bus create a transit hub. The north end is anchored by the R5 Rapid Bus. The transit connections of the area make it easier for retail patrons to visit the neighbourhood. The prevalence of this connectivity also relieves the pressure placed on street parking, which shows more potential for revenue generation when used for on-street dining.



SUMMARY OF COLLIERS REPORT, SPRING 2023

## Commercial Drive, Vancouver

Within the Vancouver urban planning context, Commercial Drive holds notable values. This has led to specific recognition with large planning programs, right down to the niche policies like the Patio Program. The productive relationship between Vancouver and the CDBS has created planning policy that acts in the best interest of the wider community as well as the retail sector.

### Policy Mechanisms

Recognizing that the retail along the street are mostly neighbourhood-serving establishments, the planning policy applicable to the street aims to retain the existing tenants and their retail forms.

Unlike Hayes Street, Commercial Drive does not have any economic or planning policies explicitly banning formula retail or national chains but has performed much better at retaining small business.

### The Vancouver Plan

The Vancouver Plan was adopted in 2022 and provides high-level planning orientations across the City.

Within the plan, Commercial Drive is highlighted as a Local-Serving and Small Business Shopping Area. The 'appealing village-like character' set these shopping areas apart, and this character is vulnerable to development pressures.

Specific policies within the Vancouver Plan that could support Commercial Drive would be the call to expand and connect existing retail-commercial districts (such as Commercial and East Hastings or East Broadway) and provide additional residential density around the retail node at Commercial Drive and 1<sup>st</sup> Avenue East.

### Grandview-Woodland Community Plan

Commercial Drive is the main street of the Grandview-Woodland community, and therefore has specific considerations under the 2016 Grandview-Woodland Community Plan that provides policy framework and guidance for the future of The Drive.

The most important goal for the future of Commercial Drive is to maintain the eclectic energy of the street that exists today. Four specific planning goals are set within the document to support that goal:

1. Retain the existing mixed-use zoning (four storeys or less throughout the core blocks of Commercial Drive.
2. Maintain the pattern of smaller, individual retail frontages to help keep The Drive eclectic and active.
3. Outside of core and only on larger sites at the East 1<sup>st</sup> Avenue node, allow buildings up to 6 storeys to provide new housing.
4. Create a more 'complete street' along Commercial Drive to better serve all modes of transportation.

### Commercial Drive Business Society

Business improvements and organization are managed by the Commercial Drive Business Society (CDBS), acting on behalf of commercial tenants to interact with the municipality and the public on their behalf.

The CDBS has supported the planning motion to Prioritize Commercial Drive as a Pedestrian-First High Street, a member motion from 2021 that aligns with the future vision set out in the Grandview-Woodland Community Plan. The motion includes provisions that the speed limit be lowered to 30km/h, sidewalks be widened and improved, and better cycling infrastructure be considered.



These infrastructure changes would improve the public realm while communicating with users that pedestrian movement is the priority of the street. This motion was adopted in May 2021.

### City of Vancouver Patio Program

As a response to COVID-19, Vancouver expedited the existing patio permitting process. Even with expedited rules, the dining industry expressed frustration with the process. The newest iteration of the program has included recommendations from industry. This responsiveness to ongoing changes creates a refined process that is constantly improving to better reflect real-life needs.

In general, industry feedback claimed that the process was still too prescriptive to be made permanent. Once restaurants were able to measure the additional revenue generated from outdoor dining, municipal red-tape was still a barrier the uptake of the program.

To increase the presence of patios, major changes include simplified drawing requirements, increased capacities, and the inclusion that curbside patios can be extended across one adjacent frontage.

Additionally, new reduced fees are associated with small sidewalk patios when compared to large sidewalk or curbside patios (also available at a reduced fee), which promotes the inclusion of small patios that are affordable to the smallest businesses.

## Commercial Drive, Vancouver

The success of Commercial Drive is based on its diverse character that was cultivated by the long-standing unique businesses. This success also presents the challenge of maintaining that character within the context of a maturing retail sector.

### Success Factors

Commercial Drive is the dingy and shopping destination for the community, but the draw extends far beyond the immediate area. Visitors are coming from all over Vancouver to experience The Drive's offerings that they can't get anywhere else in the Lower Mainland.

### Small Businesses

Commercial Drive has cultivated its distinctive character through the small businesses that have been locating here over time. That character is maintained through the demand for more and more small businesses to locate here, even without a formal policy prohibiting national retailers. To illustrate that point, the fact that 100% of the full-service restaurants are small business should be restated.

The economic development of the area relies upon these small businesses, which automatically makes the economic health of the street more inclusive and equitable. The diversity of retail and dining options along Commercial Drive reflects the inclusive nature of the local economy.

With such a strong small business community, powerful lobbying can be performed to ensure that municipal policy aligns with the needs of these restaurants. The CDBS advocating for small businesses in the creation of the Pedestrian-First High Street designation shows how receptive the city has been to the needs of retail stakeholders.

### Unpolished Yet Inviting Character

Commercial Drive very much feels like a place that is constantly in flux, reinventing itself while also holding onto its distinctive character.

As an up-and-coming neighbourhood that still has roots in Vancouver's industrial economy, there is a certain grittiness that has remained. That eclectic spirit is beloved by the local residents and has created a retail environment that embraces the niche small businesses discussed previously.

While the streetwall is quite refined and storefronts are always improving their interaction with the public realm, the streetscaping of Commercial Drive remains open for new opportunities. The diversity of retail stakeholders that cater to a diverse customer base means that there will always be a wider range of placemaking and streetscape initiatives to attract or retain shoppers.

The future is both an opportunity and a challenge for Commercial Drive. There is an opportunity to use tailor-made placemaking strategies that reflect the diverse nature of the street. On the other hand, there will be challenges in retaining the wide-ranging businesses who may be more vulnerable to changes in the retail sector as it matures.



## Ossington Avenue, Toronto

Ossington Avenue is an arterial street located just west of Toronto’s downtown core. Its south end is commonly referred to as the “Ossington Strip”, known for its vibrant nightlife, dining scene, and shopping.

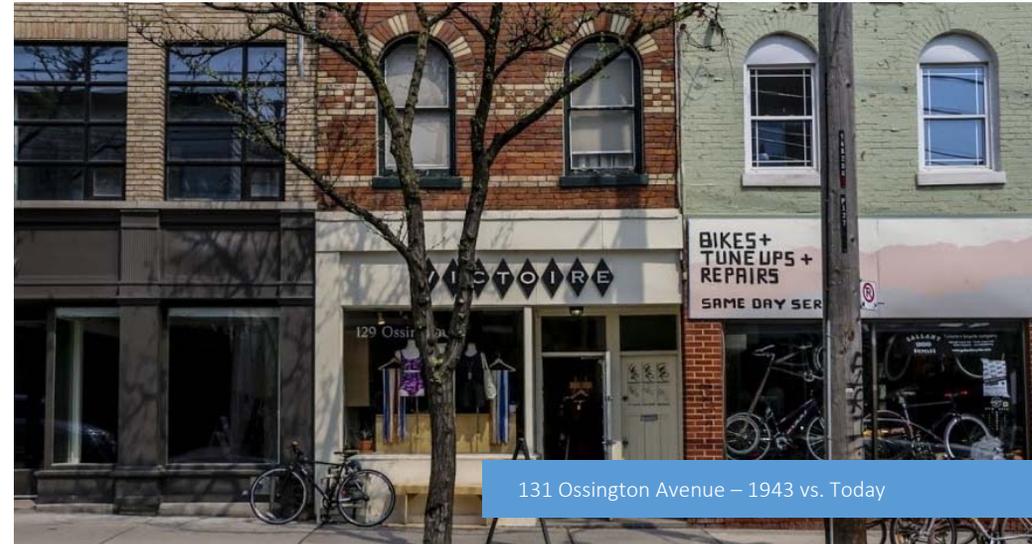


Ossington Strip Curbside Patios



Pop-up Market

Throughout the mid-to-late 20th century, the Ossington Strip saw minimal commercial activity and consisted primarily of industrial uses such as auto repair shops and storage facilities. In the early 2000s, a new generation of commercial tenants was attracted to the area’s low rents as rates climbed along adjacent Queen Street West. This began an influx of trendy new restaurants, shops and locally-facing commercial services.



131 Ossington Avenue – 1943 vs. Today

## Ossington Avenue, Toronto

The Ossington Avenue retail study area can generally be defined as Dundas Street West to the north and Queen Street West to the south. To accommodate for some local business spill-over on residential side-streets, it encompasses Crawford Street to the east and Dovercourt Road to the west.

**243** Total Retail Businesses

**4** Temporary Uses – including markets, food trucks

**26%** Full-Service Restaurant

**17%** Quick-Service Restaurant

**49%** Active Storefront

**87%** Local Businesses

### *Notable Tenants:*

Bellwoods Brewery – Brewpub & Bottle Shop  
Bang Bang Ice Cream & Bakery  
Paris Paris Wine Bar  
Pilot Coffee Roasters  
Trinity Bellwoods Farmers Market





## Ossington Avenue, Toronto

Ossington Avenue is known for its trendy bars, restaurants, and boutique shops, with various local businesses attracting Toronto residents and tourists to walk the strip.

### Asset Class Overview

Ossington between Queen and Dundas is known colloquially as “The Ossington Strip” and is characterized by a variety of commercial tenants, leaning most prominently towards full-service and quick-service restaurant establishments followed by clothing/accessory retail stores.

### Food and Beverage

Since the Ossington strip’s transformation around the turn of the Millennium, the corridor has been dominated by food and beverage establishments including restaurants, bars, bakeries, and coffee shops. These are mostly restaurants with small-to-medium floorplates (i.e., 2500 sf or less). Bellwoods brewery serves as a key anchor along the corridor, generating significant pedestrian and cyclist traffic as customers sit and gather around the brewpub’s greenery-filled patio, dine in the open-concept restaurant interior, or visit the adjacent bottle shop, picking up refreshments to take home or to the large nearby Trinity Bellwoods Park.

Sweaty Betty’s, a well-known local dive bar, helped kick off the Ossington strip’s transition in 2004. In the years that followed, some of Toronto’s best-known restauranteurs began to flock to the area, opening trendy culinary outposts including Foxley Bistro and Reposado- both of which opened in 2007. Today, the area includes 63 full-service restaurants ranging from tapas to Asian fusion, pho, pizza and seafood. Additionally, 42 quick-service restaurants provide more fast-casual and novelty treat options. Especially worthy of note is Bang Bang Ice Cream & Bakery- a small artisan ice-cream counter known to attract long line-ups and

bustling crowds- particularly during the summer months.

### Clothing/ Accessory Retail Stores

Interspersed with the Ossington strip’s dining options are many retail stores selling clothing and accessories. These are primarily local businesses, though in recent years some national tenants have begun to establish stores in the area, such as the Burton Toronto Flagship Store, Gravitypop, Ollie Quinn and Reigning Champ. Most of these stores are higher end fashion boutiques with products marketed to a young, affluent clientele. The majority of these stores also have flashy storefronts with large, bold signage window displays, or brightly coloured paint to attract passersby.

### Other Commercial Services

20% of tenants in the area provide other commercial services, including real estate offices, small professional service businesses (marketing, architecture, law, digital media), travel agencies, banks, and auto body repair shops. These businesses are mostly located in second-storey commercial office spaces, providing a tenant mix that helps complement other retail uses along the corridor and also supports the needs of local residents. Notably, there are only three medical clinics within the area, all of which are para-medical: one registered massage therapy clinic, one naturopathic doctor’s office, and one chiropractic clinic. Additionally, there are no large anchor grocery tenants, with grocery options consisting solely of specialty organic markets and bodega-style convenience stores. This further demonstrates the significant market-share of restaurant and apparel-type businesses in the area.

## Ossington Avenue, Toronto

The City policies and BIA-led initiatives have helped shaped the Ossington strip into an attractive location for commercial tenants and visitors alike, all while maintaining a diversity of businesses and land uses and promoting ongoing public realm improvements along the corridor.

### Policy Mechanisms

Planning policies and tools implemented for the Ossington strip have helped respond to local tenants' needs by supporting a varied business mix, preventing rent surges, and promoting outdoor dining, and therefore increasing revenue for business-owners and enhancing vibrancy.

### The Ossington Moratorium

In 2009, following almost a decade of revitalization along Ossington Avenue, the City of Toronto placed a moratorium on new bar and restaurant openings along the strip. City staff halted liquor licenses and subsequently passed a by-law that decreased the allowable size of restaurants and bars to 2400 sq ft. While the decision was controversial, leading various businesses to receive licensing infractions, it aimed to moderate the area's sudden growth and development and help keep rents down- allowing different types of businesses to reap the benefits of the Ossington strip's evolution.

In 2010, approximately one year after its instatement, the moratorium was lifted, and the strip's lively transformation process continued. Though it was short-lived, many business-owners credited the moratorium with helping stem the influx of large franchise night-clubs, restaurants, and big-box stores from infringing on the area's success. Additionally, it helped ensure that a diverse range of businesses, such as local galleries, had an opportunity to set up shop in the quickly changing neighbourhood. Finally, it helped ensure the neighbourhood could maintain a well-balanced mix of uses by avoiding possible tension between existing residents and an increasing number of bars and clubs that attract noise and traffic to the area at night.

### CaféTO Program

The City of Toronto's CaféTO Program was first introduced as a temporary emergency response initiative during the COVID-19 pandemic while indoor dining capacities were restricted by provincial and local health authorities. The program allowed restaurants and bars to utilize public space and expand their outdoor dining areas by constructing sidewalk and curb lane cafes. Business owners were required to submit a simple application to obtain a sidewalk or curb lane café permit, with fees waived to support the hospitality industry. Temporary use zoning by-laws were also introduced to permit larger outdoor patios on private property, such as parking lots- requiring no City permission for installation.

In total, 1,327 establishments across Toronto participated in the CaféTO Program in 2022- the most since the program began in 2020. The City has supported the program with over \$20 Million in funding over its lifespan, with a 2022 economic impact study by the Toronto Association of BIAs finding that CaféTO delivered \$203 million in economic benefits to Toronto in 2022.

In January 2023, the City proposed changes to the program to help transition from a temporary response to a more sustainable format. Changes include the continuation of subsidized permit fees throughout the fiscal year before reinstating a one-time application fee and permit fees, updating the outdoor dining bylaw to implement a more permanent curb lane café program, and re-introducing requirements to construct temporary platforms in curb-lanes - ensuring accessibility and safety for diners.

*"As reported by *The Globe and Mail*, residents spent a total of \$181 million at Toronto's curbside patios within 13 weeks of summer in 2021. If those spaces had remained dedicated to parking, only \$3.7 millions would have been reaped during the same time period. In other words, curbside patios produced 49 times more revenue than what would have been earned from parking fees."*

Strongtowns.org, 2022

### Ossington BIA

Founded in 2014, the Ossington BIA is a non-profit municipal organization representing over 190 local businesses on Ossington Avenue between Queen Street and Dundas Street. According to the BIA's website:

*"A forward-thinking and tightknit community of creatives who have united in their love of the Ossington strip and their desire to maintain the vibrant and varied vibe of the neighbourhood, their repeat customer-filled restaurants, eclectic coffee shops, craft cocktail-producing bars, unique retail outlets and fitness facilities are what breathe life into Ossington Avenue, making it the place to be for the city's cool kids".*

The BIA is currently working in collaboration with various City departments to create a streetscape masterplan that will guide future development of the Ossington strip's public realm. They also administer annual grants as part of the Façade Improvement Program, which provides property and business owners the opportunity to improve their frontages through storefront renovations and beautification. For instance, businesses are encouraged to consider new signage, window upgrades, lighting improvements, brickwork restoration, or accessibility features, with funding distributed each year on a first-come-first-serve basis. Finally, the BIA continually updates their comprehensive patio/outdoor dining map and business directory and organizes "OssFest" every July- a pedestrian-oriented, car-free street festival and market with local artisans, food vendors, extended patios, music, and entertainment programming all day and into the evening.

SUMMARY OF COLLIER'S REPORT, SPRING 2023

## Ossington Avenue, Toronto

To support the Ossington strip's diverse retail character, business-owners have implemented techniques to activate public spaces and create interest along the streetscape.

### Public Realm Activation

As part of its continued evolution into one of Toronto's most noteworthy neighbourhoods, businesses along the Ossington strip have taken on various initiatives to generate foot traffic, create a sense of intrigue, and promote a strong public realm.

### Sidewalk and Curb-Lane Patios

The CaféTO Program, introduced during the COVID-19 pandemic, allowed restaurants to extend their patios into the public right-of-way including city sidewalks and curb-lanes and onto private property such as parking lots. This had noticeable streetscape impacts across the city, particularly on streets like Ossington with a dense concentration of dining establishments. The introduction of curb-lane patios has served to widen the amount of activated space along the block and provides opportunities for business owners to provide visual character elements such as unique umbrellas, brightly painted picnic tables, artistically designed traffic barriers, planters and landscaping.

### Murals and Interactive Displays

Public art installations play a key role in activating the area by providing visual and experiential points of interest. In addition to commissioned murals found on business store-fronts and street corners directly along the Ossington strip, several murals have been painted in the laneways adjacent to the strip as part of the Ossington Laneway Mural Project. The Laneway Project, a local non-profit organization working with BIAs, businesses, the City, and developers to transform Toronto's laneways into vibrant spaces, spearheaded the mural program. It has seen various

additions and updates in the years since the first 200-metre stretch of back-alley art was created in 2012, located just west of Ossington Avenue running parallel to the street and immediately north of Queen Street. The murals encourage pedestrians to explore the area's residential side streets and visit the sporadically located businesses in the outskirts of the main corridor.

In addition to murals, many retailers along the strip help to animate the street by displaying goods (apparel, jewelry, records and antiques) on outdoor racks and tables. Additionally, the Ossington BIA has partnered with local artists to introduce a range of pop-up installations in recent years, one of which included "Good Fortunes"- a large, interactive fortune telling box that was placed on a clothing retailer's front patio in summer 2021. The project emerged as a response to the pandemic, exploring the role of the community in envisioning a new future and a prosperous, hopeful "new normal".

### Markets

Two separate markets serve as highly active temporary uses in the area. Hippie Market Life Toronto frequently locates at a vacant lot at the southeast end of the Ossington strip, hosting 50+ vendors that sell vintage clothing, accessories, art, décor, and homewares. The Trinity Bellwoods Farmers Market, held on Tuesdays from May through October, is located at the northwest end of Trinity Bellwoods Park- a significant recreational hub with tennis courts, playground facilities, a dog park, and a community centre featuring an indoor pool. The park defines the eastern border of the Ossington area providing a natural linkage with the rest of the Queen Street West commercial/shopping corridor.



## Ossington Avenue, Toronto

Key factors that help make Ossington Avenue a vibrant commercial node include its proximity and linkages to Trinity Bellwoods Park, its ability to retain a retail mix, and its sidewalk and curb lane patios.

### Success Factors

The following factors have proven crucial in the successful commercial development of Ossington Avenue, offering lessons that can be applied to Central Lonsdale.

#### Trinity Bellwoods Park

Trinity Bellwoods Park, a large public park in the heart of Toronto's west end, is located just east of Ossington Avenue and provides a natural linkage between the strip and other cultural districts and commercial areas. In addition to various facilities and amenities, the park has a multi-use path network that connects with surrounding commercial and residential streets and draws visitors from all directions. Its large fields and green spaces attract groups from the dense surrounding neighbourhoods—mostly young adults who live, work, and play in downtown Toronto—for holding informal social gatherings. The result is a seamless experience for pedestrians and cyclists who are likely to visit local retailers on their way to or from the park. The development of the Harry Jerome Neighbourhood Lands in Central Lonsdale can draw inspiration from Trinity Bellwoods, which clearly demonstrates how a park and recreation centre can anchor a neighbourhood and tie multiple street nodes together—providing a holistic experience that supports local businesses. The design of the new park at Harry Jerome should include a network of multi-use paths that provide linkages with surrounding neighbourhoods, as well as large fields with shaded tree areas that promote informal gathering and socialization.

### Retail Mix

Another key factor in the success of the Ossington strip has been its ability to maintain a varied assortment of retailers, supported by City planning policies that put temporary restrictions on the number and floor-plate sizes of new bars and restaurants opening along the street. This allowed for a gradual revitalization process and moderated rent hikes, providing opportunities for galleries, commercial services, and shops to lease space along the strip. It also helped curb the displacement of existing commercial tenants and residents and the disproportionate clustering of eating and drinking establishments. As Central Lonsdale looks to attract more bar and restaurant tenants, policy mechanisms might be considered to ensure a similar retail mix is supported, ensuring that bars and restaurants can gradually infiltrate while remaining interspersed with other commercial services and retailers that promote a varied streetscape.

### Business-Initiated Patio Expansions

Finally, the uptake of the CaféTO Program by business-owners along the Ossington strip demonstrates how a streamlined and/or subsidized patio expansion program can enhance street activation. The program is similar to the City of North Vancouver's Open Streets Parklets, which are constructed on an extended platform over a reallocated parking space. Also, the City of North Vancouver has an active Outdoor Dining Patio (ODD) program which enables eligible food service establishments to create patios directly in front of their premises. This ensures that patios are located directly outside of the restaurants and café that need them most, helping ensure they are used to their maximum potential.



## Eighth Street, Boise

Known for Restaurant Row, Eighth Street in Downtown Boise is capitalizing on well-activated public space, public support for pedestrianization, and a strong storefront retail sector. The success of this mixed-use character area can be attributed to the enduring and community investments that spared Downtown Boise from typical mid-century urban renewal projects.



*Eighth Street Pedestrianization*



*Vendor Tents at Capitol City Public Market*



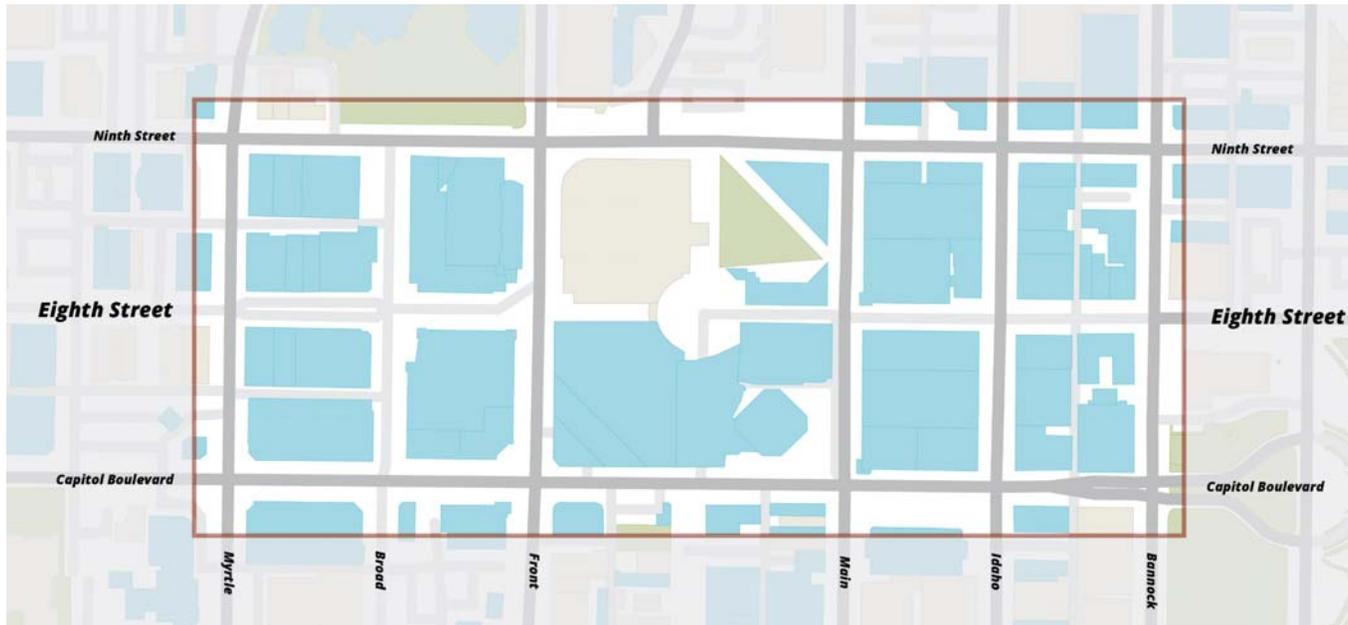
*Bustling Restaurant Row Patios*

Eighth Street is the retail, dining, and event hotspot of Downtown Boise. Nestled between the State Capitol and the Convention Centre and Arena are human-scale retail storefronts and a (newly) fully pedestrianized block.

The super-block urban development pattern allows for the activation of all frontages, a public realm strategy embedded into urban design policy.

## Eighth Street, Boise

The Eighth Street sector is bound by Bannock Street to the north, Myrtle Street to the south, Capitol Boulevard to the east and Ninth Street to the west. While there are shops and restaurant frontages throughout much of Downtown Boise, Eighth Street is the epicenter of retail activity.



**136** Total Retail Businesses  
**190k** square foot Arena and Convention Centre  
**32%** Full-Service Restaurant  
**15%** Take-out Restaurant  
**33%** Active Storefront  
**87%** Local Businesses

### *Notable Tenants:*

Bittercreek Alehouse  
Tupelo Honey  
Freak Alley Gallery  
Capital City Public Market  
Boise Centre & Idaho Central Arena



## Eighth Street, Boise

The variety and quality of dining options along Eighth Street have become a destination, which is anchored by complementary uses like entertainment and recreation uses.

### Asset Class Overview

The Eighth Street area has 136 businesses, of which 87.5% are locally owned. With few grocery stores in the area and a high concentration of restaurants, the downtown is increasingly known as a destination for dining and nightlife.

### Restaurant Row

32% of all businesses in the Eighth Street study area are full-service restaurants. Three quarters of those restaurants are publicly activating the streetscape with a sidewalk patio. But what is more impressive is that one block of Eighth Street between Idaho and Bannock is 100% fronted by restaurants, all with their own sidewalk patio. This block is known as 'Restaurant Row'.

Starting in May 2020, the City of Boise began to explore the idea of closing Eighth Street between Idaho and Bannock as a reaction to the rapid demand for outdoor dining due to COVID-19 pandemic. The pilot project for an open street was launched in June, and by August it was decided that the change would be made permanent.

This pedestrianization of Restaurant Row supports the asset class with the highest existing concentration of businesses within the study area, but also the asset class with the



most potential for public realm activation. This pedestrianization will be discussed on the following pages.

### Complementary Uses

While dining is the largest asset class within Downtown, there are several complementary uses that help support the health of that sector.

First, the availability of parking spaces and transportation options eases the pressure on street parking, and therefore opens up the curb space for more active uses like patios. Existing parking garages are operated by the Capital City Development Corporation (discussed on the next page), which returns the profits of parking into downtown development and improvement projects.

Secondly, Eighth Street is anchored by the Institutional, Civic, Entertainment, and Recreational uses at either end of the study area. To the north, the State Capitol and Cecil D. Andrus Park provide public space and greenspace amenities, as well act as an employment hub. To the south, the Idaho Central Area and Boise Convention Center draw in tourist that visit downtown dining and retail establishments. The arena and convention center bring in crowds during events, and the space is augmented with the Capital City Public Market every Saturday.

## Eighth Street, Boise

Downtown Boise has been able to execute a cohesive retail vision that encourages active storefronts, on-street dining, and a high-quality public realm all while maintaining the unique Capital City feel.

### Policy Mechanisms

The Eighth Street area is zoned as “Downtown Commercial”, a diverse zone of many different uses and typologies. The blocks immediately between Myrtle Street and Bannock Street is subject to this but is also heavily influenced by the Downtown Design Guidelines and the adjacent projects that the Capital City Development Corporation has completed.

### Downtown Design Guidelines

As a stipulation of the Downtown Commercial zoning, the Eighth Street corridor is subject to the Downtown Design Guidelines. The purpose of this guideline is to ensure that buildings emphasize the existing character of the street and create a comfortable walking environment for downtown pedestrians.

These guidelines set out frontage controls for retail storefronts and mixed-use buildings. Storefronts have more strict controls, while mixed-use buildings have more options for streetwall landscaping. The guidelines also set out specific considerations for high-visibility corner retail frontages, of which Eighth Street has many.

What is consistent between storefronts and mixed-use frontages is the minimum sidewalk allowance of 16 feet (4.5 metres). This wide breadth allows for ample room for future patios, or activation and installation spaces, while maintaining the flow of pedestrians with barriers.

### Capital City Development Corporation

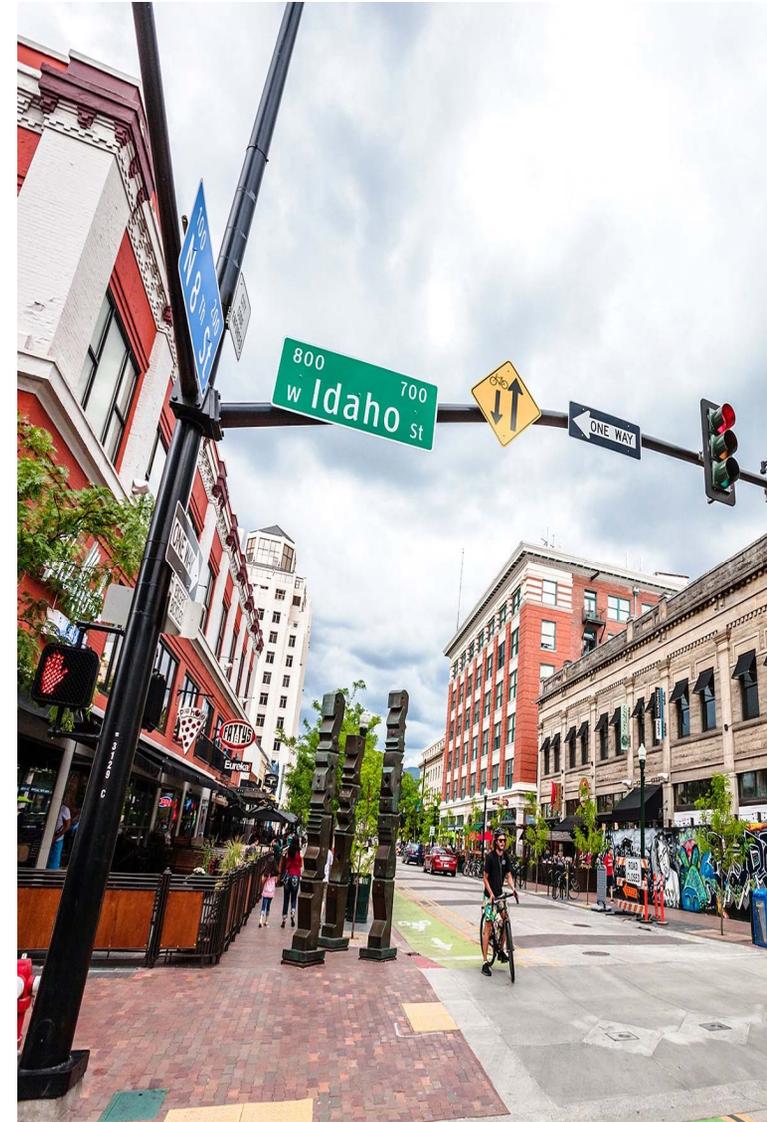
Capital City Development Corporation (CCDC) was founded by the City of Boise in 1965 to help protect the existing buildings in the downtown from the trend of urban renewal via enclosed mall development. Since then, the CCDC has served as the redevelopment and smart urban renewal arm of the city.

The CCDC oversees six downtown redevelopment districts. The CCDC engages both public and private projects, and therefore acts as the mediator between the public planning department and the development community for these six districts. Funding for this development corporation comes from tax increment financing (TIF), parking system revenue, and outside grants. The CCDC is the owner and operator of six public parking garages throughout the downtown core.

The main role of the CCDC is to prepare master plans, guide development, and manage redevelopment projects within those six districts.

Eighth Street has been improved by the CCDC on both the south and north ends of the study area bound by Myrtle and Bannock. These projects have focused on streetscape improvements, like expanded sidewalks to accommodate future patio uses, to encourage higher rates of pedestrian movement and streetwall activation.

The CCDC helps create a cohesive vision for downtown development, and reinvests the revenue earned from structured parking into active transportation improvements and better retail streetscape infrastructure.



SUMMARY OF COLLIERS REPORT, SPRING 2023

## Eighth Street, Boise

Eighth Street is capitalizing on the streetscape-conscious planning initiatives by further supporting Restaurant Row and the Capital City Public Market, which both attract a huge number of pedestrians.

### Public Realm Activation

Downtown Boise has done an exceptional job at prioritizing the pedestrian experience in planning and is now expanding to the implementation of public realm activation. As previously established, Restaurant Row is a destination in itself for Boise, and both the newly permanent car-free zone and the public market support the economic health of the dining sector.

### Pedestrianization of Restaurant Row

While more suburban retail hubs in Boise are focusing on highway-oriented restaurants and convenience vehicle access, the downtown area is doubling down on better walkability and pedestrian experience.

The block of Eighth Street between Idaho and Bannock Street was first pedestrianized in June 2020 to help shuttered restaurants reopen for outdoor, on-street dining with ample social distancing. In May of 2022, this car-free change was made permanent. Even before this pedestrianization, every restaurant on this block was activating the streetscape with a sidewalk patio. Since the change in traffic, these restaurants have had the opportunity to expand their patios, therefore generating more revenue.

According to Bloomberg City Lab's study into the economic benefits for pedestrianization during COVID-19 pandemic, Eighth Street saw a 29% increase in the number of restaurant check-ins on Yelp when compared to the start of the pandemic. The pedestrianization of the street helped boost the recovery of the sector and may maintain this peaked business into the future.

With the availability of parking nearby and transportation options, there has been little concern about the impact of this pedestrianization on the accessibility of downtown. More logistic consideration has been added for restaurant deliveries, which have been moved onto the perpendicular Idaho Street and are allowed Monday to Friday, between 6 and 10 am.

### Capital City Public Market

Every Saturday from April to December, the Capital City Public Market (CCPM) is held in Grove Plaza between Main and Front Street. This market has been running since 1994 and features up to 150 individual local vendors.

While the number of market patrons fluctuates throughout the year, in 2016 there were approximately 15,000 visitors on a single Saturday. Since then, the population of Boise and patronage of downtown has boomed, meaning that there are likely many more than 15,000 visitors in the peak of summer.

These visitors are also likely to stay downtown after the market closes at 1:30pm. This has positive affects on adjacent restaurants and shops, which then have a much more significant captive audience.

While Grove Plaza was under construction, the market had the public buy-in to fully close Idaho Street, a major retail corridor that intersects Eighth Street. The mass adoption and support of this market illustrates for integral this market is for local residents, and how valuable this intermittent use is for downtown retail tenants.



SUMMARY OF COLLIERS REPORT, SPRING 2023



## Eighth Street, Boise

Eighth Street had all the right legislative, public, and tenant support to become one of the best retail and restaurant destinations in North America. The future is bright for this booming city to further strengthen the partnership between public and private stakeholders.

### Success Factors

#### Market as Catalyst

The integration of the public market into the retail fabric of downtown has positive downstream effects for permanent retail and restaurant establishments. The market acts as an event, drawing in a huge number of visitors every week.

Grove Plaza, home of the CCPM, is located 300m from the end of the Eighth Street pedestrian zone, making it a quick trip from shopping to dining. If any type of Restaurant row or enclave were to be established in Central Lonsdale, it should be between 300 and 500 metres from Civic Plaza or the new park at the Harry Jerome Community Centre for optimal public space activation.

#### Pilot to Permanent

Pedestrianization was made permanent after a COVID-19 pandemic pilot. Some restaurant tenants were hesitant of the additional revenue they would achieve as a trade-off for easier vehicle access, but ultimately were experiencing high demand once the street was pedestrianized. The pilot program was able to incrementally change the urban fabric as to not impose too drastic of changes all at once.

The public buy-in of pedestrian-focused planning initiatives is also important. Using the Eighth Street pedestrianization as a pilot project first, planners were able to measure the use and public opinion of the new open

street before making any permanent changes.

#### Restaurant Row

Having 100% of street frontage used in a specific way will dictate how the public interprets the space. Restaurant Row, leveraging the 100% street-activating restaurant uses, has become the preeminent dining destination of Boise. The amount and diversity of local restaurants that cannot be rivaled anywhere else in the city.

While this concentration happened relatively organically, the planning and transportation policy now in place helps to support this restaurant concentration. The legislative support for the restaurant sector was crucial during economic hardships like the COVID-19 pandemic to overcome any vulnerability to economic changes. The cementing of the pedestrianization policy strengthens the public image that this is the epicenter of dining culture in Boise.

#### Cohesive Public-Private Investment

The CCDC involvement in public infrastructure and private development projects ensures that there is a solid and interconnected vision being enacted throughout downtown, and especially around character areas like Eighth Street.

Boise's creation of the CCDC 58 years ago has had incalculable and compounding benefits on the long-term health of the downtown retail and restaurant sectors.

## Calle Ocho, Miami

Calle Ocho is a vibrant cultural enclave and throughfare just west of downtown Miami. It is located in the city's "Little Havana" neighbourhood - the heart of the Miami's Cuban diaspora. Cuban culture is woven throughout public spaces, restaurants, and retailers, but is facing potential erasure.



*Always Lively Domino Park*



*Iconic and Historic Ball & Chain Nightclub*



*The Roosters of Little Havana: Public Art Storytelling of the Cuban Culture*

Authentic Cuban restaurants, novelty shops, colourful art, and celebratory street festivals attract visitors to Calle Ocho year-round.

This retail street has maintained its status as a welcoming place for Cuban immigrants, and balances lower rental costs with the tourism-driven economy.

## Calle Ocho, Miami

Calle Ocho's study area boundaries can be defined at SW 7<sup>th</sup> Street to the north, SW 9<sup>th</sup> Street to the south, SW 12<sup>th</sup> Avenue to the east and SW 17<sup>th</sup> Avenue to the west. Further west, beyond 17<sup>th</sup> Avenue, the retail character changes notably to encompass more national chains, fast food drive-through, banks, big-box stores and pawn shops, with less of a defined streetscape.



**89** Total Retail Businesses  
**20** Art Galleries  
**21%** Full-Service Restaurant  
**11%** Take-out Restaurant  
**38%** Active Storefront  
**83%** Local Businesses

### *Notable Tenants:*

Azucar Ice Cream  
Comida Cubana  
Cubata  
Calle Ocho Walk of Fame  
Ball & Chain Nightclub



## Calle Ocho, Miami

Calle Ocho is home to some of Miami's most noteworthy Cuban restaurants and cafés and other businesses and commercial services that are reflective of the area's distinct cultural identity.

### Asset Class Overview

Predominant retail assets on Calle Ocho include bars and restaurants, specialized retail/novelty shops such as cigar stores and florists, galleries, and other commercial services.

### Food and Beverage

At 21%, a high proportion of businesses on Calle Ocho are full-service restaurants and bars. These are primarily Cuban establishments- many of which are family-owned- serving traditional Cuban dishes and drinks. There are also two sushi restaurants along the corridor, demonstrating a global influence within this cultural enclave. The main block of restaurants and bars is located between SW 15<sup>th</sup> and 16<sup>th</sup> Avenue, containing few other commercial uses apart from a movie theater and clothing store on the southeast corner. Restaurants range from fine-dining to casual, and many offer live music which contributes to the vibrant street-life along the corridor. A handful of fast-food establishments are also located on the street, mostly lining the perimeter of the study area.

### Retail Stores

The street contains a range of unique retail uses, including a total of six cigar shops, two cannabis stores, three florists, a music store, and a gift and souvenir shop selling home goods, décor and apparel made by local artisans. The cigar shops are quite densely concentrated within the three blocks

between SW 14<sup>th</sup> Avenue and SW 17<sup>th</sup> Avenue, demonstrating a competitive market for Cuban tobacco exports- likely driven by demand from both tourists and local residents. There are also four retail clothing and accessory boutiques on the street, all of which are locally owned businesses.

### Other Commercial Services

Various other commercial services are present in the area, with 30% of all businesses falling into this category. These include banks and money lending businesses, cell phone stores, a locksmith, an auto shop, tourism and visitor centers, and art galleries. The presence of tour operators including Little Havana Nights and Little Havana Tours, in addition to the Little Havana Visitor Centre, signify the notable population of tourists visiting the street and surrounding neighbourhoods. Additionally, the various art galleries clustered along the SW 16<sup>th</sup> to 17<sup>th</sup> Avenue block promote local artists and display Latin-style works that further bolster the culturally vibrant character of the area.

The Ball & Chain bar and lounge, Little Havana's most infamous jazz club, boasts a rich history. Originally opened in 1935, it has seen a series of owners and hosted legendary jazz artists such as Billy Holiday.

## Calle Ocho, Miami

Calle Ocho is experiencing a delicate planning situation trying to maintain the neighbourhood-oriented retail atmosphere that is being influenced by the tourism-based economy and increasing growth and densification pressures.

### Policy Mechanisms

The retail pattern of Calle Ocho grew relatively organically alongside Cuban immigration. As the retail area becomes more formalized and looks towards ways to improve the public space, various planning outcomes are being realized.

### Miami21

Form-based code is a zoning ordinance which aims to enforce or encourage urban form characteristics, rather than focusing on the use of buildings. Miami was the first major city in the U.S. who enacted a form-based code as an update to Euclidean zoning in 2009, with a significant review in 2019.

The plan includes a new zoning code based upon form-based code principles. Miami21 supports new urbanist planning initiatives that would densify residential neighbourhoods, encourage mixed-use development, and promote active transportation – and was a direct reaction to the sprawling and car-dependent development patterns of Miami.

The most common zoning for neighbourhood-serving retail is “Urban Core Transect”, which applies the same density, height, and parking requirements for various areas across the city, all with unique characteristics. Miami21 applies the same form-based code to the Brickell Financial District, the vehicle-oriented portions of Biscayne Boulevard, and Calle Ocho.

Calle Ocho’s retail typology is one-storey buildings with options for street-oriented activation, not to mention the predominant Cuban influence on design and use. This typology is not reflected in the current form-

based code zoning that seems to be missing considerations for the unique and beloved atmosphere of Little Havana. Under the previous zoning ordinance, Calle Ocho was designated as “Latin Quarter Commercial”, which shows a direct reflection between the historical development pattern of the retail along the street.

Although the form-based code shows potential to improve how retail frontages interact with the public realm, nuances can be lost if the historic character of Calle Ocho is not cemented in the zoning ordinance.

### Little Havana Me Importa – Revitalization Master Plan

After the National Trust for Historic Preservation listed Little Havana as a ‘national treasure’, a push to protect the area and improve the public realm began.

A significant proportion of Little Havana’s residential population participated in the public engagement of the master plan, which is a demographic group that has been historically marginalized and is still facing more financial precarity. This public participation can provide the input needed to create planning policy that supports the unique identity of Calle Ocho.

One of the main calls to action in Me Importa is to create more public, open, and green spaces. Currently, only 1.6% of land area in Little Havana is improved as public space. This lack of public space that can support adjacent retail and street activity detracts from the walkability of the area, and this call to action could directly support a stronger retail streetscape.



SUMMARY OF COLLIERS REPORT, SPRING 2023

## Calle Ocho, Miami

The preservation of local heritage, including through public policy and tourism industry contributions, contribute to Calle Ocho's overall retail character, while street festivals breathe new life into the street.

### Success Factors

Calle Ocho's success in preserving its identity as a haven for Cuban businesses and immigration, as well as an attractive destination for tourists from around the world, can be linked to the following success factors.

### Heritage Preservation

Calle Ocho's rich history is reflected in the built form, public spaces, art and businesses that define it today. The street (and surrounding area, now known as Little Havana) established itself as a refuge for various ethnic and cultural groups in the early 20<sup>th</sup> century. In the 1930s, a Jewish deli opened in the neighbourhood-followed by more Jewish offices, retailers, and a Syrian/Lebanese business centre. The historic Ball & Chain entertainment venue was also first established by Jewish business partners in the 1930s and featured Black entertainers that were, at the time, largely under-represented in the music industry. By the mid-1950s, Miami's Jewish population began to move out west to other parts of the United States., paving the way for Cuban refugees to utilize vacant storefronts and housing opportunities. This spurred an overall transformation of the neighbourhood into a vibrant Latin American quarter.

Today, the Little Havana Visitor Centre provides tourism information, while tour companies provide walking and/or bus sightseeing tours- many of which are run by guides who were born and raised in the neighbourhood and have watched it grow and change over time. By sharing stories of this ethnically and culturally distinct area (not unlike Central Lonsdale, which has served as a vibrant Persian community since the late 1980s), Calle Ocho residents are able to promote Cuban culture, support Latino-owned businesses, and animate local history.

In addition to tourism, policy mechanisms such as those discussed in the previous section, enacted by the National Trust for Historic Preservation, aim to help protect Calle Ocho's heritage. As the area looks toward revitalization and the enactment of public space improvements, it is crucial that heritage assets are identified and maintained, ensuring unique elements of the neighborhood's past are not lost in the face of change and new development.

### Street Festivals

Various events and festivals take place along Calle Ocho, with the most notable being the annual Calle Ocho Festival. First established in 1978 as a way for Cuban immigrants to express themselves and educate Floridians about their culture, the one-day fiesta has now grown to encompass participation from a diverse range of Latin American countries. It stretches along 15 city blocks-from SW 12<sup>th</sup> Avenue to SW 27<sup>th</sup> Avenue, with 30 live music stages, food and drink booths, and dancing areas located all along the corridor. The festival culminates in Carnival Miami, showcasing art, music, fashion, food and sports through a series of events and performances. Heralded as one of the largest festivals in the world, over one million visitors attend Calle Ocho Festival each year.

The significant and ever-increasing success of Calle Ocho Festival demonstrates the strong potential for culturally and ethnically distinct communities to harness shared traditions into events that enliven public space, drawing visitors from around the world. It also reflects the dynamic nature of this community, expanding to incorporate additional cultures and traditions as the area evolves while still retaining its strong Cuban influence.



# Potential Applications from Case Studies

From the successes, challenges, and implications provided through the Best Practices analysis, there are five strategies that the City of North Vancouver could prioritize to improve the retail atmosphere of Central Lonsdale. These strategies have all been shown to improve vibrancy, better activate the public realm, and help protect the unique character that already exists along the street.





### ATTACHMENT 3 CENTRAL LONSDALE ASSESSMENT AREA

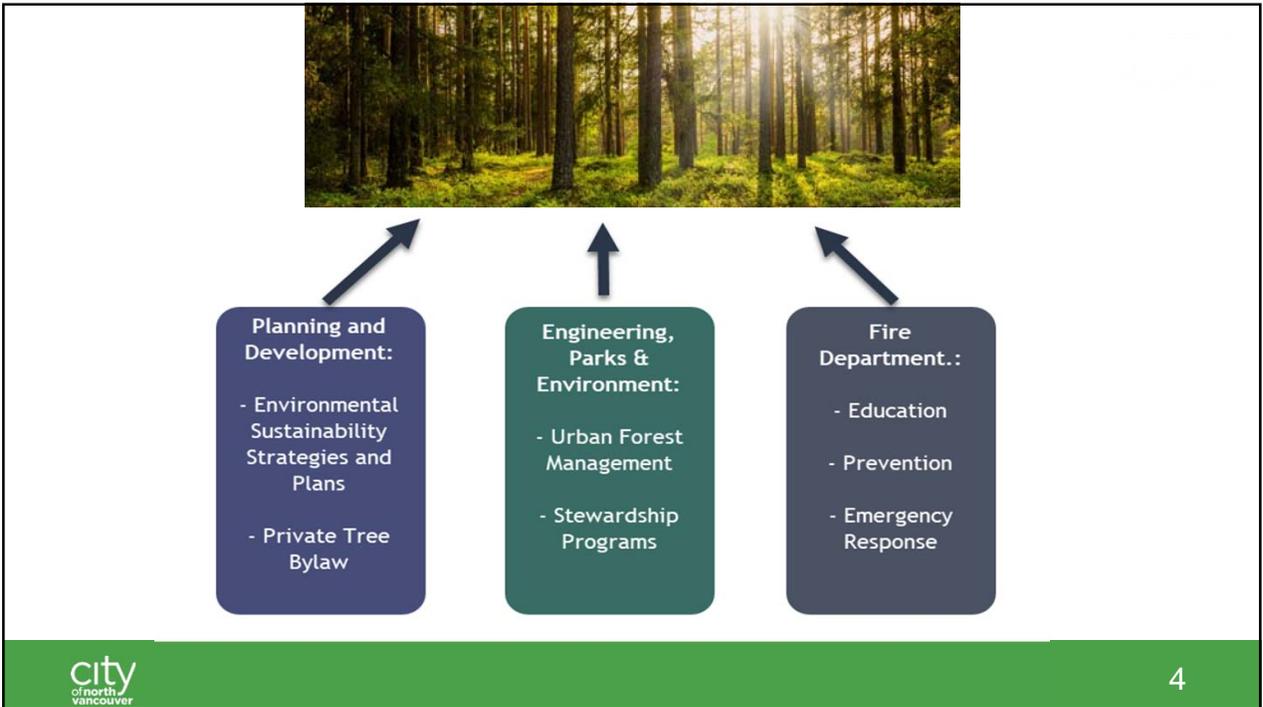


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## Forest & Natural Areas Operational Update

1. Management of Western Hemlock Looper Moth Impacts
2. Community Wildfire Protection Plan (CWPP) & FireSmart program
3. 2023 Actions



## Western Hemlock Looper Moth



## Impacts to the urban forest



- 2019-2021 record level western hemlock looper moth populations
- 2021 summer heat dome events
- Urban forest heavily impacted by defoliation of mature conifer trees



# Inventory

- A municipal-wide mapping was completed in 2021
- Results identified 991 conifers impacted
- With 84 'very high' and 183 'high' priority trees identified
- Re-assessment of priority trees in 2022



# Action plan

- Council approved funding for staff to address impacts and create treatment plans
- Staff determined extent of impact and priority action approach including;
  - Communications plan
  - Public education and engagement
  - Life cycle disruption
  - Improving tree health
  - Prioritizing hazard tree removals
  - Formulation of a restoration planting plan



**WESTERN HEMLOCK LOOPER MOTH TREE BANDING**

We're installing sticky banding around select City trees to minimize damage from the Western Hemlock Looper Moth. The trial trunk wrap will be removed once the caterpillar stage has ended.

## Hazard Tree Removal Plan

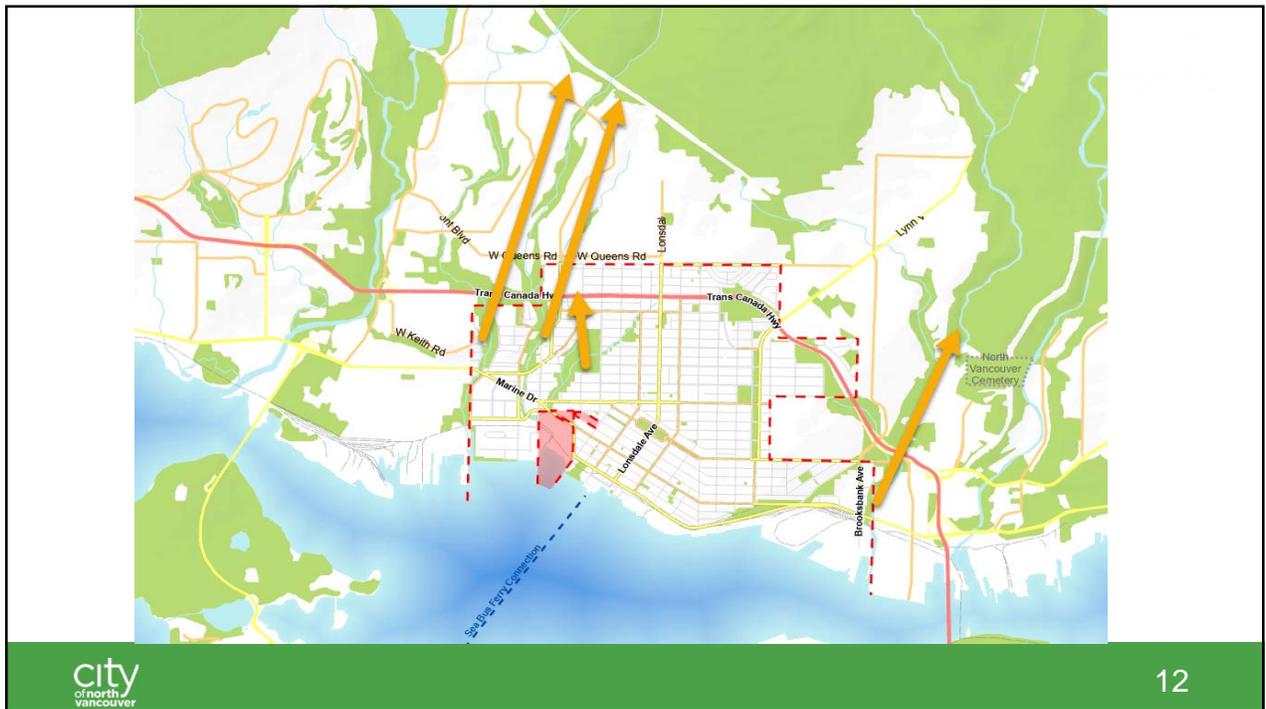
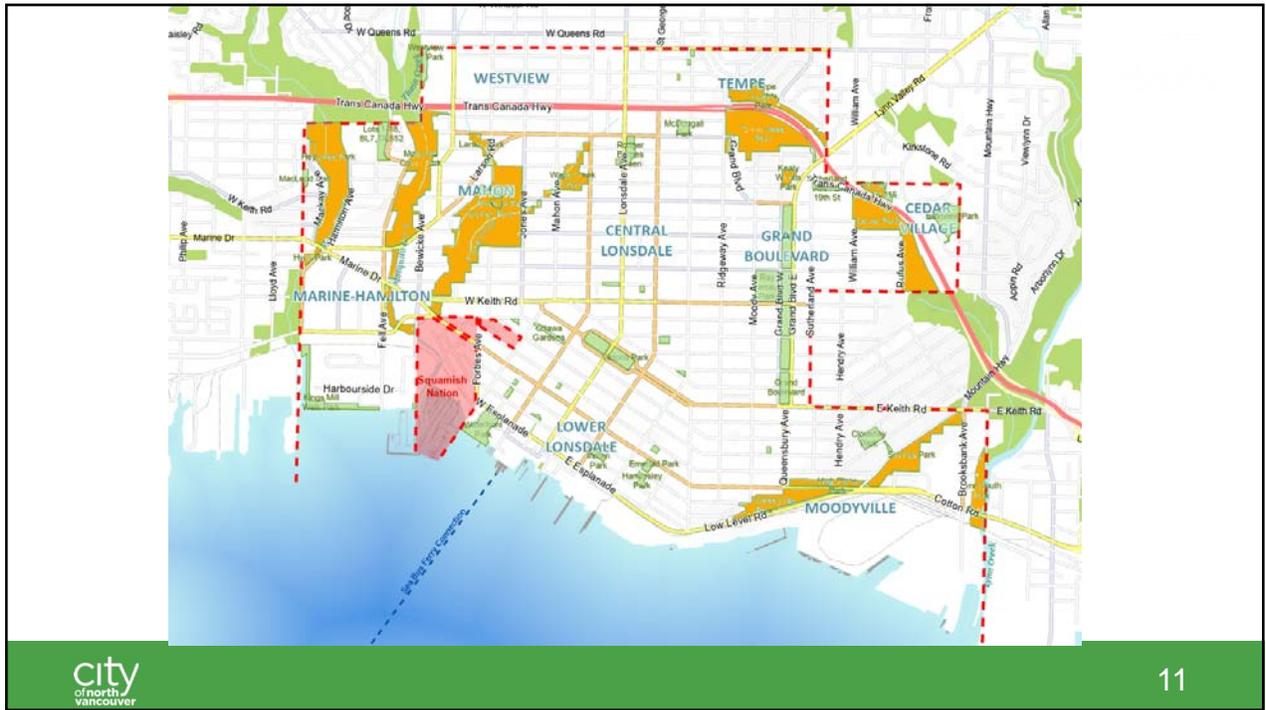
- Initially predicting 30% mortality (300 trees)
- Currently expecting 20% mortality (200 trees)
- To date 90 conifer trees have been removed
- Additional 110 trees anticipated to be removed
- Wood waste disposal objectives;
  - Limit debris on-site
  - Reuse and repurpose wood



## Community Wildfire Protection Plan (CWPP) & FireSmart program

*West Vancouver forest fire near Cypress Falls Park – June 26, 2023*





## Community Wildfire Protection Plan

CNV CWPP developed 2020

Goals:

- Define threats
- Identify mitigation measures
- Inform decisions for implementation
- Reduce risk of:
  - wildfire entering community
  - Impacts and losses to property and critical infrastructure
  - Economic and social losses



West Vancouver forest fire near Cypress Falls Park – June 26, 2023

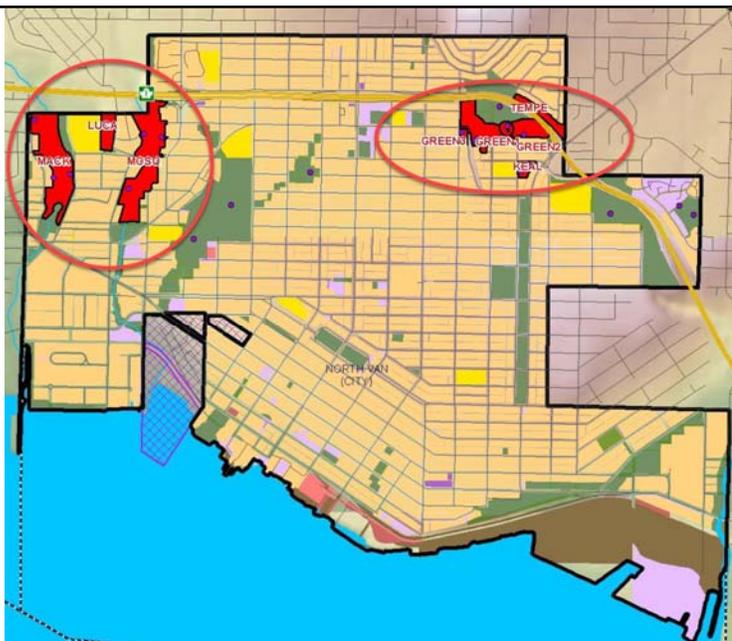
## FireSmart Grants

- \$25,000 in 2020
- \$50,000 in 2021
- \$50,000 in 2022
- \$100,000 opportunity in 2023



# Priority FireSmart Fuel Reduction Treatment Locations

1. Greenwood Park
2. Kealy Woods
3. Mosquito Creek Park
4. Tempe Park
5. Heywood Park



# Implementation: Communication & Engagement Plan

## Greenwood Park Wildfire Risk Reduction

We're creating a fire-resilient ecosystem in Greenwood Park by removing hazardous vegetation fuels that pose a risk of wildfires spreading both to and from the homes surrounding the park.

**This project includes:**

- Removing the lower branches of trees to reduce ladder fuels that allow fires to climb;
- Removing small conifers and hazard trees;
- Removing organic matter on the forest floor; and
- Planting a mixture of native trees and shrubs.

**What to expect**

Work is expected to start on March 6 and will take approximately one week to complete. For safety, there will be intermittent trail closures. There may be some noise Monday to Friday, between 8am - 4:30pm.

**Protecting our urban forests and community**

Wildfire fuel management is part of the City's broader wildfire prevention initiatives and is designed to be sensitive to our urban forest ecosystem.



Learn more at: [cnv.org/FireSmart](http://cnv.org/FireSmart)



**FireSmart™ Your Home**  
Follow these tips to protect your property from wildfire.

- Remove combustible materials (like toys, lawn mowers, etc.) from your house.
- Please leave no gas barbecues, patio heaters, etc. on the ground.
- Clean and maintain gutters and roof.
- Clean under decks and remove leaf litter.
- Please trim up 6m apart.
- Remove older fences and use the rearward setback.

Thank you for keeping our community safe.

Additional, yard fire and other associated risks are trademarks of the Canadian FireSmart™ Program.

Learn more about how you can protect your home at [cnv.org/FireSmart](http://cnv.org/FireSmart)

**Be Fire Safe!**  
Outdoor Burning in the City

To protect air quality and prevent the spread of fire, open fires are not allowed in the City of North Vancouver. This includes fires set on the ground, in containers, and at building foot.

These fires are permitted:

- ✓ Burner (Natural gas or propane)
- ✓ Outdoor gas fire bowl
- ✓ Gas barbecue
- ✓ Charcoal barbecue
- ✓ Patio heater (Natural gas or propane)

These open fires are not permitted (Up to 4500 lbs):

- ✗ Reach/park fire
- ✗ Fire pit/fire bowl
- ✗ Outdoor pizza oven\*
- ✗ Chiminea
- ✗ Outdoor fireplace\*
- ✗ Wood-fired hot tub

\* Unless built with a Multiple Passport

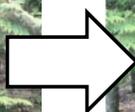
Before 2022 starting next year please wear and use your Neighbourhood Watch sign and please do not burn anything that is not your own property. For more information and to request a permit for outdoor burning, please contact the City of North Vancouver at [cnv.org/CommunitySafety](http://cnv.org/CommunitySafety) or call 604-273-5800.

**Never leave fire unattended. Use your fire senses.**

Thank you for keeping our community safe.

Fire Dept. door hanger education pamphlets campaign

## Implementation: Fuel Treatment Example



## 2023 Actions

Proactive foot patrols by Fire, Bylaw and Parks staff in parks during periods of high and extreme fire ratings to educate, and prevent or intercept campfires being constructed



## 2023 Actions continued

- Community outreach and education
- Alignment of program objectives
- Limit fuel loading debris
- Reuse and repurpose wood waste
- Continue consultation with First Nations
- Restoration and replanting with City Park Stewardship events



Thank you.



 R.B. Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING & DEVELOPMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Linden Maultsaid-Blair, Planner 1

Subject: HOUSING AGREEMENT FOR 2612 LONSDALE AVENUE (MEHRDAD RAHBAR / VERNACULAR DEVELOPMENT)

Date: June 28, 2023 File No: 08-3360-20-0426/1

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

## RECOMMENDATION

PURSUANT to the report of the Planner 1, dated June 28, 2023, entitled "Housing Agreement for 2612 Lonsdale Avenue (Mehrdad Rahbar / Vernacular Development)":

THAT "Housing Agreement Bylaw, 2021, No. 8697" (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments), be given third reading.

## ATTACHMENTS

1. Context Map (CityDocs [1734375](#))
2. Architectural and Landscape Plans, dated January 27, 2023 (CityDocs [2376096](#))
3. Council Report dated May 26, 2021 (CityDocs [2074428](#))
4. Updated "Housing Agreement Bylaw, 2021, No. 8697" (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) (CityDocs [2378372](#))

## SUMMARY

This report presents an updated Housing Agreement bylaw for a previously approved rezoning application for 2612 Lonsdale Avenue. The application is for a five-storey residential rental apartment building.

## BACKGROUND

At the Council meeting of Monday, July 5, 2021, Council gave third reading to "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696" (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717), amended from a maximum height of six storeys to a new height of five storeys.

Council also approved the following motion:

THAT "Housing Agreement Bylaw, 2021, No. 8697" (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be referred to staff for amendment to reflect the necessary changes to the number of units and unit mix due to the reduction in height to 5 storeys.

The property has since been sold to new owners, who are now acting as the applicant. The proposal has been redesigned to accommodate the approved zoning change from six to five storeys, while retaining the rental housing and three Mid-Market Rental units.

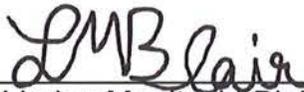
The Housing Agreement has been edited to reflect the changes and is ready to be considered by Council for third reading. If approved, the Zoning Amendment Bylaw and the Housing Agreement Bylaw will come before Council at a subsequent meeting for adoption, subject to the execution of the previously described legal agreements to secure features of the development.

## DISCUSSION

The table below describes the changes made since the last time the proposal was considered by Council.

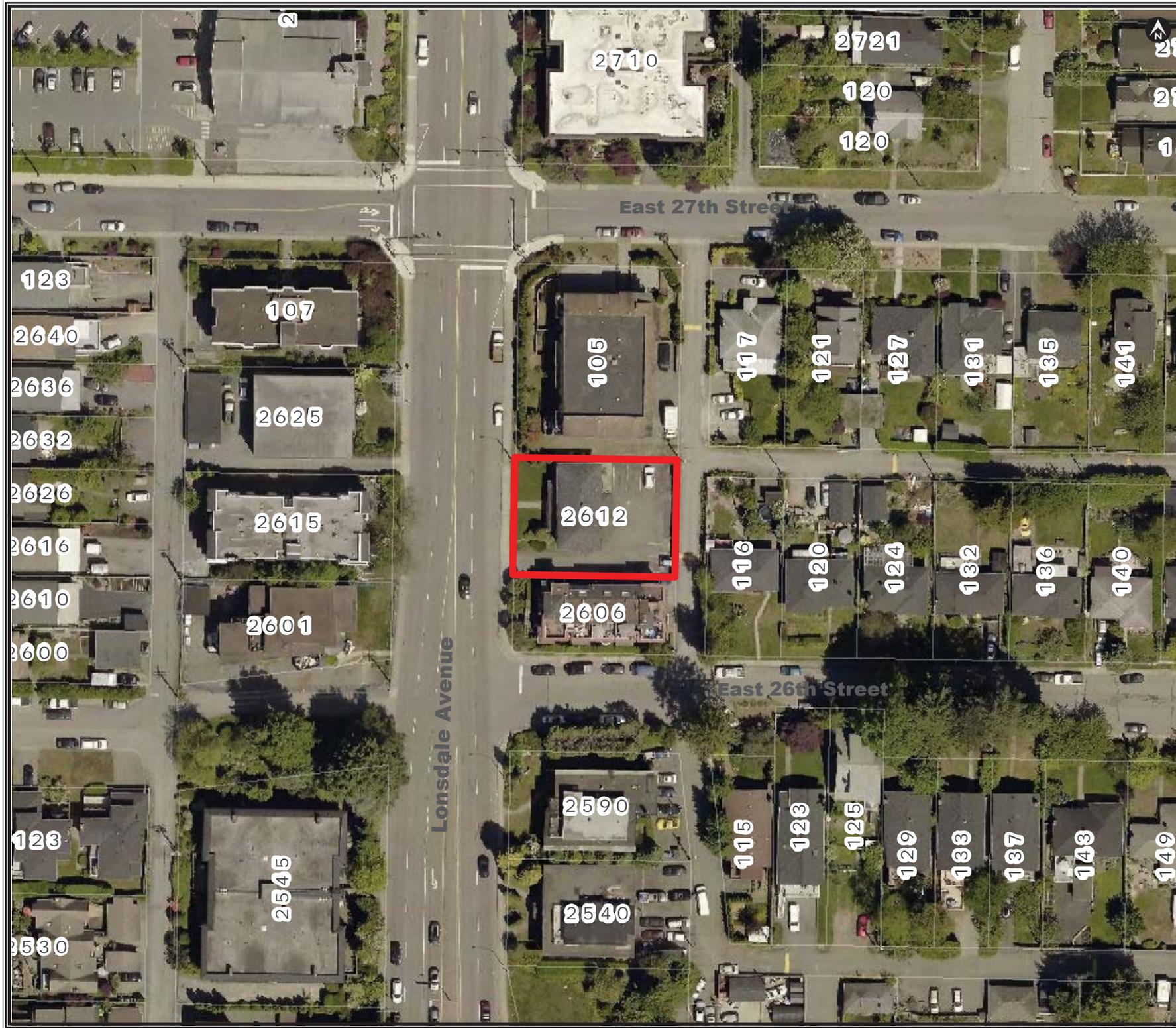
	<b>2021 Proposal</b>	<b>2023 Proposal</b>
Height (storeys)	Six storeys	Five storeys
Height (ft. / m)	61.0 ft. (18.59m)	51.98 ft. (15.84m)
Unit Count (total)	24 rental units	23 rental units
Unit Count (Mid-Market Rental)	3 MMR units	3 MMR units
Unit Breakdown	One-beds = 12 Two-beds = 9 Three-beds = 3	One-beds = 15 Two-beds = 5 Three-beds = 3

RESPECTFULLY SUBMITTED:

  
Linden Maultsaid-Blair  
Planner 1

City of North Vancouver  
Context Map

Legend  
Subject Site



**DISCLAIMER**  
This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology,  
City of North Vancouver





**1** CONTEX PLAN  
1" = 60'-0"

# LONSDALE RESIDENTAL APARTMENT

2612 LONSDALE AVE, NORTH VANCOUVER

RE-ISSUED FOR BP APPLICATION  
ISSUE DATE: Issue Date

**SHEET LIST**

**ARCHITECTURAL**

- A00.00 COVER PAGE
- A00.02 PERSPECTIVES
- A00.20 ZONING BY-LAW
- A00.21 BC CODE ANALYSIS
- A00.22 BC CODE ANALYSIS- ACCESSIBILITY
- A00.24 BC CODE ANALYSIS- PLANS A
- A00.25 BC CODE ANALYSIS- PLANS B
- A00.30 CONSTRUCTION ASSEMBLIES
- A00.31 CONSTRUCTION ASSEMBLIES
- A01.01 SITE PLAN
- A01.20 FIRE ACCESS PLAN
- A02.11 SURVAY PLAN
- A02.12 PARKING PLAN
- A02.13 GROUND FLOOR PLAN
- A02.14 SECOND FLOOR PLAN
- A02.15 THIRD FLOOR PLAN
- A02.16 FORTH FLOOR PLAN
- A02.17 FIFTH FLOOR PLAN
- A02.18 ROOF PLAN
- A03.10 BUILDING SECTIONS
- A03.11 BUILDING SECTIONS
- A03.12 BUILDING SECTIONS
- A03.13 BUILDING SECTIONS
- A03.20 WALL SECTION
- A03.21 WALL SECTION
- A04.10 ELEVATION
- A04.11 ELEVATION
- A05.00 UNIT FLOOR PLANS
- A05.01 UNIT FLOOR PLANS
- A05.02 UNIT FLOOR PLANS
- A05.03 UNIT FLOOR PLANS
- A05.04 UNIT FLOOR PLANS
- A05.05 UNIT FLOOR PLANS
- A05.10 ACCESSIBLE WASHROOM LAYOUT-TYP.
- A06.20 STAIR 1 PLAN AND SECTION
- A06.21 STAIR 2 PLAN AND SECTION
- A06.22 EXT. STAIR1 PLAN AND SECTION



**PROJECT TEAM**

**OWNER**

GARDENIA HOLDINGS  
OWNER: REZA AREDI  
EMAIL: rezaa@rezaa.com  
PHONE: (604)218-3515

**ARCHITECT OF RECORD**

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PRINCIPAL IN CHARGE: ALI PEYMANI

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VANCOUVER, V6J1H6  
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PRINCIPAL IN CHARGE: Flavio Pass  
TECH LEAD: Daniel Ray

**BUILDING DESIGN**

**MECHANICAL**

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PHONE: (778)642-8111  
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PRINCIPAL IN CHARGE: GURJOT BIRAR, P. Eng.

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PRINCIPAL IN CHARGE: GURJOT BIRAR, P. Eng.

**CODE AND SPRINKLERED**

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PHONE: 604-544-7364  
EMAIL: farzad@bmacs.com  
PRINCIPAL IN CHARGE: FARZAD HEMMATI

**CIVIL**

CIVILTECK  
EMAIL: kzn@civilteck.ca  
PRINCIPAL IN CHARGE: KAZEM ESKOCH

**SURVEY**

**LANDSCAPE**

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VANCOUVER, BC V6J 1N6  
PHONE: 604-684-4811  
PRINCIPAL IN CHARGE: PETER KRUEK

**ARBORIST**

**BUILDING ENVELOPE**

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226-8208 Swanson Way  
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WWW.MAARCHITECTS.COM

NO.	DATE	DESCRIPTION
5	2023/10/27	ISSUED FOR LEGAL DOG
4	2023/10/23	ISSUED FOR CONSULTANT
3	2023/10/19	ISSUED FOR CLIENT REVIEW
2	2023/10/10	ISSUED FOR CLIENT REVIEW
1	2023/10/09	ISSUED FOR CONSULT USES

NO. DATE DESCRIPTION

ISSUES AND REVISIONS

SCALE

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When dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. shall request clarification of errors, discrepancies, or doubtful information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification. This drawing shall not be used for construction purposes until it is issued for the purpose.

PROJECT NAME  
**LONSDALE RESIDENTAL APARTMENT**

PROJECT ADDRESS  
2612 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**COVER PAGE**

SCALE 1" = 60'-0"  
DRAWN SH  
CHECKED AP  
PROJECT NO. 22042  
DRAWING NO.

**A00.00**

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WEST SIDE



SOUTHEAST SIDE



SOUTHWEST SIDE



SOUTHWEST SIDE



NORTHEAST SIDE

NO.	DATE	Y/M/D	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/18		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/12/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS  
 SEAL

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Within dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. shall request clarification of errors, discrepancies, or doubtful information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of re-ification. This drawing shall not be used for construction purposes until it is issued for the purpose.

PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
**2812 LONSDALE AVE, NORTH VANCOUVER**

DRAWING TITLE  
**PERSPECTIVES**

SCALE	DATE	BY
DRAWN		BH
CHECKED		AP
PROJECT NO.	20042	
DRAWING NO.		

**A00.02**

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**A. BUILDING INFORMATION**

CIVIC ADDRESS: 2612 LONSDALE AVE, NORTH VANCOUVER, BC.  
LEGAL DESCRIPTION: LOT A, 2, BLOCK C29, DL545, PLAN 2969  
LOT AREA: 6345.712 / 1565.89 M2  
PARCEL ID NUMBER: 013-287-817  
OCP DESIGNATION: LAND USE CODE: RS

**B. ZONING BYLAW ANALYSIS (CITY OF NORTH VANCOUVER)**

ZONING: RM-1 (MEDIUM DENSITY RESIDENTIAL)

REQUIRED SETBACKS:  
FRONT LOT LINE (FROM LONSDALE AVE): 12.00 FT  
SIDE YARD (NORTH): 8.00 FT  
SIDE YARD (SOUTH): 8.00 FT  
REAR YARD (BACKLANE): 10.00 FT

PROPOSED HEIGHT: 51'-11 3/4" FT

SITE AREA: 8,245<sup>82</sup>

PERMITTED FSR: 2.6%

PERMITTED FLOOR AREA: 21,437<sup>71</sup> FT<sup>2</sup>

PROPOSED FLOOR AREA: 18,304<sup>82</sup> FT<sup>2</sup>

	AREA	PERMITTED FSR	PERMITTED FLOOR AREA	PROPOSED FSR	PROPOSED FLOOR AREA
GROSS SITE AREA	8,245 <sup>82</sup> FT <sup>2</sup>	2.6	21,437 <sup>71</sup> FT <sup>2</sup>	2.22	18,328 <sup>71</sup> FT <sup>2</sup>
DEDUCTION ROAD	770 <sup>81</sup> FT <sup>2</sup>				
NET SITE AREA	7,475 <sup>81</sup> FT <sup>2</sup>				

**PROPOSED FLOOR AREA CALCULATION**

LEVEL	OCCUPANCY	AREA (SM)	AREA (SF)	ADAPTABLE UNIT AREA REDUCTION	TOTAL FLOOR AREA
GROUND FLOOR	AMENITY	29.44 m <sup>2</sup>	317 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	BICYCLE STOR.	23.82 m <sup>2</sup>	256 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	COMMON AREA	54.60 m <sup>2</sup>	588 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	588 <sup>82</sup> FT <sup>2</sup>
GROUND FLOOR	DECK UNIT B	23.23 m <sup>2</sup>	250 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	DECK UNIT B-1	17.03 m <sup>2</sup>	183 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	DECK UNIT D	13.31 m <sup>2</sup>	143 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	ELECTROOM	1.11 m <sup>2</sup>	12 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	LOBBY	8.39 m <sup>2</sup>	90 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	MECHANICAL ROOM	1.21 m <sup>2</sup>	11 <sup>82</sup> FT <sup>2</sup>		
GROUND FLOOR	UNIT 101	55.18 m <sup>2</sup>	594 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	594 <sup>82</sup> FT <sup>2</sup>
GROUND FLOOR	UNIT 102	61.77 m <sup>2</sup>	665 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	665 <sup>82</sup> FT <sup>2</sup>
GROUND FLOOR	UNIT 103	104.69 m <sup>2</sup>	1,127 <sup>82</sup> FT <sup>2</sup>	20 <sup>81</sup> FT <sup>2</sup>	1,107 <sup>82</sup> FT <sup>2</sup>
		393.58 m <sup>2</sup>	4,236 <sup>82</sup> FT <sup>2</sup>		
2ND FLOOR PLAN	COMMON AREA	47.81 m <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	DECK UNIT A	5.49 m <sup>2</sup>	59 <sup>82</sup> FT <sup>2</sup>		
2ND FLOOR PLAN	DECK UNIT A-1	9.25 m <sup>2</sup>	100 <sup>82</sup> FT <sup>2</sup>		
2ND FLOOR PLAN	DECK UNIT E	5.32 m <sup>2</sup>	57 <sup>82</sup> FT <sup>2</sup>		
2ND FLOOR PLAN	DECK UNIT F-1	9.57 m <sup>2</sup>	103 <sup>82</sup> FT <sup>2</sup>		
2ND FLOOR PLAN	DECK UNIT F-2	9.57 m <sup>2</sup>	103 <sup>82</sup> FT <sup>2</sup>		
2ND FLOOR PLAN	UNIT 201	48.87 m <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 202	53.83 m <sup>2</sup>	580 <sup>82</sup> FT <sup>2</sup>	20 <sup>81</sup> FT <sup>2</sup>	560 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 203	48.05 m <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 205	52.43 m <sup>2</sup>	564 <sup>82</sup> FT <sup>2</sup>	20 <sup>81</sup> FT <sup>2</sup>	544 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 206	54.26 m <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 206	54.27 m <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
		396.83 m <sup>2</sup>	4,290 <sup>82</sup> FT <sup>2</sup>		
3RD FLOOR	COMMON AREA	47.83 m <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	DECK UNIT A	5.51 m <sup>2</sup>	59 <sup>82</sup> FT <sup>2</sup>		
3RD FLOOR	DECK UNIT E-1	5.32 m <sup>2</sup>	57 <sup>82</sup> FT <sup>2</sup>		
3RD FLOOR	UNIT 301	48.87 m <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 302	53.83 m <sup>2</sup>	580 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	580 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 303	48.05 m <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 304	54.23 m <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 305	52.41 m <sup>2</sup>	564 <sup>82</sup> FT <sup>2</sup>	20 <sup>81</sup> FT <sup>2</sup>	544 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 306	54.26 m <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
		370.41 m <sup>2</sup>	3,987 <sup>82</sup> FT <sup>2</sup>		
4TH FLOOR	COMMON AREA	47.81 m <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	DECK UNIT C-1	9.54 m <sup>2</sup>	103 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	103 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 401	76.53 m <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 402	74.64 m <sup>2</sup>	803 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	803 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 403	108.30 m <sup>2</sup>	1,144 <sup>82</sup> FT <sup>2</sup>	20 <sup>81</sup> FT <sup>2</sup>	1,124 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 404	56.26 m <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
		368.77 m <sup>2</sup>	3,969 <sup>82</sup> FT <sup>2</sup>		
5TH FLOOR	COMMON AREA	47.83 m <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	515 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	DECK UNIT D-1	5.47 m <sup>2</sup>	59 <sup>82</sup> FT <sup>2</sup>		
5TH FLOOR	DECK UNIT D-1	9.28 m <sup>2</sup>	100 <sup>82</sup> FT <sup>2</sup>		
5TH FLOOR	UNIT 501	76.18 m <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	UNIT 502	74.59 m <sup>2</sup>	803 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	803 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	UNIT 503	108.33 m <sup>2</sup>	1,145 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	1,125 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	UNIT 504	54.27 m <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
		373.95 m <sup>2</sup>	4,025 <sup>82</sup> FT <sup>2</sup>		
PROPOSED FLOOR AREA		1,905.54 m <sup>2</sup>	20,511 <sup>81</sup> FT <sup>2</sup>		18,328 <sup>71</sup> FT <sup>2</sup>

**NOTE:**  
FLOOR AREA MEASURED TO THE EXTREME OUTER LIMITS OF THE BUILDING, INCLUDING ALL SUITES AND ALL AREAS GIVING ACCESS THERETO, SUCH AS CORRIDORS, LOBBY, STAIRWELLS (INCLUDING ANY AREA UNDER STAIRWELLS), ELEVATOR SHAFTS, BUT EXCLUDING BASEMENT SPACE CONTAINING COMMON ELECTRICAL, MECHANICAL, ELEVATOR MACHINE ROOM, RECYCLING AND GARBAGE ROOMS; AMENITY AREA PROVIDED FOR THE COMMON USE; 20 SQ.FT. FOR EACH LEVEL 2 ADAPTABLE DESIGN DWELLING UNIT AND BALCONIES UP TO 10% GROSS FLOOR AREA.

**RESIDENTIAL UNITS**

LEVEL	TOTAL UNITS	ONE BEDROOM	2 BEDROOMS	3 BEDROOMS
L1	3	1	1	1
L2	6	6	0	0
L3	6	6	0	0
L4	4	1	2	1
L5	4	1	2	1
TOTAL	23	15	5	3
%	100%	65.22%	21.73%	13.04%

**ADAPTABLE DESIGN UNIT LIST**

LEVEL	UNIT ADDRESS	UNIT TYPE	BEDROOM	ADAPTABLE	EXCL. FLOOR AREA	AREA (SF)	CALCULATED UNIT AREA (SF)
GROUND FLOOR	UNIT 101	UNIT B	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	594 <sup>82</sup> FT <sup>2</sup>	594 <sup>82</sup> FT <sup>2</sup>
GROUND FLOOR	UNIT 102	UNIT B-1	2BR	No	0 <sup>81</sup> FT <sup>2</sup>	665 <sup>82</sup> FT <sup>2</sup>	665 <sup>82</sup> FT <sup>2</sup>
GROUND FLOOR	UNIT 103	UNIT D	3BR	Yes	20 <sup>81</sup> FT <sup>2</sup>	1127 <sup>82</sup> FT <sup>2</sup>	1107 <sup>82</sup> FT <sup>2</sup>
					20 <sup>81</sup> FT <sup>2</sup>	2386 <sup>82</sup> FT <sup>2</sup>	2366 <sup>82</sup> FT <sup>2</sup>

2ND FLOOR PLAN	UNIT 201	UNIT F2	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 202	UNIT E	1BR	Yes	20 <sup>81</sup> FT <sup>2</sup>	580 <sup>82</sup> FT <sup>2</sup>	560 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 203	UNIT F-1	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 204	UNIT A	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	581 <sup>82</sup> FT <sup>2</sup>	581 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 205	UNIT A-1	1BR	Yes	20 <sup>81</sup> FT <sup>2</sup>	564 <sup>82</sup> FT <sup>2</sup>	544 <sup>82</sup> FT <sup>2</sup>
2ND FLOOR PLAN	UNIT 206	UNIT A	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
					40 <sup>81</sup> FT <sup>2</sup>	3354 <sup>82</sup> FT <sup>2</sup>	3314 <sup>82</sup> FT <sup>2</sup>

3RD FLOOR	UNIT 301	UNIT F2	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>	526 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 302	UNIT E-1	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	580 <sup>82</sup> FT <sup>2</sup>	580 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 303	UNIT F-1	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>	517 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 304	UNIT A	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	582 <sup>82</sup> FT <sup>2</sup>	582 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 305	UNIT A-1	1BR	Yes	20 <sup>81</sup> FT <sup>2</sup>	564 <sup>82</sup> FT <sup>2</sup>	544 <sup>82</sup> FT <sup>2</sup>
3RD FLOOR	UNIT 306	UNIT A	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
					20 <sup>81</sup> FT <sup>2</sup>	3354 <sup>82</sup> FT <sup>2</sup>	3334 <sup>82</sup> FT <sup>2</sup>

4TH FLOOR	UNIT 401	UNIT C-2	2BR	No	0 <sup>81</sup> FT <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 402	UNIT C-1	2BR	No	0 <sup>81</sup> FT <sup>2</sup>	803 <sup>82</sup> FT <sup>2</sup>	803 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 403	UNIT D-1	3BR	Yes	20 <sup>81</sup> FT <sup>2</sup>	1144 <sup>82</sup> FT <sup>2</sup>	1124 <sup>82</sup> FT <sup>2</sup>
4TH FLOOR	UNIT 404	UNIT A	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
					20 <sup>81</sup> FT <sup>2</sup>	3351 <sup>82</sup> FT <sup>2</sup>	3331 <sup>82</sup> FT <sup>2</sup>

5TH FLOOR	UNIT 501	UNIT C-2	2BR	No	0 <sup>81</sup> FT <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>	820 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	UNIT 502	UNIT C-1	2BR	No	0 <sup>81</sup> FT <sup>2</sup>	804 <sup>82</sup> FT <sup>2</sup>	804 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	UNIT 503	UNIT D-1	3BR	Yes	20 <sup>81</sup> FT <sup>2</sup>	1144 <sup>82</sup> FT <sup>2</sup>	1124 <sup>82</sup> FT <sup>2</sup>
5TH FLOOR	UNIT 504	UNIT A	1BR	No	0 <sup>81</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>	584 <sup>82</sup> FT <sup>2</sup>
					20 <sup>81</sup> FT <sup>2</sup>	3351 <sup>82</sup> FT <sup>2</sup>	3331 <sup>82</sup> FT <sup>2</sup>
23					120 <sup>81</sup> FT <sup>2</sup>	15796 <sup>82</sup> FT <sup>2</sup>	15676 <sup>82</sup> FT <sup>2</sup>

**PARKING CALCULATION**

LEVEL	FULL SIZE	SMALL CAR	ACCESSIBLE
P1 PARKING UNDERGROUND	5	5	2
SURFACE PARKING (1 CAR SHARE = 4 STALLS)	4		
TOTAL			16

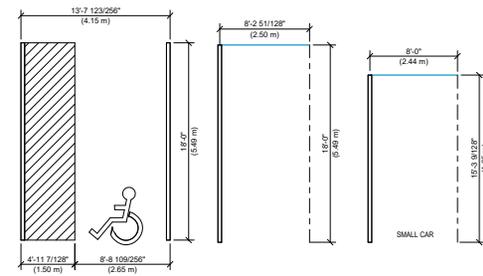
**PARKING REQUIREMENTS**

	PARKING PER UNIT	# OF RESIDENTIAL UNITS	PARKING REQUIRED	PARKING PROVIDED
RENTAL APARTMENT RESIDENTIAL USE	0.80	23	14	10
VISITOR	0.10	23	2	2
PARKING REDUCTION CAR SHARE (4 STALLS)				4
TOTAL RESIDENTIAL PARKING			16	12

PARKING PROVIDED IN THIS PROJECT: 16 (REQUIRED PARKING) - 4 (CAR SHARE REDUCTION) = 12 STALLS

**BICYCLE PARKING REQUIREMENTS**

	PARKING PER UNIT	# OF RESIDENTIAL UNITS	PARKING REQUIRED	PARKING PROVIDED
MEDIUM DENSITY SECURE SPACE	1.50	23	35	39
SHORT TERM SPACE			6	6
TOTAL RESIDENTIAL PARKING REQUIRED			41	45



**PARKING STALL**  
3/16" = 1'-0"

5	2023/01/27	ISSUED FOR LEGAL DOC
4	2023/01/23	ISSUED FOR CONSULTANT
3	2023/01/19	ISSUED FOR CLIENT REVIEW
2	2023/01/16	ISSUED FOR CLIENT REVIEW
1	2022/10/	

**GENERAL CLASSIFICATION AND CODE COMPLIANCE**  
**BC BUILDING CODE 2018**

**PROJECT DESCRIPTION:** 2812 LONSDALE AVE. NORTH VANCOUVER, BC.  
**NUMBER OF STOREYS:** SIX (6) STOREYS

**BUILDING AREA:** BLDG AREA m<sup>2</sup> 1702.73  
 BLDG AREA # 18,338 SF

**MAJOR OCCUPANCY 3.1.2.1 (4):** GROUP C RESIDENTIAL OCCUPANCIES  
 GROUP F3 STORAGE GARAGE  
**3.2.1.2 (d) STORAGE GARAGE CONSIDERED AS A SEPARATE BUILDING**

**NUMBER OF STOREYS:** 5 STORY RESIDENTIAL  
 1 STORY STORAGE GARAGE

**FACING STREETS:** TWO STREETS  
**3.2.2.1 (b) BUILDING CONSIDERED TO FACE 1 STREET WHERE NOT LESS THAN 10% OF BUILDING PERIMETER IS LOCATED WITHIN 15m OF A STREET.**

**3.1.4.1 LOCATION OF FIRE DAMPERS AND SMOKE DAMPERS:**  
 (1) EXCEPT AS PROVIDED IN ARTICLE 3.1.8.8, A FIRE DAMPER HAVING A FIRE PROTECTION RATING CONFORMING TO SENTENCE 3.1.8.4 (2) SHALL BE INSTALLED IN CONFORMANCE WITH ARTICLE 3.1.8.10. IN DUCTS OR AIR TRANSFER OPENINGS THAT PENETRATE AN ASSEMBLY REQUIRED TO BE A FIRE SEPARATION.  
 (2) EXCEPT AS PROVIDED IN ARTICLE 3.1.8.9, A SMOKE DAMPER OR A COMBINATION SMOKE/FIRE DAMPER SHALL BE INSTALLED IN CONFORMANCE WITH ARTICLE 3.1.8.11. IN DUCTS OR AIR TRANSFER OPENINGS THAT PENETRATE AN ASSEMBLY REQUIRED TO BE A FIRE SEPARATION WHERE THE FIRE SEPARATION  
 (a) SEPARATES A PUBLIC CORRIDOR,  
 (b) CONTAINS AN EGRESS ROUTE REFERRED TO IN SENTENCE 3.4.2.4 (2),  
 (c) SERVES AN ASSEMBLY, CARE, TREATMENT, DETENTION OR RESIDENTIAL OCCUPANCY, OR  
 (d) IS INSTALLED TO MEET THE REQUIREMENTS OF CLAUSE 3.1.7.1 (1)(b) OR SENTENCE 3.1.3.3 (4).

**3.1.4.1.7 TEMPERATURE RISE LIMIT FOR DOORS:**  
 (1) THE MAXIMUM TEMPERATURE RISE ON THE OPPOSITE PORTION OF THE UNEXPOSED SIDE OF A DOOR USED AS A CLOSURE FOR A FIRE SEPARATION IS ALLOCATION SHOWN IN TABLE 3.1.8.1.7. SHALL CONFORM TO THE TABLE WHEN TESTED IN CONFORMANCE WITH SENTENCE 3.1.8.1 (1).

**3.1.5.1 FIRE STOPS:**  
 (1) PENETRATIONS OF A FIRE SEPARATION OR A MEMBRANE REQUIRED TO HAVE A F.R.R. SHALL BE:  
 (1)(a) SEALED BY A FIRESTOP TESTED TO CANULC-S115 STANDARDS, W/ AN F.R. RATING EQUAL TO THE F.R.R. REQUIRED FOR A CLOSURE IN THE FIRE SEPARATION, IN CONFORMANCE W/ 3.1.8.4  
 (1)(b) CAST IN PLACE OR  
 (1)(c) TIGHTLY FITTED.  
 (2) PENETRATIONS OF THE ARTICLE 3.2.1.2, 2.9H F.R.R. HORIZONTAL FIRE SEPARATION SHALL BE SEALED W/ A 2.9H F.R.R. TT RATED FIRESTOP SYSTEM TESTED TO CANULC-S115 STANDARDS

**3.1.7 OCCUPANT LOAD: CBCB 2012, DIV. B-PART 3, TABLE 3.1.7.1.1**

RESIDENTIAL OCCUPANCY					
Level	Name	OCCUPANCY GROUP	Area	NO. OF BED ROOMS	OCCUPANT LOAD
5TH FLOOR	UNIT 501	C	78 m <sup>2</sup>	2	4
5TH FLOOR	UNIT 502	C	78 m <sup>2</sup>	2	4
5TH FLOOR	UNIT 503	C	108 m <sup>2</sup>	3	8
5TH FLOOR	UNIT 504	C	84 m <sup>2</sup>	1	6
4TH FLOOR	UNIT 401	C	78 m <sup>2</sup>	2	4
4TH FLOOR	UNIT 402	C	78 m <sup>2</sup>	2	4
4TH FLOOR	UNIT 403	C	108 m <sup>2</sup>	3	8
4TH FLOOR	UNIT 404	C	84 m <sup>2</sup>	1	2
3RD FLOOR	UNIT 301	C	49 m <sup>2</sup>	1	16
3RD FLOOR	UNIT 302	C	49 m <sup>2</sup>	1	2
3RD FLOOR	UNIT 303	C	49 m <sup>2</sup>	1	2
3RD FLOOR	UNIT 304	C	49 m <sup>2</sup>	1	2
3RD FLOOR	UNIT 305	C	52 m <sup>2</sup>	1	2
3RD FLOOR	UNIT 306	C	54 m <sup>2</sup>	1	2
2ND FLOOR PLAN	UNIT 201	C	49 m <sup>2</sup>	1	2
2ND FLOOR PLAN	UNIT 202	C	54 m <sup>2</sup>	1	2
2ND FLOOR PLAN	UNIT 203	C	49 m <sup>2</sup>	1	2
2ND FLOOR PLAN	UNIT 205	C	52 m <sup>2</sup>	1	2
2ND FLOOR PLAN	UNIT 206	C	54 m <sup>2</sup>	1	2
2ND FLOOR PLAN	UNIT 208	C	54 m <sup>2</sup>	1	2
1ST FLOOR	UNIT 001	C	15 m <sup>2</sup>	1	12
1ST FLOOR	UNIT 102	C	82 m <sup>2</sup>	2	4
GROUND FLOOR	UNIT 103	C	105 m <sup>2</sup>	3	8
RESIDENTIAL TOTAL OCCUPANCY:					68

OTHER GROUPS OCCUPANCY						
Level	Name	OCCUPANCY GROUP	Area	AREA PER PERSON	OCCUPANT LOAD	
GROUND FLOOR	AMENITY	A	29.44 m <sup>2</sup>	1.85 m <sup>2</sup>	16	
GROUND FLOOR	BICYCLE STOR	F3	23.82 m <sup>2</sup>	48.00 m <sup>2</sup>	1	
GROUND FLOOR	LOBBY	A	8.39 m <sup>2</sup>	1.85 m <sup>2</sup>	5	
PARKING LEVEL L BICYCLE STOR					21	
PARKING LEVEL L BICYCLE STOR					49.39 m <sup>2</sup>	48.00 m <sup>2</sup>
PARKING LEVEL L BICYCLE STOR					24.69 m <sup>2</sup>	48.00 m <sup>2</sup>
PARKING LEVEL L P PARKING SPACE					668.87 m <sup>2</sup>	45.00 m <sup>2</sup>
TOTAL OF OTHER GROUPS OCCUPANCY:					34	

**3.2.2 MAJOR OCCUPANCY CLASSIFICATION:**

3.2.2.0. GROUP C (RESIDENTIAL) SPRINKLERED	ALLOWED	PROPOSED
STOREYS:	6	5
BUILDING AREA:	1,800 m <sup>2</sup>	1,778 m <sup>2</sup>
CONSTRUCTION:	COMB OR NON-COMB.	COMBUSTIBLE
FIRE RESISTANCE RATINGS:		
FLOOR:	1HR	1HR
LOADBEARING WALLS, COLUMNS & ARCHES:	1HR	1HR
ROOF:	1HR	1HR

**3.2.1.2 STORAGE GARAGE AS SEPARATED BUILDING:**  
 (1) ROOF OF STORAGE GARAGE WILL BE CONSTRUCTED AS FIRE SEPARATION OF 2HR FRR  
 (2) NON-COMBUSTIBLE  
 (3) THE STORAGE GARAGE IS SPRINKLED THROUGHOUT

CONSTRUCTION:	ALLOWED	PROPOSED
FIRE RESISTANCE RATINGS:	NON-COMBUSTIBLE	NON-COMBUSTIBLE
FLOOR:	2HR	2HR
LOADBEARING WALLS, COLUMNS & ARCHES:	2HR	2HR
ROOF:	2HR	2HR

**3.2.3 SPATIAL SEPARATION AND EXPOSURE PROTECTION**

3.2.3.1 LIMITING DISTANCES	
DIRECTION	FACING
EAST	LONSDALE AVE
NORTH	PROPERTY LINE
SOUTH	PROPERTY LINE
WEST	LANE

TABLE 3.2.3.1-D AND TABLE 3.2.3.1-V UNPROTECTED OPENING LIMITS AND CONSTRUCTION SPECIFICATIONS FOR BUILDING THAT IS SPRINKLERED

ELEVATION	LEVEL AND UNIT NUMBER	WALL AREA (SF)	AREA (SHA)	LIMITING DISTANCE (FT)	LIMITING DISTANCE (M)	UNPROTECTED OPENINGS ALLOWED	UNPROTECTED OPENINGS PROPOSED	MIN. FIRE RATING	CONSTRUCTION TYPE	CLADDING TYPE		
EAST	ELEVATION	3,220.00	299.15	23.69	7.30m	100.00	3,220.00		45 mm	Combustible or Noncombustible	Noncombustible	
NORTH	UNIT 203	270.87	25.16	8.00	2.44m	34.56	93.59	16.37	44.34	45 mm	Combustible or Noncombustible	Noncombustible
NORTH	UNIT 204	302.45	28.10	8.00	2.44m	32.54	98.42	14.99	44.44	45 mm	Combustible or Noncombustible	Noncombustible
NORTH	UNIT 203	270.87	25.16	8.00	2.44m	34.56	93.59	16.37	44.34	45 mm	Combustible or Noncombustible	Noncombustible
NORTH	UNIT 204	302.45	28.10	8.00	2.44m	32.54	98.42	14.99	44.44	45 mm	Combustible or Noncombustible	Noncombustible
NORTH	UNIT 102	270.87	25.16	8.00	2.44m	34.56	93.59	14.41	39.03	45 mm	Combustible or Noncombustible	Noncombustible
NORTH	UNIT 102	270.87	25.16	8.00	2.44m	34.56	93.59	19.73	53.50	45 mm	Combustible or Noncombustible	Noncombustible
NORTH	UNIT 503	302.45	28.10	8.00	2.44m	32.54	98.42	14.99	44.44	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 101	280.69	26.08	8.00	2.44m	34.67	97.32	6.53	18.34	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 201	288.07	24.98	8.00	2.44m	34.67	93.22	16.49	44.33	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 208	303.81	28.22	8.00	2.44m	32.44	98.58	14.64	44.48	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 208	303.81	28.22	8.00	2.44m	32.44	98.58	14.64	44.48	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 301	288.07	24.98	8.00	2.44m	34.67	93.22	16.49	44.33	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 308	303.81	28.22	8.00	2.44m	32.44	98.58	14.64	44.48	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 401	288.07	24.98	8.00	2.44m	34.67	93.22	16.49	44.33	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 404	303.81	28.22	8.00	2.44m	32.44	98.58	14.64	44.48	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 501	288.07	24.98	8.00	2.44m	34.67	93.22	16.49	44.33	45 mm	Combustible or Noncombustible	Noncombustible
SOUTH	UNIT 504	303.81	28.22	8.00	2.44m	32.44	98.58	14.64	44.48	45 mm	Combustible or Noncombustible	Noncombustible
WEST	ELEVATION			29.53	9.00m	100.00			45 mm	Combustible or Noncombustible	Noncombustible	

\* LIMITING DISTANCE MORE THAN 7 METERS AND WALL AREA LESS THAN 50 m<sup>2</sup> IS ALLOWED FOR 100% UNPROTECTED OPENINGS (TABLE 3.2.3.1-D)  
 \*\* LIMITING DISTANCE MORE THAN 9 METERS IS ALLOWED FOR 100% UNPROTECTED OPENINGS (TABLE 3.2.3.1-D)

**3.2.4 FIRE ALARM & DETECTION SYSTEMS**

**3.2.4.1 (1) FIRE ALARM SYSTEMS REQUIRED:**  
 3.2.4.1 (1) - DIV. B CONTINUES OF THE FIRE ALARM SYSTEM IS REQUIRED  
 3.2.4.1 (2) - DIV. B SIGNALS TO FIRE DEPARTMENT  
 WATERFLOW DETECTING DEVICES SHALL BE DESIGNED TO NOTIFY THE FIRE DEPT. WHEN AN ALARM IS INITIALIZED IN CONFORMANCE W/ CANULC-S881 FIRE ALARM & DETECTION SYSTEMS  
 3.2.4.1 (3) ANNUNCIATOR PANEL IS TO BE INSTALLED IN PROXIMITY TO BUILDING ENTRANCE  
 3.2.4.1 (1) - DIV. B ELECTRICAL SUPERVISION IS REQUIRED FOR THE FIRE ALARM SYSTEM  
 3.2.4.1 (2) SMOKE DETECTORS:  
 (1) TO BE INSTALLED IN GROUP C PUBLIC CORRIDORS  
 (1)(a) TO BE INSTALLED IN EXIT STAIRS  
 (1)(b) TO BE INSTALLED IN ELEVATOR MACHINE ROOMS  
 (5) SMOKE DETECTORS IN (1)(b) UPON ACTIVATION, SHALL RECALL THE ELEVATOR  
 3.2.4.1 (4) - DIV. B SYSTEM MONITORING FOR WATERFLOW DETECTING DEVICES IS REQUIRED  
 3.2.4.1 (1) - DIV. B MANUAL PULL STATIONS ARE REQUIRED ON EVERY FLOOR LEVEL NEAR:  
 (1) EVERY PRINCIPAL ENTRANCE  
 (1)(b) EVERY REQUIRED EXIT  
 (1)(c) EVERY OTHER EXIT FACILITY THAT HAS BEEN DESIGNED AS AN EXIT AND HAS ALL THE FEATURES OF A REQUIRED EXIT.  
 3.2.5.1 (1) - DIV. B PORTABLE FIRE EXTINGUISHERS SHALL BE PROVIDED AND INSTALLED PER THE BC FIRE CODE  
 3.2.4.2 - DIV. B VISUAL SIGNALS ARE REQUIRED  
 3.2.4.2 (1) - DIV. B SMOKE ALARMS CONFORMING TO CANULC-S881, ARE TO BE INSTALLED IN CONFORMANCE W/ CANULC-S881, WITH EACH DWELLING UNIT AND:  
 (1)(a) IN EACH SLEEPING ROOM AND IN A LOCATION BETWEEN THE SLEEPING ROOM AND THE REST OF THE STOREY  
 (1)(b) INSTALLED ON OR NEAR THE CEILING  
 (1)(c) INSTALLED W/ PERMANENT CONNECTIONS TO AN ELECTRICAL CIRCUIT C/W BATTERY BACKUP CAPABLE OF 7 DAY NORMAL USE AND 4 MINUTES OF ALARM  
 (1)(d) EVERY PRINCIPAL ENTRANCE  
 (1)(e) TO BE INTERCONNECTED WITH THE DWELLING UNIT

**3.2.5 PROVISIONS FOR FIRE FIGHTING**

3.2.5.1 ROOF ACCESS IS REQUIRED - 40mm X 90mm ROOF ACCESS HATCH WITH A FIXED LADDER IS PROVIDED IN STAIR A AND STAIR B  
 3.2.5.1 (1) FIRE ACCESS ROUTE - AN ACCESS ROUTE IS PROVIDED TO THE BUILDING FACE HAVING THE PRINCIPAL ENTRANCE  
 3.2.5.2 ACCESS ROUTE DESIGN:  
 (1)(a) CLEAR WIDTH OF 8.0m PROVIDED  
 (1)(b) OVERHEAD CLEARANCE OF 3.0m PROVIDED  
 (1)(c) GRADIENT NOT MORE THAN 1 IN 125 OVER MIN. DISTANCE OF 15m  
 (1)(d) CONCRETE OR ASPHALT SURFACE TO BE DESIGNED TO SUPPORT EXPECTED FIRE FIGHTING EQUIPMENT LOADS  
 (1)(e) TURNAROUND LESS THAN 90m  
 3.2.5.3 CONNECTED WITH A PUBLIC THROUGHFARE  
 3.2.5.4 AUTOMATIC SPRINKLER SYSTEMS:  
 (1) AUTOMATIC SPRINKLER SYSTEM SHALL BE DESIGNED, CONSTRUCTED, INSTALLED AND TESTED IN CONFORMANCE WITH NFPA13  
 (2) SPRINKLERS INSTALLED IN ANY ROOM OR CLOSET IN THE STOREY IMMEDIATELY BELOW A ROOF ASSEMBLY  
 (3) FAST RESPONSE SPRINKLERS SHALL BE INSTALLED IN RESIDENTIAL OCCUPANCIES  
 (4) SPRINKLERS INSTALLED IN WATER MACHINE ROOMS SHALL HAVE A TEMPERATURE RATING NOT LESS THAN THAT REQUIRED FOR AN INTERMEDIATE TEMPERATURE CLASSIFICATION AND SHALL BE PROTECTED AGAINST DAMAGE  
 3.2.5.4.1 SPRINKLER SERVICE SPACE:  
 (1) AUTOMATIC SPRINKLER SYSTEM IS INSTALLED IN THE USE MECHANICAL ROOM  
 (2) WATERFLOW DETECTING DEVICES ARE REQUIRED (SEE SPRINKLER DWGS)  
 (3) WATERFLOW DETECTING DEVICES ARE TO BE CONNECTED TO THE FIRE ALARM SYSTEM (SEE SPRINKLER DWGS)  
 3.2.5.1 (2) FIRE DEPARTMENT CONNECTION:  
 (a) (5m MAX.) UNOBSTRUCTED DISTANCE BETWEEN THE FIRE DEPARTMENT CONNECTION & THE FIRE HYDRANT PROVIDED

**3.3.4 RESIDENTIAL OCCUPANCY FIRE SEPARATION**

3.3.4.2 SUITS OF RESIDENTIAL OCCUPANCY SHALL BE SEPARATED FROM EACH OTHER AND THE REMAINDER OF BUILDING BY 1 HR FRR  
 3.3.4.3 STORAGE ROOMS:  
 (1) SPRINKLERS SHALL BE INSTALLED IN STORAGE ROOMS  
 (2) STORAGE ROOMS SHALL BE SEPARATED FROM REMAINDER OF BUILDING BY FIRE SEPARATION FRR 1HR  
 3.3.4.8 PROTECTION OF OPENABLE WINDOW:  
 (1) WINDOW OPENINGS LOCATED HIGHER THAN 100mm ABOVE THE FINISHING FLOOR

**3.3.5.6 STORAGE GARAGE SEPARATION**

3.3.5.4 STORAGE GARAGE:  
 (1) A VESTIBULE CONFORMING TO 3.3.5.1 (4)(b) IS REQUIRED BETWEEN THE STORAGE GARAGE AND THE STAIRWELLS & THE ELEVATOR  
 (2) NATURAL OR MECHANICAL VENTILATION IS TO BE PROVIDED TO THE STORAGE GARAGE TO PREVENT EXCESSIVE ACCUMULATION OF CARBON MONOXIDE.  
 (3) EXHAUST FANES OR FANING EQUIPMENT:  
 (a) 2.0m MIN. CLEAR HEIGHT IS REQUIRED  
 (b) SPRINKLERS ARE REQUIRED  
 3.3.5.6 (1) STORAGE GARAGE SHALL BE SEPARATED FROM OTHER OCCUPANCIES BY 1.5 FRR FIRE SEPARATION  
 3.3.5.7 VESTIBULES:  
 (1) STORAGE GARAGE ACCESS TO BUILDING THROUGH A VESTIBULE  
 (1)(a) 2.4m LONG (MIN 1.8M)  
 (1)(b) SELF-CLOSING WITH NO HOLD-OPEN DEVICES

**3.4 EXITS**

**3.4.2.1 MINIMUM NUMBER OF EXITS:**  
 (1) EVERY FLOOR AREA INTENDED FOR OCCUPANCY SHALL BE SERVED BY AT LEAST 2 EXITS  
**3.4.2.2 DISTANCE BETWEEN EXITS:**  
 (1)(a) DISTANCE BETWEEN TWO EXITS SHALL BE ONE HALF THE MAXIMUM DIAGONAL DIMENSION OF FLOOR PLAN AND NOT MORE THAN 9m

Level	DISTANCE BETWEEN EXITS	
	LENGTH (M)	DIAGONAL DISTANCE TO FLOOR LEVEL
PARKING LEVEL L	26.09 m	37.13
GROUND FLOOR	8.38 m	24.98
2ND FLOOR PLAN	8.31 m	24.98
3RD FLOOR	8.31 m	24.98
4TH FLOOR	8.31 m	24.98
5TH FLOOR	8.31 m	24.98

**3.4.2.5 LOCATION OF EXITS (TRAVEL DISTANCE):**  
 (1)(a) ALLOWED - 45m MAX. IN PARKADE A RESIDENTIAL FLOOR LEVELS  
 PROVIDED - 45m TRAVEL DISTANCE

TRAVEL DISTANCE		
Base Level	LABEL	Length(M)
PARKING LEVEL L	A	26.23 m
PARKING LEVEL L	B	31.14 m
PARKING LEVEL L	C	22.38 m
PARKING LEVEL L	D	27.60 m
GROUND FLOOR	A	1.65 m
GROUND FLOOR	B	1.68 m
2ND FLOOR PLAN	A	1.78 m
3RD FLOOR	A	1.78 m
4TH FLOOR	A	1.78 m
5TH FLOOR	A	1.78 m

**TABLE 3.4.3.2.A EXIT WIDTH**  
 CORRIDORS: REQUIRED: 1.100 mm PROVIDED: 1.500 mm  
 STAIRS: REQUIRED: 1.100 mm PROVIDED: 1.140 mm  
 DOORWAYS: REQUIRED: 800 mm PROVIDED: 870 mm

**3.4.3.2 EXIT WIDTH REDUCTION:**  
 (1) EXCEPT AS PERMITTED BY SENTENCES (2) AND (4), NO FIXTURE, TURNSTILE OR CONSTRUCTION SHALL PROJECT INTO OR BE FIXED WITHIN THE REQUIRED WIDTH OF AN EXIT  
 (2) OPENING DOORS IN THEIR SWING SHALL NOT REDUCE THE REQUIRED WIDTH OF EXIT STAIRS OR LANDINGS TO LESS THAN 750 MM OR REDUCE THE WIDTH OF AN EXIT PASSAGEWAY TO LESS THAN THE MINIMUM REQUIRED WIDTH  
 (3) DOORS SHALL BE INSTALLED SO THAT WHEN OPEN, THEY DO NOT OBSTRUCT THE REQUIRED WIDTH OF THE EXIT  
 (4) HANDRAILS AND CONSTRUCTION BELOW HANDRAILS, INCLUDING HANDRAIL SUPPORTS AND STAIR STRINGERS, SHALL NOT PROJECT MORE THAN 100 MM INTO THE REQUIRED WIDTH OF A MEANS OF EGRESS

**3.4.4 FIRE RESISTANCE RATING OF EXIT SEPARATIONS:**  
 (1)(a) PARADE STAIRS - 2.9H F.R.R. FIRE SEPARATION  
 RESIDENTIAL LEVELS - STAIRS - 1.5H F.R.R. FIRE SEPARATION

**3.4.5.1 EXIT SIGNS:**  
 (1)(a) EVERY EXIT DOOR SHALL HAVE AN EXIT SIGN PLACED OVER OR ADJACENT TO IT  
 (1)(b) EXIT SIGNS FOR STAIRS AND RAMP AT CONTAIN LEVELS  
 (1) AT THE EXIT LEVELS OF STAIRS #1&2, A SIGN SHALL BE CLEARLY POSTED INDICATING THAT THERE IS NO EXIT BELOW THIS LEVEL  
**3.4.6.16 DOOR RELEASE HARDWARE:**  
 (1) DOOR RELEASE HARDWARE IS REQUIRED ON ALL EXTERIOR EXIT DOORS, AS THE BUILDING HAS AN OCCUPANT LOAD GREATER THAN 100  
**3.4.6.19 FLOOR NUMBERING:**  
 (1) ARABIC NUMERALS INDICATING THE ASSIGNED FLOOR NUMBER SHALL:  
 (1)(a) BE PERMANENTLY MOUNTED ON STAIR SIDE OF THE WALL AT LATCH SIDE OF DOORS TO THE EXIT SHAFT  
 (1)(b) BE NOT LESS THAN 800mm HIGH (800) 17mm ABOVE THE SURFACE  
 (1)(c) BE 1500mm ABOVE THE FLOOR, AND NOT MORE THAN 300mm FROM THE DOOR  
 (1)(d) BE IN CONTRASTING IN COLOUR TO THE SURFACE TO WHICH IT IS BEING APPLIED

**3.5 VERTICAL TRANSPORTATION**

**3.5.4.2 FLOOR NUMBERING:**  
 (1) ARABIC NUMERALS INDICATING THE FLOOR NUMBER SHALL BE MOUNTED ON BOTH JAMBS OF THE ELEVATOR DOOR ENTRANCE IN CONFORMANCE W/ APPENDIX E OF ASME A17.1CSA-844  
**3.5.5.1 FIRE SEPARATIONS FOR VERTICAL TRANSPORTATION SPACE:**  
 ELEVATOR (PARKADE LEVEL) REQUIRED: 2HR PROVIDED: 2.9HR  
 (RESIDENTIAL LEVELS) REQUIRED: 1.9HR PROVIDED: 1.9HR

**3.6.2 SERVICE ROOMS**

**3.6.2.1 FIRE SEPARATION AROUND SERVICE ROOMS:**  
 (1) EXCEPT AS PERMITTED BY SENTENCES (2), (3), (4) AND (10), FIRE RATED APPLIANCES SHALL BE INSTALLED IN SERVICE ROOMS SEPARATED FROM THE REMAINDER OF THE BUILDING BY FIRE SEPARATIONS HAVING A FIRE RESISTANCE RATING NOT LESS THAN 1 H  
 (2) ELECTRICAL EQUIPMENT THAT IS REQUIRED TO BE LOCATED IN A SERVICE ROOM ACCORDING TO THE ELECTRICAL SAFETY REGULATION SHALL BE INSTALLED IN A SERVICE ROOM SEPARATED FROM THE REMAINDER OF THE BUILDING BY A FIRE SEPARATION HAVING A FIRE RESISTANCE RATING NOT LESS THAN 1 H  
 (3) WHERE A SERVICE ROOM IS LIMITED QUANTITY OF SERVICE EQUIPMENT, AND THE SERVICE EQUIPMENT NEITHER CONSTITUTES A FIRE HAZARD NOR IS ESSENTIAL TO THE OPERATION OF FIRE SAFETY SYSTEMS IN THE BUILDING, THE REQUIREMENTS FOR A FIRE SEPARATION SHALL NOT APPLY.

**GENERAL CLASSIFICATION AND CODE COMPLIANCE**  
**BC BUILDING CODE 2018**

**3.8 ACCESSIBILITY**

**3.8.3.2 ACCESSIBLE PATH OF TRAVEL**  
 (1) EXCEPT AS REQUIRED ELSEWHERE IN THIS PART OR AS PERMITTED BY ARTICLE 3.8.3.6 PERTAINING TO DOORWAYS, AN ACCESSIBLE PATH OF TRAVEL SHALL HAVE:  
 (1) EXCEPT FOR HANDRAILS, THAT ARE PERMITTED TO PROJECT NOT MORE THAN 100 MM FROM EITHER OR BOTH SIDES INTO THE CLEAR AREA, AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 1 500 MM  
 (2) AN ACCESSIBLE PATH OF TRAVEL SHALL BE EQUIPPED TO PROVIDE ILLUMINATION IN ACCORDANCE WITH SENTENCES 3.2.7.1.(1) AND (2). (SEE ALSO SENTENCE 3.2.7.1.(3) AND ARTICLE 3.24.2.7.)

**3.8.3.6 DOORWAYS AND DOORS**  
 (2) EVERY DOORWAY THAT IS LOCATED IN AN ACCESSIBLE PATH OF TRAVEL SHALL HAVE A CLEAR WIDTH NOT MORE THAN 800 MM  
 (3) DOORWAYS IN AN ACCESSIBLE PATH OF TRAVEL TO AT LEAST ONE BATHROOM WITHIN AN ACCESSIBLE SUITE OF RESIDENTIAL OCCUPANCY SHALL HAVE A CLEAR WIDTH NOT LESS THAN 910 MM WHEN MEASURED IN ACCORDANCE WITH CLAUSES (2)(A) AND (B). (SEE ARTICLE 3.8.3.7.2. AND NOTE A-3.8.3.13.(1).)  
 (4) DOOR-OPERATING DEVICES SHALL BE GRASPABLE AND OPERABLE  
 (A) IN ACCORDANCE WITH CLAUSE 3.8.3.8.(1)(C) AND  
 (B) BE OPERABLE AT A HEIGHT BETWEEN 900 MM AND 1 100 MM ABOVE THE FLOOR

**3.8.3.8 CONTROLS AND OUTLETS**  
 (1)(A) BE MOUNTED 455 MM TO 1 200 MM ABOVE THE FLOOR

**3.8.3.11 WATER-CLOSET STALLS**  
 (1) WATER-CLOSET STALLS AND ENCLOSURES REQUIRED BY SENTENCE 3.8.2.8.(5) SHALL:  
 (A) BE NOT LESS THAN 1 500 MM WIDE BY 1 500 MM DEEP  
 (B) HAVE A WATER-CLOSET LOCATED SO THAT THE DISTANCE BETWEEN THE CENTRE LINE OF THE FIXTURE AND THE WALL ON ONE SIDE IS 460 MM TO 480 MM.

**BATHROOM:**  
 (1) CONFORMING TO CLAUSES 3.8.3.11.(1)(A) AND (B) WITH A WATER CLOSET CONFORMING TO ARTICLE 3.8.3.13.  
 (A) PROVIDED WITH GRAB BARS CONFORMING TO CLAUSES 3.8.3.13.(1)(E) AND (F)  
 (B) PROVIDED WITH A LAVATORY AND MIRROR CONFORMING TO ARTICLE 3.8.3.15. AND  
 (C) PROVIDED WITH A BATHTUB CONFORMING TO ARTICLE 3.8.3.17. OR A SHOWER CONFORMING TO ARTICLE 3.8.3.16. ONLY TO THE EXTENT OF PROVIDING THE SAME TYPE OF FACILITIES PROVIDED IN SLEEPING ROOMS AND BED SPACES WHERE ACCESS IS NOT REQUIRED.

**3.8.5 ADAPTABLE DWELLING UNITS**

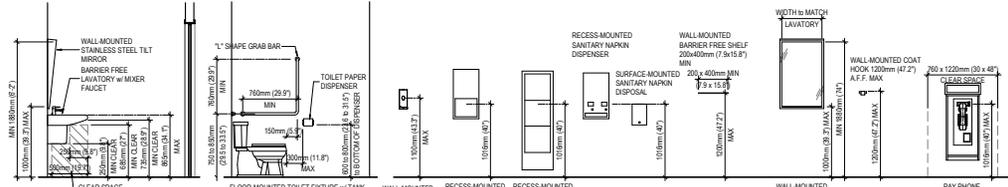
**3.8.5.3 BUILDING ACCESS REQUIREMENTS**  
 (2) CORRIDORS AND PASSAGeways PROVIDING ACCESS TO ADAPTABLE DWELLING UNIT ENTRANCES AND COMMON FACILITIES SHALL:  
 (A) BE NOT LESS THAN 1 200 MM IN WIDTH, AND  
 (B) PROVIDE A CLEAR FLOOR SPACE NOT LESS THAN 1 500 MM BY 1 500 MM  
 (3) ADJACENT TO THE ELEVATOR ENTRANCE, AND  
 (4) AT INTERVALS NOT EXCEEDING 910 MM MEASURED FROM THE ELEVATOR ENTRANCE TO THE END OF THE CORRIDOR OR PASSAGeway.  
 (5) EXCEPT AS PERMITTED IN SENTENCE 3.8.5.4.(1), DOORWAYS AND DOORS IN THE ACCESSIBLE PATH OF TRAVEL THROUGHOUT THE BUILDING SHALL COMPLY WITH ARTICLE 3.8.3.6.

**3.8.5.4 ADAPTABLE DWELLING UNIT DOORWAYS**  
 (1) WITHIN AN ADAPTABLE DWELLING UNIT, DOORWAYS PROVIDING ACCESS TO COMMON LIVING AREAS AND AT LEAST ONE BATHROOM AND ONE BEDROOM SHALL HAVE A CLEAR WIDTH OF NOT LESS THAN 810 MM WHEN MEASURED IN ACCORDANCE WITH CLAUSES 3.8.3.6.(2)(A) AND (B). (SEE NOTE A-3.8.5.4.(1).)

**3.8.5.5 ADAPTABLE DWELLING UNIT BATHROOMS**  
 (1) THE BATHROOM REFERRED TO IN SENTENCE 3.8.5.4.(1) SHALL BE DESIGNED TO BE ADAPTABLE FOR USE BY PERSONS USING WHEELCHAIRS BY PROVIDING:  
 (A) A DIMENSION FROM THE FRONT FACE OF THE WATER CLOSET TO THE FACING WALL OF NOT LESS THAN 800 MM, AND  
 (B) A CLEAR FLOOR SPACE IN FRONT OF THE LAVATORY NOT LESS THAN 760 MM WIDE BY 1 350 MM DEEP CENTRED ON THE LAVATORY, AND  
 (C) A CLEAR FLOOR SPACE, EXCLUSIVE OF DOOR SWING, NOT LESS THAN 760 MM WIDE BY 1 350 MM DEEP CONNECTING TO THE ROUTE THROUGH THE DOORWAY.  
 (2) WALLS ADJACENT TO THE WATER CLOSET AND BATHTUB OR SHOWER SHALL ACCOMMODATE THE FUTURE INSTALLATION OF GRAB BARS CONFORMING TO:  
 (A) CLAUSES 3.8.3.11.(1)(E) AND (F) FOR WATER CLOSETS, AND  
 (B) CLAUSE 3.8.3.16.(1)(F) FOR SHOWERS OR 3.8.3.17.(1)(F) FOR BATHTUBS.  
 (SEE NOTE A-3.8.5.5.(2).)

**3.8.5.6 ADAPTABLE DWELLING UNIT KITCHENS**  
 (1) THE KITCHEN IN AN ADAPTABLE DWELLING UNIT SHALL BE DESIGNED SO THAT THE COOKTOP AND SINK ARE ADJACENT OR CAN HAVE A CONTINUOUS COUNTER BETWEEN THEM.

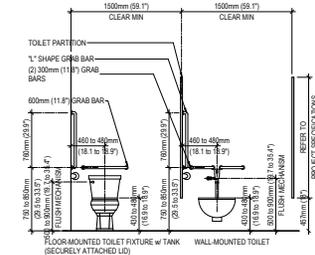
**3.8.5.7 CONTROLS, SWITCHES AND OUTLETS**  
 (1) CONTROLS AND SWITCHES INTENDED FOR OCCUPANT USE, INCLUDING ELECTRICAL, TELEPHONE, CABLE AND DATA OUTLETS SHALL BE MOUNTED 455 MM TO 1 200 MM ABOVE THE FLOOR.



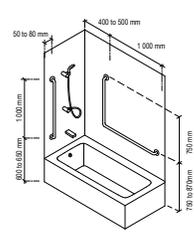
**FIGURE 3.8.3.15-A SECTION AT LAVATORY**

**A-3.8.3.13.(1) SECTION AT TOILET**

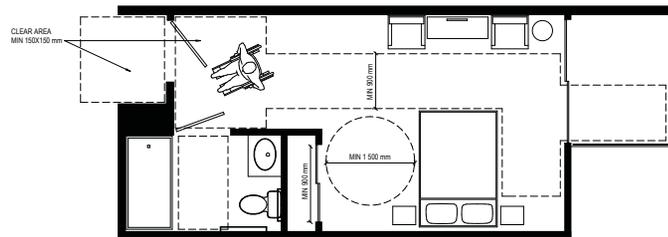
**B.C. BUILDING ACCESSIBILITY HANDBOOK 2020- FIGURE 3.8.3.15-B WASHROOM ACCESSORIES**



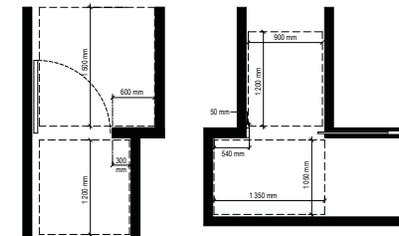
**A-3.8.3.13.(1) TOILET STALLS**



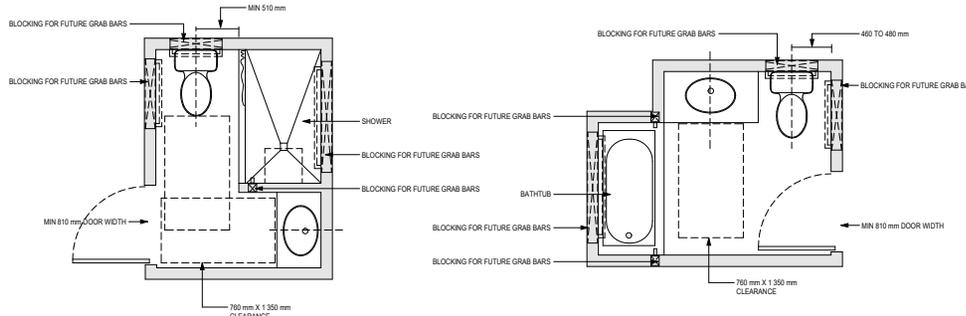
**A-3.8.5.5 ADAPTABLE DWELLING UNIT BATHROOMS**



**A-3.8.3.22 SLEEPING ROOM AND BED SPACES**



**A-3.8.3.6.(11) CLEARANCE AT DOORWAYS**



**WASHROOM CLEAR SPACES**

NO.	DATE	Y/M/D	DESCRIPTION
1	2022/10/09		ISSUED FOR CONSULT USE
2	2023/01/10		ISSUED FOR CLIENT REVIEW
3	2023/01/10		ISSUED FOR CLIENT REVIEW
4	2023/01/23		ISSUED FOR CONSULTANT
5	2023/01/27		ISSUED FOR LEGAL DOC

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
 2812 LONSDALE AVE, NORTH VANCOUVER

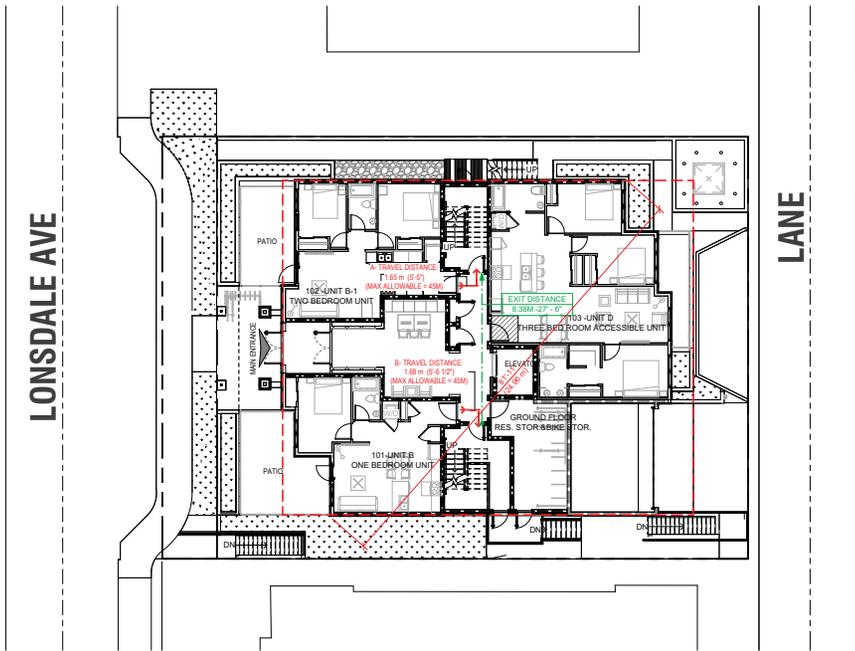
DRAWING TITLE  
**BC CODE ANALYSIS- ACCESSIBILITY**

SCALE	As Indicated
DRAWN	AT
CHECKED	Checker
PROJECT NO.	20042
DRAWING NO.	

**A00.22**

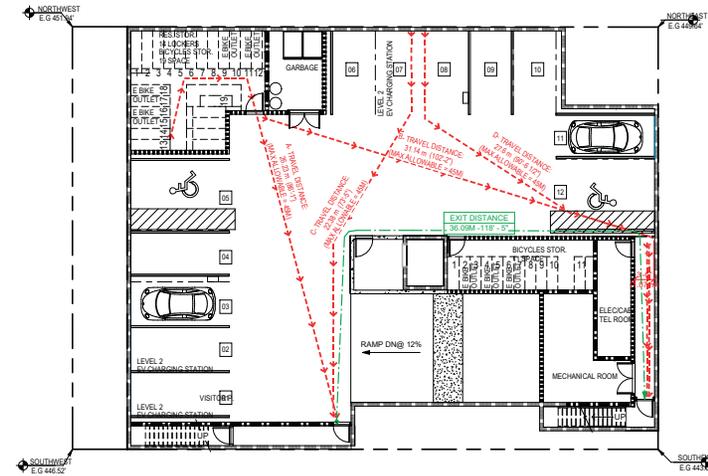
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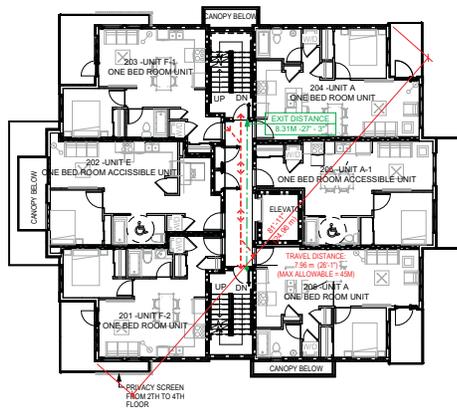
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	34 HR FRR FIRE SEPARATION
	1 HR FRR FIRE SEPARATION
	1.5 HR FRR FIRE SEPARATION
	2 HR FRR FIRE SEPARATION

1 CODE ANALYSIS- GROUND FLOOR  
3/32" = 1'-0"



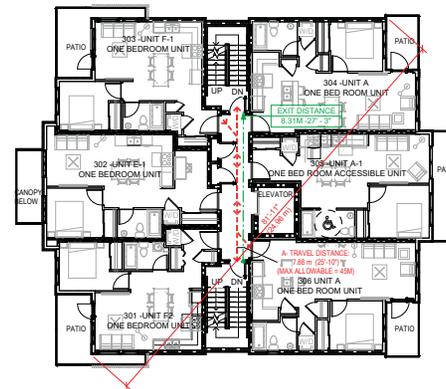
FIRE SEPARATION LEGEND	
	0 HR FRR FIRE SEPARATION
	34 HR FRR FIRE SEPARATION
	1 HR FRR FIRE SEPARATION
	1.5 HR FRR FIRE SEPARATION
	2 HR FRR FIRE SEPARATION

2 CODE ANALYSIS- PARKING  
3/32" = 1'-0"



FIRE SEPARATION LEGEND	
	0 HR FRR FIRE SEPARATION
	34 HR FRR FIRE SEPARATION
	1 HR FRR FIRE SEPARATION
	1.5 HR FRR FIRE SEPARATION
	2 HR FRR FIRE SEPARATION

3 CODE ANALYSIS- 2ND FLOOR  
3/32" = 1'-0"



FIRE SEPARATION LEGEND	
	0 HR FRR FIRE SEPARATION
	34 HR FRR FIRE SEPARATION
	1 HR FRR FIRE SEPARATION
	1.5 HR FRR FIRE SEPARATION
	2 HR FRR FIRE SEPARATION

4 CODE ANALYSIS- 3RD FLOOR  
3/32" = 1'-0"

NO.	DATE	BY	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/19		ISSUED FOR CLIENT REVIEW
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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**

PROJECT ADDRESS  
2812 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**BC CODE ANALYSIS- PLANS A**

SCALE	As Indicated
DRAWN	AP
CHECKED	Checker
PROJECT NO.	20042

DRAWING NO.

**A00.24**

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**

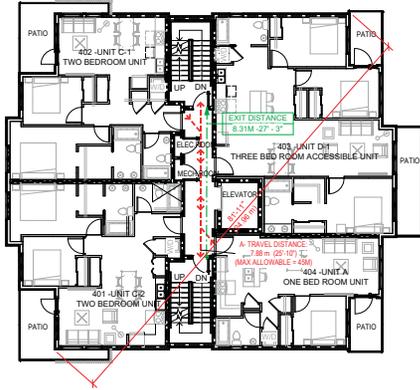
PROJECT ADDRESS  
2812 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**BC CODE ANALYSIS- PLANS B**

SCALE: As indicated  
DRAWN: AP  
CHECKED: Checker  
PROJECT NO.: 20042  
DRAWING NO.:

**A00.25**

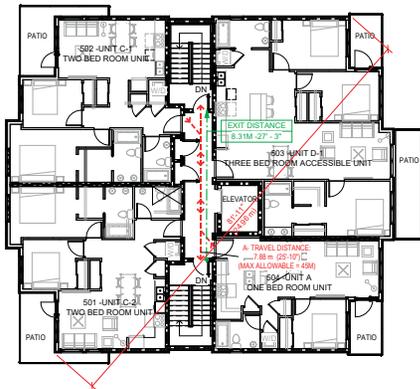
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**FIRE SEPARATION LEGEND**

[Symbol]	0 HR FRR FIRE SEPARATION
[Symbol]	3/4 HR FRR FIRE SEPARATION
[Symbol]	1 HR FRR FIRE SEPARATION
[Symbol]	1.5 HR FRR FIRE SEPARATION
[Symbol]	2 HR FRR FIRE SEPARATION

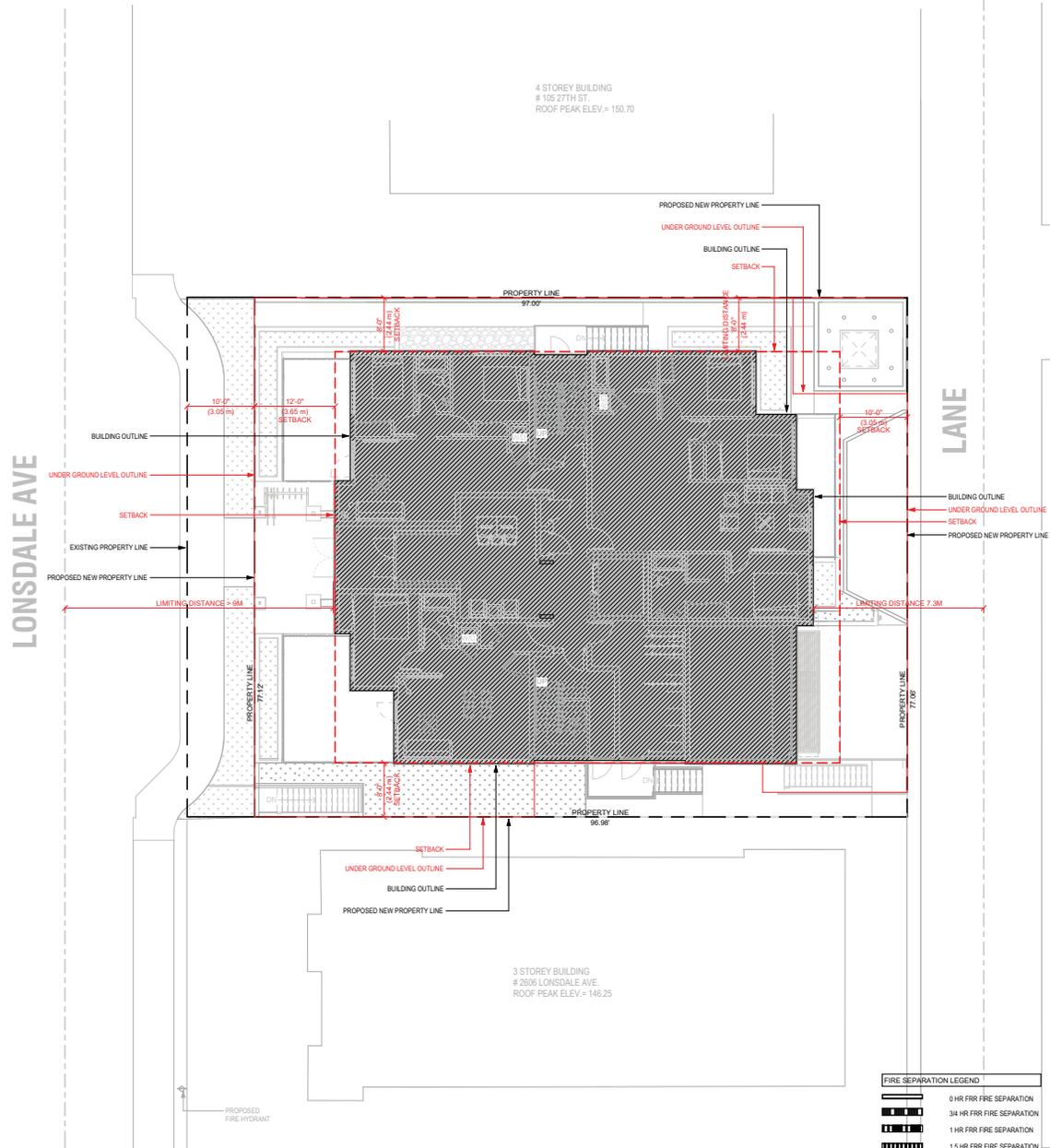
**1 CODE ANALYSIS- 4TH FLOOR**  
3/32" = 1'-0"



**FIRE SEPARATION LEGEND**

[Symbol]	0 HR FRR FIRE SEPARATION
[Symbol]	3/4 HR FRR FIRE SEPARATION
[Symbol]	1 HR FRR FIRE SEPARATION
[Symbol]	1.5 HR FRR FIRE SEPARATION
[Symbol]	2 HR FRR FIRE SEPARATION

**2 CODE ANALYSIS- 5TH FLOOR**  
3/32" = 1'-0"

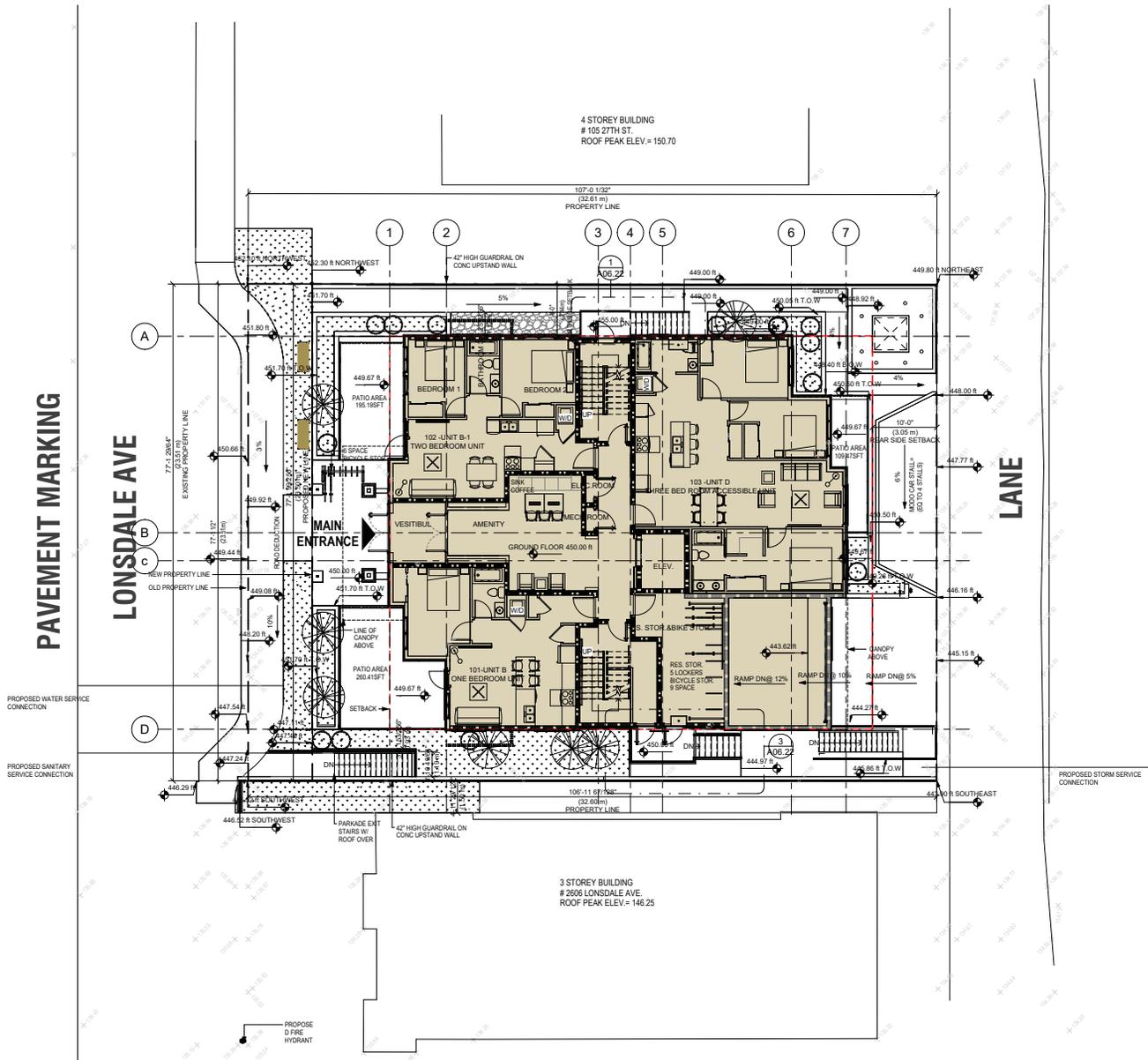


**3 CODE ANALYSIS- SITE PLAN**  
1/8" = 1'-0"

**PAVEMENT MARKING**

**LONSDALE AVE**

**LANE**



NO.	DATE	BY	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
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3	2023/01/18		ISSUED FOR CLIENT REVIEW
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ISSUES AND REVISIONS

SCALE

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**LONSDALE RESIDENTIAL APARTMENT**

PROJECT ADDRESS  
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**SITE PLAN**

SCALE 1/8" = 1'-0"  
 DRAWN SH  
 CHECKED AP  
 PROJECT NO. 20042

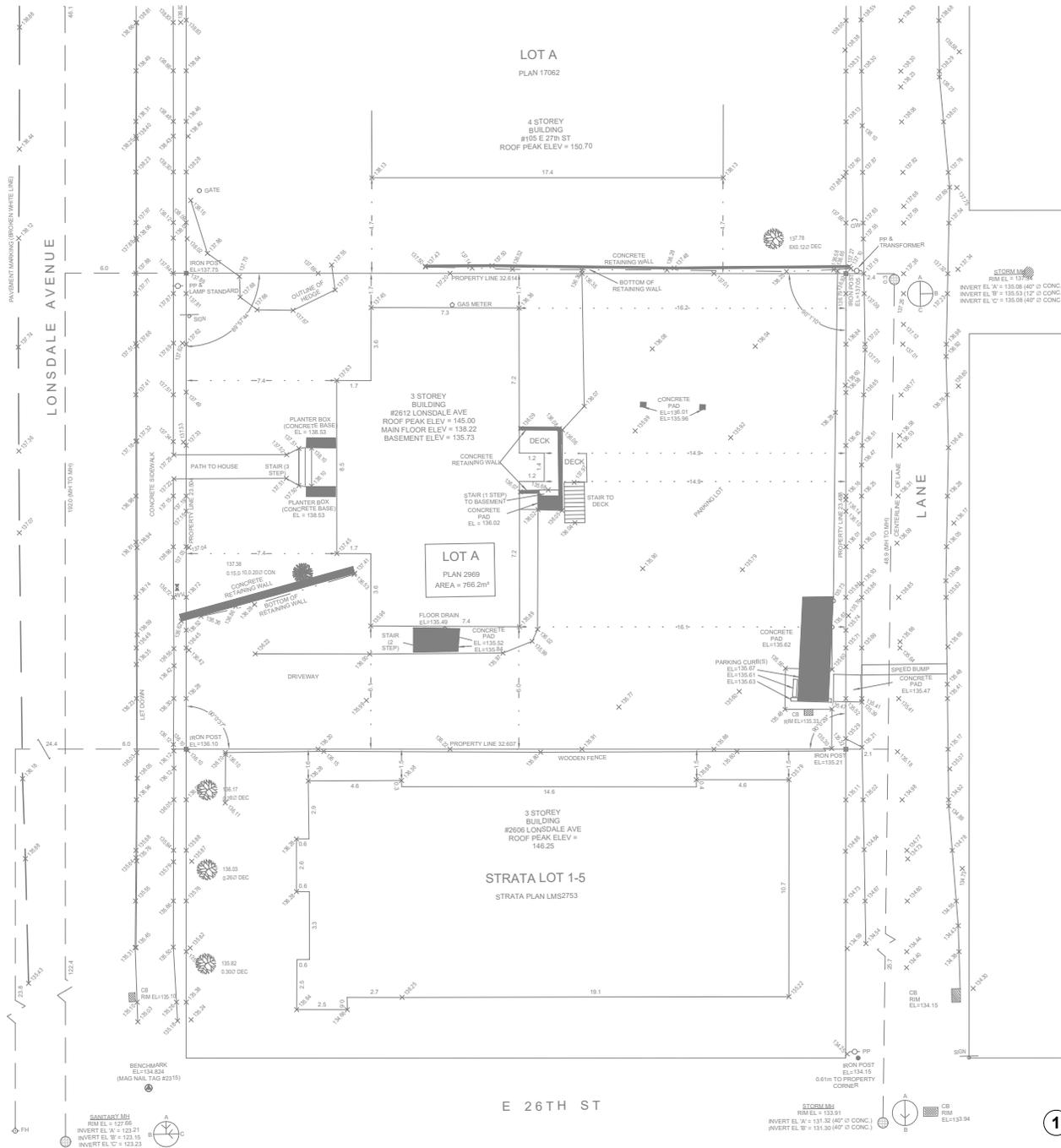
DRAWING NO. **A01.01**

**1 SITE PLAN**  
 1/8" = 1'-0"



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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
 2612 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**SURVAY PLAN**

SCALE 1/8" = 1'-0"  
 DRAWN SH  
 CHECKED AP  
 PROJECT NO. 20042

DRAWING NO.  
**A02.11**

**1 SURVAY PLAN**  
 1/8" = 1'-0"

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C:\Users\ADMIN\Documents\2024\COND.LONSDALE R2023.dwg (R2023) (1/27/2024)



**FIRE SEPARATION LEGEND**

-  0 HR FRR FIRE SEPARATION
-  3/4 HR FRR FIRE SEPARATION
-  1 HR FRR FIRE SEPARATION
-  1.5 HR FRR FIRE SEPARATION
-  2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

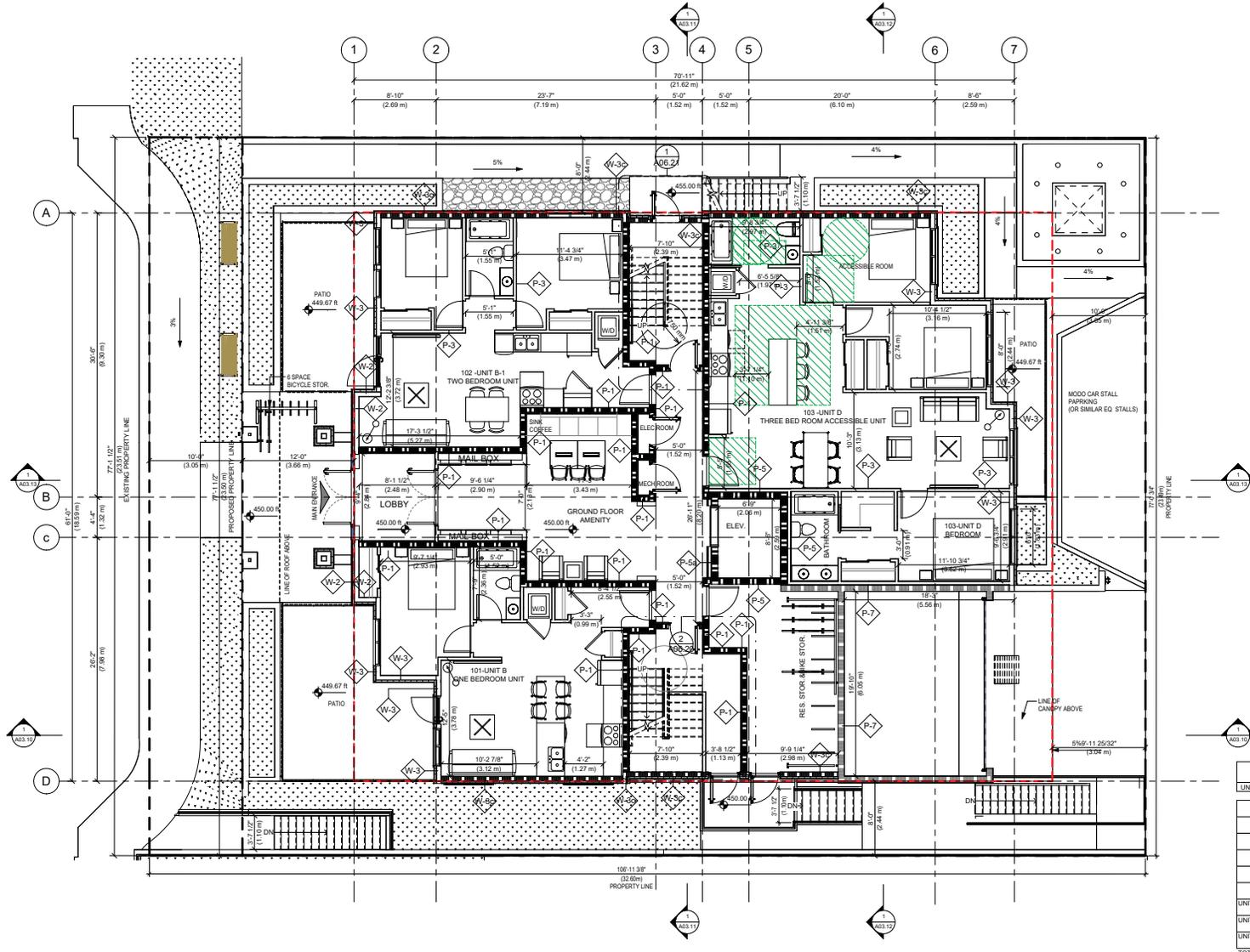
ALL FIRE RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL WALLS NOT NOTED ABOVE, TO CONTINUE TO 100mm (4") ABOVE CEILING.

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND BATHROOMS: REPLACE GYPSUM BOARD w/ GREEN BOARD @ ALL WET WALLS.

**EXIT INDICATION**

- EXIT 
- ACCESS TO EXIT 



NO.	DATE	Y/M/D	DESCRIPTION
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4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/19		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
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**PROJECT NAME**  
**LONSDALE RESIDENTIAL APARTMENT**

**PROJECT ADDRESS**  
 2812 LONSDALE AVE, NORTH VANCOUVER

**DRAWING TITLE**  
**GROUND FLOOR PLAN**

SCALE	As Indicated
DRAWN	SH
CHECKED	AP
PROJECT NO.	20042
DRAWING NO.	

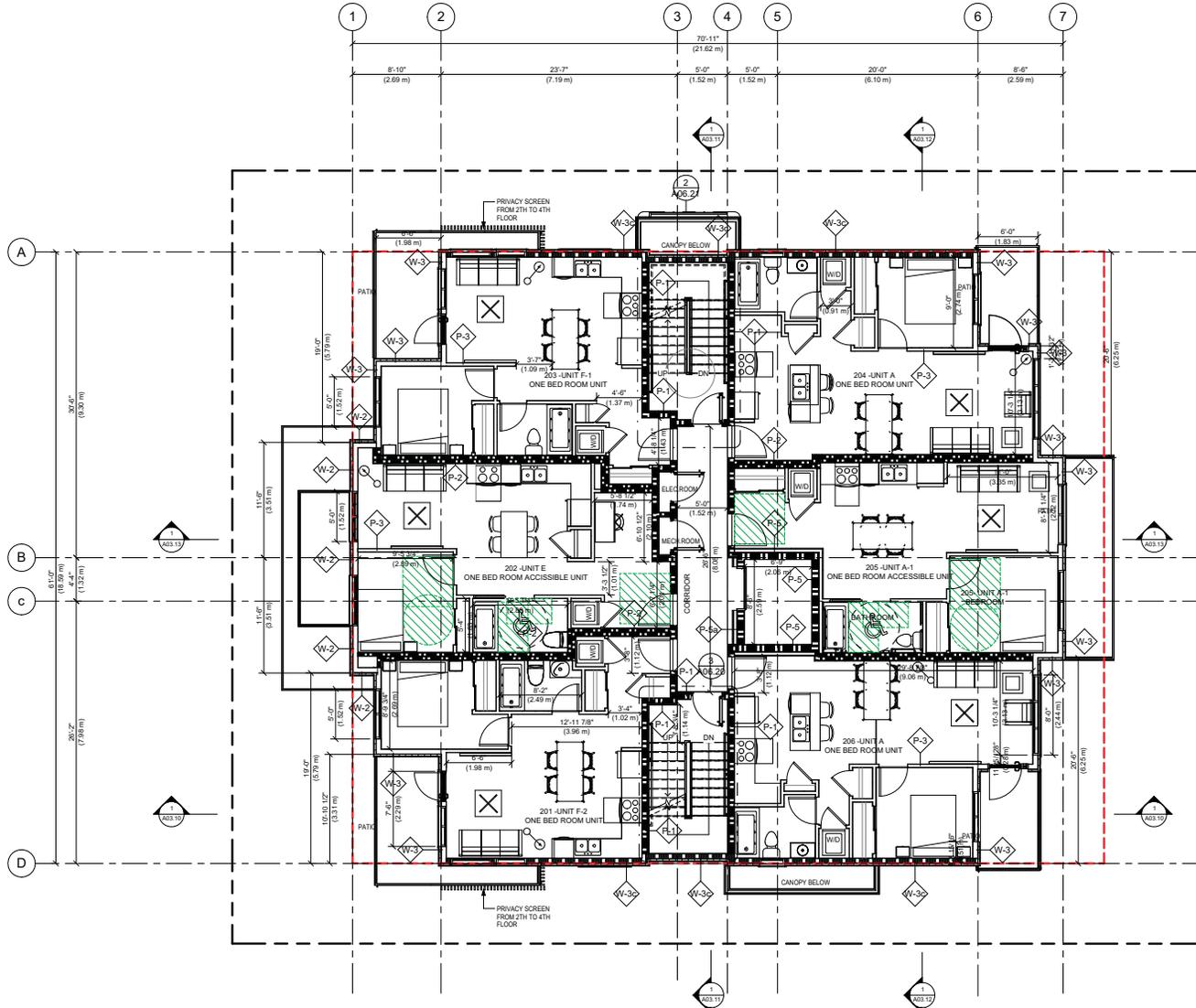
GROUND FLOOR AREA CALCULATION				
UNIT ADDRESS	NAME	AREA (SFT)	AREA (SQM)	LEVEL
	COMMON AREA	588 R <sup>2</sup>	54.6 m <sup>2</sup>	GROUND FLOOR
	BICYCLE STOR.	256 R <sup>2</sup>	23.82 m <sup>2</sup>	GROUND FLOOR
	ELECTROOM	12 R <sup>2</sup>	1.11 m <sup>2</sup>	GROUND FLOOR
	MECHANICAL ROOM	11 R <sup>2</sup>	1.01 m <sup>2</sup>	GROUND FLOOR
	AMENITY	317 R <sup>2</sup>	29.44 m <sup>2</sup>	GROUND FLOOR
	LOBBY	90 R <sup>2</sup>	8.39 m <sup>2</sup>	GROUND FLOOR
UNIT B	UNIT 101	594 R <sup>2</sup>	55.18 m <sup>2</sup>	GROUND FLOOR
UNIT B-1	UNIT 102	665 R <sup>2</sup>	61.77 m <sup>2</sup>	GROUND FLOOR
UNIT D	UNIT 103	1127 R <sup>2</sup>	104.89 m <sup>2</sup>	GROUND FLOOR
<b>TOTAL AREA</b>		<b>3660 R<sup>2</sup></b>	<b>340.02 m<sup>2</sup></b>	

**1 GROUND FLOOR**  
 3/16" = 1'-0"



**A02.13**

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**FIRE SEPARATION LEGEND**

- 0 HR FRR FIRE SEPARATION
- 3/4 HR FRR FIRE SEPARATION
- 1 HR FRR FIRE SEPARATION
- 1.5 HR FRR FIRE SEPARATION
- 2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

ALL FIRE-RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 150mm (6") ABOVE CEILING.

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND WASHROOMS - REPLACE GYPSUM BOARD w/ GREEN BOARD @ ALL WET WALLS.

**EXIT INDICATION**

- EXIT
- ACCESS TO EXIT

NO.	DATE	BY	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**

PROJECT ADDRESS  
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DRAWING TITLE  
**SECOND FLOOR PLAN**

SCALE: As Indicated  
 DRAWN: SH  
 CHECKED: AP  
 PROJECT NO.: 20042  
 DRAWING NO.:

UNIT ADDRESS	NAME	AREA (SFT)	AREA (SM)	LEVEL
UNIT F-2	UNIT 201	515 R <sup>2</sup>	47.81 m <sup>2</sup>	2ND FLOOR PLAN
UNIT E	UNIT 202	580 R <sup>2</sup>	53.93 m <sup>2</sup>	2ND FLOOR PLAN
UNIT F-1	UNIT 203	517 R <sup>2</sup>	48.05 m <sup>2</sup>	2ND FLOOR PLAN
UNIT A-1	UNIT 205	564 R <sup>2</sup>	52.43 m <sup>2</sup>	2ND FLOOR PLAN
UNIT A	UNIT 206	1168 R <sup>2</sup>	108.53 m <sup>2</sup>	2ND FLOOR PLAN
<b>TOTAL AREA</b>		<b>3871 R<sup>2</sup></b>	<b>359.62 m<sup>2</sup></b>	

**1 2ND FLOOR PLAN**  
 3/16" = 1'-0"

**FIRE SEPARATION LEGEND**

-  0 HR FRR FIRE SEPARATION
-  3/4 HR FRR FIRE SEPARATION
-  1 HR FRR FIRE SEPARATION
-  1.5 HR FRR FIRE SEPARATION
-  2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

ALL FIRE-RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 155mm (6") ABOVE CEILING

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND WASHROOMS: REPLACE GYPSUM BOARD w/ GREEN BOARD @ ALL WET WALLS.

**EXIT INDICATION**

- EXIT 
- ACCESS TO EXIT 

NO.	DATE	BY	DESCRIPTION
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4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/18		ISSUED FOR CLIENT REVIEW
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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**

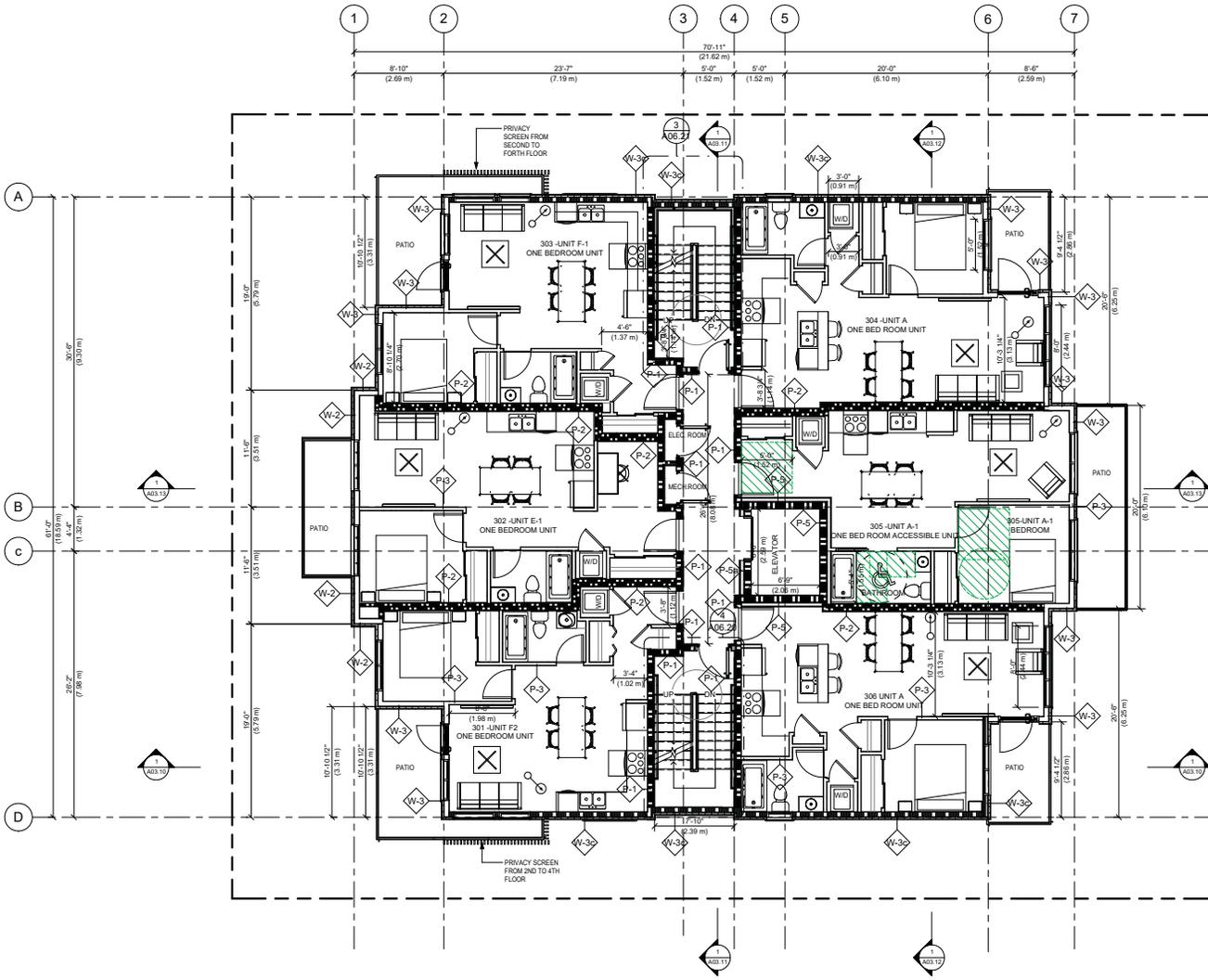
PROJECT ADDRESS  
**2812 LONSDALE AVE, NORTH VANCOUVER**

DRAWING TITLE  
**THIRD FLOOR PLAN**

SCALE: As Indicated  
 DRAWN: SH  
 CHECKED: AP  
 PROJECT NO.: 20042

DRAWING NO.  
**A02.15**

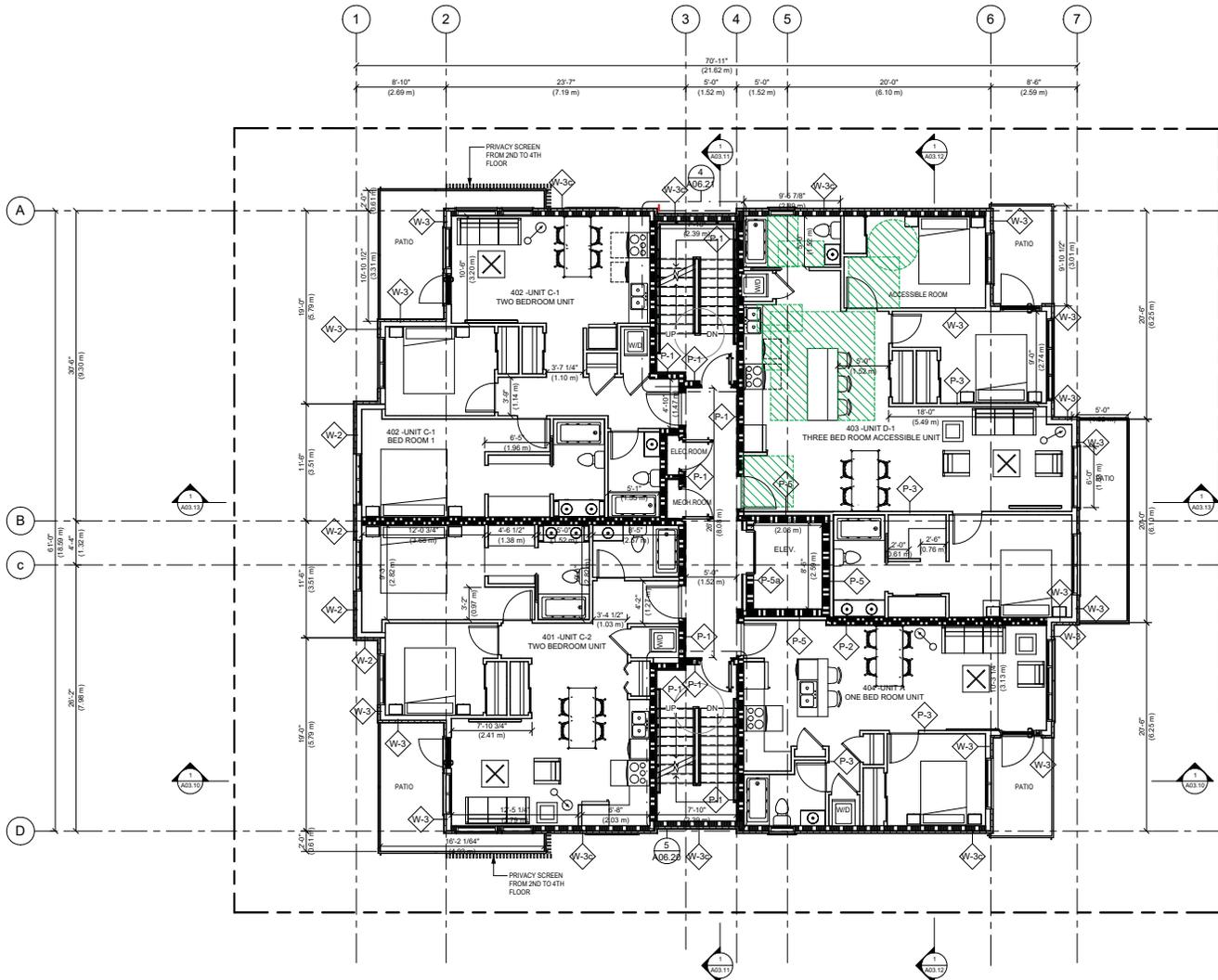
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**3RD FLOOR AREA CALCULATION**

UNIT ADDRESS	NAME	AREA (SFT)	AREA (SM)	LEVEL
	COMMON AREA	515 SF	47.83 m <sup>2</sup>	3RD FLOOR
UNIT F2	UNIT 301	520 SF	48.07 m <sup>2</sup>	3RD FLOOR
UNIT E-1	UNIT 302	540 SF	50.03 m <sup>2</sup>	3RD FLOOR
UNIT F-1	UNIT 303	517 SF	48.05 m <sup>2</sup>	3RD FLOOR
UNIT A	UNIT 304	584 SF	54.23 m <sup>2</sup>	3RD FLOOR
UNIT A-1	UNIT 305	568 SF	52.41 m <sup>2</sup>	3RD FLOOR
UNIT A	UNIT 306	584 SF	54.28 m <sup>2</sup>	3RD FLOOR
<b>TOTAL AREA</b>		<b>3870 SF</b>	<b>358.58 m<sup>2</sup></b>	

**1 3RD FLOOR**  
 3/16" = 1'-0"



**FIRE SEPARATION LEGEND**

- 0 HR FRR FIRE SEPARATION
- 3/4 HR FRR FIRE SEPARATION
- 1 HR FRR FIRE SEPARATION
- 1.5 HR FRR FIRE SEPARATION
- 2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

ALL FIRE-RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 150mm (6") ABOVE CEILING

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND WASHROOMS - REPLACE GYPSUM BOARD w/ GREEN BOARD @ ALL WET WALLS

**EXIT INDICATION**

- EXIT
- ACCESS TO EXIT

NO.	DATE	Y/M/D	ISSUED FOR CONSULT	ISSUE AND REVISIONS
1	2022/10/09		ISSUED FOR CONSULT	
2	2023/01/10		ISSUED FOR CLIENT REVIEW	
3	2023/01/19		ISSUED FOR CLIENT REVIEW	
4	2023/01/23		ISSUED FOR CONSULTANT	
5	2023/01/27		ISSUED FOR LEGAL DOC	

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
 2812 LONSDALE AVE, NORTH VANCOUVER

4TH FLOOR AREA CALCULATION				
UNIT ADDRESS	NAME	AREA (SFT)	AREA (SM)	LEVEL
UNIT C-2	UNIT 401	515 SF	47.81 m <sup>2</sup>	4TH FLOOR
UNIT C-1	UNIT 402	820 SF	76.23 m <sup>2</sup>	4TH FLOOR
UNIT D-1	UNIT 403	1144 SF	106.3 m <sup>2</sup>	4TH FLOOR
UNIT A	UNIT 404	584 SF	54.26 m <sup>2</sup>	4TH FLOOR
TOTAL AREA		3867 SF	359.23 m <sup>2</sup>	

**FORTH FLOOR PLAN**

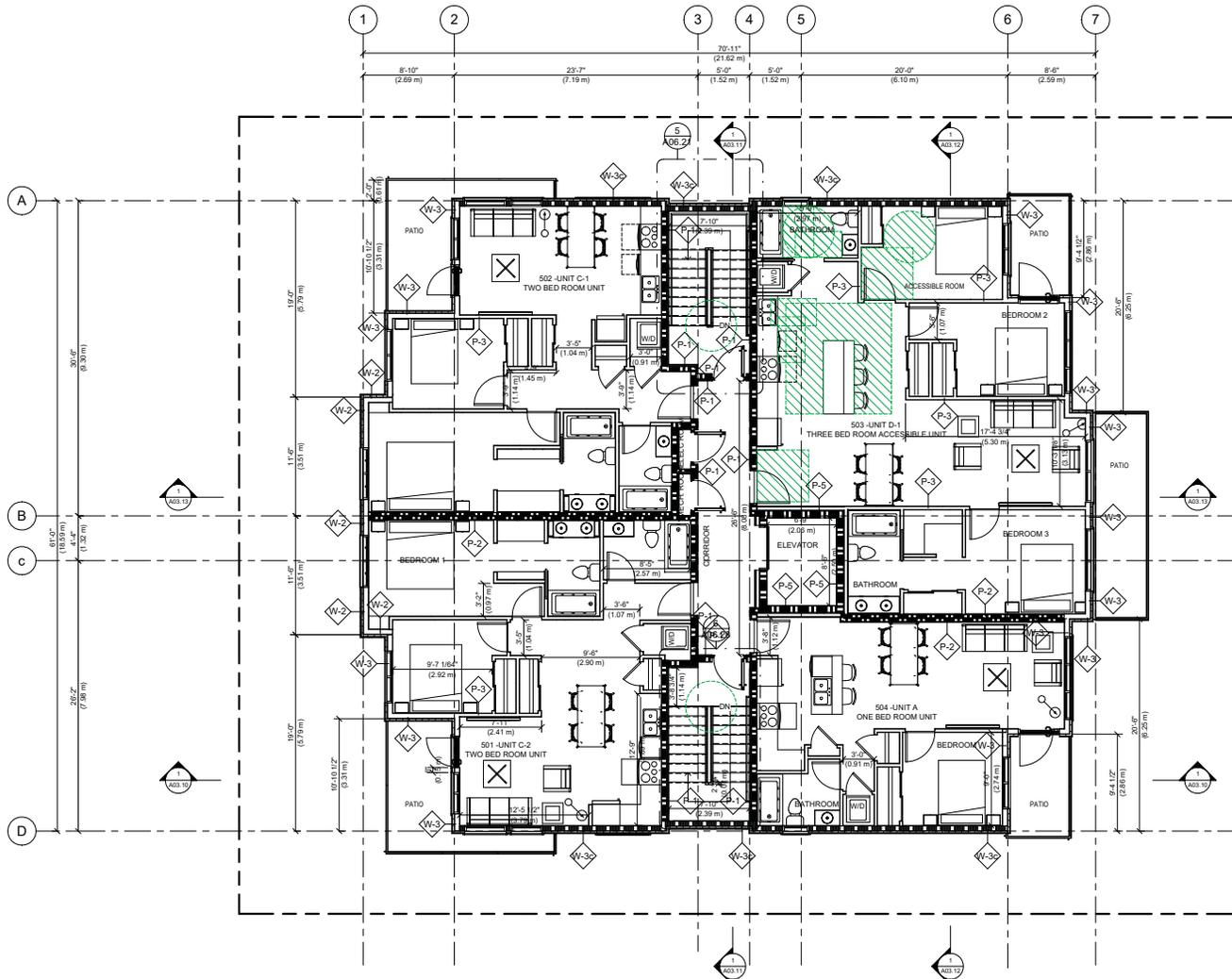
SCALE	As Indicated
DRAWN	BH
CHECKED	AP
PROJECT NO.	2042
DRAWING NO.	

**1 4TH FLOOR**  
 3/16" = 1'-0"



**A02.16**

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**FIRE SEPARATION LEGEND**

- 0 HR FRR FIRE SEPARATION
- 3/4 HR FRR FIRE SEPARATION
- 1 HR FRR FIRE SEPARATION
- 1.5 HR FRR FIRE SEPARATION
- 2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

ALL FIRE-RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO US STRUCTURE ABOVE.  
 ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 100mm (3") ABOVE CEILING.

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND HANGING ROOMS: REPLACE GYPSUM BOARD w/ GREEN BOARD @ ALL WET WALLS.

**EXIT INDICATION**

- EXIT
- ACCESS TO EXIT

NO.	DATE	Y/M/D	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/18		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/10/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS:  
 SERIAL

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
 2812 LONSDALE AVE, NORTH VANCOUVER

5TH FLOOR AREA CALCULATION				
UNIT ADDRESS	NAME	AREA (SFT)	AREA (SM)	LEVEL
UNIT C-2	COMMON AREA	515 8"	47.83 m <sup>2</sup>	5TH FLOOR
UNIT C-1	UNIT 501	820 8"	76.18 m <sup>2</sup>	5TH FLOOR
UNIT C-1	UNIT 502	803 8"	74.58 m <sup>2</sup>	5TH FLOOR
UNIT D-1	UNIT 503	1145 8"	106.33 m <sup>2</sup>	5TH FLOOR
UNIT A	UNIT 504	584 8"	54.27 m <sup>2</sup>	5TH FLOOR
TOTAL AREA		3866 8"	359.19 m <sup>2</sup>	

**5TH FLOOR**  
 3/16" = 1'-0"

DRAWING TITLE  
**FIFTH FLOOR PLAN**

SCALE: As Indicated  
 DRAWN: SH  
 CHECKED: AP  
 PROJECT NO.: 2042

DRAWING NO.  
**A02.17**

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**FIRE SEPARATION LEGEND**

-  0 HR FRR FIRE SEPARATION
-  34 HR FRR FIRE SEPARATION
-  1 HR FRR FIRE SEPARATION
-  1.5 HR FRR FIRE SEPARATION
-  2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

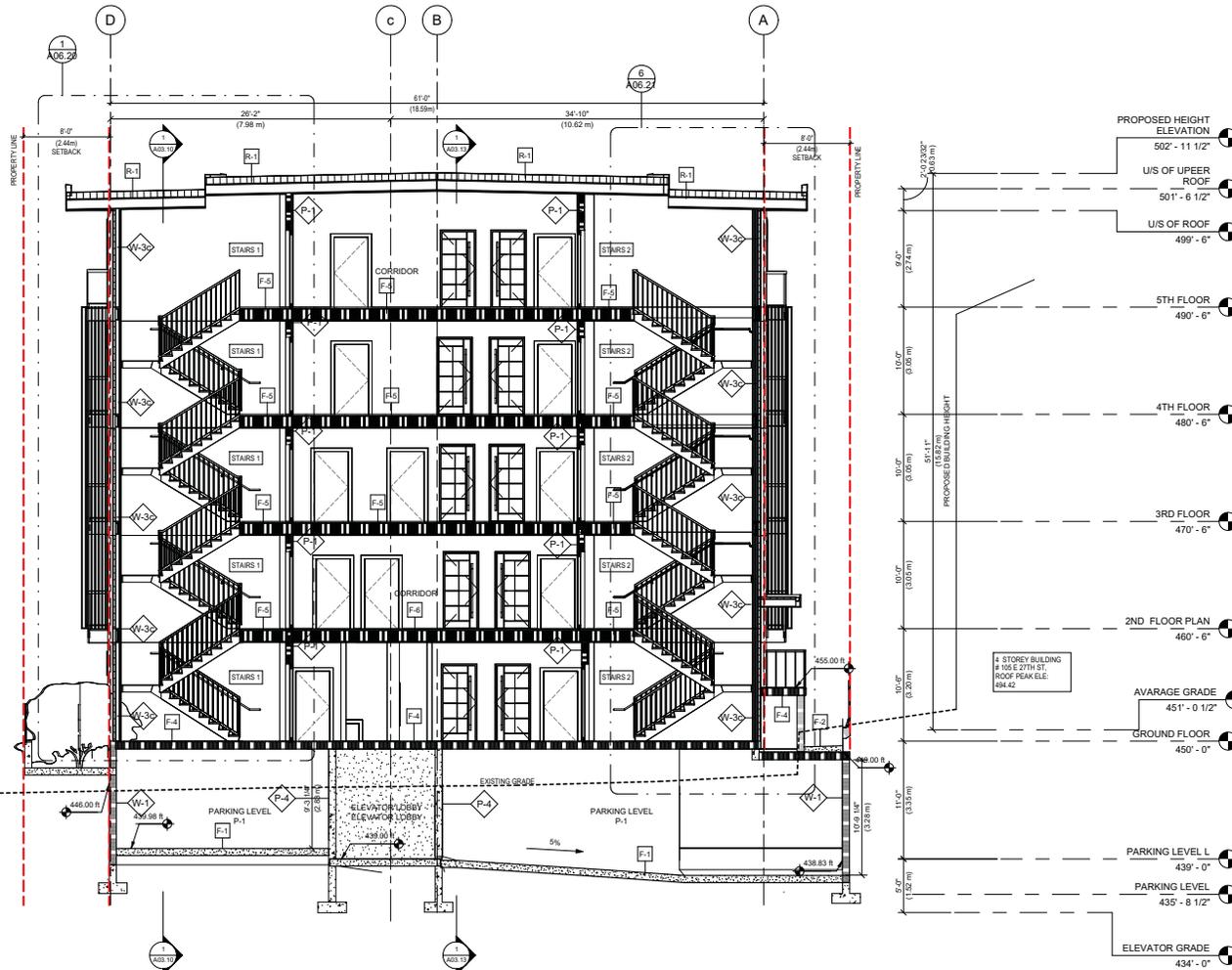
ALL FIRE-RATED WALLS MUST BE CONSTRUCTED TO THE STRUCTURE ABOVE.  
ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO THE STRUCTURE ABOVE.  
ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 150mm (6") ABOVE CEILING

**WET WALLS**

JANITOR ROOM CHANGE ROOMS, LOCKER ROOMS AND WASHROOMS - REPLACE GYPSUM BOARD w/ GREEN BOARD AT ALL WET WALLS.

**EXIT INDICATION**

- EXIT 
- ACCESS TO EXIT 



**Section 2**  
3/16" = 1'-0"

NO.	DATE	Y/M/D	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/19		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/10/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS

SEAL

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
PROJECT ADDRESS  
2812 LONSDALE AVE, NORTH VANCOUVER

**BUILDING SECTIONS**

SCALE	As Indicated
DRAWN	SH
CHECKED	AP
PROJECT NO.	20042
DRAWING NO.	

**A03.11**

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**FIRE SEPARATION LEGEND**

-  0 HR FRR FIRE SEPARATION
-  3/4 HR FRR FIRE SEPARATION
-  1 HR FRR FIRE SEPARATION
-  1.5 HR FRR FIRE SEPARATION
-  2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

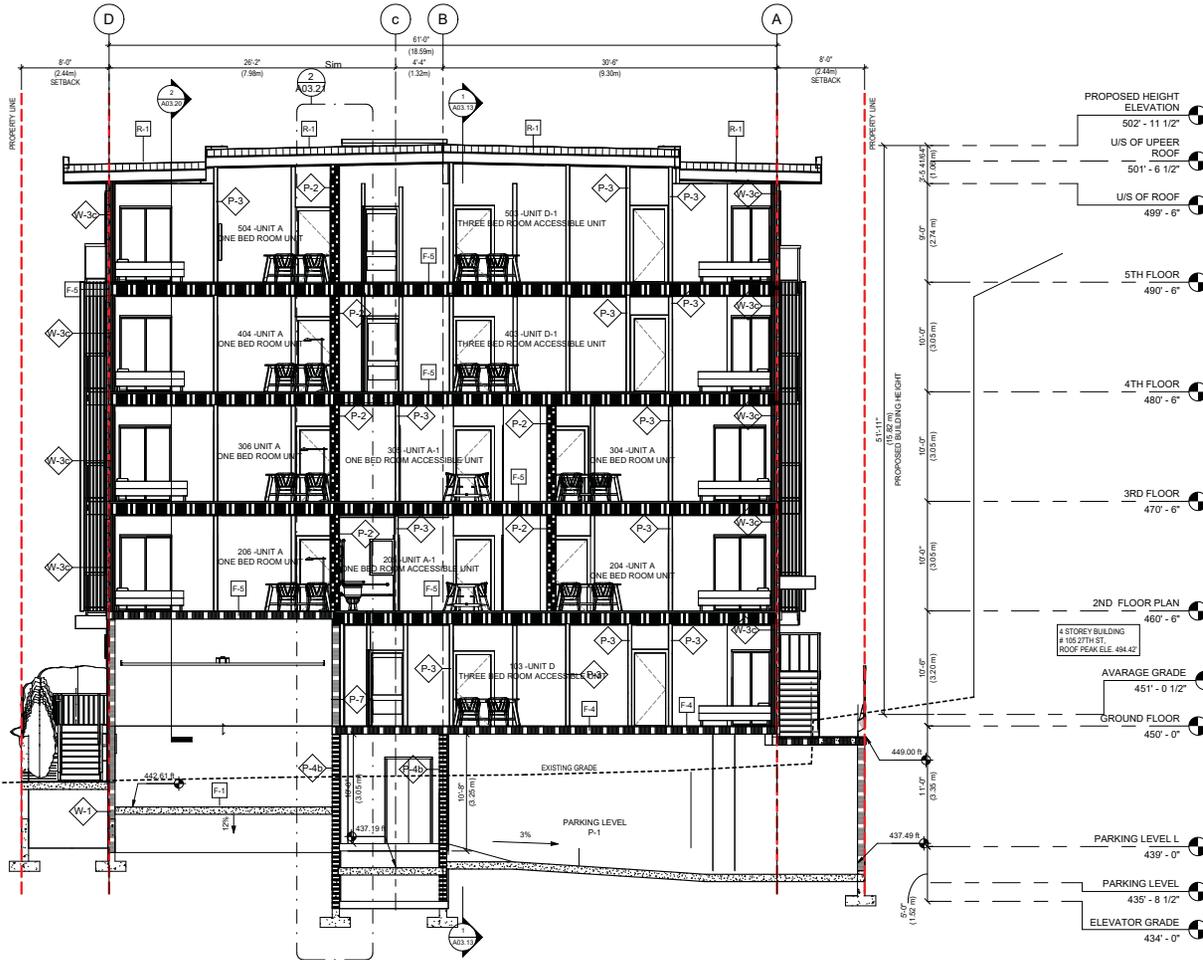
ALL FIRE-RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
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ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 150mm (6") ABOVE CEILING.

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND WASHROOMS - REPLACE GYPSUM BOARD w/ GREEN BOARD @ ALL WET WALLS.

**EXIT INDICATION**

- EXIT 
- ACCESS TO EXIT 



**Section 3**  
3/16" = 1'-0"

NO.	DATE	Y/M/D	DESCRIPTION
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/19		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/12/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS:  
SCALE

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
PROJECT ADDRESS  
2812 LONSDALE AVE, NORTH VANCOUVER

**BUILDING SECTIONS**

SCALE	As Indicated
DRAWN	SH
CHECKED	AP
PROJECT NO.	20042
DRAWING NO.	

**A03.12**

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**FIRE SEPARATION LEGEN**

-  0 HR FRR FIRE SEPARATION
-  3/4 HR FRR FIRE SEPARATION
-  1 HR FRR FIRE SEPARATION
-  1.5 HR FRR FIRE SEPARATION
-  2 HR FRR FIRE SEPARATION

**WALL CONSTRUCTION**

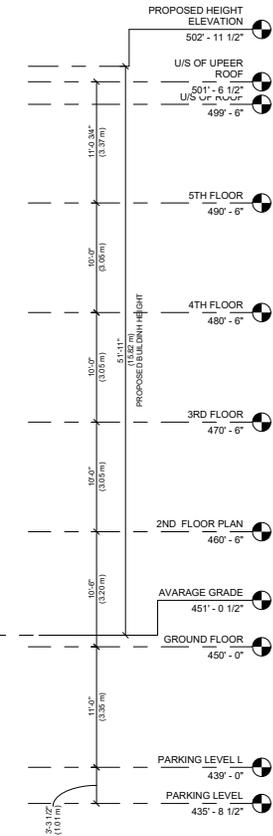
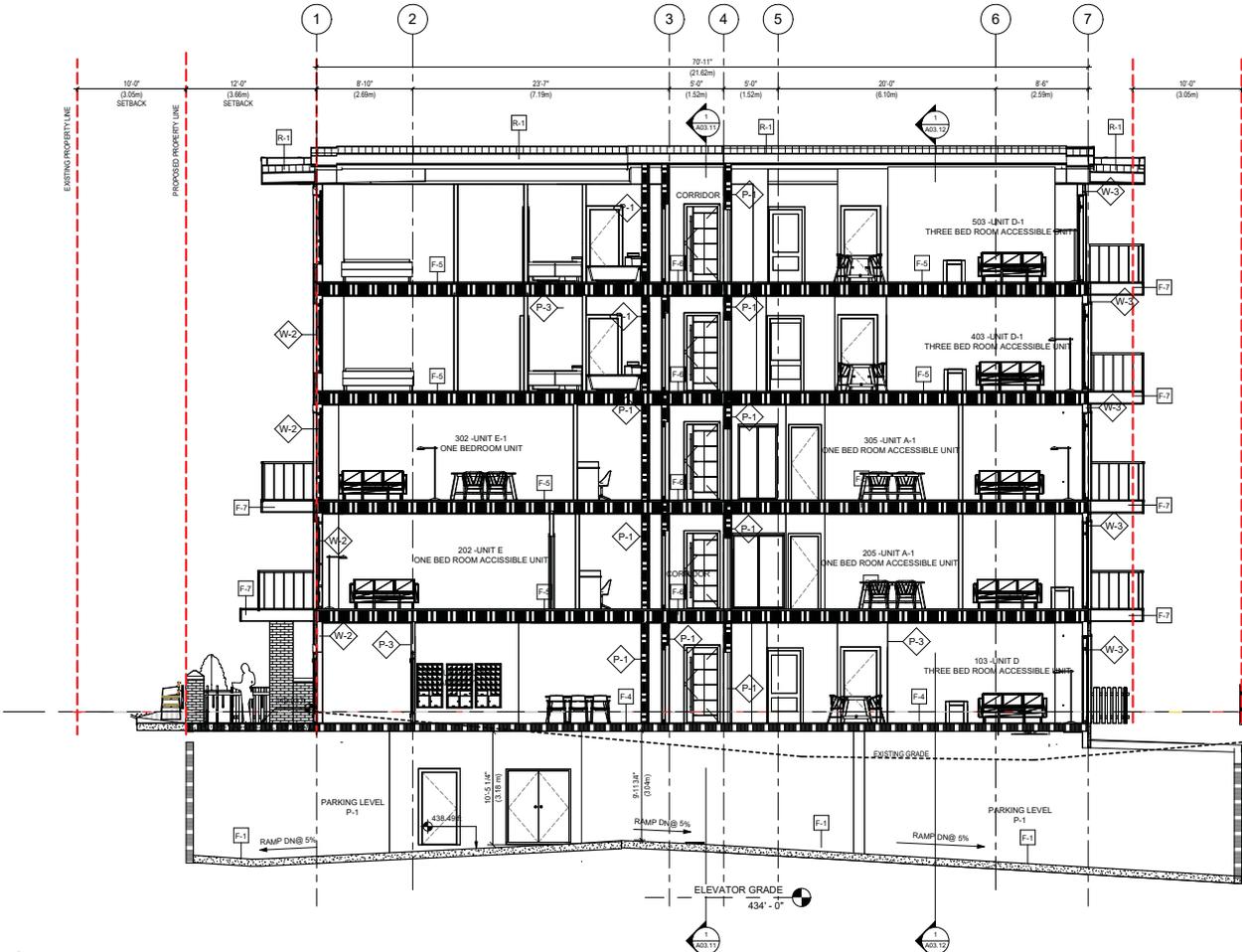
ALL FIRE RATED WALLS MUST BE CONSTRUCTED TO US STRUCTURE ABOVE.  
ALL SOUND ATTENUATION WALLS TO BE CONSTRUCTED TO US STRUCTURE ABOVE.  
ALL WALLS, NOT NOTED ABOVE, TO CONTINUE TO 150mm (6") ABOVE CEILING

**WET WALLS**

JANITOR ROOM, CHANGE ROOMS, LOCKER ROOMS AND WASHROOMS - REPLACE GYPSUM BOARD w/ GREEN BOARD at ALL WET WALLS.

**EXIT INDICATION**

-  EXIT
-  ACCESS TO EXIT



**1 Section 4**  
3/16" = 1'-0"

NO.	DATE	Y/M/D	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/18		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/12/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS:  
SCALE

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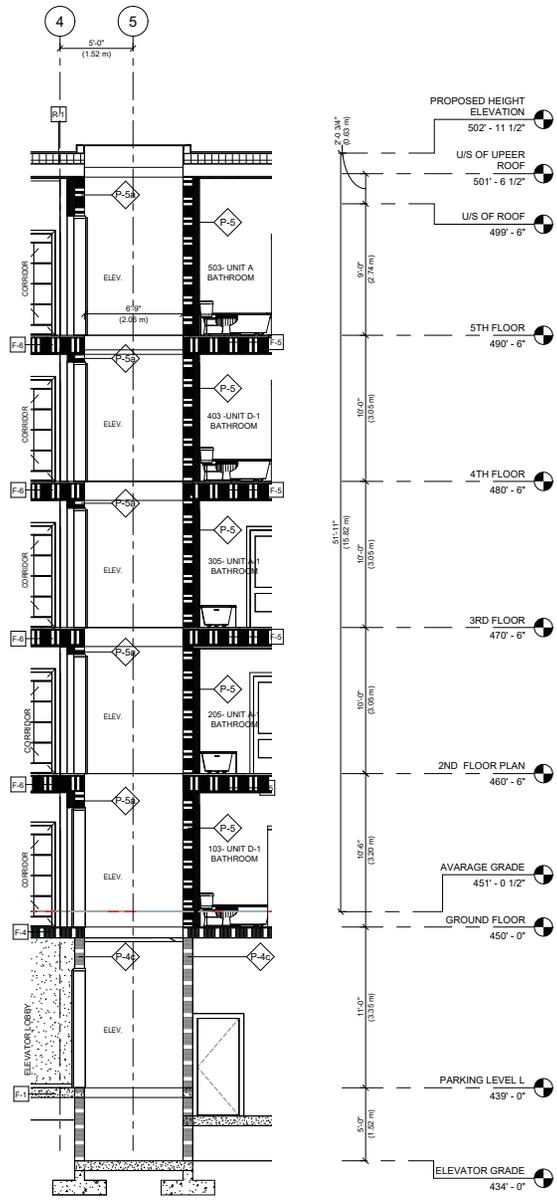
PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
PROJECT ADDRESS  
2812 LONSDALE AVE, NORTH VANCOUVER

**BUILDING SECTIONS**

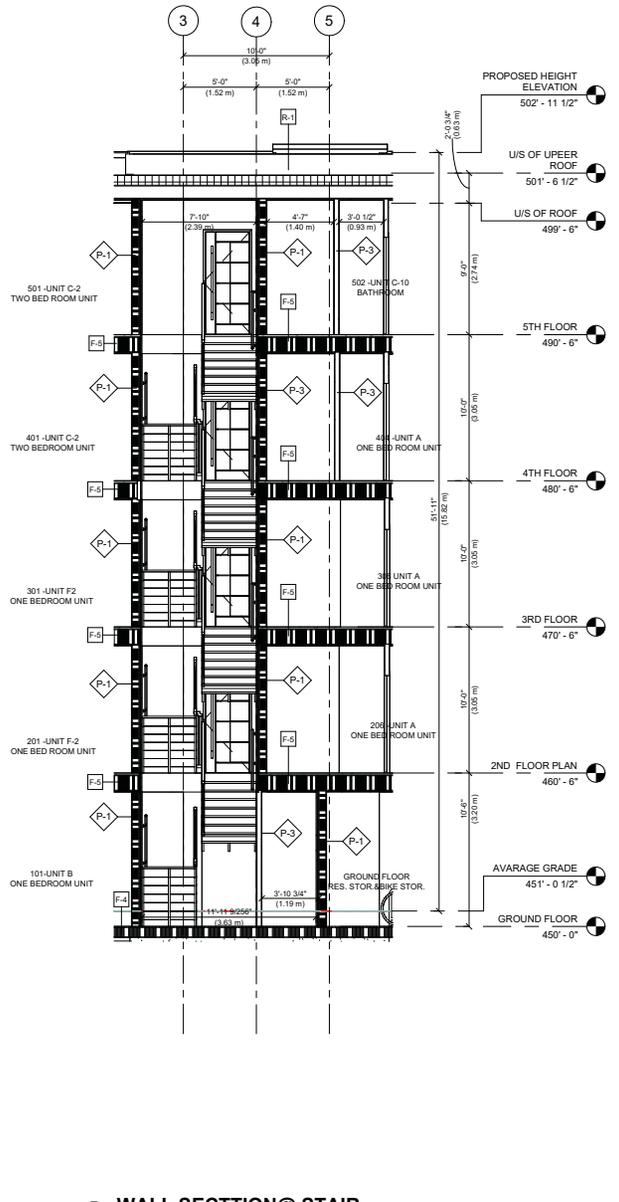
SCALE	As Indicated
DRAWN	SH
CHECKED	AP
PROJECT NO.	2042
DRAWING NO.	

**A03.13**

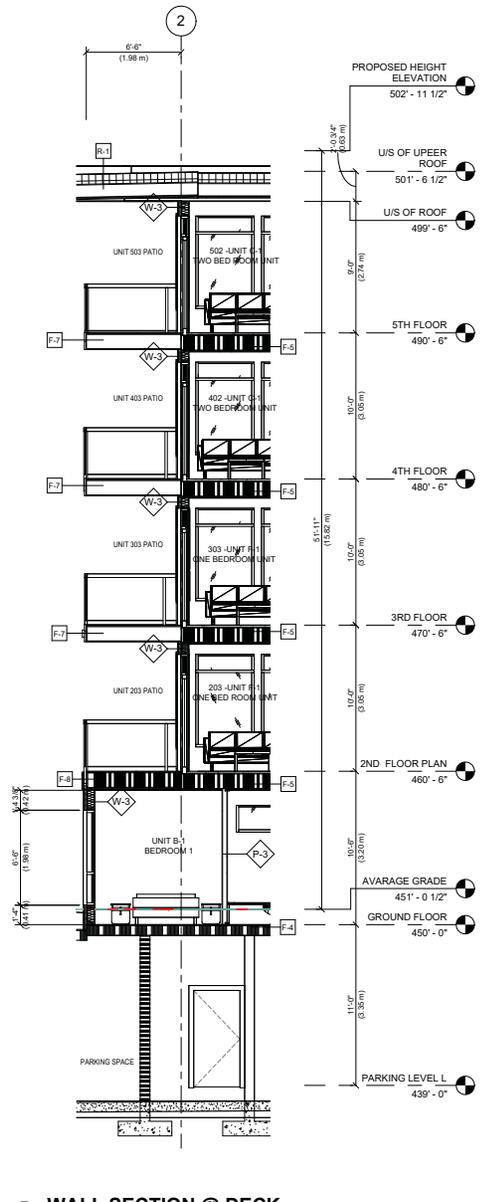
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**1 WALL SECTION @ ELEVATOR**  
 1/4" = 1'-0"



**2 WALL SECTION @ STAIR**  
 1/4" = 1'-0"



**3 WALL SECTION @ DECK**  
 1/4" = 1'-0"

NO.	DATE	Y/M/D	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/19		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/10/09		ISSUED FOR CONSULT USE

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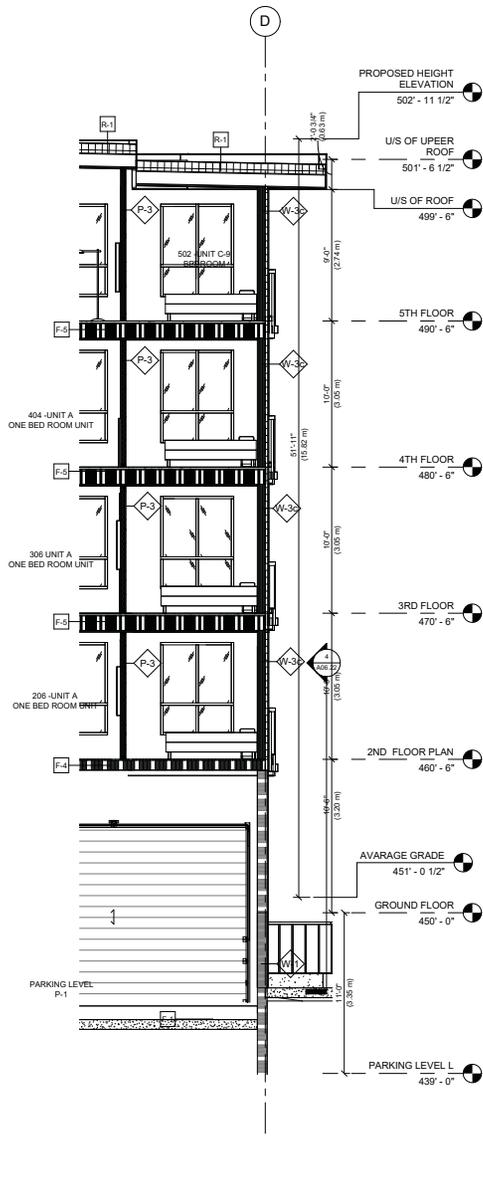
PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
 2812 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**WALL SECTION**

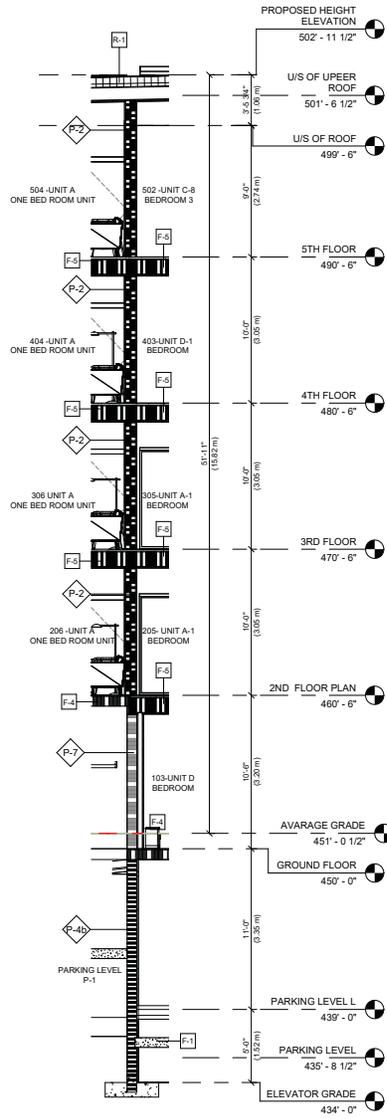
SCALE 1/4" = 1'-0"  
 DRAWN AP  
 CHECKED Checker  
 PROJECT NO. 20042  
 DRAWING NO.

**A03.20**

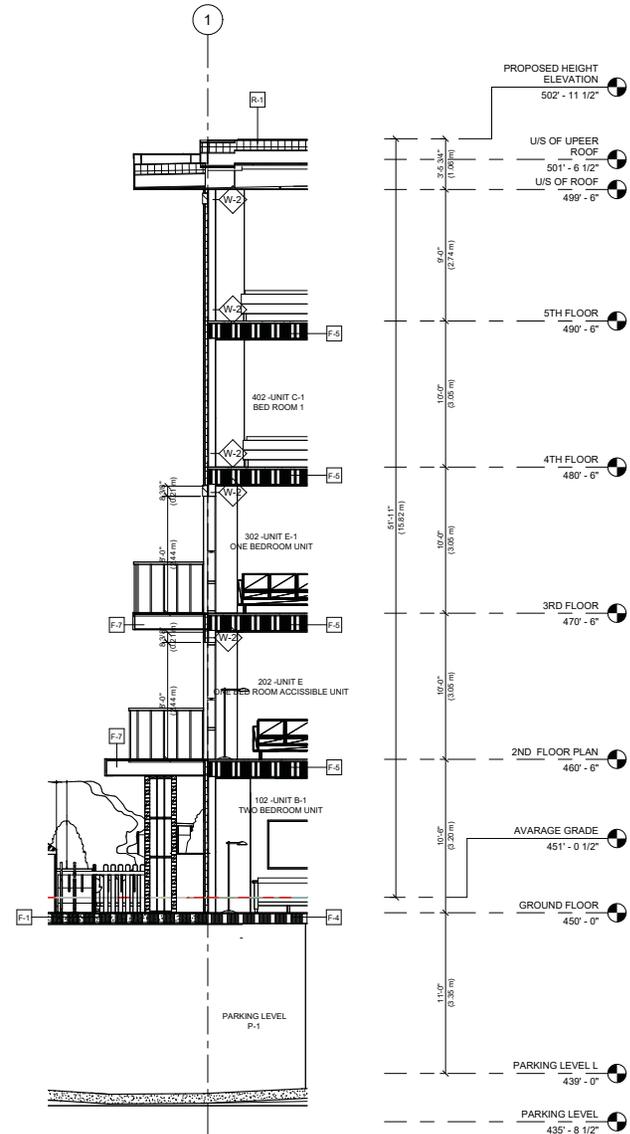
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1 WALL SECTION @ PARKING  
1/4" = 1'-0"



2 WALL SECTION @ SEPARATION UNIT  
1/4" = 1'-0"



3 WALL SECTION @ BRICK VENEER WALL  
1/4" = 1'-0"

NO.	DATE	Y/M/D	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/18		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/12/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS

SCALE

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**

PROJECT ADDRESS  
2812 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**WALL SECTION**

SCALE	1/4" = 1'-0"
DRAWN	AP
CHECKED	Checker
PROJECT NO.	20042
DRAWING NO.	

**A03.21**

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**1 NORTH ELEVATION**  
 1: 100

**EXTERIOR MATERIAL LEGEND**

NO.	DESCRIPTION
01	BRICK MISSION FINISH, COLOR: HARBOR MIST
02	FIBRE CEMENT PANEL, SMOOTH, PAINTED, COLOR: BM-BLACK PANTHER 2125-10
03	ARCHITECTURAL FINISH CONCRETE
04	WOOD TONE SOFFIT
05	WOOD FASCIA/TRIM BOARD, PAINTED, COLOR: TO MATCH BM-BLACK PANTHER 2125-10
06	ANODIZED METAL PANEL FINISH
07	PRECAST CONCRETE WALL CAP AND SILL
08	VINYL FRAME WINDOW, COLOR: BLACK
09	ALUMINUM GUARDRAIL, COLOR: BLACK WITH CLEAR GLASS
10	ALUMINUM SCREENING, WOOD TONE FINISH
11	ALUMINUM GUARDRAIL, COLOR: BLACK
12	SOLDIER COURSE BRICK DETAIL
14	FIBRE CEMENT SIDING, SMOOTH, PAINTED, COLOR: BM-CHANTILLY LACE 2121-10

NO.	DATE	BY	DESCRIPTION
5	2023/01/27		ISSUED FOR LEGAL DOC
4	2023/01/23		ISSUED FOR CONSULTANT
3	2023/01/19		ISSUED FOR CLIENT REVIEW
2	2023/01/16		ISSUED FOR CLIENT REVIEW
1	2022/12/09		ISSUED FOR CONSULT USE

ISSUES AND REVISIONS:  
 SEAL



**2 SOUTH ELEVATION**  
 1: 100

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PROJECT NAME  
**LONSDALE RESIDENTIAL APARTMENT**  
 PROJECT ADDRESS  
 2812 LONSDALE AVE, NORTH VANCOUVER

DRAWING TITLE  
**ELEVATION**

SCALE 1: 100  
 DRAWN SH  
 CHECKED AP  
 PROJECT NO. 20042  
 DRAWING NO.

**A04.11**

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**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY FROM  
CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, JULY 5, 2021**

---

**PUBLIC HEARING – 2612 Lonsdale Avenue**

Moved by Councillor Back, seconded by Councillor Bell

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717) and “Housing Agreement Bylaw, 2021, No. 8697” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments).

**CARRIED UNANIMOUSLY**

The meeting recessed to the Public Hearing at 5:33 pm and reconvened at 7:08 pm.

**BYLAWS – THIRD READING**

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717)

Moved by Councillor Girard, seconded by Councillor Bell

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717) be amended by deleting Section 3(B)(3) and replacing it with the following:

“(3) The Principal Building shall not exceed a Height of five storeys and 16.0 metres (52.5 feet);”

AND THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696” be given third reading, as amended.

**CARRIED**

Councillor Back, Councillor Hu and Councillor Valente are recorded as voting contrary to the motion.

**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY FROM  
CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, JULY 5, 2021**

---

**BYLAWS – THIRD READING – Continued**

8. “Housing Agreement Bylaw, 2021, No. 8697” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments)

Moved by Councillor Girard, seconded by Councillor Bell

THAT “Housing Agreement Bylaw, 2021, No. 8697” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be referred to staff for amendment to reflect the necessary changes to the number of units and unit mix due to the reduction in height to 5 storeys.

**CARRIED UNANIMOUSLY**



 Department Manager	 Director	 CAO
---	---	--

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

**REPORT**

---

To: Mayor Linda Buchanan and Members of Council

From: David Johnson, Development Planner

Subject: REZONING APPLICATION: 2612 LONSDALE AVENUE (NOR-VAN  
VLIET PROPERTIES LTD. / EKISTICS ARCHITECTURE)

Date: May 26, 2021 File No: 08-3360-20-0426/1

---

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

**RECOMMENDATION**

PURSUANT to the report of the Development Planner, dated May 26, 2021, entitled "Rezoning Application: 2612 Lonsdale Avenue (Nor-Van Vliet Properties Ltd. / Ekistics Architecture)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696" (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717) be considered and referred to a Public Hearing;

THAT "Housing Agreement Bylaw, 2021, No. 8697" (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be considered and referred to a Public Hearing;

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

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

## ATTACHMENTS

1. Context Map (CityDocs [1734375](#))
2. Updated Project Summary Sheet (CityDocs [2048792](#))
3. Architectural and Landscape Plans, dated July 27, 2020 (CityDocs [2048797](#))
4. Council Report dated January 21, 2019 (CityDocs [1752149](#))
5. Updated "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696" (CityDocs [1734706](#))
6. Updated "Housing Agreement Bylaw, 2021, No 8697" (CityDocs [2055837](#))

## PURPOSE

The purpose of this report is to present, for Council consideration, a revised rezoning application for the site located at 2612 Lonsdale Avenue (Attachment #1). The revision is in response to Council's resolution of February 11, 2019 where Council referred the original application back to staff to address the items outlined in the resolution.

## BACKGROUND

Applicant:	Nor-Van Vliet Properties Ltd.
Architect:	Ekistics Architecture
Official Community Plan Designation:	Residential Level 5 (R5)
Existing Zoning:	Medium Density Apartment Residential 1 (RM-1)
Applicable Guidelines:	None

The original application was brought forward to Council for consideration at the February 11, 2019 Council meeting. At that meeting, Council made the following resolution:

City Council, at its Regular meeting of Monday, February 11, 2019, defeated the above rezoning application and referred it back to staff for consideration of:

- an increase in the number of 3-bedroom units;
- energy efficiency improvements;
- accessibility of the units;
- setbacks;
- reduction in height; and
- consideration of extending the 10-10-10 principle for additional units and number of years.

Since then staff and the applicant have met several times to discuss these issues and the applicant has returned with a revised proposal in response to Council's concerns raised at the February 11, 2019 meeting.

A copy of the original staff report (dated January 21, 2019) is included in this report as Attachment #4. Updated architectural and landscaping drawings are included as Attachment #3. Updates to the Zoning Amendment Bylaw (Attachment #5) and the

Housing Agreement Bylaw (Attachment #6) have been made to reflect the changes being made to this proposal.

The Official Community Plan designates the subject site as Residential Level 5, which allows multi-family buildings at a density of 1.6 FSR with the provision of an additional 1.0 FSR Density Bonus. Residential buildings can achieve a height of up to six storeys. The proposal as presented meets this criteria and does not need an OCP amendment.

**DISCUSSION**

**Project Description**

The proposal is for a six-storey, 24-unit rental residential apartment building. The proposal includes three mid-market rental units, with one level of underground parking and one surface parking stall to accommodate a two-way car sharing service. The building is located mid-block on the east side of Lonsdale Avenue between 26<sup>th</sup> Street to the south and 27<sup>th</sup> Street to the north. Vehicle access to the underground parking is off the rear lane.

The proposed changes in response to Council’s resolution are summarized in Table 1 below. A further description of each of the responses are then provided.

**Table 1**

	2019 Proposal	Current Proposal
Gross Floor Area	1,982 square metres 21,388 square feet	1,967 square metres 21,172 square feet
<u>Unit breakdown</u>		
One-bedroom	16	12
Two-bedroom	9	9
Three-bedroom	1	3
Total number of units	26	24
Energy performance	Step 2	Step 3
Setbacks	Front Yard: 12.0 ft. Side Yard: 8.0 ft. Rear Yard: 14.2 ft.	No Change
Building Height	Six Storeys, and 65.0 ft.	Six Storeys, and 61.0 ft.

An updated project fact sheet can be found in Attachment #2.

*Increase In Three-bedroom Units*

The applicant has increased the number of three-bedroom units from one unit to three units to meet the City’s Housing Action Plan, which seeks the provision of at least 10% of units be three-bedroom or more to accommodate families. This was achieved by changing the unit configuration to reduce the number of one-bedroom units from 16 to 12. This results in the total number of proposed units being reduced from 26 to 24.

### Energy Efficiency Improvements

The applicant has upgraded the proposed energy performance from Step 2 to Step 3 of the BC Building Code Step Code, which is consistent with current requirements for rezoned projects.

### Accessibility of the Units

There is now a reconfiguration of unit types which has not only improved the accessibility within each adaptable unit, but has also improved circulation within the whole building.

### Setbacks

This small mid-block site already presents some challenges to develop to the full potential outlined in the OCP. In addition, the City requires a 3.0 m (10 ft.) land dedication off the Lonsdale Avenue frontage of the site. This reduction in site area adds to the challenge to provide livable units within the proposal. Therefore, the applicant has not altered the setbacks in the revised proposal. Staff note the same side yard setback of 2.4 m (8 ft.) has been approved in other projects in the City with similar surroundings (such as the project at 127 East 12<sup>th</sup> Street, which is nearing completion). Staff do not anticipate significant impact with this side yard setback.

### Reduction in Height

The proposal is kept as a six-storey building, however, there is a reduction in overall building height from the previous 65 ft. to 61 ft., and a further setback of the top floor.

Staff and the applicant explored the possibility and the implication to either reduce the building by one floor or further set back the top floor significantly. In considering height reduction, staff take into consideration both site specific constraints as well as surrounding context.

The surrounding context include existing 2- to 3-storey walk-up apartments as well several recently approved five-storey developments. There is one rezoning application under review that is also proposing a 6-storey OCP compliant rental development. See map below.



To reduce the scale and massing of the building, in the original design, the top floor of the building was set back by approximately 2.1 m (7 ft.) from the street and lane edges of the building footprint below. For the current proposal, the applicant's design exploration has concluded that any significant additional setback of the top floor is not possible without relocating the main staircases, which would trigger a complete redesign. However, a 0.8 m (2.5 ft.) setback from the north and south side yards of the top floor is now added to the design, thus mitigating the massing impact of the building on the north and south neighbouring buildings.

Further, the applicant has reduced floor to floor height of levels 2 to 4, resulting an overall height reduction of 4 feet.

The elimination of an entire floor was also reviewed – it would result in a loss of four rental units, a significant loss considering there are only a total of 24 units. Projects proposing six storeys are being considered in the neighbourhood currently, provided there are measures to scale back the top floor.

On balance, the incremental impact of a stepped back sixth floor is minimal in terms of shadow and neighbour impacts, and the removal of the sixth floor may jeopardize the financial viability of this small rental project.

#### Mid-Market Unit Housing Terms

The applicant has offered to extend the term of the mid-market units from 10 years to “in perpetuity”, in alignment with the current City policy.

### **ADVISORY BODY INPUT**

The changes being presented in this proposal were minor and did not warrant returning to the Advisory Design Panel for further review.

### **COMMUNITY CONSULTATION**

The applicant did not hold an additional Developer Information Session on the latest proposal, but staff has updated the project webpage to allow members of the public to view the drawings and provide feedback.

Staff have received four telephone calls about the revised proposal, with mixed comments including disappointment of the building height not being reduced to five stories as well as the loss of rental units due to the changes. Comments in support like that the project will be rental with a more affordable component, and the look of the building. No written comments have been received since the submission of the revised drawings.

Should Council wish to move this application forward, a Public Hearing will be held to allow the public to voice their opinions directly to Council.

### **ENGINEERING SERVICES**

With the proposed changes, off-site servicing requirements remain the same. One of the items was a condition that was outlined in the previous staff report (Attachment #4); it needs to be carried over as the following and secured as part of the rezoning:

- Submission of a sustainable storm water management plan to the satisfaction of the Director of Engineering.

## CONCLUSION

The changes to the original application as presented in this report will result in 24 rental apartment units with three mid-market units that would be secured in perpetuity through a Housing Agreement. The increased number of three-bedroom units is in keeping with the City's Housing Action Plan and will help accommodate families in the area. The improved energy performance is in keeping with current requirements and modified unit configurations will help wheelchair access throughout the dedicated units and the building.

RESPECTFULLY SUBMITTED:

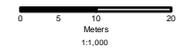


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David Johnson  
Development Planner

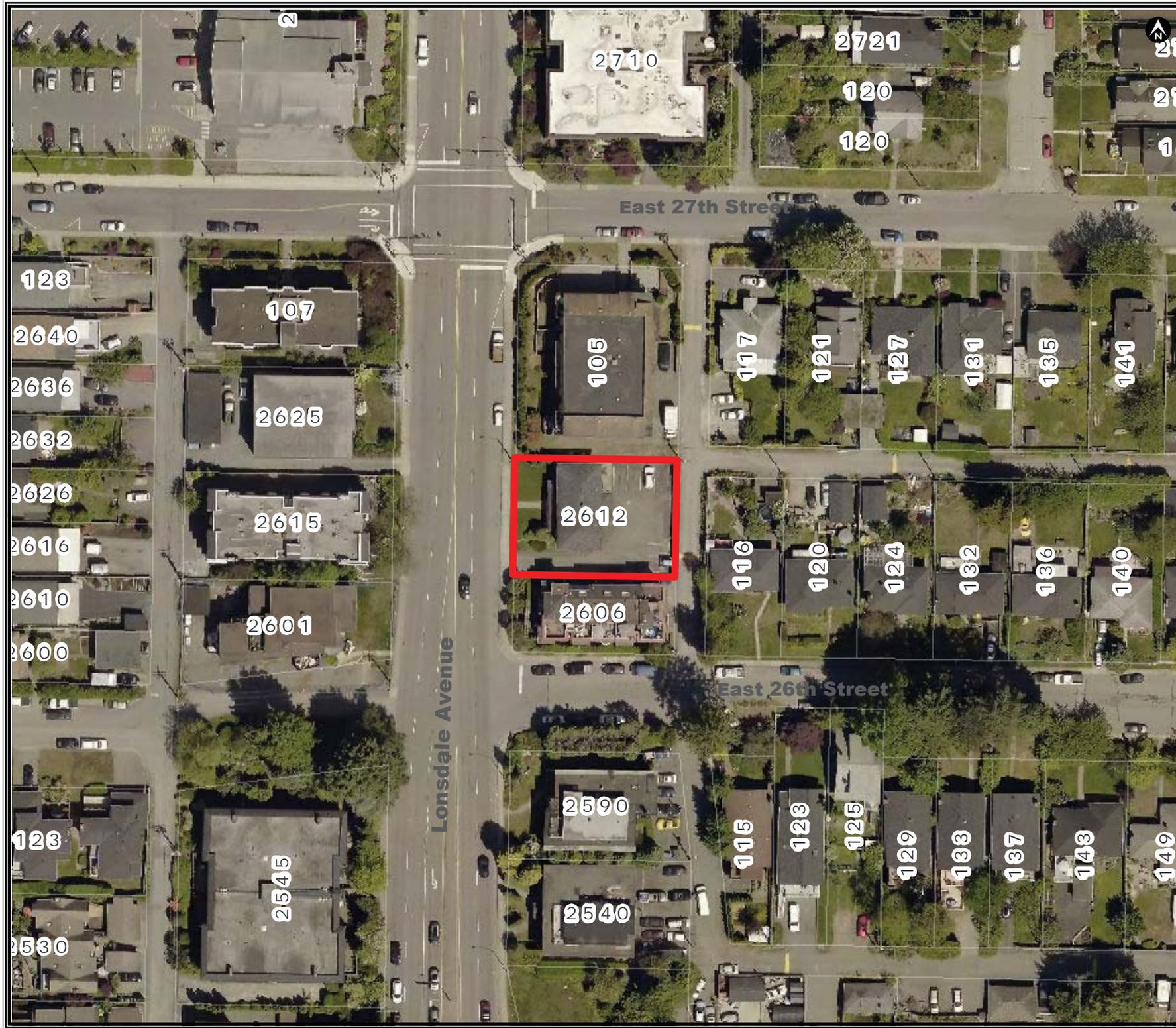
City of North Vancouver  
Context Map

Legend  
Subject Site



**DISCLAIMER**  
This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology,  
City of North Vancouver





# PROJECT SUMMARY SHEET

DEVELOPMENT APPLICATION

2612 Lonsdale Avenue



## SITE CHARACTERISTICS

OCP Designation	Residential Level 5 (R5)
Existing Zoning	Medium Density Apartment Residential 1 (RM-1)
Site Area	766.0 sq. m (8,245 sq. ft.)

## FLOOR AREA AND HEIGHT

	Existing Zoning (RM-1)	Official Community Plan	Proposed
Floor Space Ratio	Maximum 1.60 FSR or 1,225.6 sq. m (13,192 sq. ft.)	OCP - 1.60 FSR 1,225.6 sq. m (13,192 sq. ft.) Density Bonus - 1.0 FSR 766.0 sq. m (8,245 sq. ft.)  <b>Total Maximum</b> <b>1,991.6 sq. m (21,437 sq. ft.)</b> <b>2.60 FSR</b>	1,967.0 sq. m (21,172 sq. ft.) 2.57 FSR
Total Lot Coverage	50%	N/A	53.0%
Principal Building Height (maximum)	13.0 m (42.7 ft.) or three storeys	Six Storeys	Six Storeys and 18.6 m (61.0 ft.)

## SETBACKS

	Existing Zoning (RM-1)	Proposed
Front (Lonsdale Avenue)	6.1 m (20.0 ft.)	3.6 m (12.0 ft.)
North Side Yard	6.1 m (20.0 ft.)	2.4 m (8.0 ft.)
South Side Yard	4.6 m (15.0 ft.)	2.4 m (8.0 ft.)
Rear (East)	6.1 m (20.0 ft.)	4.3 m (14.2 ft.)

## BICYCLE PARKING

	Required	Proposed
Total Bicycle Parking (stalls)	39 secured / 6 short term	39 secured / 6 short term

## VEHICLE PARKING

	Required	Proposed
Resident	13	9 plus 4 (from car-share stall)
Visitor	3	3
Total Vehicle Parking (stalls)	16	16

Numbers based on plans dated July 27, 2020

#2048792



## 2612 LONSDALE AVE. RENTAL APARTMENT

LEGAL ADDRESS: LOT A OF LOT 2 BLOCK 229 DL 545 PLAN 2969

RE-ISSUED FOR DP APPLICATION  
JULY 27, 2020

### DEVELOPMENT TEAM

**DEVELOPER/OWNER:**  
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150-628 EAST KENT AVE  
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F. 604.321.3627  
CONTACT: SILVERIA ROSELLI

**ARCHITECT:**  
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F. 604.676.5050  
CONTACT: MARK BLACKWOOD / JULIO YANES

**LANDSCAPE ARCHITECT:**  
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**CIVIL ENGINEER:**  
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305-8588 FRASERTON COURT  
BURNABY, BC, V5G 5A9  
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**GEOTECHNICAL ENGINEER:**  
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NORTH VANCOUVER, BC V7M 3G3  
T. 604.990.0546 EXT 105  
F. 604.990.0583  
CONTACT: NIMA TFAZZOLI

**MECHANICAL ENGINEER:**  
NORMAN DISNEY YOUNG  
608-1166 ALBERNI STREET  
VANCOUVER, BC, V6E 3Z3  
T. 604.734.9338  
CONTACT: WAYNE HUA

**ELECTRICAL ENGINEER:**  
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VANCOUVER, BC, V6E 3Z3  
T. 604.734.9338  
CONTACT: BEN CHAN

**CODE CONSULTANT:**  
CFT ENGINEERING INC.  
800-1901 ROSSER AVENUE  
BURNABY, BC V5C 6R6  
T. 604.694.2384  
CONTACT: SAM EIDNANI

**TRANSPORTATION ENGINEER:**  
BUNT & ASSOCIATES  
ENGINEERING LTD.  
SUITE 1550 - 1050 WEST PENDER STREET  
VANCOUVER, BC, V6E 3S7  
T. 604.688-9427  
CONTACT: BRIAN PHILIPS

ISSUES	DATE
8	
7	
6	
5	ISSUED FOR DP RESUBMISSION 2020-07-27
4	ISSUED FOR DP RESUBMISSION 2018-06-08
3	ISSUED FOR DP RESUBMISSION 2017-11-15
2	ISSUED FOR DP SUBMISSION 2017-06-26
1	ISSUED FOR PRELIMINARY DPA 2018-09-26

PROJECT NUMBER	DC47
DRAWN BY	J.RA/RW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE

**COVER SHEET**

DRAWING NO.

**A0.00**



### DRAWING INDEX

#### ARCHITECTURAL

- A0.00 Cover Sheet
- A0.01 Project Data
- A0.02 Context Plan
- A0.03 Design Rationale
- A0.04 Perspective View
- A0.05a Shadow Study
- A0.05b Shadow Study
- A0.06 Reflected Window Elevations
- A0.07 Statement of Sustainability
- A1.01 Site Plan
- A1.01a Fire Access Plan
- A1.02 Parking Plan
- A1.03 Survey
- A2.01 Building Plans - Ground Floor, Floors 2-3
- A2.02 Building Plans - Floors 4-6
- A2.03 Roof Plan
- A3.01 West & South Building Elevations
- A3.02 East & North Building Elevations
- A3.03 Streetscape Elevations
- A3.04 Streetscape Elevations
- A4.01 Building Sections
- A4.02 Building Sections
- A4.03 Building Sections
- A4.04 Building Sections
- A5.01 Unit Plans
- A5.02 Unit Plans
- A5.03 Unit Plans

#### LANDSCAPE

- L1.1 Materials & Grading Plans
- L1.2 Planting Plan
- L2.1 Landscape Details

#### CIVIL

- C00 Cover Sheet
- C01 Key Plan
- C02 Grading Plan
- C03 Storm Water Management Plan
- C04 Notes

Development Data - 2612 Lonsdale Ave. City of North Vancouver, B.C.

Zoning: RM-1  
 General Plan Land Use: Medium Density Residential  
 Setback: Front (Lonsdale Ave.): 12'; Rear: 10'; Side: 8'

Site:	Site Area	Permitted FSR	Permitted Floor Area	Proposed FSR	Proposed Floor Area
Proposed Gross Site Area	8,245 sq.ft.	2.60	21,436 sq.ft.	2.57	21,172.36
Dedications	770 sq.ft.				
Net Site Area	7,475 sq.ft.				

Notes

FGR 2.60 based on gross site area

Level	Number of Floors	Residential Units Per Floor	Total Res. Units	Unit Area	Common Area (Corridors, Stairs & Elevator, etc)	Residential Area	Open Appendages (Balconies, Porch, etc)	Lobby/Amenity Area	Bicycle Storage Area	Level 2 Adaptable Unit Area Reduction	Buildable Area	Zoning Code	Floor Area
												Area	FSR
P1 - Parking	1			5,455 sq.ft.	628 sq.ft.				800 sq.ft.		6,882 sq.ft.		
L1 - Residential/Lobby/Amenity	1	2	2	1,076 sq.ft.	660 sq.ft.	2,636 sq.ft.		776 sq.ft.	266 sq.ft.	40 sq.ft.	2,686 sq.ft.		2,896 sq.ft.
L2 to L3 - Residential	2	4	8	6,676 sq.ft.	1,063 sq.ft.	7,740 sq.ft.	849 sq.ft.			40 sq.ft.	7,740 sq.ft.		7,700 sq.ft.
L4 to L5 - Residential	2	5	10	6,676 sq.ft.	1,063 sq.ft.	7,740 sq.ft.	849 sq.ft.			40 sq.ft.	7,740 sq.ft.		7,700 sq.ft.
L6 - Penthouse	1	4	4	2,556 sq.ft.	544 sq.ft.	3,100 sq.ft.	544 sq.ft.			20 sq.ft.	3,100 sq.ft.		3,080 sq.ft.
Sub Total	6		24	17,883 sq.ft.	3,958 sq.ft.	21,214 sq.ft.	2,242 sq.ft.	776 sq.ft.	1,056 sq.ft.	140 sq.ft.	29,128 sq.ft.		21,172 sq.ft.

Note: FSR Floor area: Floor area measured to the extreme outer limits of the building, including all suites and all areas giving access thereto, such as corridors, lobby, stairwells (including any area under stairwells), elevator shafts, but excluding: basement space containing common electrical, mechanical, elevator machine room, recycling and garbage rooms; amenity area provided for the common use; 20 sq.ft. for each Level 2 Adaptable Design Dwelling Unit and balconies up to 10% gross floor area.

Level	Number of Floors	Total Units	1 Bedroom	1 Bedroom + Den	2 Bedroom	3 Bedroom
L1	1	2			1	1
L2 to L3	2	8	1		2	1
L4 to L5	2	10	3		2	1
L6	1	4	3	1		
Total		24	11	1	9	3
%		100.00%	45.83%	4.17%	37.50%	12.50%

Parking Requirements	Parking / Unit	# of Residential Units	Parking Required	Parking Provided
Rental Apartment Residential Use	0.40	24	10	9
Visitor	0.20	24	5	3
Parking Reduction (Car Share, 1 = 4 stalls)				4
Total Residential Parking			15	16

Bicycle Parking Requirements	Parking / Unit	# of Residential Units	Parking Required	Parking Provided
Medium Density Secure Spaces	1.50	24	36	39
Short-Term Spaces			6	6
Total Residential Parking Required			42	45

ADAPTABLE DESIGN STATISTICS

Unit Address	Unit Label	Unit Type	Level of Adaptable Design	Floor/Level	Unit Size (Sq.Ft.)	Excl. Floor Area
101	Unit C1	2 BR	2	Ground Floor	834 sq.ft.	20.0 sq.ft.
102	Unit D	3 BR	2	Ground Floor	1,141 sq.ft.	20.0 sq.ft.
201	Unit C	2 BR	1	Level 2	807 sq.ft.	
202	Unit C	2 BR	1	Level 2	807 sq.ft.	
203	Unit D1	3 BR	1	Level 2	1,142 sq.ft.	20.0 sq.ft.
204	Unit A1	1 BR	1	Level 2	582 sq.ft.	
301	Unit C	2 BR	1	Level 3	807 sq.ft.	
302	Unit C	2 BR	1	Level 3	807 sq.ft.	
203	Unit D1	3 BR	1	Level 3	1,142 sq.ft.	20.0 sq.ft.
304	Unit A1	1 BR	1	Level 3	582 sq.ft.	
401	Unit C	2 BR	1	Level 4	807 sq.ft.	
402	Unit C	2 BR	1	Level 4	807 sq.ft.	
403	Unit A1	1 BR	1	Level 4	582 sq.ft.	
404	Unit A	1 BR	2	Level 4	290 sq.ft.	20.0 sq.ft.
405	Unit A1	1 BR	1	Level 4	582 sq.ft.	
501	Unit C	2 BR	1	Level 5	807 sq.ft.	
502	Unit C	2 BR	1	Level 5	807 sq.ft.	
503	Unit A1	1 BR	1	Level 5	582 sq.ft.	
504	Unit A	1 BR	2	Level 5	560 sq.ft.	20.0 sq.ft.
505	Unit A1	1 BR	1	Level 5	582 sq.ft.	
601	Unit A2	1 BR	1	Level 6	619 sq.ft.	
602	Unit A2	1 BR	1	Level 6	619 sq.ft.	
603	Unit B	1 BR + DEN	2	Level 6	693 sq.ft.	20.0 sq.ft.
604	Unit A3	1 BR	1	Level 6	626 sq.ft.	
Total			17	7	17,883.3 sq.ft.	140.0 sq.ft.

Level	Floors	Units/Floor	Total Units	AD Level1	AD Level2	AD Level3
Lobby/Entry	1	2	2		2	
2-3	2	4	8	6	2	
4-5	2	5	10	8	2	
6	1	4	4	3	1	
Total Provided			24	17	7	
			%	100.00%	70.83%	29.17%
			Total Required			25%

Level	Full Size	Small Car	Accessible
P1	5	5	2
Surface Parking	1 Car Share=4 stalls		
Total			16

Project Total	Total #'s	Percentage
Full Size	7	43.75%
Small Car	5	31.25%
Accessible Parking Spaces	2	12.50%
Visitors	3	18.75%
Bicycle	39	
Storage Lockers	26	
Loading	N/A	



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 www.ekistics.com

ISSUES	DATE
8	
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6	
5	ISSUED FOR DP RESUBMISSION 2020-07-27
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3	ISSUED FOR DP RESUBMISSION 2017-11-15
2	ISSUED FOR DP SUBMISSION 2017-08-26
1	ISSUED FOR PRELIMINARY DPA 2018-09-26

PROJECT NUMBER	DC47
DRAWN BY	J.R.ARW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
 APARTMENTS**  
 CITY OF  
 NORTH VANCOUVER, BC

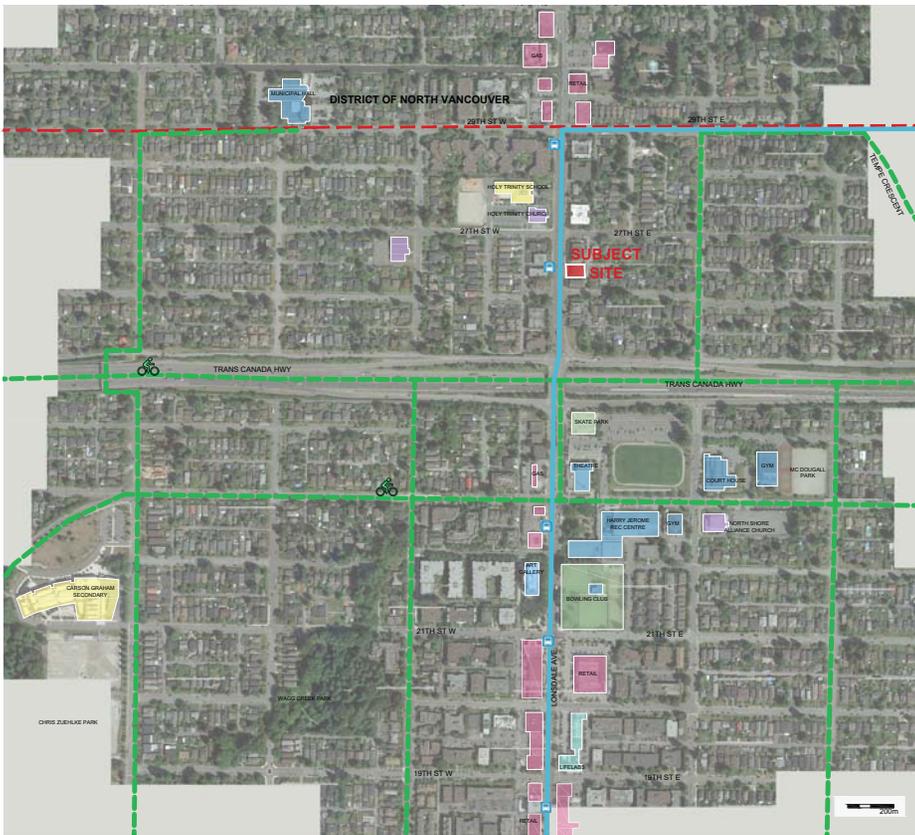
DRAWING TITLE  
**PROJECT DATA**

DRAWING NO.  
**A0.01**



**LEGEND**

	BIKE ROUTES		SUBJECT SITE		MEDICAL
	TRANSIT BUS ROUTES		PARKS AND GREEN SITES		SCHOOLS & INSTITUTIONAL
	TRANSIT BUS ROUTES 929 929 929 465 465 465		MUNICIPAL & RECREATIONAL		CHURCH
			COMMERCIAL & AMENITIES		



ISSUES	DATE
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4	ISSUED FOR DP RESUBMISSION 2018-06-08
3	ISSUED FOR DP RESUBMISSION 2017-11-15
2	ISSUED FOR DP SUBMISSION 2017-08-28
1	ISSUED FOR PRELIMINARY DPA 2018-09-26

PROJECT NUMBER	DC47
DRAWN BY	J.RARW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	



① view from Lonsdale  
 ② view from the street towards the front block  
 ③ view from the sidewalk towards the site  
 ④ view from the back alley street  
 ⑤ view from the sidewalk towards the front block  
 ⑥ view from the back alley  
 ⑦ view from the sidewalk towards Lonsdale AVE.  
 ⑧ view from the sidewalk towards the site and the neighbor building

PROJECT  
**2612 LONSDALE AVE. APARTMENTS**  
CITY OF NORTH VANCOUVER, BC

DRAWING TITLE  
**CONTEXT PLAN**

DRAWING NO.  
**A0.02**

# DESIGN RATIONALE

## THE SITE

This 8,245 sq. ft. (107' x 77') site is located on the East side of Lonsdale Avenue, between East 26th and 27th Street and currently occupied by a three storey rental apartment building. The existing neighbour to the North is a four storey residential building and the neighbour to the South is a three storey residential building. Across Lonsdale Avenue are multi-family buildings ranging from 3 to 4 storeys in height; to the east across the lane are single family dwellings ranging from 1-2 storeys. The site is within an exciting growth area of renewed urban density within North Vancouver's Lonsdale District with access to an extensive commercial area, amenities, convenient links to public transportation, and the Trans Canada Hwy. A ten foot wide special ROW is located along the West property line and dedicated to the city for future offsite improvements. This strip will be landscaped and will provide continued pedestrian access along Lonsdale Avenue, complimenting the street edge and the outlook from residential units.

## THE DEVELOPMENT

The proposed development is replacing a three storey structure. The proposed form of the development is consistent with new development in the neighborhood and overall vision for the area. The proposed structure will be concrete construction up to the second floor slab, including a single level of underground parking. Five storeys of wood frame construction will finish off the structure above. There will be 24 residential rental units ranging from one bedrooms to spacious three bedroom homes (29% of total units are ADA compliant). Each of the residential units have outdoor views and generous patios, balconies or roof decks.

## THE ARCHITECTURAL PLANNING

Residential parking is located within a single level parkade with ramp access off the lane. 40 bicycle parking stalls are provided within the main floor bike room and the parkade bike room satisfies the remaining requirements. The ground floor also comprises of two ADA units, and a generous main entrance fronting Lonsdale Avenue. Directly adjacent to the entry is the amenity lounge which serves as an extension of the entry lobby promoting informal resident interaction and social gatherings. When needed, the amenity area can be enclosed to function as a party room or meeting space. The room features a BBQ deck on the south-west facing patio, kitchenette and harvest table. The building's entry area is generous with a mailbox center that leads to the elevator and stairs accessing the five storeys of residential units above.

The main entry to the building is locked to the public and has a paved path to the public sidewalk. Lobby is visible from the outside through a glazed entry door and sidelites. Ground floor residential units on West and East street sides are raised from the street level, providing spatial separation between the public realm and private yards.

The top floor is partially set back on the east and west sides to provide relief in the massing and also offer additional private roof deck space for residents.

## THE MASSING

The massing strategy is to have an articulated but continuous street facade on Lonsdale Avenue. The top floor is set back with large roof overhangs creating a visual termination for the building. The use of brick along Lonsdale grounds the building and is used to articulate the facade and highlight the entry. Colour and material change add interest and articulation to all building elevations. Large windows take advantage of the surrounding views and introduce transparency to the facades. Private decks articulate the corners and soften the edges of the structure giving the building a lighter appearance.

## THE MATERIALS

High quality materials have been selected for the building finishes, adhering to the non-combustible requirements of a six storey building. Brick cladding, fibre cement cladding and stucco will be used on the front facade. Fibre cement cladding and stucco will continue around the remaining sides of the building in contrasting colours to create both interest and articulation. A combination of white and black vinyl windows also add interest to the elevations and highlight punch openings in the facade. Wood-like fibre cement soffits at balconies and roof overhangs bring warmth to the building and emphasize these horizontal lines. Balcony guards will be a combination of aluminum and glass to feature the surrounding views and maintain the buildings lightness.

## MATERIAL LEGEND

- |    |  |    |  |
|----|--|----|--|
| 01 | BRICK MISSION FINISH.<br>COLOR: HARBOR MIST                            | 08 | PRECAST CONCRETE WALL CAP AND SILL                   |
| 02 | FIBRE CEMENT PANEL SMOOTH, PAINTED,<br>COLOR: BM-BLACK PANTHER 2125-10 | 09 | VINYL FRAME WINDOW,<br>COLOR: BLACK                  |
| 03 | ACRYLIC STUCCO,<br>COLOR: BM-CHANTILLY LACE 2121-70                    | 10 | ALUMINUM GUARDRAIL,<br>COLOR: BLACK WITH CLEAR GLASS |
| 04 | ARCHITECTURAL FINISH CONCRETE  | 11 | FIBER CEMENT CEDARMILL PANEL                         |
| 05 | WESTERN RED CEDAR SOFFIT   | 12 | WOOD FENCE BOARD                                     |
| 06 | WOOD FASCIA/TRIM BOARD, PAINTED,<br>COLOR: BM-CHANTILLY LACE 2121-70   | 13 | ALUMINUM GUARDRAIL<br>COLOR: BLACK                   |
| 07 | CLEAR INSULATING GLASS   |    |  |

ISSUES	DATE
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5	ISSUED FOR DP RESUBMISSION
4	ISSUED FOR DP RESUBMISSION
3	ISSUED FOR DP RESUBMISSION
2	ISSUED FOR DP SUBMISSION
1	ISSUED FOR PRELIMINARY DPA

PROJECT NUMBER	DC47
DRAWN BY	J.RAIBW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DESIGN RATIONALE  
MATERIAL LEGEND

DRAWING NO.

**A 0.03**





VIEW FROM LONSDALE



VIEW FROM REAR LANE



VIEW FROM LONSDALE



VIEW FROM SIDEWALK (LONSDALE)

ISSUES	DATE
8	
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6	
5	ISSUED FOR DP RESUBMISSION 2020-07-27
4	ISSUED FOR DP RESUBMISSION 2018-06-08
3	ISSUED FOR DP RESUBMISSION 2017-11-15
2	ISSUED FOR DP SUBMISSION 2017-08-26
1	ISSUED FOR PRELIMINARY DPA 2016-09-26

PROJECT NUMBER	DC47
DRAWN BY	J.RA/RW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**PERSPECTIVES**

DRAWING NO.  
**A0.04**



21 MARCH 8:00AM



21 MARCH 10:00AM



21 MARCH 12:00PM



21 MARCH 2:00PM



21 MARCH 4:00PM



21 MARCH 6:00PM



21 JUNE 8:00AM



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21 JUNE 12:00PM



21 JUNE 2:00PM



21 JUNE 4:00PM



21 JUNE 6:00PM

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PROJECT NUMBER	DC47
DRAWN BY	J.RARW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**SHADOW STUDY**

DRAWING NO.  
**A0.05a**



21 SEPTEMBER 8:00AM



21 SEPTEMBER 10:00AM



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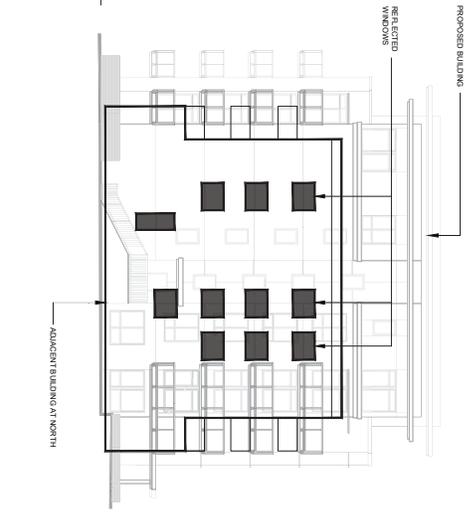
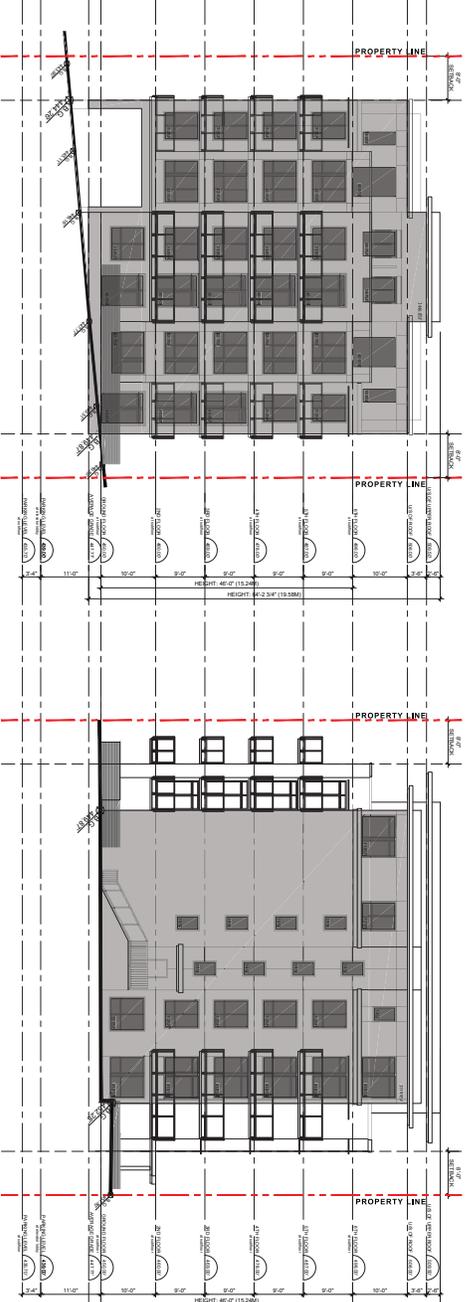
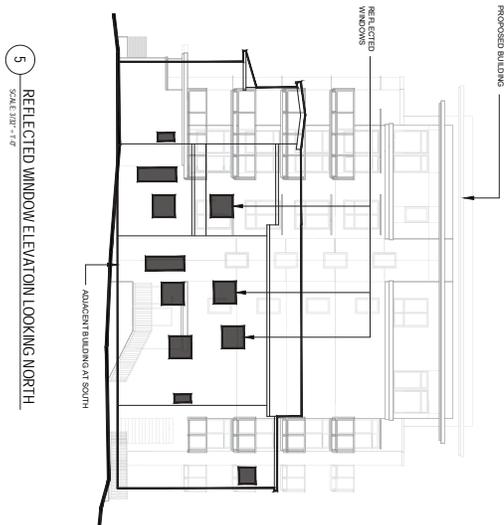
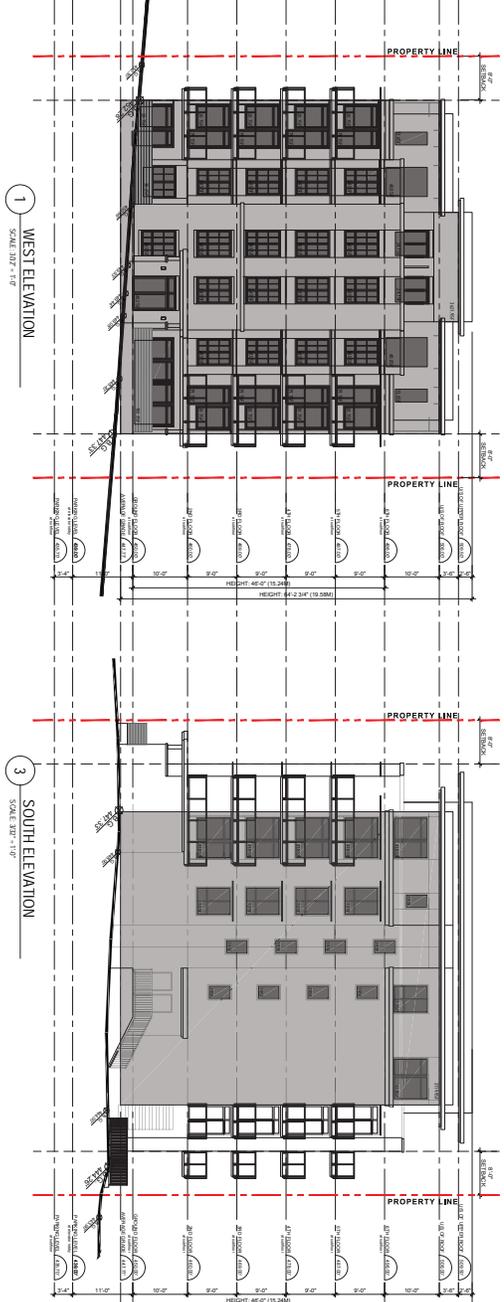
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CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
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CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**SHADOW STUDY**

DRAWING NO.  
**A0.05b**



LIMITING DISTANCE - BCBC 2012 TABLE 3.2.3.1.D					
ELEVATION	LIMITING DISTANCE (m)	WALL AREA (m <sup>2</sup> )	OPENING AREA (m <sup>2</sup> )	UNPROTECTED OPENINGS - PROPOSED (%)	UNPROTECTED OPENINGS - PROPOSED (%)
NORTH	2.43 m (8'0")	2888 m <sup>2</sup> (31198 ft <sup>2</sup> )	48.4 m <sup>2</sup> (521.5 ft <sup>2</sup> )	1.95%	17.0%
EAST	4.32 m (14'2")	3202 m <sup>2</sup> (34468 ft <sup>2</sup> )	110.86 m <sup>2</sup> (1190.1 ft <sup>2</sup> )	3.94%	34.5%
SOUTH	2.43 m (8'0")	2888 m <sup>2</sup> (31198 ft <sup>2</sup> )	42.5 m <sup>2</sup> (458.4 ft <sup>2</sup> )	1.95%	14.6%
WEST	2.43 m (8'0")	338.4 m <sup>2</sup> (3652.9 ft <sup>2</sup> )	102.22 m <sup>2</sup> (1105.7 ft <sup>2</sup> )	100%	35.5%
TOTAL OPENING					

**PROJECT**  
2612 LONSDALE AVE.  
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**REFLECTED WIND. ELEV.  
LIMITING DISTANCE**

DRAWINGS  
**A0.06**

**EKISTICS**  
Architecture

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ISSUE #	DATE
1	2020/07/27
2	2020/07/27
3	2020/07/27
4	2020/07/27
5	2020/07/27
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46	2020/07/27
47	2020/07/27
48	2020/07/27
49	2020/07/27
50	2020/07/27

# SUSTAINABILITY STATEMENT

The project will employ green building strategies, and meet Step 3 of BCBC 2018. The applicant and design team are committed to embracing environmental design principles into the project's design and long term operations. To specifically address the environmental considerations outlined in the City of North Vancouver Sustainable Development Guidelines:

## 1. NATURAL SYSTEMS

The project location has been designed to support a reduced ecological footprint. Landscape will be selected to be native and adaptive to mimic natural or existing ecology. Hardscape will be sloped towards landscaping to allow for natural stormwater infiltration.

LANDSCAPE	Y	N	N/A	Please Provide Details / Rationale:
Private Trees Retained or Added (indicate number)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No on-site trees to be retained. 11 New trees to be added.
Green Roof / Wall	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Green Roof/ Wall
Majority Native Species Landscaping	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Native species are being used throughout planting. Species not considered native are drought tolerant, and adaptive.
Habitat Restoration (butterfly, bird-friendly, naturalized areas)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Restoring and highlighting points as well as education are being used throughout planting to support habitat restoration.
Garden Plots for 90% of Units (consider stewardship / programming)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Garden Plots are not being provided
Support Facilities for Garden Plots (water, lighting, storage, composting)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable. See above.
50% or More Edible Landscaping for Common Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Drought tolerant and evergreen planting material was selected in the limited common outdoor common space
Water Efficient Irrigation System (drip hose, low-flow nozzles)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A water efficient irrigation system has been specified in the landscape notes
Rainwater Collection (rain barrel)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rainwater collection will not be incorporated in the landscape
Reuse of Wastewater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reuse of Wastewater has not been specified in the landscape
<b>HARDSCAPE</b>				
Permeable Paving for Hardscape	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Due to the extent of parking, there are limited opportunities to use permeable paving with effect.
40%+ Open Site Space (see Zoning Bylaw definition)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This is not achievable due to lot size and the building footprint
<b>Other Sustainability Achievements:</b>				

## 2. PHYSICAL STRUCTURES/INFRASTRUCTURE

### • High Performance Construction

- Durable Building:** Building and equipment lifecycles will be identified by the design team to produce an ongoing dialog about the buildings ongoing maintainability and durability.
- Building Reuse/Recycled Content:** Project will use a construction waste hauler capable of sorting construction waste materials and recycling those materials accordingly. Construction will be managed to maximize the recycling of demolished materials and construction waste. During the demolition of the existing building, local re-use centers will be contacted to review and identify opportunities for materials reuse. Prior to demolition, contractor will remove those items to preserve their quality and maximize their reusability.
- Environmentally Friendly Materials:** Interior finishes will be selected to be low VOC as defined under SCAQMD VOC limit criteria. Flooring elements, carpets, and resilient flooring will either be green label or floorscore certified as available. Selected composite wood products will be free from urea formaldehyde content.

### • Energy Efficiency and Healthy Buildings

- Energy:** This application has committed to providing a development that will achieve Step 3 of the BC Step Code. The building will have efficient HVAC and lighting systems. The project intends to maximize access to daylight by managing building design. Advanced lighting controls including occupancy sensors will be used. Energy star appliances will be used. A priority will be put on building envelope efficiency.

- Water:** The project intends to manage water through a detailed selection of water efficient equipment. Irrigation will be controlled using a weather based controller to avoid irrigating with potable water when natural rainfall is sufficient. Potable water will be further conserved through the selection of water efficient plumbing fixtures.
- Indoor Environment:** The indoor environment of the building will be optimized through a combined effort to limit particulates within the air and maximizing day lighting and view accessibility. Building entrances will have entryway mats to limit the tracking of dust into the building. Outdoor air in corridors and amenity spaces will be filtered using the best available filtration. Interior finishes will be selected to be low VOC materials. Suites will have windows located to support visual access to the outdoors as well as support the penetration of natural daylight into the suite.

### • Transportation

- The project redevelops an underutilized urban site in an area that will served by transit and highly accessible by pedestrians and cyclists. Location within the Central Lonsdale core decreases the reliance on private automobiles and encourages more trips by foot, bicycle and transit.
- 3 stalls (20% of all residential stalls) are equipped with a Level 2 Electric Vehicle Charging Station to encourage Electrical Vehicle use. Car-Share program to be provided, increasing public transportation use and individual / household's ability to access an automobile.
- Provides secure bicycle storage for occupants to support not using single occupancy vehicles. Providing one electric outlet in the secured bicycle area for every four bicycle stalls to specifically address that the project is located on a hill.

## 3. LOCAL ECONOMY

This 100% purpose-built rental project encourages long term secured market rental housing, to allow residents to have the choice and means to live centrally, while contributing and benefiting the local economy community as a whole. The project intends to maximize land use by densifying of existing site. In the current situation, nearly five times as many homes for renters will replace the older building on site. This building will be extremely well located to the jobs that the Lonsdale corridor provides. In addition, Lonsdale is one of the most walkable streets on the North Shore and it provides excellent transit and bicycle access for workers with jobs farther afield. This is a great place for a rental housing development with easy access to a number of community amenities with employment opportunities such as nearby grocery stores and the shops at the Lonsdale Avenue. In addition to the distinct economic benefits for the city with new rental development, there are a number of typical economic sustainability benefits with this project including creating construction jobs while being built, rent management, and property maintenance jobs upon completion.

## 4. HUMAN POTENTIAL

- Market Rental Housing/Low-End of Market Rental Housing:** This 100% purpose-built rental project will create 19 more rental units to develop more rental options for families, including 10% secured as low-end market rental for low-income families applying rent supplements to available and suitable units.
- Diversity of Unit Types:** The development provides a complete range of units from one bedroom, two bedroom and three bedroom units. By providing a range of housing types, this development ensures catering to a wide demographic range from young families, empty nesters and single occupant households.

- Interior Connections:** A residential amenity room including communal kitchen and seating area located on the ground floor near lobby, opening up onto a shared patio, is important for social cohesion of the residents. Safe bike storage is a fundamental strategy that makes it convenient for not only residents, but visitors, to access.
- Exterior Connections:** This urban development is located in a neighborhood with a high level of walkability, proximity to frequent transit, and easy access to a number of community amenities.

## 5. SOCIAL CONNECTIONS:

- Design Features for People with Disabilities:** From a social perspective, the provision of 29% of the total unit count as Adaptable Level 2 suites in accordance with existing CNV policies will assist those who may wish to continue to live in their homes at this site as they age or encounter mobility issues in the future.
- Crime Prevention Through Environmental Design:**
  - Planning: Secure and fully accessible underground parking for residents has been provided. The indoor amenity area is open to lobby creating visibility from the entryway. The amenity indoor/outdoor areas have been designed to open onto the ROW to provide supervision. Additionally, the windows in the units above do the same. Private patio decks will have soft landscaping per landscape design. Patio decks will be fully surrounded by railing or screen fence, to delineate private space from communal. Garbage and recycling area is located inside the parkade, adjacent to the traffic aisle.
  - Lighting: The main entry will be illuminated at covered area near building lobby access. Emergency exits at parkade and exit stairs from residential floors will have lighting and exterior paths leading from building to public streets, and lanes will have sufficient lighting to illuminate the exiting travel paths and provide safety to pedestrians. The parkade entry will have lights in the overhead gate bulkhead.
  - Lighting will also be provided around the car share stall off the lane to promote safe use of the amenity.



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ISSUES	DATE
8	
7	
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5	ISSUED FOR DP RESUBMISSION 2020-07-27
4	ISSUED FOR DP RESUBMISSION 2018-06-08
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PROJECT NUMBER	DC-47
DRAWN BY	J.RAHEW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

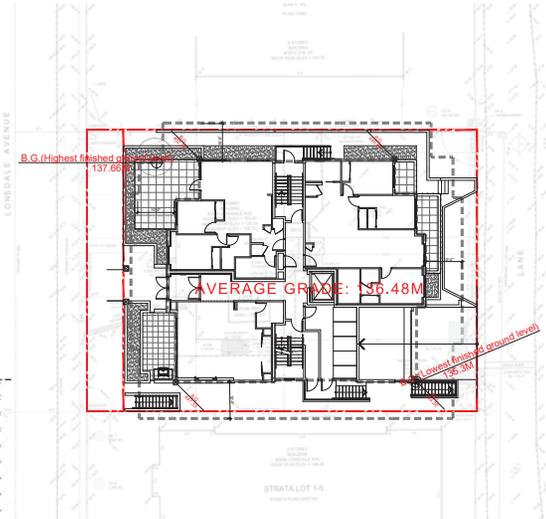
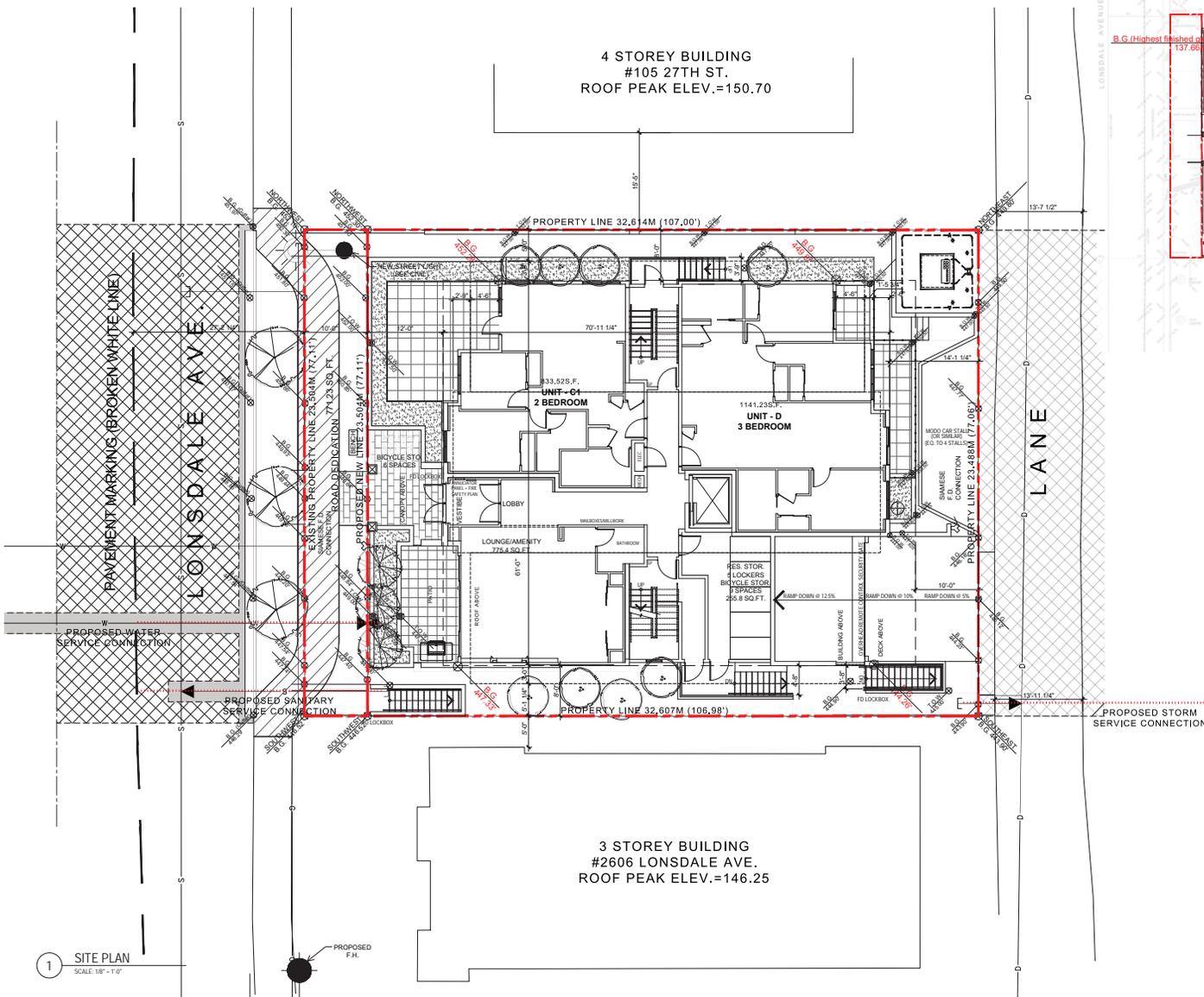
PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE

## SUSTAINABILITY STATEMENT

DRAWING NO.

**A 0.07**



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

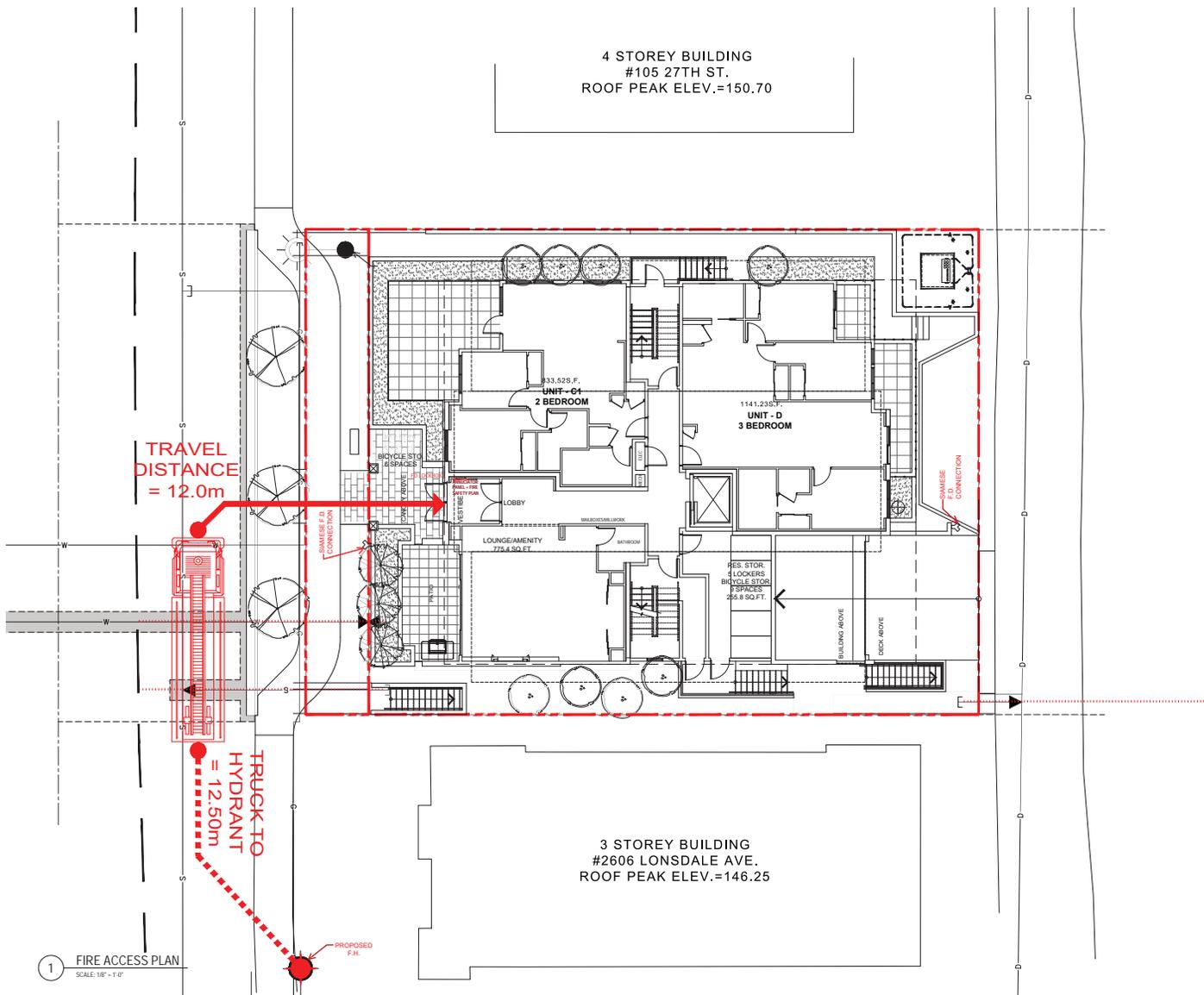
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DRAWN BY	J.R.ARW
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PROJECT  
**2612 LONSDALE AVE.  
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CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**SITE PLAN**

DRAWING No.  
**A1.01**



**SITE PLAN LEGEND**

- PROPOSED FIRE HYDRANT
- DISTANCE FROM HYDRANT TO TRUCK
- DISTANCE FROM TRUCK TO UNIT DOOR
- TYPICAL FIRE TRUCK
- FIRE TRUCK CENTRE LINE RADIUS (12M MIN.)

**NOTE:**

- ALL SURFACES WITHIN THE REQUIRED FIRE ACCESS ROUTE SHALL BE DESIGNED TO ACCOMMODATE FIRE FIGHTING EQUIPMENT LOADS AS PER THE C.O.S. FIRE DEPARTMENT REQUIREMENTS & B.C.S.C. 2018.
- MAXIMUM FIRE DEPT. TRUCK ACCESS ROUTE TO BE 90M. TRUCK TURN AROUND FACILITIES REQUIRED IF ACCESS ROUTE EXCEEDS 90M.
- NO PARKING SIGNS TO BE POSTED ALONG TRUCK FIRE ACCESS ROUTES
- MIN. WIDTH OF FIRE TRUCK ACCESS ROUTE = 6M

20' (6.0m)

4 STOREY BUILDING  
#105 27TH ST.  
ROOF PEAK ELEV.=150.70

3 STOREY BUILDING  
#2606 LONSDALE AVE.  
ROOF PEAK ELEV.=146.25

TRAVEL DISTANCE = 12.0m

TRUCK TO HYDRANT = 12.50m

1 FIRE ACCESS PLAN  
SCALE: 1/8" = 1'-0"

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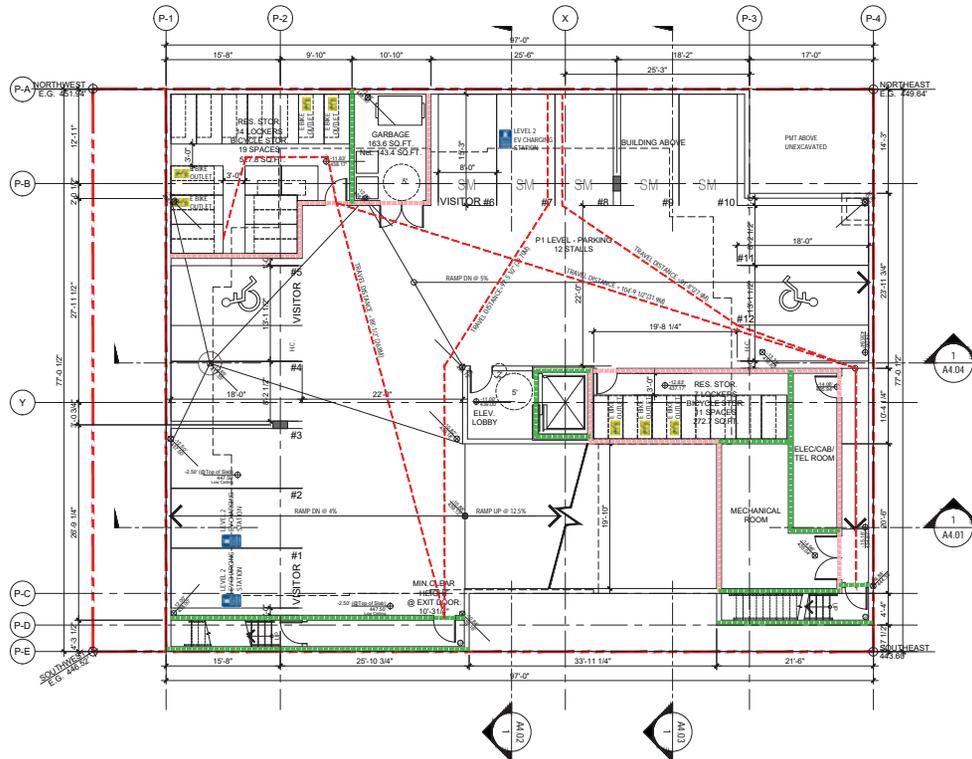
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PROJECT  
**2612 LONSDALE AVE. APARTMENTS**  
CITY OF NORTH VANCOUVER, BC

DRAWING TITLE  
**FIRE ACCESS PLAN**

DRAWING No.

**A1.01a**



**1** PARKING P1 FLOOR PLAN  
Scale: 1/8" = 1'-0"

PARKING P1 - AREA:	S.F.	S.M.
GROSS AREA	6882.77	639.43
COMMON AREA	627.55	58.30
BICYCLE STORAGE AREA	800.47	74.37

LEGEND	
TRAVEL DISTANCE	
3/4HR FIRE SEPARATION	
1HR FIRE SEPARATION	
1 1/2HR FIRE SEPARATION	
STANDPIPE	
FD LOCKBOX	

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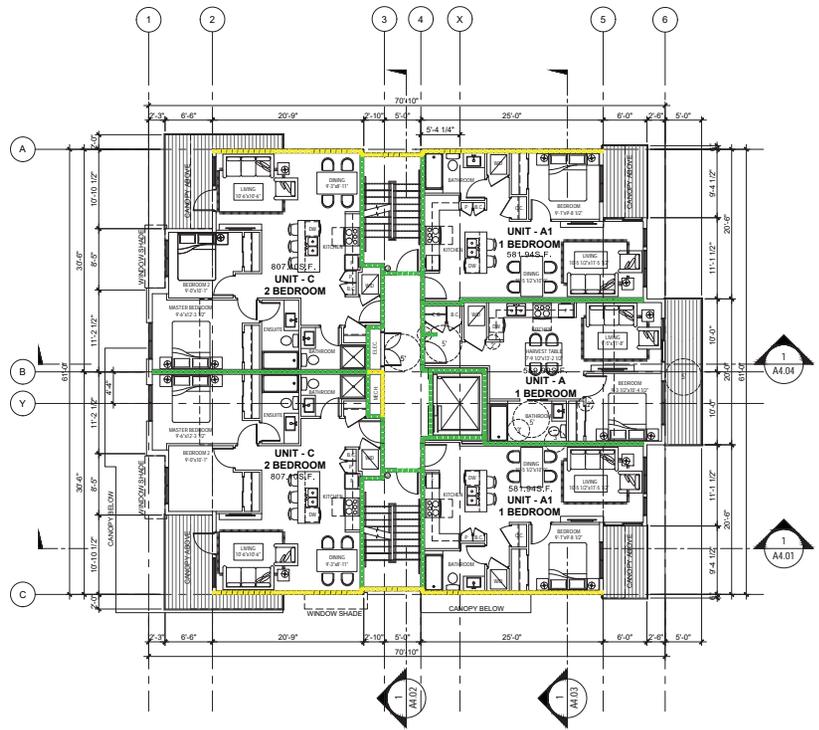
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**PARKING P1  
FLOOR PLANS**

DRAWING NO.

**A1.02**

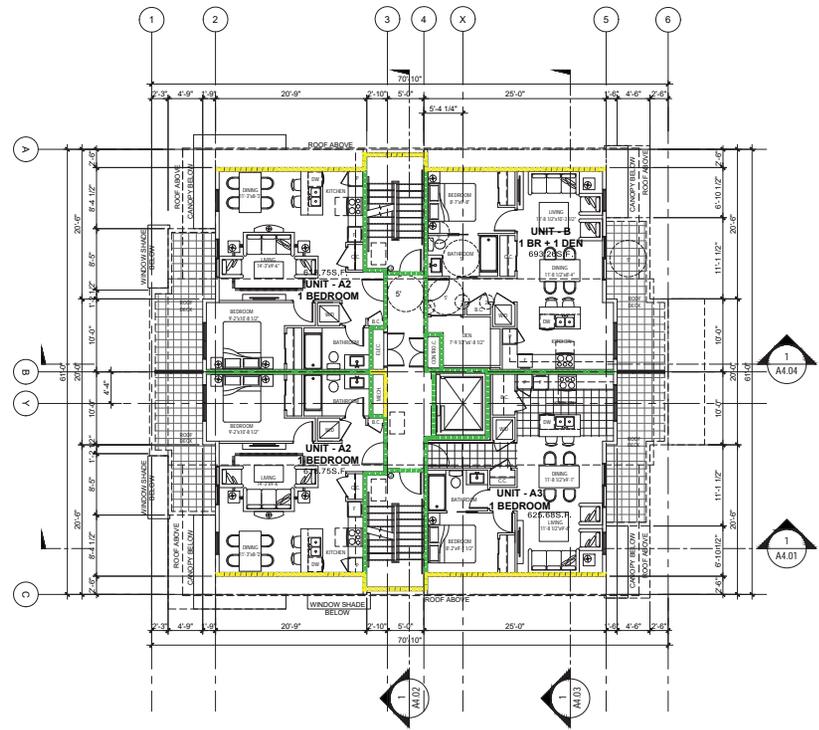






**1** 4TH TO 5TH FLOOR PLANS  
A2.02  
Scale: 1/8" = 1'-0"

4th to 5th FLOOR-AREA:	S.F.	S.M.
GROSS AREA	3869.82	359.52
COMMON AREA	531.74	49.40
DECK AREA	424.54	39.44
HABITABLE AREA	3,338.07	310.12



**2** 6TH FLOOR PLAN  
A2.02  
Scale: 1/8" = 1'-0"

6th FLOOR-AREA:	S.F.	S.M.
GROSS AREA	3099.98	288.00
COMMON AREA	543.54	50.50
DECK AREA	544.16	50.55
HABITABLE AREA	2,556.44	237.50

**LEGEND**

- TRAVEL DISTANCE
- 3/4HR FIRE SEPARATION
- 1HR FIRE SEPARATION
- 1 1/2HR FIRE SEPARATION
- STANDPIPE
- FD LOCKBOX

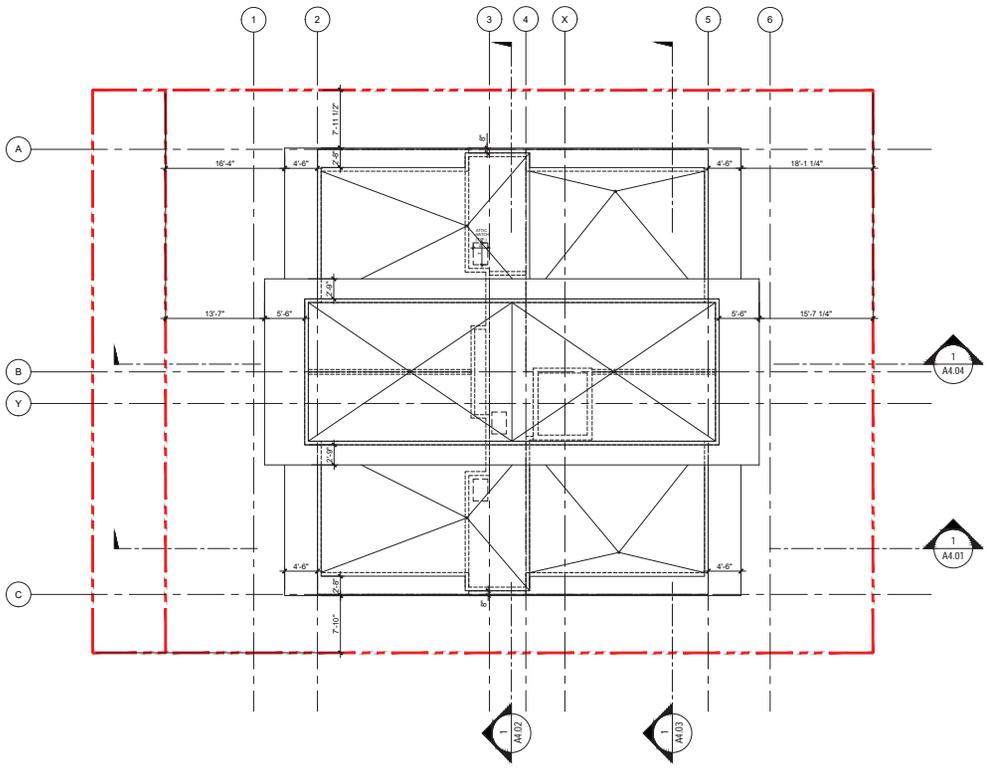
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 CHECKED BY: MB  
 DATE CHECKED:  
 CONSULTANT:

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**4TH, 5TH AND 6TH  
FLOOR PLANS**  
DRAWING No.

**A2.02**



**1**  
A2.03 ROOF PLAN  
Scale: 1/8" = 1'-0"

LEGEND	
TRAVEL DISTANCE	
3/4HR FIRE SEPARATION	
1HR FIRE SEPARATION	
1 1/2HR FIRE SEPARATION	
STANDPIPE	
FD LOCKBOX	

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DRAWING TITLE  
**ROOF PLAN**  
DRAWING No.

**A2.03**







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



2 EXISTING STREETSCAPE  
SCALE: 1/8" = 1'-0"

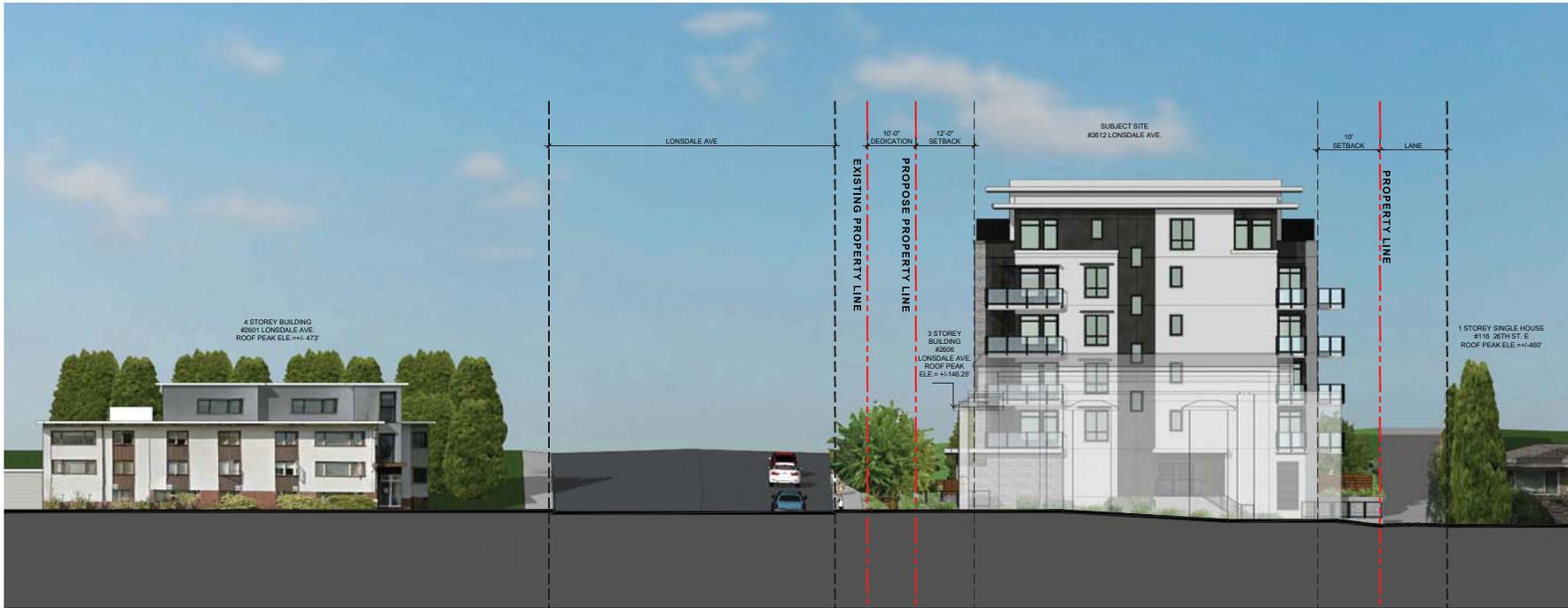
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PROJECT  
**2612 LONSDALE AVE.  
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CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**STREETSCAPE**

DRAWING No.  
**A3.03**



ISSUES	DATE
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4	ISSUED FOR DP RESUBMISSION 2018-06-08
3	ISSUED FOR DP RESUBMISSION 2017-11-15
2	ISSUED FOR DP SUBMISSION 2017-08-28
1	ISSUED FOR PRELIMINARY DPA 2016-09-26

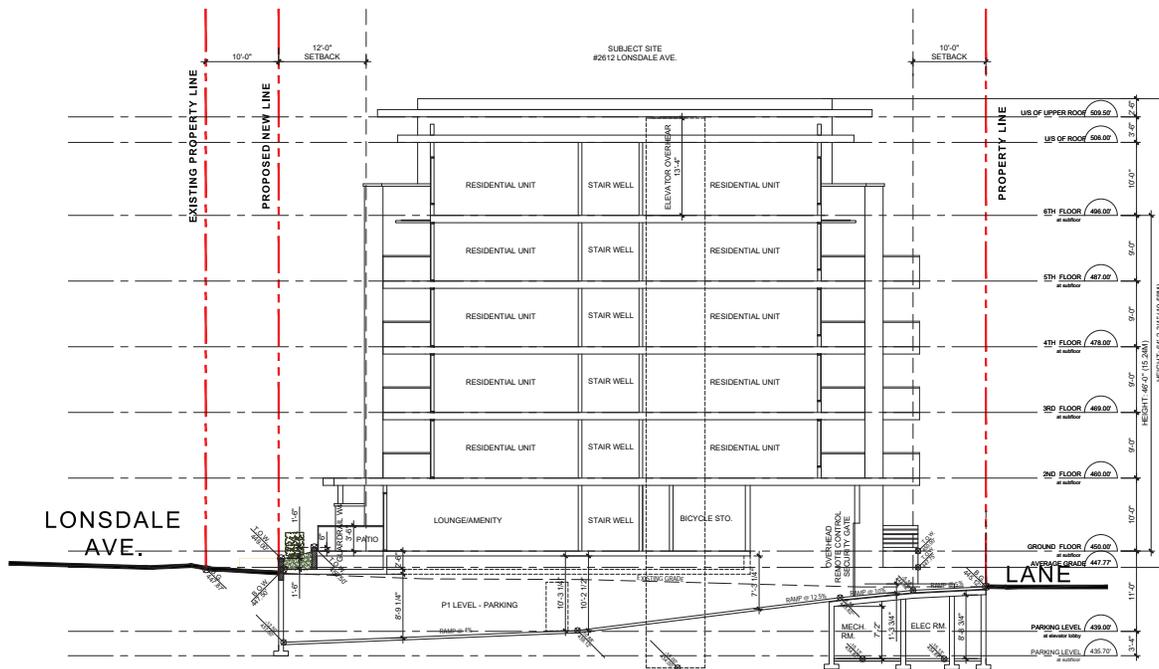
PROJECT NUMBER	DC47
DRAWN BY	J.RA/RW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**STREETSCAPE**

DRAWING No.  
**A3.04**

1 SECTION / STREETSCAPE  
SCALE: 3/32" = 1'-0"



1 SECTION 1  
A4.01 Scale: 1/8" = 1'-0"

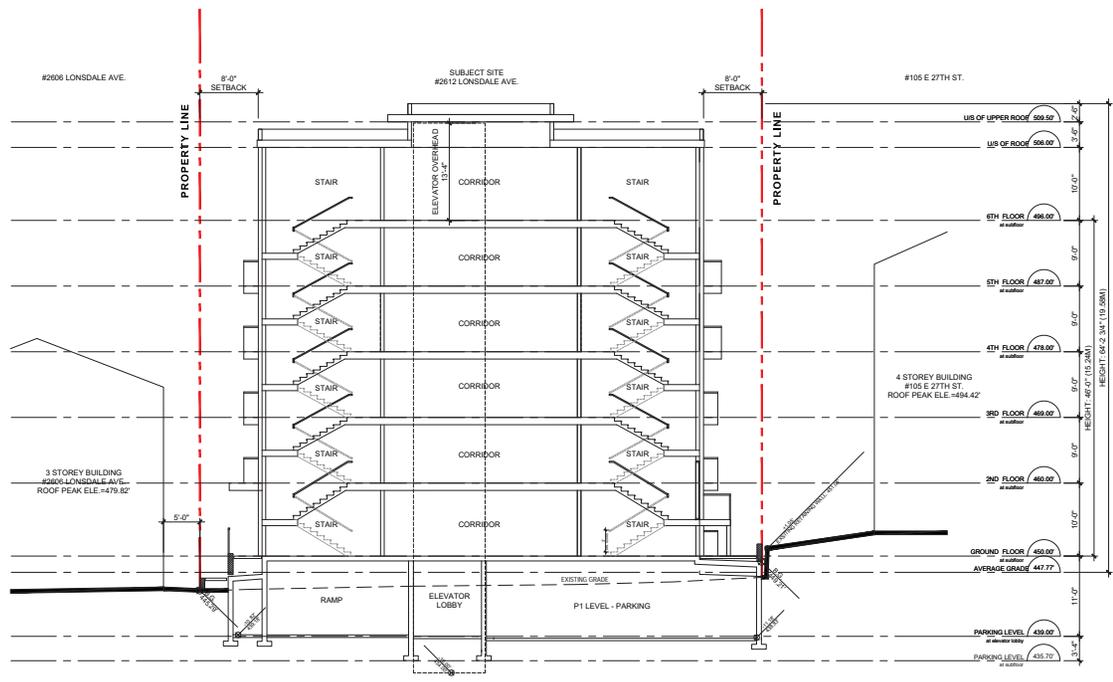
ISSUES	DATE
8	
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5	ISSUED FOR DP RESUBMISSION 2020-07-27
4	ISSUED FOR DP RESUBMISSION 2018-06-08
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CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**BUILDING SECTION**  
DRAWING NO.

**A4.01**



1 SECTION 2  
A4.02 Scale: 1/8" = 1'-0"

ISSUES	DATE
8	
7	
6	
5	ISSUED FOR DP RESUBMISSION 2020-07-27
4	ISSUED FOR DP RESUBMISSION 2018-06-08
3	ISSUED FOR DP RESUBMISSION 2017-11-15
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1	ISSUED FOR PRELIMINARY DPA 2016-09-26

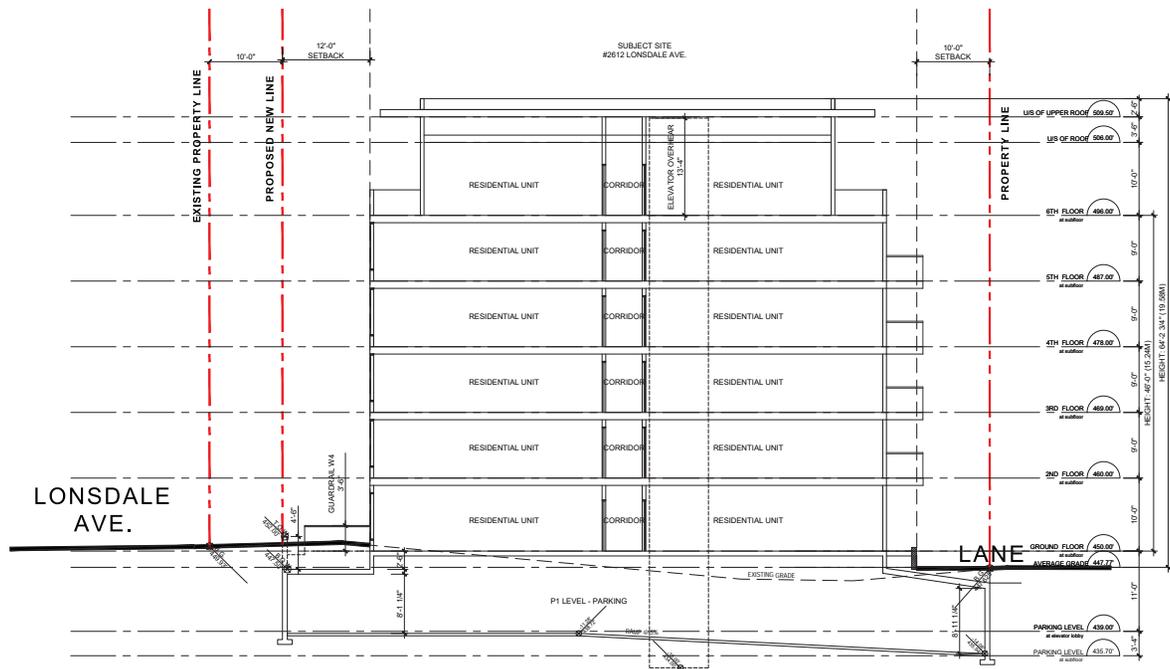
PROJECT NUMBER	DC47
DRAWN BY	J.RA/RW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE  
**BUILDING SECTION**  
DRAWING NO.

**A4.02**





1 SECTION 4  
A4.04 Scale: 1/8" = 1'-0"

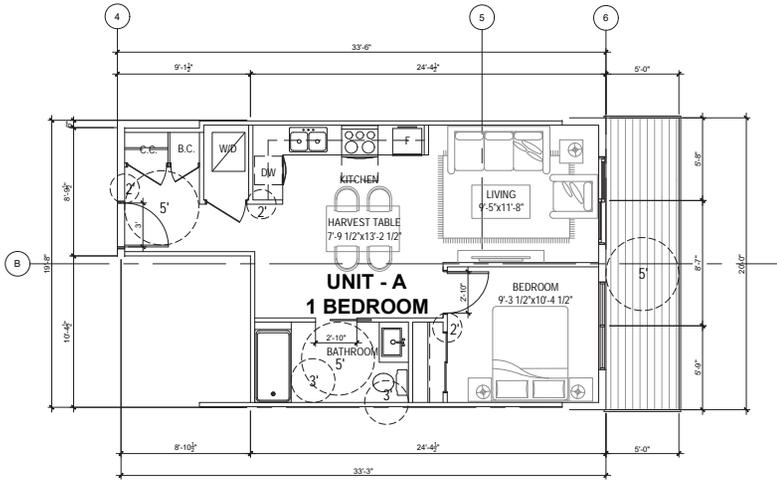
ISSUES	DATE
8	
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6	
5	ISSUED FOR DP RESUBMISSION 2020-07-27
4	ISSUED FOR DP RESUBMISSION 2018-06-08
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PROJECT NUMBER	DC47
DRAWN BY	J.RA/RW
CHECKED BY	MB
DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

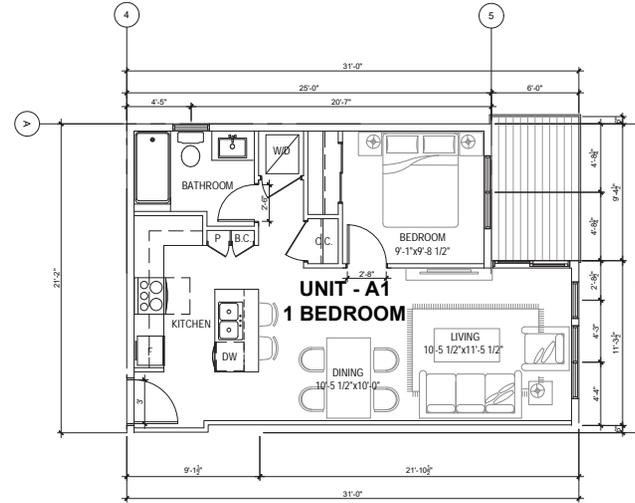
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**BUILDING SECTION**  
DRAWING NO.

**A4.04**



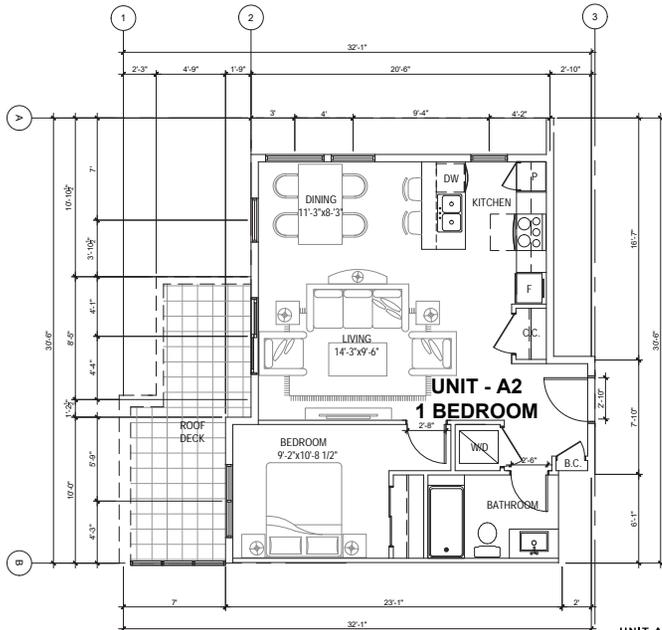
**1 UNIT A PLAN**  
A5.01 Scale: 1/4" = 1'-0"

UNIT A - 1 BR:		S.F.	S.M.
UNIT LIVING AREA		559.99	52.02
DECK AREA		100.00	9.29
<b>TOTAL AREA =</b>		<b>659.99</b>	<b>61.31</b>



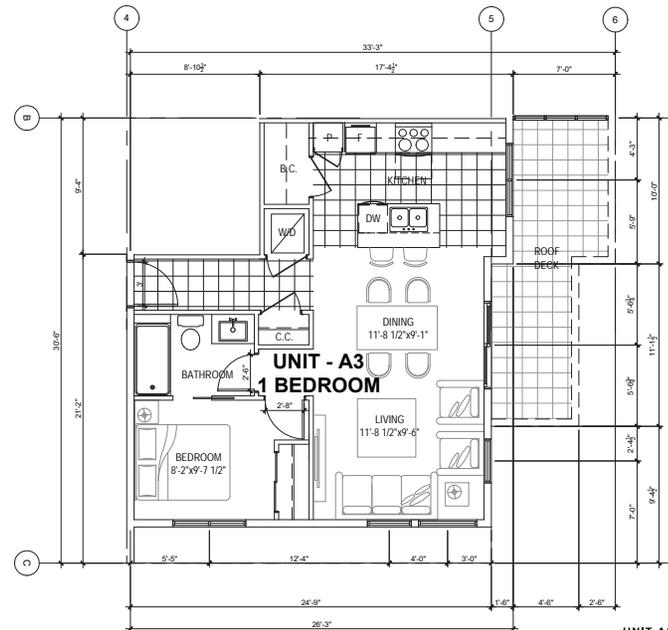
**2 UNIT A1 PLAN**  
A5.01 Scale: 1/4" = 1'-0"

UNIT A1 - 1 BR:		S.F.	S.M.
UNIT LIVING AREA		581.94	54.06
DECK AREA		59.25	5.50
<b>TOTAL AREA =</b>		<b>641.19</b>	<b>59.57</b>



**3 UNIT A2 PLAN**  
A5.01 Scale: 1/4" = 1'-0"

UNIT A2 - 1 BR:		S.F.	S.M.
UNIT LIVING AREA		618.75	57.48
DECK AREA		135.30	12.57
<b>TOTAL AREA =</b>		<b>754.04</b>	<b>70.05</b>



**4 UNIT A3 PLAN**  
A5.01 Scale: 1/4" = 1'-0"

UNIT A3 - 1 BR:		S.F.	S.M.
UNIT LIVING AREA		625.68	58.13
DECK AREA		136.76	12.71
<b>TOTAL AREA =</b>		<b>762.44</b>	<b>70.83</b>

ISSUES	DATE
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7	
6	
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PROJECT NUMBER	DC47
DRAWN BY	J.R.A/RW
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DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**

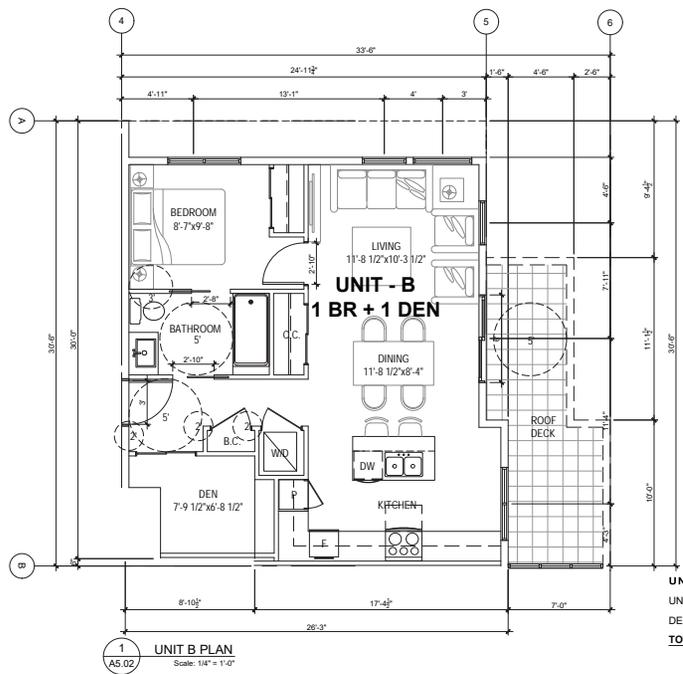
CITY OF  
NORTH VANCOUVER, BC

DRAWING TITLE

**UNIT  
FLOOR PLANS**

DRAWING NO.

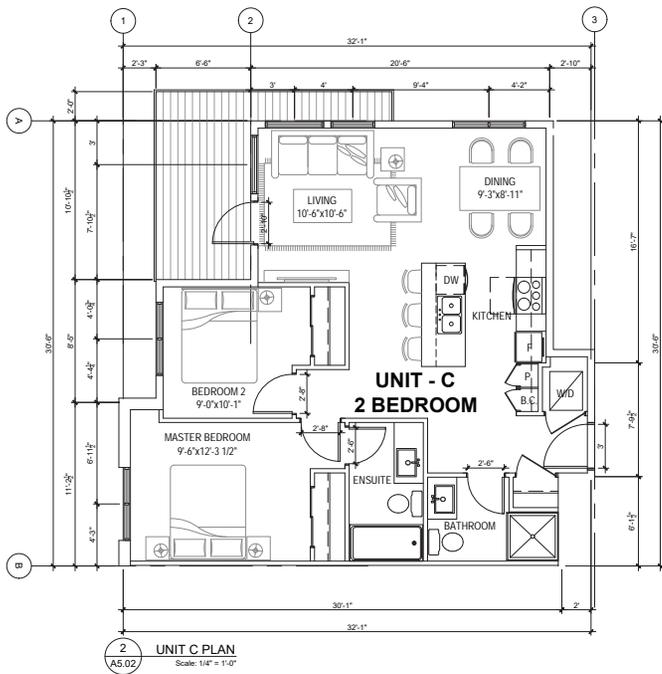
**A5.01**



**UNIT B - 1 BR + DEN:**

S.F.	S.M.
693.21	64.40
136.88	12.72
<b>830.09</b>	<b>77.12</b>

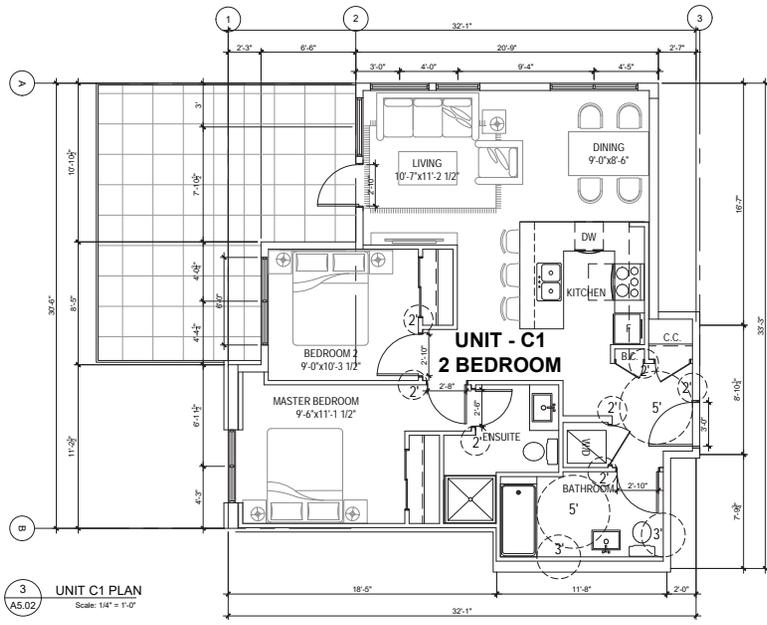
**1 UNIT B PLAN**  
A5.02  
Scale: 1/4" = 1'-0"



**UNIT C - 2 BR:**

S.F.	S.M.
807.10	74.98
103.02	9.57
<b>910.12</b>	<b>84.55</b>

**2 UNIT C PLAN**  
A5.02  
Scale: 1/4" = 1'-0"



**UNIT C1 - 2 BR:**

S.F.	S.M.
833.52	77.44
280.59	26.07
<b>1,114.11</b>	<b>103.50</b>

**3 UNIT C1 PLAN**  
A5.02  
Scale: 1/4" = 1'-0"

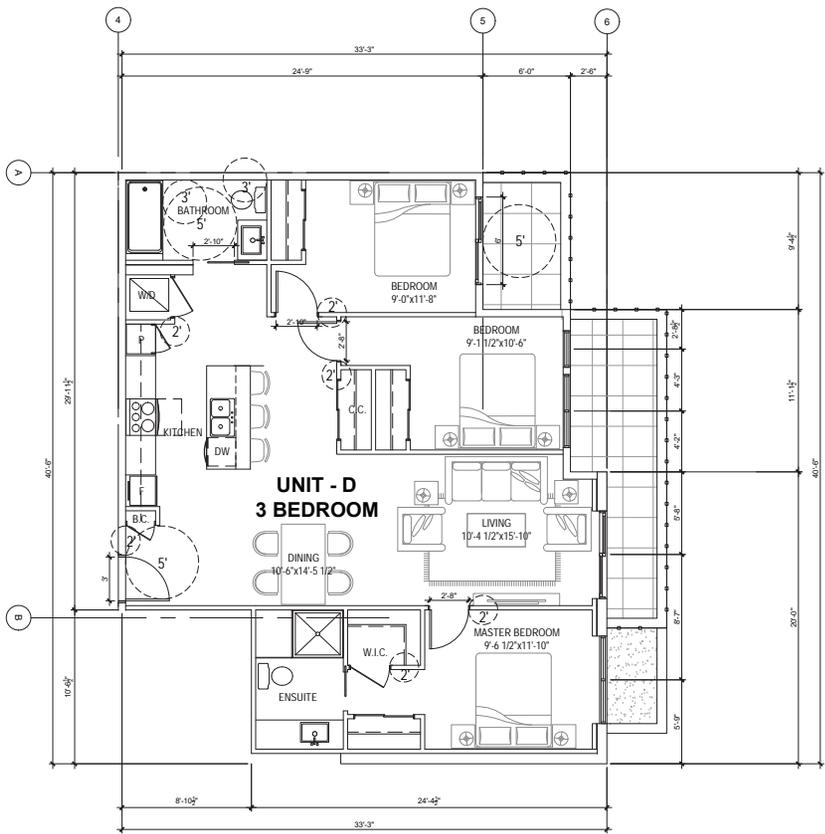
ISSUES	DATE
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DATE CHECKED	
CONSULTANT	

PROJECT  
**2612 LONSDALE AVE.  
APARTMENTS**  
CITY OF  
NORTH VANCOUVER, BC

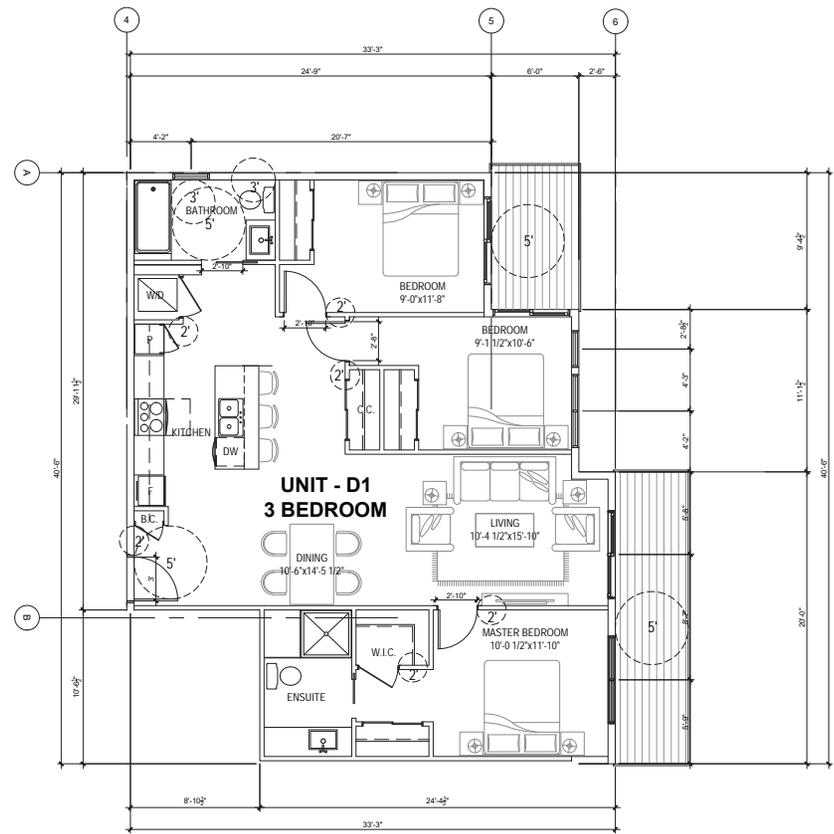
DRAWING TITLE  
**UNIT  
FLOOR PLANS**

DRAWING No.  
**A5.02**



**1** UNIT D PLAN  
A5.03 Scale: 1/4" = 1'-0"

UNIT D - 3 BR:		S.F.	S.M.
UNIT LIVING AREA		1141.23	106.02
DECK AREA		143.01	13.29
<b>TOTAL AREA =</b>		<b>1,284.24</b>	<b>119.31</b>



**2** UNIT D1 PLAN  
A5.03 Scale: 1/4" = 1'-0"

UNIT D1 - 3 BR:		S.F.	S.M.
UNIT LIVING AREA		1141.92	106.09
DECK AREA		159.25	14.79
<b>TOTAL AREA =</b>		<b>1,301.17</b>	<b>120.88</b>

ISSUES	DATE
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7	
6	
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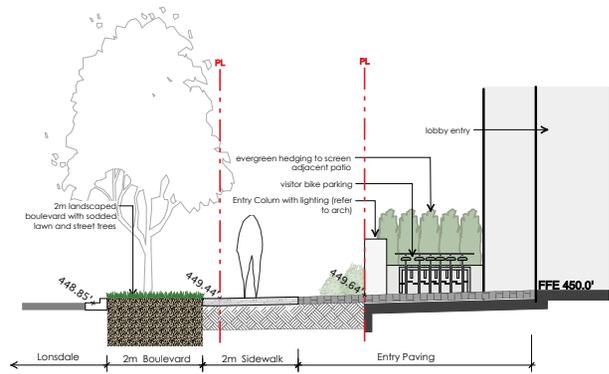
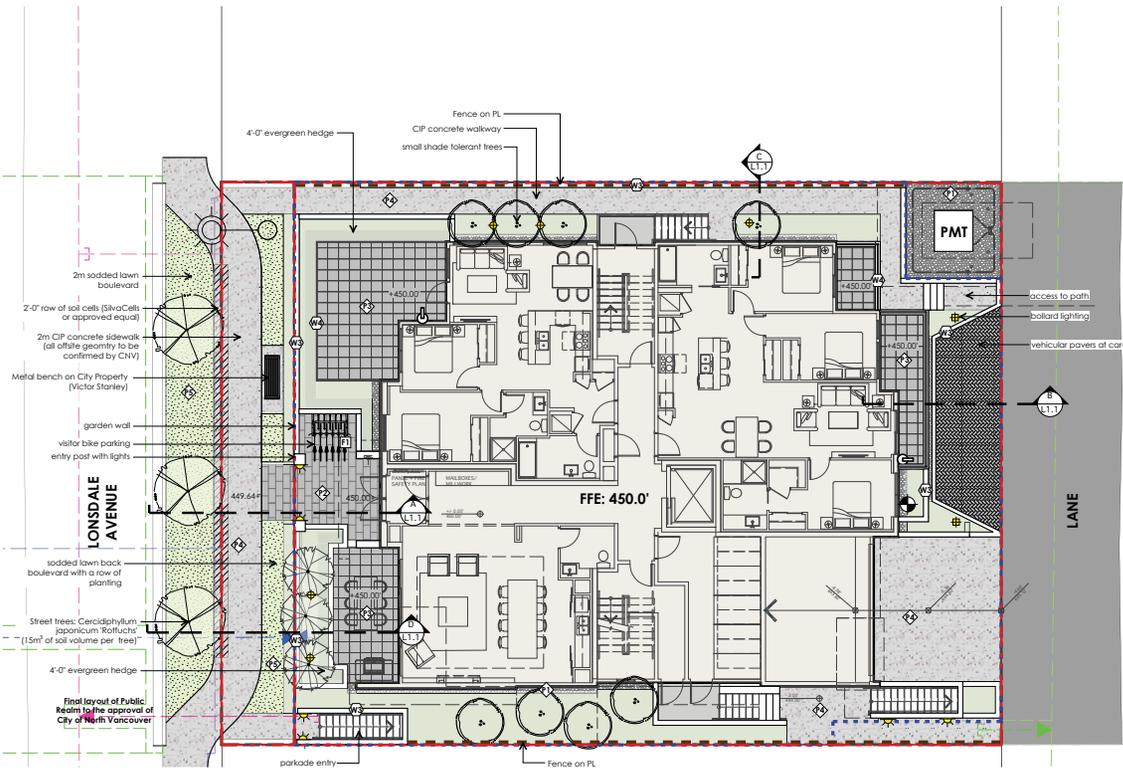
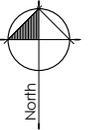
PROJECT NUMBER DC47  
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PROJECT  
**2612 LONSDALE AVE.  
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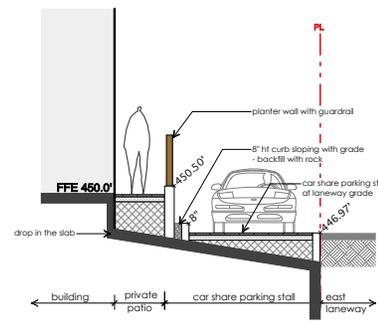
DRAWING TITLE  
**UNIT  
FLOOR PLANS**

DRAWING No.

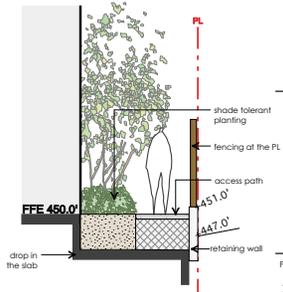
**A5.03**



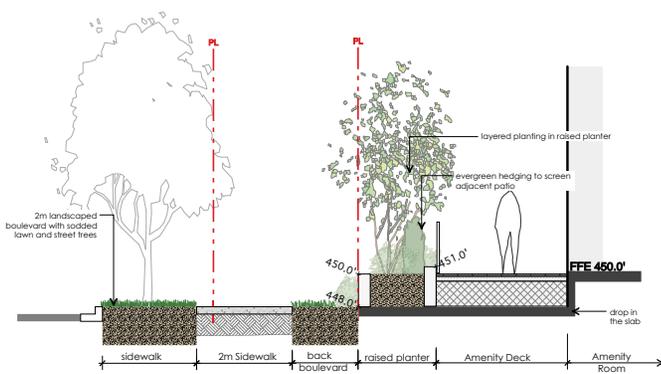
SECTION A: Main Lobby Entry off Lonsdale  
Scale: 1/4"=1'-0"



SECTION B: Stepped Planter at Laneway  
Scale: 1/4"=1'-0"



SECTION C: North Pedestrian Path  
Scale: 1/4"=1'-0"



SECTION D: Main Lobby Entry off Lonsdale  
Scale: 1/4"=1'-0"

6	JAN 15-21	RE-ISSUED FOR DP
5	JUL 15-20	RE-ISSUED FOR DP
4	JUN 8-18	RE-ISSUED FOR DP
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2	JUN 26-17	RE-ISSUED FOR DP
1	DEC 21-16	ISSUED FOR DP
no.   date:		Item:
Revisions:		



Project:  
**2612 LONSDALE AVE  
NORTH VANCOUVER, BC**

Drawn by: MIB  
Checked by: PGK  
Date: Nov. 10 2016  
Scale: 1/8" = 1'-0"  
Drawing Title:

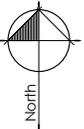
**MATERIALS & GRADING PLANS**

Project No.:  
**16141**  
Sheet No.:

L1.1

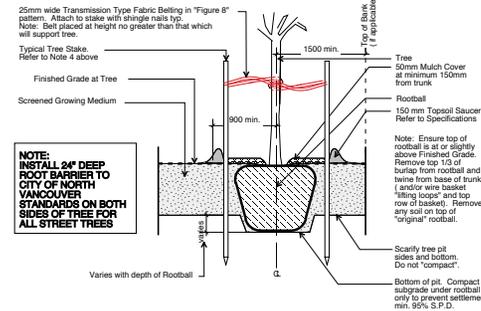
**MATERIALS KEY**

DETAIL	KEY	MATERIAL
<b>SURFACING</b>		
	P1	Gravel/River Rock
		Drainage strip
	P2	12"x24" Barkman Pavers Charcoal Grey Northwest Landscape & Stone Supply 604.435.4842
	P3	18" x 18" Concrete Pavers Natural Grey Texada Slabs Northwest Landscape & Stone Supply 604.435.4842
	P4	CIP Concrete Broom Finished pathways 100mm thick. Sawcut as per plan.
	P5	Sod Lawn on grade
<b>SITE FURNISHING</b>		
	F1	Bike Stalls Cora W4508
<b>WALLS &amp; FENCING</b>		
	W1	Metal Gate •36"ht. gates of unit patios (metal architectural gates indicated with dashed lines- refer to arch for details)
	W2	Wood Privacy Fencing (Rooftop) •typ 6'-0"ht horizontal rail
	W3	Architectural Concrete Planter Walls
	W4	Architectural Guardrail
<b>GRADING KEY</b>		
<b>SYM</b>		
FG	Finished Grade	
tw	Top of Wall	
tc	Top of Curb	
FFE	Finished Floor Elevation	
ig	Interpolated grade	
±189'-6"	Spot Elevation	
down	Stair Run & Direction	
<b>LIGHTING/MECHANICAL</b>		
<b>SYM</b>		
	Landscape Uplighting for Trees Refer to Electrical for details and type	
	Landscape Bollard Lights Refer to Electrical for details and type	
	Landscape Lighting - Refer to Electrical for details and type	
	Irrigation Slub	
	Hosebib	

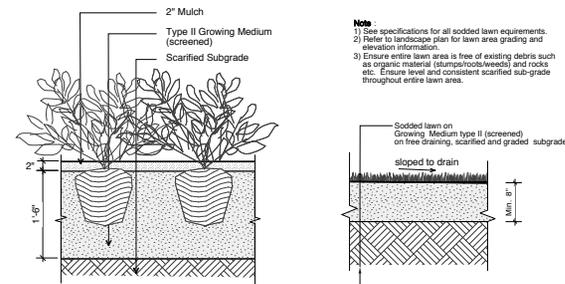


Depth of Growing Medium Total (mm)	Area (M2)	Variation 1	Variation 2
		Size of Surface Square	Size of Surface Circle
450	11.11	3.3 M x 3.3 M	3.80 M Ø
600	8.33	2.9 M x 2.9 M	3.25 M Ø
750	6.67	2.6 M x 2.6 M	2.90 M Ø

- General Notes:**
- Do not cut Tree Leader.
  - Protect tree from damage during planting. Ensure rootball protected from Sun, Frost or Desiccation.
  - Ensure tree location does not conflict with Underground Services. \*Call before digging\*.
  - All street trees to be staked with 2 - 100mmØ x 2.5m long. Minimum depth of stake embedment is 1m. Ensure stakes do not penetrate or damage rootball. Ensure all stakes are aligned parallel to sidewalk/road on tree pit centreline.
  - Provide min. 5 cubic meters of growing medium per tree.
  - Refer to Growing Medium Chart below for surface area depth of Growing Medium.

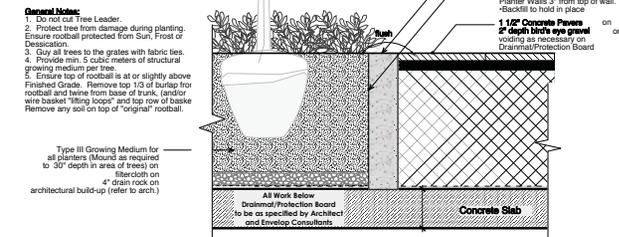


1.1.2 Typical Deciduous Tree Planting Scale NTS



1.1.3 Typical Shrub Planting on Grade Scale 1"=1'-0"

1.1.4 Sodded Lawn on Grade Scale 1"=1'-0"



1.1.5 Planting on Slab Scale 1"=1"

**PLANT LIST**

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE
<b>TREES</b>				
	8	Acer griseum	Paperbark Maple	6cm cal. B&B
	3	Cornus kousa 'Satomi'	Satomi Chinese Dogwood	7cm cal. B&B (specimen)
	3	Street Trees Cercidiphyllum japonicum 'Rottfuchs'	Katsura Red Rox	7cm cal. B&B
<b>SHRUBS / FERNS</b>				
CS	67	Cornus sericea	Red Twig Dogwood	#2 pot, 24" o.c.
LP	18	Lonicera pileata	Privet Honeysuckle	#2 pot, 24" o.c.
Pm	23	Polystichum munifolium	Sword Fern	#2 pot, 18" o.c.
Rh	16	Rhododendron 'Yaku Princess'	Yaku Princess Rhododendron	#3 pot, 24" o.c.
SP	27	Spiraea betulifolia	Birched Leaf Spiraea	#2 pot, 18" o.c.
	53	Taxus x media 'Hicksii'	Yew Hedge	4' ht., 18" o.c., B&B
Vd	42	Viburnum davidii	David Viburnum	#2 pot, 24" o.c.
<b>PERENNIALS / GROUNDCOVERS / GRASSES</b>				
a	6	Arcostaphylos uva-ursi	Kinnickinick	9cm pot, 12" o.c.
A	78	Asarum caudatum	Wild Ginger	9cm pot, 12" o.c.
c	34	Cotoneaster dammeri	Bearberry Cotoneaster	9cm pot, 12" o.c.
hg	39	Heuchera 'green spice'	Green Spice Coral Bells	#1 pot, 12" o.c.

**NOTES**

- All work shall meet or exceed the requirements as outlined in the current Edition of the B.C. Landscape Standard.
- Plant sizes and related container classes are specified according to the B.C. Landscape Standard current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard; for all other plants, pot/plant size and container class shall be as shown in the plant list. Specifically, when the plant list call for #5 class containers, these shall be as defined in the BCNTA (ANSI) Standard.
- All trees to be staked in accordance with BCNTA Standards.
- ALL STREET TREES** Install 8' x 24" Deep Root Barrier centred on each tree between tree pit and sidewalk (ON BOTH SIDES: CURB AND SIDEWALK).
- For all existing on site services and survey symbols refer to survey drawings.
- All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good conditions.
- All 'Soft Landscape Areas' are to be irrigated to IIABC Standards with a high-efficiency irrigation system.
- All Patios shall be equipped with hose bibs.
- All irrigation valve boxes equipped with quick-couplers.

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4	JUN 8-18	RE-ISSUED FOR DP
3	APR 29-17	RE-ISSUED FOR DP
2	JUN 26-17	RE-ISSUED FOR DP
1	DEC 21-16	ISSUED FOR DP

no.: | date: | item:  
Revisions:

Durante Kneuk Ltd.  
102 - 1637 West 5th Avenue  
Vancouver BC V6J 1H5  
t: 604 684 4611  
f: 604 684 0577  
www.dk.bc.ca

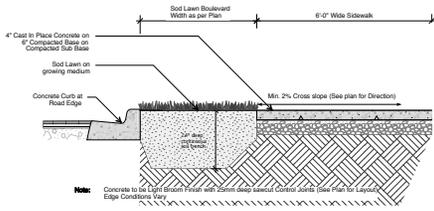
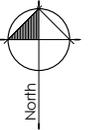
Project:  
**2612 LONSDALE AVE  
NORTH VANCOUVER, BC**

Drawn by: MTB  
Checked by: PGK  
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Scale: 1/8" = 1'-0"  
Drawing Title:

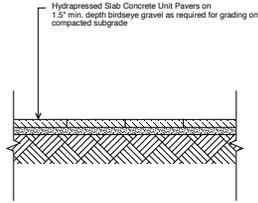
**PLANTING PLAN**

Project No.:  
**16141**  
Sheet No.:

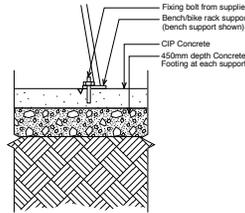
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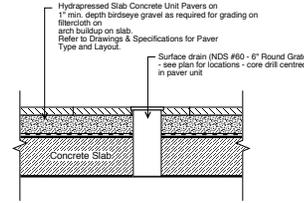
1.1.1 CIP Concrete Sidewalk (Pedestrian Only)  
Scale 1/2"=1'



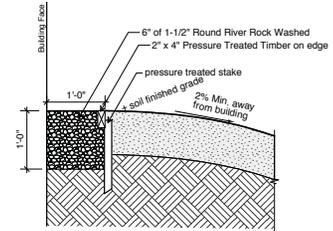
1.1.2 Unit Concrete Pavers on Grade  
Scale 1"=1'-0"



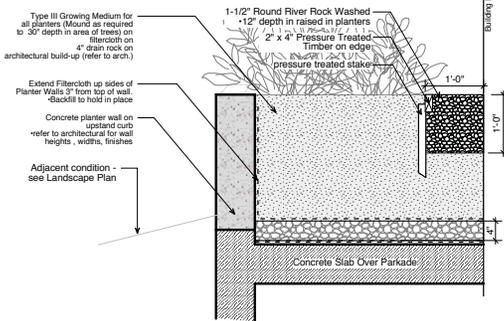
1.1.3 Benchlike Rack Mounting Detail  
Scale 1"=1'-0"



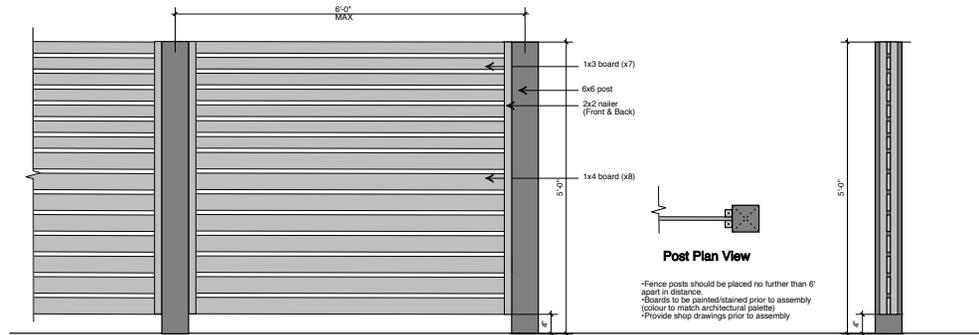
1.1.4 Unit Concrete Pavers over Parkade (Slab)  
Scale 1"=1'-0"



1.1.5 River Rock Drip Strip on Grade  
Scale 1"=1'-0"



1.1.6 Drainage Strip and Planter Wall  
Scale 1"=1'



1.1.7 Benchlike Rack Mounting Detail  
Scale 1"=1'-0"

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Project:  
**2612 LONSDALE AVE  
NORTH VANCOUVER, BC**

Drawn by: MTB  
Checked by: PGK  
Date: Nov. 10 2016  
Scale: 1/8" = 1'-0"

Drawing Title:  
**LANDSCAPE DETAILS**

Project No.:  
**16141**  
Sheet No.:



- CONTEMPORARY METAL LIGHT FIXTURE WITH LED LIGHTING
- TAMPER PROOF FASTENERS
- SET IN CONCRETE WALL
- FIXTURE TO BE SPECIFIED AND DETAILED BY THE ELECTRICAL CONSULTANT DURING WORKING DRAWING AND TENDERING PHASE



- CONTEMPORARY METAL LIGHT FIXTURE WITH LED LIGHTING
- TAMPER PROOF FASTENERS
- MINI BULLET STYLE
- DIRECTED AWAY FROM EYE-LINE
- FIXTURE TO BE SPECIFIED AND DETAILED BY THE ELECTRICAL CONSULTANT DURING WORKING DRAWING AND TENDERING PHASE

LANDSCAPE WALL LIGHT

LANDSCAPE UPLIGHTING LIGHT

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14<sup>th</sup> STREET, NORTH VANCOUVER, BC, ON MONDAY, FEBRUARY 11, 2019**

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**REPORTS**

10. Rezoning Application: 2612 Lonsdale Avenue (Nor-Van Vliet Properties Ltd. / Ekistics Architecture) – File: 08-3360-20-0426/1

Report: Development Planner, January 21, 2019

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Development Planner, dated January 21, 2019, entitled “Rezoning Application: 2612 Lonsdale Avenue (Nor-Van Vliet Properties Ltd. / Ekistics Architecture)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717) be considered and referred to a Public Hearing;

THAT “Housing Agreement Bylaw, 2019, No. 8697” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be considered and referred to a Public Hearing;

THAT the community benefits listed in the January 21, 2019 report in the section “Density Bonus and Community Benefits” be secured, through agreements at the applicant’s expense and to the satisfaction of the Director of Planning;

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

**DEFEATED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Hu

THAT the application be referred back to staff, taking into consideration:

- an increase in the number of 3-bedroom units;
- energy efficiency improvements;
- accessibility of the units;
- setbacks;
- reduction in height;
- consideration of extending the 10-10-10 principle for additional units and number of years.

**CARRIED**

Councillor Back is recorded as voting contrary to the motion.

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14<sup>th</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, FEBRUARY 11, 2019**

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Moved by Councillor Girard, seconded by Councillor Bell

THAT Items 11 and 12, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717) and “Housing Agreement Bylaw, 2019, No. 8697” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments), be removed from the Agenda.

**CARRIED UNANIMOUSLY**



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: David Johnson, Development Planner

Subject: REZONING APPLICATION: 2612 LONSDALE AVENUE (NOR-VAN  
VLIET PROPERTIES LTD. / EKISTICS ARCHITECTURE)

Date: January 21, 2019 File No: 08-3360-20-0426/1

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

**RECOMMENDATION:**

**PURSUANT** to the report of the Development Planner, dated January 21, 2019, entitled "Rezoning Application: 2612 Lonsdale Avenue (Nor-Van Vliet Properties Ltd. / Ekistics Architecture)":

**THAT** "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8696" (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717) be considered and referred to a Public Hearing;

**THAT** "Housing Agreement Bylaw, 2019, No. 8697 (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments) be considered and referred to a Public Hearing;

**THAT** the community benefits listed in the January 21, 2019 report in the section "Density Bonus and Community Benefits" be secured, through agreements at the applicant's expense and to the satisfaction of the Director of Planning;

**AND THAT** the Mayor and City Clerk be authorized to sign the necessary documentation to give effect this motion.

**ATTACHMENTS:**

1. Context Map (doc#[1734375](#))
2. Project Summary Sheet (doc#[1734379](#))
3. Architectural and Landscape Plans, dated June 18, 2018 (doc#[1734571](#))
4. Public Consultation Summary (doc#[1738825](#))
5. Sustainability Checklist (doc#[1665329](#))
6. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8696" (doc#[1734706](#))
7. "Housing Agreement Bylaw, 2019, No 8697" (doc#[1734840](#))

**PURPOSE**

The purpose of this report is to present, for Council’s consideration, a Development Application to rezone 2612 Lonsdale Avenue (Attachment #1) from Medium Density Apartment Residential 1 (RM-1) to Comprehensive Development 717 (CD-717) to support the development of a six-storey, 26 unit rental apartment building.

**BACKGROUND**

<i>Applicant:</i>	Nor-Van Vliet Properties Ltd.
<i>Architect:</i>	Ekistics Architecture
<i>Official Community Plan Designation:</i>	<b>Residential Level 5 (R5)</b>
<i>Existing Zoning:</i>	<b>Medium Density Apartment Residential 1 (RM-1)</b>
<i>Applicable Guidelines:</i>	<b>None</b>

**DISCUSSION**

**Project Description**

The proposal is for a six storey, 26 unit rental residential apartment building. The proposal includes, three mid-market rental units, with one level of underground parking and one surface parking space to accommodate a two-way car sharing service. The building is oriented to Lonsdale Avenue, with vehicular access off of the rear lane; for both visitors and residents. The unit mix includes the following:

- 16 One Bedroom and One Bedroom plus Den Units;
- 9 Two Bedroom Units; and
- 1 Three Bedroom Unit.

The subject site currently contains a three level building built in the early 1950s and houses two rental residential units. The proposed 26 unit development would be fully rental units, resulting in an increase of 24 units.

The ground floor includes a common amenity room and some of the bicycle storage. Bicycle parking, recycling, garbage and both electrical and mechanical rooms are contained in the underground parking level.

The applicant is proposing seven of the 26 units will be provided for adaptable conversion for wheelchair access. This meets the minimum requirement of 25% of the total number of units in accordance with the City's Adaptable Design Guidelines.

The application includes an on-site landscaping plan that proposes soft landscaping be located in a place that will buffer the building from both the street and the rear lane.

### Site Context and Surrounding Use

The subject site is located north of the Upper Levels Highway, along the east side of Lonsdale Avenue, at the midblock between East 27<sup>th</sup> Street to the north and East 26<sup>th</sup> Street to the south (Appendix #1). The neighbourhood is comprised of multi-family buildings along both sides of Lonsdale Avenue, with single detached dwellings across the lane to the east. The proposal is positioned between two separate multi-family buildings in this block.

The subject site has a slope from the north to south of approximately 7.5 percent, with a west to east slope of 2.3 percent. The applicant has agreed to dedicate 3.05 metres (10.0 feet) off the entire property fronting Lonsdale to help with establishing a standard road width of 30.5 metres (100 feet).

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

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North	105 Lonsdale Avenue	22 unit, 3 to 4 storey apartment building	Medium Density Apartment Residential 1 (RM-1)
South	2606 Lonsdale Avenue	5 unit, 2 to 3 storey townhouses	Medium Density Apartment Residential 1 (RM-1)
East Across the lane	116 E 26 <sup>th</sup> Street; 117 E. 27 <sup>th</sup> Street	Single detached bungalows	One Unit Residential 1 (RS-1)
West Across Lonsdale Avenue	2601 Lonsdale Ave.	Approved five-storey multi-family residential building.	Comprehensive Development 697 (CD-697)
West	2615 Lonsdale Ave.; and	2 to 3 storey apartment buildings	Medium Density Apartment

Across Lonsdale Avenue	2625 Lonsdale Ave.		Residential 1 (RM-1)
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The subject site is located along a main Public Transit corridor, where this section of Lonsdale Avenue is identified as a Frequent Transit Network by Translink. The location is also close to commercial services above the Upper Levels Highway as well as the Harry Jerome Community Centre and commercial services to the south of the highway.

## **POLICY FRAMEWORK**

### **Metro 2040**

Metro Vancouver's Regional Growth Strategy (RGS) outlines a policy framework and strategies that municipalities' are to use in the assessment of development applications. The following strategies from the RGS are applicable to the proposed development on the subject site:

- Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.
- Strategy 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.
- Strategy 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.
- Strategy 4.1 Provide diverse and affordable housing choices.
- Strategy 4.2 Develop healthy and complete communities with access to a range of services and amenities.
- Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.

The proposed development provides intensification at a location that supports future rapid transit investment, the Lonsdale Regional City Centre/local economy and land uses that can encourage the reduction of green house gas emissions. The proposed development ensures a diversity of housing that promotes the ability to age-in-place.

### **2014 Official Community Plan**

The City of North Vancouver's Official Community Plan outlines the policy framework that is to be applied to a site at a local level. Based on the site characteristics and the project densification above, the application is in keeping with the following goals and objectives of the Official Community Plan:

- 1.1.1 Plan for growth in the City's population, dwelling units and employment in keeping with the projections in Metro Vancouver's regional Growth Strategy;
- 1.1.2 Align growth with the development of community amenities and infrastructure;
- 1.3.5 Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings;
- 1.4.4 Incorporate active-design principals in new development that encourage physical movement and social interaction thereby contributing to a healthier community.

The subject site is within close proximity (walking distance) to the Lonsdale Regional City Centre. By promoting intensification at this location, the proposal supports the local economy and the businesses within the Regional City Centre. Additionally, Lonsdale Avenue has been identified as regional transit corridor and future rapid transit (B-Line) investment is expected along this corridor. Intensification at this site will support future transit ridership along the Lonsdale Corridor.

In terms of the land use, Schedule 'A' (Land Use) of the Official Community Plan (OCP) identifies the subject site as Residential Level 5 (R5), which allows residential uses such as multi-family with a mix of unit types to be constructed on the property. The OCP limits the building height at six storeys, and allows for a density of up to 1.60 times the site area (FSR), with the potential of an additional 1.0 FSR density bonus to be granted at the discretion of Council. If granted, this allows a total of 2.60 FSR.

### **Active Design Guidelines**

The applicant is proposing a building that will achieve some of the key design elements contained within the City's Active Design Guidelines, including:

- An amenity space consisting of an indoor space for residents that extends to an outdoor patio; and
- Visible stairways at either end of the building to give access to all levels.

### **Housing Action Plan**

The City recognizes the need for rental accommodation and many of the existing stock of affordable rental buildings that were constructed between the 1950's and 1970's are coming to their end of economic life. With a current 0.8 % rental vacancy rate, and to incentivize new rental housing development, the City offers bonus density for secured rental projects. To help with affordability in the City, mid-market units must also be provided and rented out at below average market rates to help low and moderate income earners.

To achieve the 1.0 FSR density bonus in the proposed development, the applicant has agreed to secure all of the proposed units as rental units in perpetuity and at least 10% of the proposed rental units be rented out at 10% below CMHC average rents for the City of North Vancouver for a term of at least 10 years. As this application was submitted in

2017, it predates the policy changes that Council made in 2018 going from the 10 year time requirement to “in perpetuity”. Applications that are submitted after January 1, 2019 are to satisfy the “perpetuity” time requirement.

The actual rental rates will not be determined until completion of the project and tenant move-in, but the following chart provides a snap-shot example of the discounted rents based on the proposed 10 percent below the 2017 average rents and what rates rental units could be charged in June of 2018.

	June 2018 market rents*	2017 mid-market rents**	Percentage difference
One Bedroom	\$1,900	\$1,098	42% below
Two Bedroom	\$2,300	\$1,426	38% below
Three Bedroom	\$3,825	\$1,820	45% below

\* Current market rents were obtained from a new market rental development in Central Lonsdale, advertised on Craigslist, in June 2018

\*\* Mid-Market Rents were determined by discounting 10% from 2017 CMHC Average Rent, assuming occupancy in 2018

Presently, the proposal is deficient 1 three-bedroom unit. Under the Family Friendly Section of the City’s Housing Action Plan, the applicant is to provide 10% of the units (or 2 under this application) as three-bedroom units. Given the mix housing proposed, particularly with nine two-bedroom units available the overall proposal generally supports family based units.

### **Sustainable Development Guidelines**

The subject site is an infill site, within walking distance to a number of community amenities such as public transit, employment and retail services along Lonsdale Avenue.

The Sustainable Development Guideline Checklist (Attachment #5) was submitted and identifies the applicant’s intent in achieving the City’s sustainability goals. Included in these goals, the applicant proposes:

- Achieve a building energy performance of Step 2 in the BC Building Code;
- Reuse existing materials for finished products; and
- Provide at least 20% of the residential stalls for electrical vehicle charging while providing on-site electrical capacity to supply the remaining residential stalls for future connection.

As the development application was submitted in 2017 it predates the Building Code changes to Step Code and the changes that were adopted to the Sustainable Development Guidelines in late 2018 surrounding Electric Vehicle charging facilities. However, the application is achieving Step 2 of the BC Building Code as noted above.

### **Density Bonus and Community Benefits**

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the Official Community Plan, allows a density bonus of 1.0 FSR in the Residential Level 5 land designation to a maximum of 2.60 FSR.

The policy provides a number of community benefit options for projects seeking additional density and to ensure the City receives value for additional density granted. The value could be in the form of a cash contribution or some form of amenity, such as an all rental apartment building to be secured in perpetuity plus a form of housing affordability in accordance with the City's Housing Action Plan. In this case, to achieve the desired 1.0 FSR bonus density, the applicant has agreed to secure, through the registration of a Housing Agreement (Attachment #7), that all the proposed 26 apartment units will be secured as rental units in perpetuity, as well as provide at least 10% (3 units) of these rental units at Mid-Market rates (rates below market levels) for a period of at least 10 years.

Council's Density Bonus and Community Benefits Policy recognizes rental and affordable rental dwelling units as an acceptable public amenity.

If the applicant was proposing the apartment units for sale as a strata development project, the Density Bonus and Community Benefits Policy would value this density bonus slightly above \$1.15 million as outlined in the table below.

#### *Value of Community Benefits through Density Bonusing*

Density Value Calculation	Value
Density Bonus from 1.60 FSR to 1.60 FSR / OCP Density (@ \$20 / sq. ft.)	N/A
Density Bonus from 1.60 to 2.60 FSR (@ \$140 / sq. ft.)	\$1,154,300
<b>Total Value of Community Benefits</b>	<b>\$1,154,300</b>

In addition to the items above, staff seek Council's direction to secure the following item as conditions of the development:

- Submission of a sustainable stormwater management plan to the satisfaction of the Director of Engineering.

### **ZONING BY-LAW 1995, NO. 6700 AMENDMENT**

The subject site is currently zoned Medium Density Apartment Residential 1 (RM-1) that would allow a Rental Apartment building up to three storeys or 13.0 metres (42.65 feet) in height with a maximum building size of 1.60 times the lot area (FSR). An amendment to the Zoning Bylaw is required to permit the proposal to be constructed as presented, as allowed under the OCP. The needed amendments are reflected in Zoning Amendment Bylaw 8696 (Attachment #6).

Using the Medium Density Apartment Residential 1 (RM-1) Zone as a base, the proposal requires the following special provisions be incorporated into a new Comprehensive Development Zone:

- A density increase to 2.60 FSR by entering into a Housing Agreement with the City to secure rental housing in perpetuity as well as providing three Mid-Market units for a 10 year term;
- Maximum Lot Coverage shall not exceed 53 percent on the ground level;
- Maximum Building Height not to exceed 19.8 metres (65.0 feet) in height; and
- Allow minimum building setbacks to suit the proposed development.

A comparison between the requirements of the current RM-1 Zone and the proposal is shown in Attachment #2.

It should be noted that under the Zoning By-law, 1 two-way car share space is the equivalent of 4 off-street spaces. As such the proposal provides 12 off-street spaces and 1 two-car share space, which satisfies that parking provisions in the Zoning By-law, which is 16 spaces for this site. The two-way car share space is available for use by both the building residents and the general public. The car chare service provider will need to be secured through a legal agreement prior to adoption of zoning by-law amendment.

## **HOUSING BY-LAW**

The applicant has agreed to secure all of the proposed apartment units as rental as well as provide three mid-market units in accordance with the City's Housing Action Plan. These units will be secured through a Housing Agreement that is part of Bylaw 8697 (Attachment #7).

## **ADVISORY BODY INPUT**

### **Advisory Design Panel**

The application was revised by the Advisory Design Panel on September 20, 2017.

The Panel unanimously endorsed the following resolution:

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for 2612 Lonsdale Avenue and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Review of the entry way configuration;
- Maximize post spacing on fencing to 6 feet or 1.5 metres;
- Consider the use of real cedar soffits;
- Review the architectural details of windows and rain screening;

- Review accessibility through the site in relation to CPTED as well as circulation;
- Ensure natural light into the stairwells;
- Ensure lighting on the east and west sides;
- Consider the passive performance of the south and west facades;
- Encouraged to consider opportunities for in-suite storage;
- Examine the potential for more unit storage and recycling space in the parkade;
- Consider the use of e-bikes in the parkade; and
- Review with staff the potential of roof access.

In response to these items the applicant has made the following modifications:

- Improvements to highlight the main entryway;
- Accessibility has been improved in accordance with CPTED principals;
- Natural lighting in the stairwells has been increased; and
- Electrical outlets in the secured bike storage area have been identified for the provision of e-bikes.

## COMMUNITY CONSULTATION

The applicant held a Developer Information Session (DIS) with the local community on September 28, 2017 where 21 people signed in, and 17 comment sheets were provided at the meeting. The results are included in Attachment #4.

The general feedback received was in opposition to the proposal. Respondents raised concerns over the proposed height of the building being too high and being out of character with the existing buildings in the neighbourhood. Many commented that the height be limited to either 3 or 4 storeys. Others commented on the lack of off-street parking being proposed, the lack of street parking and overall traffic concerns of the area. Some of the respondents liked the idea of an all rental building.

Should Council grant first and second reading to proposed Bylaws 8696 and 8697, a Public Hearing will be scheduled.

RESPECTFULLY SUBMITTED:

  
David Johnson  
Development Planner

DJ/eb/rf

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8696**

**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. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717)**.
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-717 (Comprehensive Development 717 Zone):

<b>Lots</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
A	229	545	2969	from RM-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-716 Comprehensive Development 716 Zone”:  
  
“CD-717 Comprehensive Development 717 Zone”
  - B. Adding the following to Section 1101, thereof, after the “CD-716 Comprehensive Development 716 Zone”:  
  
“CD-717 Comprehensive Development 717 Zone”

In the CD-717 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RM-1 Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to:
  - (a) Rental Apartment Residential Use:
    - i. Accessory Home Occupation Use subject to section 507(5), (6) and (7) of this bylaw;
    - ii. Accessory Off-Street Parking Use;
    - iii. Accessory Home Office Use;
- (2) The Maximum Gross Floor Area permitted may be increased as follows upon entering into a Housing Agreement with the City:

BASE DENSITY			
OCP Schedule 'A'		1.60 FSR	
ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE
100% Rental Housing	Secured rental apartment building (all units)	1.0 FSR	OCP Section 2.2
<b>TOTAL</b>		<b>2.60 FSR</b>	

To a maximum of 2.60 FSR;

- (3) The Principal Building shall not exceed a Height of six storeys and 18.7 metres (61.25 feet);
- (4) The Principal Building shall be sited as follows:
  - (a) 3.6 metres (12.0 feet) from the lot line adjacent to Lonsdale Avenue;
  - (b) 2.4 metres (8.0 feet) from the Lot Line, Interior Side;
  - (c) 4.3 metres (14.2 feet) from the Lot Line, Rear;
- (5) The Lot Coverage of the Principal Building shall not exceed 53.0 percent;
- (6) Section 906(4) be varied to allow one parking stall to be accessed directly from the rear lane;
- (7) Section 907(2)(e) be waived in its entirety;
- (8) All exterior finishes, design and landscaping is subject for approval by the Advisory Design Panel.

READ a first time on the 7<sup>th</sup> day of June, 2021.

READ a second time on the 7<sup>th</sup> day of June, 2021.

READ a third time on the <> day of <>, 2021.

APPROVED pursuant to section 52(3)(a) of the *Transportation Act* on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8697

**A Bylaw to enter into a Housing Agreement (2612 Lonsdale Avenue)**

**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, 2021, No. 8697**” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and Nor-Van Vliet Properties Ltd. with respect to the lands referenced as 2612 Lonsdale Avenue, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale Avenue, CD-717).
3. The Mayor and City Clerk are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 7<sup>th</sup> day of June, 2021.

READ a second time on the 7<sup>th</sup> day of June, 2021.

READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

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MAYOR

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CITY CLERK

## RENTAL HOUSING AGREEMENT

**THIS AGREEMENT** dated for reference the <> day of <>, 20<>.

BETWEEN:

**NOR-VAN VLIET PROPERTIES LTD.**

150 – 628 E Kent Avenue S  
Vancouver, British Columbia,  
V5X 0B2

(the “Owner”)

AND:

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

(the “City”)

**WHEREAS:**

- A. The Owner is the registered owner of the Lands.
- B. The City is a municipal corporation incorporated pursuant to the Act.
- C. As a condition of the Rezoning Bylaw, the Owner has agreed to enter into a housing agreement with the City in accordance with section 483 of the Act.
- D. Section 483 authorizes the City, by bylaw, to enter into a housing agreement in respect of the form of tenure of housing units, availability of such units to classes of identified person, administration and management of such units and the rent that may be charged for such units.

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

**1. DEFINITIONS**

- (a) **“Act”** means the *Local Government Act*, RSBC. 2015 c.1 as amended from time to time;
- (b) **“Affordable Rent”** means with respect to each Mid-Market Rental Unit a rent payment amount equal to 10% below the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year the tenancy is entered into;

- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Commencement Date”** has the meaning set out in section 2.1 herein;
- (e) **“Council”** means the municipal council for the City of North Vancouver;
- (f) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (g) **“Director 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: 013-287-877  
Lot A  
Block 229  
District Lot 545  
Plan 2969;
- (j) **“Mid-Market Rental Units”** means Dwelling Units that are rented to tenants for Affordable Rent;
- (k) **“Market Rental Units”** means Dwelling Units that are rented to tenants for market rental rates as set by the Owner;
- (l) **“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;
- (m) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units;
- (n) **“Residential Building”** means the six storey building to be constructed on the Lands to be used for Rental Purposes with 24 Dwelling Units, of which 21 Dwelling Units will be Market Rental Units and 3 Dwelling Units will be Mid-Market Rental Units;
- (o) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (p) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696”; and
- (q) **“Term”** has the meaning set out in section 2.1 herein.

## 2. TERM

- 2.1 This Agreement will commence upon adoption by Council of “Housing Agreement Bylaw, 2021, No. 8697” (Nor-Van Vliet Properties Ltd. / Ekistics Architecture, 2612 Lonsdale

Avenue, CD-717, 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. USE OF LANDS**

- 3.1 The Owner covenants and agrees with the City that during the term of this Agreement, 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 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.
- 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.

### **4. TENANCY RESTRICTIONS**

- 4.1 The unit mix for Rental Units in the Residential Building shall be no fewer than 3 three-bedroom unit, 9 two-bedroom units and 12 one-bedroom units or as otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 The three Mid-Market Rental Units shall be provided in the following unit mix: two one-bedroom unit, and 1 two-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 three 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: the Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units;
- (c) Tenant Selection: the Owner will determine the selection of the tenants of the Mid-Market Rental Units, applying the suggested income qualification of a maximum household income determined by multiplying the low-end of market rents by 12 to yield the households' annual housing costs, and divided by 30% to meet the standard definition of affordability. Tenants from the existing rental building on the Lands should be provided first right of refusal in the Mid-Market Rental Units, regardless of income. In determining financial eligibility, the Owner or its rental agent, so long as it acts honestly and in good faith, is entitled to rely on all information provided by the prospective tenant and the Owner will have no liability if the prospective tenant intentionally or unintentionally provides any incorrect information. The Owner is under no obligation to monitor or update the financial circumstances of the tenant once the lease is signed.
- (d) Rent Amount and Permitted Increases: Affordable Rent for Mid-Market Rental Units is to be determined at the time of tenancy. Rent amounts may be subsequently increased by the permitted annual rent increase then set under the RT Act.
- (e) Compliance with applicable laws: without restricting the foregoing, the Owner will comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies;
- (f) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith; and
- (g) 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 or upon request by the City, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

## 6. DEFAULT AND REMEDIES

6.1 The City may, acting reasonably, give to the Owner a written notice (in this section 6.1, the "**Notice**") requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.

- 6.2 If the default is not corrected within the time specified, the Owner will pay to the City on demand by the City 200 percent of the difference between current market rent, as determined by a third-party appraiser, and Affordable Rent for each Mid-Market Rental Unit in default for the default year to the end of the Term of the Agreement. The monies collected from default will be deposited to the City's Affordable Housing Reserve Fund.
- 6.3 The Owner will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.
- 6.4 The Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 6.5 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.6 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing housing for Rental Purposes, and that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out and that the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.
- 6.7 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right or remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy of a default by the Owner under this Agreement.

## **7. LIABILITY**

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

ownership, operation or management of the Lands for the provision of housing for Rental Purposes which has been or hereafter may be given to the Owner by all or any of them.

- 7.3 The covenants of the Owner set out in sections 7.1 and 7.2 of this Agreement will survive the expiration or the earlier termination of this Agreement and will continue to apply to any breach of the Agreement and to any claims arising under this Agreement during the ownership by the Owner of the Lands.

## **8. GENERAL PROVISIONS**

- 8.1 The Owner agrees to reimburse the City for all legal costs reasonably incurred by the City for the preparation, execution and registration of this Agreement. 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 905 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 14<sup>th</sup> Street  
North Vancouver, British Columbia  
V7M 1H9  
**Attention: Director, Planning**  
Facsimile: 604.985.0576

**Nor-Van Vliet Properties Ltd.**  
150 – 628 E Kent Avenue S  
Vancouver, British Columbia,  
V5X 0B2

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, 2021, No. 8697".
- 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.

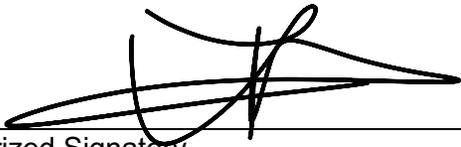
**IN WITNESS WHEREOF** each of the City and the Owner have executed this Agreement under seal by their duly authorized officers as of the reference date of this Agreement.

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

\_\_\_\_\_  
MAYOR  
Linda C. Buchanan

\_\_\_\_\_  
CITY CLERK  
Karla D. Graham

**NOR-VAN VLIET PROPERTIES LTD.**

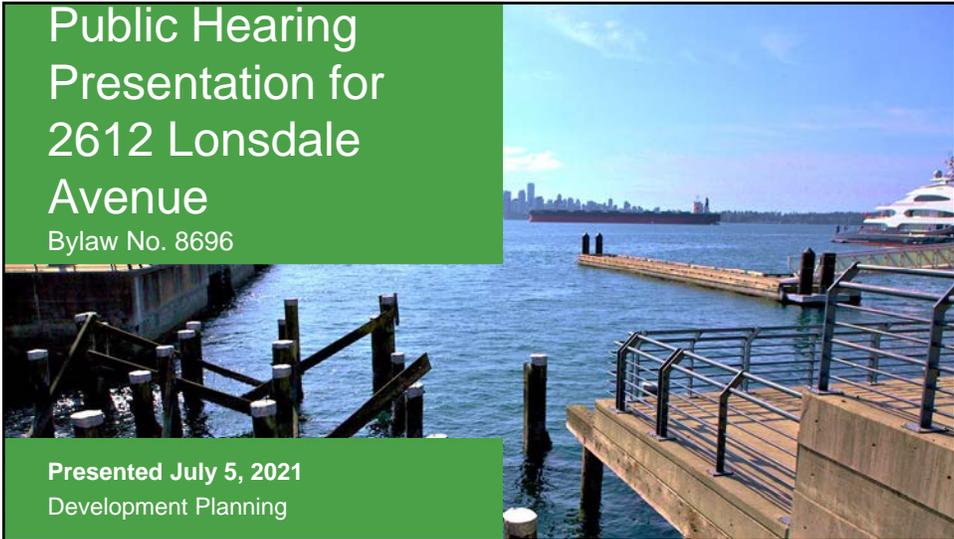
  
\_\_\_\_\_  
Authorized Signatory  
Troy Van Vliet

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Printed Name

Public Hearing  
Presentation for  
2612 Lonsdale  
Avenue  
Bylaw No. 8696



Presented July 5, 2021  
Development Planning



## Introduction

- For Council's consideration, a proposed rezoning for a six-storey residential apartment building containing:
  - 24 rental units on six storeys (includes 3 mid-market units)
  - Over one level of underground parking.
- Replacing a two-level building containing five residential units.



2

## Location



- East side of Lonsdale Avenue.
- North of the Upper Levels Highway.
- Multi-family buildings along the Lonsdale Avenue corridor.
- Along Translink's Frequent Transit Network.

## Land Use and Zoning

- OCP
  - Residential Level 5
  - Base 1.60 FSR
  - Density Bonus 1.0 FSR
  - Six storeys height maximum.



## Neighbourhood Context



## Background

- Application was received in July 2017.
- Presented to Council on February 11, 2019.
- Referred back to staff to address the following:
  - Increase the number of 3 bedroom units;
  - Energy efficiency improvements;
  - Accessibility improvements;
  - Setbacks;
  - Height reduction; and
  - Reconsideration of the term of the Mid-Market units.

## Background

- The applicant has addressed a number of issues.
  - Reduced the overall number of units from 26 to 24 to increase the number of 3-bedroom units from one to three.
  - Energy performance from Step 2 to Step 3.
  - Accessibility improvements in both the common areas and the units.
  - Building Height reduction by 1.2 meters (4.0 feet).
  - Agreed to remove the term of the mid-market units from 10 years to in perpetuity.

## Background

	2019 Proposal	Current Proposal
Gross Floor Area	1,982 square metres 21,388 square feet	1,967 square metres 21,172 square feet
<u>Unit breakdown</u>		
One-bedroom	16	12
Two-bedroom	9	9
Three-bedroom	1	3
Total number of units	26	24
Energy performance	Step 2	Step 3
Setbacks	Front Yard: 12.0 ft. Side Yard: 8.0 ft. Rear Yard: 14.2 ft.	No Change
Building Height	Six Storeys, and 65.0 ft.	Six Storeys, and 61.0 ft.

## Proposal

- Six-storey, 24 unit rental apartment.
- Indoor amenity room and adjoining outdoor patio facing Lonsdale Avenue.
- Underground parking for 12 vehicles and one surface stall for a car-share vehicle. Accessed from rear lane.



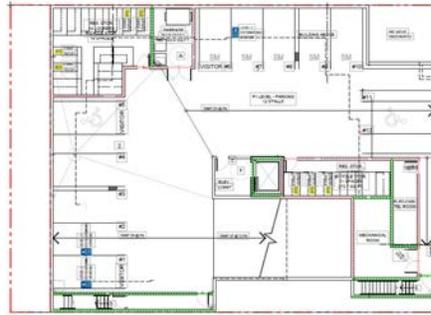
## Site Design

- 3.05 metre (10 foot) land dedication from Lonsdale Avenue.
- Amenity room to the right of the entrance.
- Car share stall off of rear lane.



## Parking

- The proposed underground parking can accommodate 9 residential stalls and 3 visitor stalls.
- There's room for secured bike parking as well as mechanical and electrical.



## Policy Analysis

- The proposal complies with the OCP.
- Meets the City's Strategic Plan as a City for People in being close to public transit and increasing the rental stock in the City.
- Meets the Housing Action Plan in proposing 3 three-bedroom units (12.5%).

## Density Bonus

- 1.0 FSR density bonus supported through:
  - Supply of 100% rental apartment units; and
  - Minimum of 10% (3 units) be secured as Mid-Market units in perpetuity.
- Density Bonus and Public Benefits Policy recognises that an all rental building with an affordable component is a public benefit and mentions waiving the financial amenity contributions.

## Policy Analysis

- Required Zoning Bylaw amendments include:
  - Allow a maximum density of 2.60 FSR;
  - Increase in allowable site coverage;
  - Building setbacks from property lines; and
  - Allow a the proposed car share parking stall to be accessed directly from a rear lane.

## Community Consultation

- The applicant held their Developer Information Session on September 28, 2017 where 21 people attended.
- Submitted comment forms:
  - Proposed height is too tall and out of character with the neighbourhood.
  - The lack of off-street parking puts pressure on a congested area.
  - Supported the addition of rental units to the area.

## Conclusion

- The proposal complies with the OCP.
- The site is an appropriate location for this proposal.
- The applicant has addressed many of Council's concerns.
- Meets the City's Strategic Plan (City for People) by:
  - Increasing the number of rental and mid-market units to the area;
  - The site is located along a public transit corridor.



Thank you.

city  
of north  
vancouver

# 2612 LONSDALE AVENUE

RENTAL APARTMENTS, NORTH VANCOUVER, BC



## Owner / Applicant Comments

- Vancouver development / construction company (TAVAN) committed to enhancing the communities in which they work.
- Long-term owners of the existing property offering rental accommodations to local residents.
- Committed to offering a significant increase of rental housing on the site and exceeding the cities current 10/10/10 policy (10/10/in perpetuity)
- Dedicated to seeing positive change in this evolving stretch of Lonsdale (several multi-family sites in the development process in the surrounding neighbourhood).



## Project Overview / Key Enhancements

*Original application was submitted in February of 2017 (+4 years ago). Through working with staff over this period key improvements to the application were made to address both council and public feedback.*

### Key aspects included:

**-An increase in the number of 3 bedroom units**

(The application currently meets the required number of 3 bedroom units per the City's Housing Action Plan – three units total)

**-Improved energy efficiency of the units**

(The application is currently pursuing STEP 3 targets per the City's re-zoning policy)

**-Improved accessibility of the units**

(All units shall be designed to meet either Level 1 or Level 2 adaptable design standards)

**-Explore / justify reduced setback rational**

(Face of residential suites further setback at the 6th floor to reduce building massing on the north and south faces. Further reduction in setbacks would be problematic due to the tight site and would compromise the livability and accessibility of the units.)

**-Explore a reduction in overall building height**

(Proposal reduced residential ceiling heights on Levels 2-5 to 8' reducing the overall building height by 4' or 1.22 meters)

**-Consider extending the (10-10-10) policy for additional units and number of years**

(Proposal now proposes (10-10-In perpetuity) securing affordable homes in the city)

TAVAN  
GROUP

EKISTICS  
Architecture

## Other Key Benefits / Enhancements

**-24 rentals homes (100%) with secure underground parking**

(exceeding required parking requirements)

**-Enhance privacy elements added to the design to mitigate privacy concerns from adjacent neighbours.**

**-Generous in suite storage/closets enhancing livability of units**

**- 6<sup>th</sup> level stepped back on all side to reduce overall building massing**

(additional 6th storey setbacks provided on the north and south elevations to reduce building massing against existing neighbours)

**-Development anticipates car share opportunities for the neighbourhood.**

(car share stall provided off the lane)

**-Timeless architectural form and character enhancing the Lonsdale streetscape.**

(Brick cladding, fibre cement siding, stucco and wood accents provide a sophisticated and complimentary material palette)

TAVAN  
GROUP

EKISTICS  
Architecture

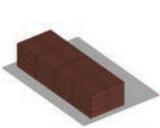
# OCP Objectives

## Land Use Designation

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

Residential	Color	Designation	OCP Density (FSR)	Maximum Bonus (FSR)
	Light Yellow	Residential Level 1 (Low Density)	0.5	
	Yellow	Residential Level 2 (Low Density)	0.5	
	Orange	Residential Level 3 (Low Density)	0.75	
	Brown	Residential Level 4A (Medium Density)	1.0	
	Dark Brown	Residential Level 4B (Medium Density)	1.25	
	Red-Orange	Residential Level 5 (Medium Density)	1.6	up to 1.0
	Dark Red	Residential Level 6 (High Density)	2.0	up to 1.0

UP TO 2.6 FSR



**RESIDENTIAL LEVEL 5**  
Mid-Rise Apartment (Medium Density)

**Purpose** To provide quality multi-family housing with a mix of unit sizes, and a focus on creating attractive and active streets.  
**Form** Mid-rise, primarily wood-frame, apartment buildings.  
**Max Density** 1.6 FSR  
**Max Bonus** A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.

# Existing Site Conditions

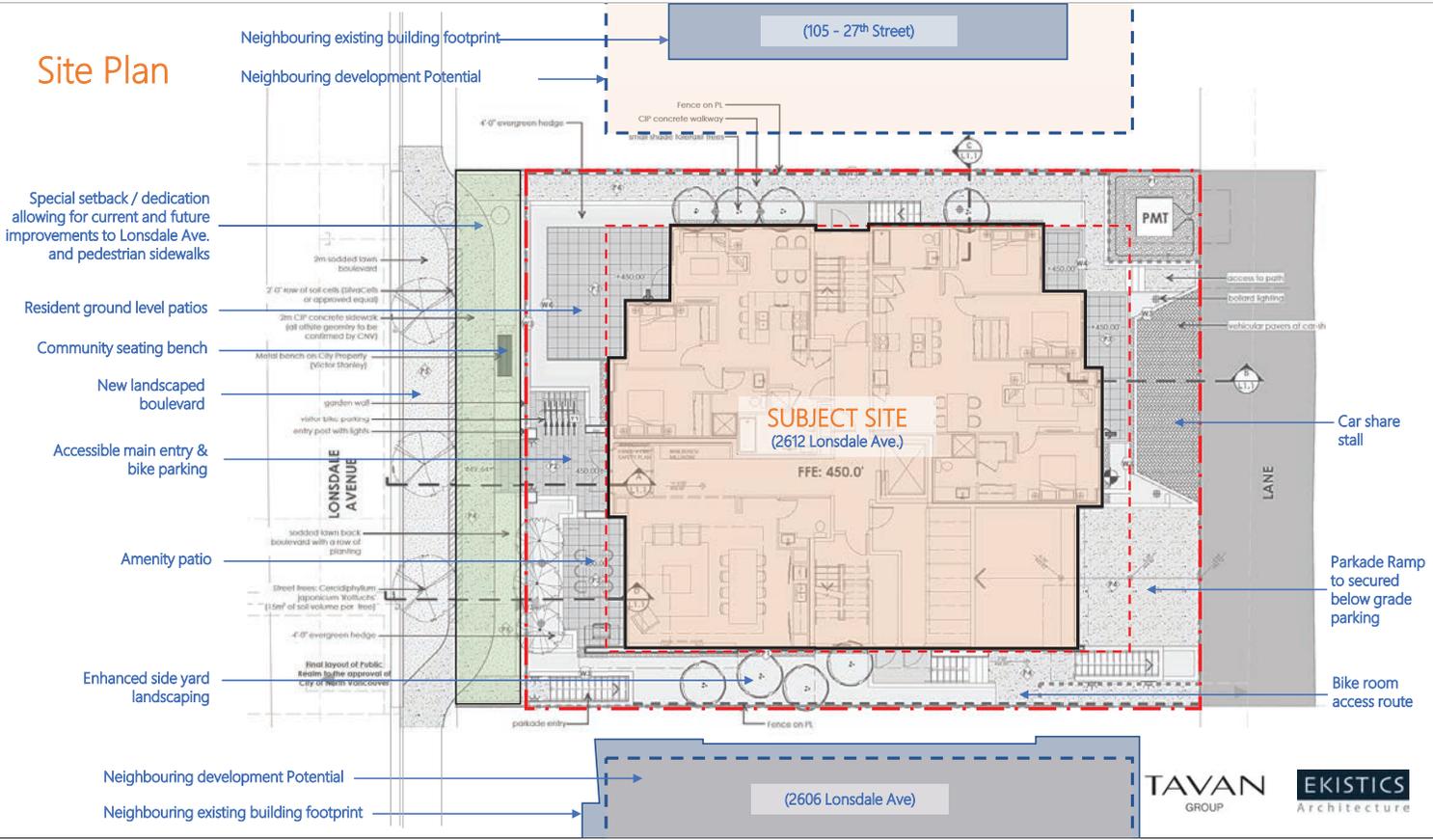


(105 - 27th Street)

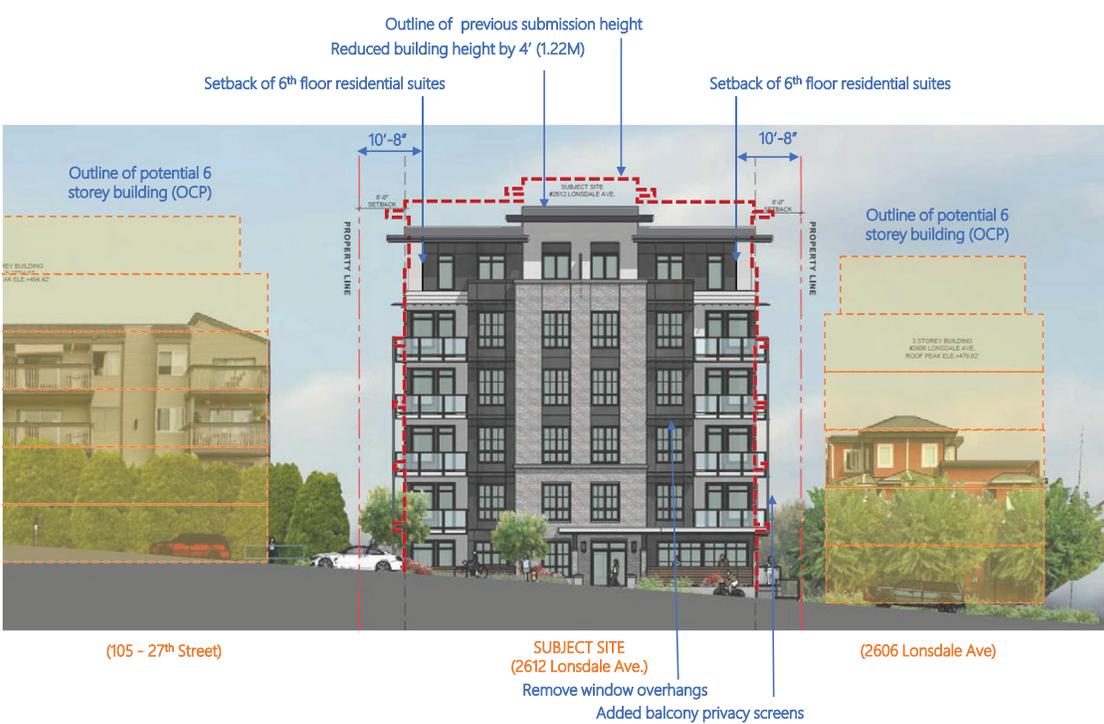
SUBJECT SITE (2612 Lonsdale Ave.)

(2606 Lonsdale Ave)

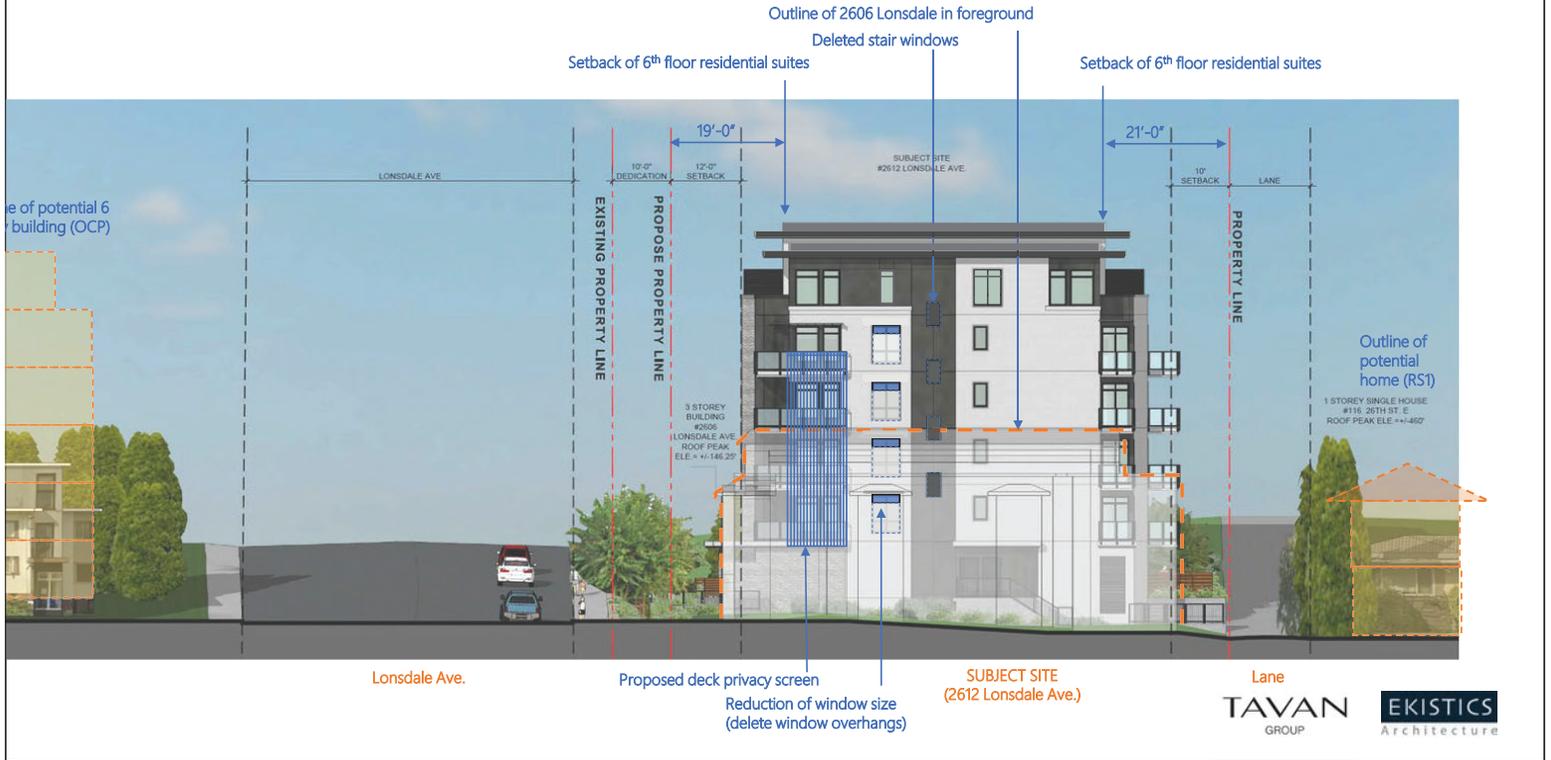
# Site Plan



# Lonsdale Streetscape Context (north-south)

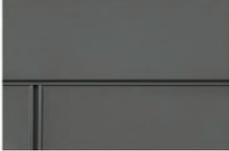


# Lonsdale Streetscape Context (east-west)



# Building Character and Materials



- 1  Brick Cladding
- 2  Fibre Cement Panel
- 3  Stucco
- 4  Wood Toned Soffit
- 5  Wood Toned Screen / Fence
- 6  Aluminum / Glass Railing



# PUBLIC HEARING

July 5, 2021 at 5:30 pm  
**SPEAKERS LIST FOR:**

## 2612 Lonsdale Avenue

"Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696"  
"Housing Agreement Bylaw, 2021, No. 8697"

	NAME	ADDRESS
1	Robert Overgaard	2767 Eastern Ave, NV
2	Vito Noveski	110 East Keith Rd, NV
3	Judy Barton	131 East 27th St, NV
4	Mark Barton	131 East 27th St, NV
5	Yanlong Huang	115 East 26th St, NV
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All speakers will be audio recorded as well as webcast and will form part of the public record with respect to this Public Hearing.

**From:** toby smith <>  
**Sent:** July-04-21 2:38 PM  
**To:** Submissions  
**Subject:** 2612 Lonsdale proposed rezoning

I would like to register my objection to a 6 story building right on Lonsdale.

The charm of North Vancouver City is that it is a wonderful small town with independent, small business in low-rise buildings right along Main St. It is why I live here and not in Surrey, Coquitlam, or Richmond. There is no heart in those cities because they are just a string of shopping malls tied together by banal housing developments. They illustrate why people speak of the "suburbs" with such scorn. NVC is not like that. It has personality. It is dynamic and lively. The human scale of the main street, Lonsdale, which ties the area together and functions as the breathing heart of North Vancouver is the reason why.

And so I am very concerned with this creeping introduction of tall buildings right on Lonsdale. I note how unwelcoming and alienating the north-west side of Lonsdale & 13th has become compared to the east side of the street. The west side feels like downtown Vancouver and the east side feels like home.

The inclusion of small, independent shops and stores, rather than big chain outlets, along Lonsdale is what gives it its character and its multicultural ambience. I am all for density and more affordable housing, but let's step it back from Lonsdale.

Toby Smith  
106-150 West 22<sup>nd</sup> Street  
North Vancouver



# NOTICE OF PUBLIC HEARING

- WHO:** Nor-Van Vliet Properties Ltd.  
**WHAT:** Zoning Amendment Bylaw No. 8696 and Housing Agreement Bylaw No. 8697  
**WHERE:** 2612 Lonsdale Avenue  
**WHEN:** Monday, July 5, 2021 at 5:30 pm  
**HOW:** View the meeting online at [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming)

Notice is hereby given that Council will consider:

**Zoning Amendment Bylaw No. 8696 and Housing Agreement Bylaw No. 8697**

to rezone the subject property from a Medium Density Apartment Residential 1 (RM-1) Zone to a Comprehensive Development 717 (CD-717) Zone to permit the development of a 6-storey, 24 market rental unit building, over 1 level of underground parking for 12 parking stalls and 1 surface stall off the lane. The proposed density is 2.57 times the lot area.

The Public Hearing will be held electronically via “WebEx”. 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 email or written submission. To ensure all submissions are available for Council at the Public Hearing, certain deadlines have been implemented.



**For email submissions (preferred):** Include your name and address and send to [input@cnv.org](mailto:input@cnv.org) **no later than 12:00 noon on Monday, July 5, 2021.**

**For written submissions:** Include your name and address and mail or deposit into a drop-box at City Hall **no later than 4:00 pm on Friday, July 2, 2021**, as documents are subject to a 24-hour quarantine period before being opened due to COVID-19.

**To speak at the Public Hearing by phone:** Pre-register by completing the online form at [cnv.org/PublicHearings](https://cnv.org/PublicHearings). Persons can also pre-register by phoning 604-990-4230 and providing contact information so call-in instructions can be forwarded to you. **All pre-registration must be submitted no later than 12:00 noon on Monday, July 5, 2021.**

Speakers who have not pre-registered will also have an opportunity to speak at the Public Hearing. Call-in details will be displayed on-screen during the Public Hearing (watch web livestream). Once all registered speakers have provided input, the Mayor will call for a recess to allow additional speakers time to phone in.

Once the Public Hearing has concluded, no further information or submissions can be considered by Council.

The proposed Zoning Amendment and Housing Agreement Bylaws, background material and presentations of staff and the applicant will be available for viewing online at [cnv.org/PublicHearings](https://cnv.org/PublicHearings) on Friday, June 25, 2021.

Please direct inquiries to David Johnson at [djohnson@cnv.org](mailto:djohnson@cnv.org) or 604-990-4219.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8697

**A Bylaw to enter into a Housing Agreement (2612 Lonsdale Avenue)**

**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, 2021, No. 8697**” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, Rental Housing Commitments).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and Gardenia Holdings Ltd. with respect to the lands referenced as 2612 Lonsdale Avenue, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717).
3. The Mayor and City Clerk are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 7<sup>th</sup> day of June, 2021.

READ a second time on the 7<sup>th</sup> day of June, 2021.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICER

**PART 2 – TERMS OF INSTRUMENT**

**RENTAL HOUSING AGREEMENT AND COVENANT**

**THIS AGREEMENT** dated for reference the 17 day of April, 2023.

BETWEEN:

**GARDENIA HOLDINGS LTD., INC. NO. BC0947136**

2618 Folkstone Way  
West Vancouver, British Columbia,  
V7S 3H8

(the “Owner”)

AND:

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

(the “City”)

**WHEREAS:**

- A. The Owner is the registered owner of the Lands.
- B. As a condition of the Rezoning Bylaw, the Owner has agreed to enter into a housing agreement with the City in accordance with section 483 of the *Local Government Act* and section 219 of the *Land Title Act*.
- C. Section 483 authorizes the City, by bylaw, to enter into a housing agreement in respect of the form of tenure of housing units, availability of such units to classes of identified person, administration and management of such units and the rent that may be charged for such units.
- D. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or a negative nature in favour of the City in respect of the use of, construction on, and subdivision of land.
- E. The City and the Owner wish to enter into this Agreement to provide affordable rental housing on the terms and conditions set out in this Agreement.

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

**1. DEFINITIONS**

- (a) **“Act”** means the *Local Government Act*, RSBC. 2015 c.1 as amended from time to time;
- (b) **“Affordable Rent”** means with respect to each Mid-Market Rental Unit a rent payment amount equal to 10% below the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year the tenancy is entered into;
- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Commencement Date”** has the meaning set out in section 2.1 herein;
- (e) **“Council”** means the municipal council for the City of North Vancouver;
- (f) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (g) **“Director 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: 013-287-877  
Lot A of Lot 2  
Block 229  
District Lot 545  
Plan 2969;
- (j) **“Mid-Market Rental Units”** means Dwelling Units that are rented to tenants for Affordable Rent;
- (k) **“Market Rental Units”** means Dwelling Units that are rented to tenants for market rental rates as set by the Owner;
- (l) **“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;
- (m) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units;
- (n) **“Residential Building”** means the five-storey building to be constructed on the Lands to be used for Rental Purposes with 23 Dwelling Units, of which 20 Dwelling Units will be Market Rental Units and 3 Dwelling Units will be Mid-Market Rental Units;
- (o) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;

- (p) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8696”; and
- (q) **“Term”** has the meaning set out in section 2.1 herein.

## **2. TERM**

- 2.1 This Agreement will commence upon adoption by Council of “Housing Agreement Bylaw, 2023, No. 8697” (Gardenia Holdings Ltd. / Vernacular Development, 2612 Lonsdale Avenue, CD-717, 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. USE OF LANDS**

- 3.1 The Owner covenants and agrees with the City that during the term of this Agreement, 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 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.
- 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.

## **4. TENANCY RESTRICTIONS**

- 4.1 The unit mix for Rental Units in the Residential Building will be no fewer than 3 three-bedroom units, 5 two-bedroom units and 15 one-bedroom units or as otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 The three Mid-Market Rental Units must be provided in the following unit mix: 2 one-bedroom unit, and 1 two-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 two 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.

4.4 Mid-Market Rental Units must not be rented for a rental rate greater than the Affordable Rent.

## 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: the Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units;
- (c) Tenant Selection: the Owner will determine the selection of the tenants of the Mid-Market Rental Units, applying the suggested income qualification of a maximum household income determined by multiplying the low-end of market rents by 12 to yield the households' annual housing costs, and divided by 30% to meet the standard definition of affordability. Tenants from the existing rental building on the Lands should be provided first right of refusal in the Mid-Market Rental Units, regardless of income. In determining financial eligibility, the Owner or its rental agent, so long as it acts honestly and in good faith, is entitled to rely on all information provided by the prospective tenant and the Owner will have no liability if the prospective tenant intentionally or unintentionally provides any incorrect information. The Owner is under no obligation to monitor or update the financial circumstances of the tenant once the lease is signed.
- (d) Rent Amount and Permitted Increases: Affordable Rent for Mid-Market Rental Units is to be determined at the time of tenancy. Rent amounts may be subsequently increased by the permitted annual rent increase then set under the RT Act.
- (e) Compliance with applicable laws: without restricting the foregoing, the Owner will comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies;
- (f) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith; and
- (g) 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 or upon request by the City, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

## 6. DEFAULT AND REMEDIES

- 6.1 The City may, acting reasonably, give to the Owner a written notice (in this section 6.1, the “**Notice**”) requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.
- 6.2 If the default is not corrected within the time specified, the Owner will pay to the City on demand by the City 200 percent of the difference between current market rent, as determined by a third-party appraiser, and Affordable Rent for each Mid-Market Rental Unit in default for the default year to the end of the Term of the Agreement. The monies collected from default will be deposited to the City’s Affordable Housing Reserve Fund.
- 6.3 The Owner will pay to the City on demand by the City all the City’s costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.
- 6.4 The Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 6.5 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.6 The Owner acknowledges and agrees that the City’s rights and remedies under this Agreement are necessary to ensure the public interest 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 905 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 14<sup>th</sup> Street  
North Vancouver, British Columbia  
V7M 1H9  
**Attention: Director, Planning**  
Facsimile: 604.985.0576

Owner: **Gardenia Holdings Ltd., Inc. No. BC0947136**  
2618 Folkstone Way  
West Vancouver, British Columbia,  
V7S 3H8

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, 2023, No. 8697".

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 WHEREOF** the parties hereto have executed this Agreement on the *Land Title Act* Form C which is attached to and forms part of this Agreement.

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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Linden Maultsaid-Blair, Planner 1

Subject: ZONING BYLAW AMENDMENT APPLICATION – 333 BROOKSBANK AVENUE (SAVE ON FOODS LTD.)

Date: June 28, 2023 File No: 08-3030-20-0330/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 1, dated June 28, 2023, entitled “Zoning Bylaw Amendment Application at 333 Brooksbank Avenue (Save On Foods Ltd.)”;

THAT the application submitted by Save-on Foods to amend the CD-131 Zoning for the property located at 333 Brooksbank Avenue, to permit a wine sales use in the existing grocery store, be rejected.

**ATTACHMENTS**

1. Context Map (CityDocs [2363631](#))
2. Retail Liquor Sales Location Policy (CityDocs [#1441026](#))

**SUMMARY**

The purpose of this report is to seek Council’s direction regarding a proposed Zoning Bylaw amendment for the property located at 333 Brooksbank Avenue. The proposal is to permit a wine sales use in the existing CD-131 Zone. The applicant intends to transfer an existing provincial liquor licence from a different location, which would allow them to sell wine and certain other alcohol products in the existing grocery store.

## BACKGROUND

Applicant:	Steve Moriarty, Save On Foods Ltd.
Official Community Plan Designation:	Commercial (C)
Existing Zoning:	CD-131
Applicable Guidelines:	N/A

### Previous Council Consideration

At the Council meeting of February 25, 2019, a similar application from the same applicant on the same site to allow a zoning amendment for wine sales in the existing grocery store was rejected by Council. Council, at the time, approved the following resolution:

PURSUANT to the report of the Director, Planning, dated February 12, 2019, entitled "Zoning Bylaw Text Amendment: Wine Store Use (Overwaita Food Group, 333 Brooksbank Avenue, CD-131 Text Amendment)":

THAT the application from Overwaita Food Group to permit the addition of a wine sales use at 333 Brooksbank Avenue be rejected.

AND THAT the Retail Liquor Sales Location Policy L30A be upheld for any future applications

On June 19, 2023, Council released the following clause approved at the Closed meeting of June 12, 2023:

THAT staff be directed to continue to align with the City's current Retail Liquor Sales Location Policy (L30A) for future applications regarding retail liquor.

## DISCUSSION

### Site Context and Surrounding Use

The property at 333 Brooksbank Avenue is a larger commercial property with several buildings and uses. Its primary business is the Park & Tilford shopping centre and the Park & Tilford Gardens, a publicly accessible garden. Tenants of the shopping centre include Save On Foods Grocery, BC Cannabis, The Gull Liquor Store, and several other retail and service businesses. The Spirit Trail connects to the site from the West.

The buildings and uses surrounding the subject site are described in Table 1 below.

**Table 1. Surrounding Uses**

Direction	Address	Description	OCP	Zoning
North	555 Brooksbank Avenue	North Shore Studios movie studios	Mixed Employment (ME)	CD-132

South	1001 Low Level Road	Various port lands	Industrial (IND)	M-2
East	212 Brooksbank Avenue	Mountain Equipment Co-op	Commercial (C)	CD-604
East	310, 340, 400, and 440 Brooksbank Avenue	Various light industrial buildings	Mixed Employment (ME)	Various
West	1160 East 3rd Street	RONA Hardware Store	Mixed Employment (ME)	M-3

### Policy Context

The site is in the Commercial designation in the OCP, which allows for a mix of commercial retail and service uses, including alcohol sales. Section 404 of the Zoning Bylaw prohibits any licensed liquor facility holding a Wine Store Licence or Special Wine Store Licence everywhere in the City other than those specifically permitted in the Bylaw. Therefore, an individual rezoning application at the discretion of Council is required to permit the use in the existing CD-131 Zone.

Other policy that applies to the application includes the Retail Liquor Sales Location Policy (L30A), which includes three criteria for the evaluation of applications, which staff would consider through the rezoning process. These criteria include the proximity of the proposed retail sales location with:

- Existing Retail Alcohol Sales (i.e. 1km limiting distance)
- Liquor Primary Licenced Premises
- Community Facilities, Schools, Parks and Family-Centred Gathering Places

### Proposal Description

The applicant intends to transfer an existing Special Wine Store licence from elsewhere in the Province to the Park & Tilford Save on Foods Store, which will allow them to sell wine and certain other alcohol products on the shelf in the existing grocery store.

### **PLANNING ANALYSIS**

The proposal is not in compliance with the City's Retail Liquor Sales Location Policy (L30A), which states that new retail liquor sales locations (including wine stores) should be greater than one kilometer from any site with existing retail liquor sales. The proposed new wine store is approximately 100 metres away from an existing retail alcohol sales business (The Gull Liquor Store), meaning that the application does not conform to the Council policy. The applicant has indicated that the proposed store would specialize in BC Wines and not include liquor or beer sales.

Given the time since the previous application, the applicant wishes to submit another application for review and consideration. The applicant has also successfully opened a similar type of store in Coquitlam, which went through a similar type of Council consideration process. A comprehensive zoning review would include community engagement, referral to City advisory bodies, exploration of public benefits and economic impacts, and review by several staff groups.

## **OPTIONS**

The following options are presented for Council's consideration:

### **Option 1: Reject the proposed Zoning Bylaw amendment**

This option would provide staff with direction to refuse the application. Should Council wish to pursue this option, the following recommendation is in order:

THAT the application for Zoning Bylaw amendment to permit a wine sales use in the existing grocery store at 333 Brooksbank Avenue be rejected;

AND That the Retail Liquor Sales Location Policy L30A be upheld for any future applications.

### **Option 2: Direct Staff to prepare appropriate documentation for the introduction of a Zoning Bylaw amendment for Council consideration.**

This option would provide staff with direction to complete the remaining components of the Zoning Bylaw amendment application and return to Council at a later date for their consideration of the full application.

## **FINANCIAL IMPLICATIONS**

The scope of this application and the staff work associated with its review is commensurate with other similar applications, and is within the scope of existing staff resources. No additional financial implications are anticipated.

## **INTER-DEPARTMENTAL IMPLICATIONS**

The preliminary proposal has been discussed with several staff groups, including Economic Development and Engineering, Parks, and Environment.

## **CONCLUSION**

Staff are seeking Council's direction regarding an amendment to the Zoning Bylaw to permit a wine sale use in the CD-131 Zone. Should the application be accepted, staff will work with the applicant to process the application and return to Council for full consideration.

RESPECTFULLY SUBMITTED:



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Linden Maultsaid-Blair  
Planner 1





## City of North Vancouver

### COUNCIL POLICY

**Policy Name: Retail Liquor Sales Location Policy**

**Policy Number: L30A**

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#### POLICY

##### General Policy

This Policy establishes location criteria for evaluating rezoning requests to establish new retail liquor sales.

##### Applicability

This policy is applicable to all development applications seeking Council approval to permit retail liquor sales.

Retail liquor sales include all stores that sell beer, wine or spirits. This includes Provincial Liquor stores, private liquor stores, wine on shelf sales, and private wine stores. The limiting distance policy does not apply to proposed new Liquor Primary establishments.

By Provincial policy, Provincial liquor stores must conform to City zoning regulations and Policy.

This policy supersedes the Licensee Liquor Retail Stores Location Policy.

##### Authority to Act

Administration of this policy is delegated to the Community Development Department.

**Policy Name: Retail Liquor Sales Location Policy**

**Policy Number:** To be assigned after Council adoption

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**PROVISIONS AND PROCEDURES**

All retail liquor sales in the City of North Vancouver require a rezoning. Applications for rezoning to permit new retail alcohol sales will be accompanied by a staff report which evaluates the application based on the following criteria:

- Proximity to Existing Retail Alcohol Sales

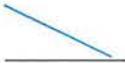
New retail liquor sales locations should be located greater than one kilometer from any site with existing retail liquor sales. This limiting distance criteria applies to all retail liquor sales including in-aisle wine sales, wine stores, government liquor stores, and retail liquor stores.

- Proximity to Liquor Primary Licensed Premises
- Proximity to Community Facilities, Schools, Parks and Family-Centered Gathering Places

Approval date:		Approved by:	Council
Effective date:		Revision date:	

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Tim Ryce, Chief Building Official  
Mike Friesen, Manager, Environmental Sustainability

Subject: CONSTRUCTION REGULATION BYLAW AMENDMENTS TO SUPPORT  
INCREASED ENERGY EFFICIENCY AND LOW CARBON SYSTEMS

Date: June 28, 2023 File No: 11-5280-14-0001/2023

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Building Official and Manager, Environmental Sustainability, dated June 28, 2023, entitled “Construction Regulation Bylaw Amendments to Support Increased Energy Efficiency and Low Carbon Systems”:

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986” (BC Energy Step Code and Zero Carbon Step Code Updates) be considered.

**ATTACHMENTS**

1. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986” (BC Energy Step Code and Zero Carbon Step Code Updates) (CityDocs [#2380906](#))
2. Staff Report: Proposed Consultation on Strengthened BC Energy Step Code Building Requirements and New Mechanical Permit Process (CityDocs [#2337810](#))

**SUMMARY**

The purpose of this report is to provide Council the results of stakeholder consultation regarding a proposal to move to higher energy efficiency and low carbon building standards, and to present for Council consideration amendments to “Construction Regulation Bylaw, 2003, No. 7390” to move Part 9 buildings from Step 3 to Step 4 of the BC Energy Step Code, and to align the City’s low carbon pathway with the Province’s

new Zero Carbon Step Code (ZCSC). The proposed amendments are also being considered in the Districts of North and West Vancouver; adoption will ensure continued regulatory consistency across the North Shore.

## **BACKGROUND**

At the Council meeting of February 27, 2023, the following resolution was unanimously endorsed:

“PURSUANT to the report of the Planner 2, Environmental Sustainability, and Chief Building Official, dated February 15, 2023, entitled “Proposed Consultation on Strengthened BC Energy Step Code Building Requirements and New Mechanical Permit Process”:

THAT staff be directed to consult with industry groups with respect to proposed amendments to the Construction Regulation Bylaw and new mechanical permit to strengthen Energy Step Code requirements for Part 9 buildings.”

In the City, carbon pollution from buildings accounts for 43% of community-wide emissions, with the majority being attributed to natural gas combustion for space heating and domestic hot water. In order to achieve the City’s target of zero emissions by 2050, addressing emissions from buildings means reducing the amount of energy used through better constructed buildings, and meeting remaining energy needs with low carbon energy systems. Transitioning to high performance new homes with zero-carbon emission mechanical systems will reduce emissions from the building sector and supports better quality construction, improved comfort, and better indoor air quality.

Since staff received Council direction in February, the Province has released the Zero Carbon Step Code that provides jurisdictions with a path to reducing greenhouse gas emissions related to mechanical systems that is consistent across the province. The Energy Step Code regulates building efficiency – reducing the amount of energy required to heat or cool a home – while the Zero Carbon Step Code regulates the emissions – or the types of fuels that are used – to heat and cool a building. The City has had a low carbon pathway in place to reduce emissions related to mechanical equipment since 2021; we are now proposing to adopt the Provincial pathway – at a comparable level – to ensure our regulations align with provincial requirements and to provide a more consistent regulatory framework for industry partners.

This report provides an update to Council on the results of consultation with interested parties and presents a bylaw amendment informed by this consultation for consideration for Part 9 buildings. Part 9 buildings are generally small residential buildings that include dwellings such as single family homes, duplexes, triplexes, fourplexes, coach houses, and some townhouses. For additional information concerning the BC Energy Step Code, and recent changes to the BC Building code, please refer to the attached staff report “Proposed Consultation on Strengthened BC Energy Step Code Building Requirements and New Mechanical Permit Process,” dated February 27, 2023 (Attachment #2).

The City of North Vancouver, the District of North Vancouver, and the District of West Vancouver have maintained a coordinated approach to Energy Step Code implementation for Part 9 buildings across the North Shore in an effort to provide a simplified regulatory framework for development; the two districts are also considering the proposed amendments.

### CNV's Building Step Code Journey

Since the inception of the BC Building Code's Step Code, the City of North Vancouver has consistently been implementing higher levels of the Step Code than what has been required. This includes the implementation of a lower emissions pathway since 2021. With the introduction of the proposed amendments we are able to align our Low Carbon Pathway in the City's Building Bylaw with the recently introduced Provincial Zero Carbon Step Code (or Pathway). These two serve the same purpose of reducing emissions related to the heating and cooling of space and water.



## DISCUSSION

### Engagement

Staff facilitated several opportunities for industry and public engagement, and provided information concerning the proposed changes and opportunities for feedback. These included:

- Discussion with Urban Development Institute (UDI) and Homebuilders Association Vancouver (HAVAN) members during City Development Industry Liaison Committee meetings on January 30 and June 12, 2023;
- Targeted outreach to contractors, designers and tradespeople who do business on the North Shore;
- A virtual meeting hosted on April 20, 2023 to present the proposed changes, to learn from a high efficiency building expert, to hear concerns, and to answer questions and provide clarification;
- A survey concerning the proposed changes and the opportunity to provide feedback via alternate means (letter, email, telephone) as needed.

The level of engagement was high, with the virtual meeting being attended by approximately 50 interested parties, including designers, architects, tradespeople, general contractors, energy advisors and developers. Twenty-five responses were received through the consultation process; key takeaways from the feedback include:

- A majority of respondents (85%) had already worked on a high efficiency (Step 4 or 5) project;
- 48% of the respondents consider themselves fully ready to transition to Step 4 and more than 90% of respondents consider themselves at least moderately ready for the transition. Only 2 respondents consider themselves unprepared to move to Step 4;
- Key feedback on primary challenges of moving to Step 4 include: cost, potential supply chain concerns, training and skilled labour, design and construction coordination and homeowner perception;
- Key feedback on benefits of moving to Step 4 include: consistency across the North Shore, the potential for greater coordination through the future proposed mechanical permit and improved environmental outcomes.

### **Response to Feedback**

Considering the positive response and industry preparedness to the proposed regulatory changes – in addition to the broader environmental, social and health benefits – staff recommend proceeding with adoption of the new regulations. However, in order to support our industry partners, staff are preparing training and coordination initiatives that include:

- Training Opportunities – Should Council adopt the proposed regulations, staff are prepared to roll out training supports that will include: Builder's Breakfast meetings to present best practice and information sharing; a proposed site tour of a high performance building being constructed on the North Shore to provide hands on opportunities; and an agreement with BCIT to support North Shore tradespeople accessing the High Performance Building program at a reduced cost.
- Coordination – Ensuring a common understanding for construction projects – both internally for the project team and externally between the project team and the City – emerged as a key theme. To address this concern staff are recommending to align our existing Low Carbon Pathway with the Province's new ZCSC to ensure consistency between jurisdictions across the province (for more information see the Environmental Impact section below). Additionally, staff will move forward with creating a Mechanical Permit process to support better coordination between different professions responsible for the design and construction of high performance mechanical systems and to reduce the likelihood of delays as a result of mechanical systems (for more information see the Mechanical Permit section below).

### **Environmental Impact**

The proposed regulatory changes will improve the efficiency of new buildings by at least 20%. Improving the efficiency of buildings is the first step to reducing energy demand and subsequently reducing carbon emissions associated with building heating/cooling and hot water provision. Higher Steps mean that homes are more resilient to power outages and climate events: they will stay warmer in the winter, cooler in the summer

and provide a healthier indoor environment when smoke from forest fires is present. Moving from Step 3 to Step 4 will maintain the City's leadership in advancing high performance construction to reduce energy demand, and help to achieve our GHG emission reduction targets.

When combined with a low carbon pathway, which caps the greenhouse gas emissions of mechanical equipment, moving to Step 4 for Part 9 buildings is a tangible step towards eliminating carbon emissions from buildings, using our energy efficiently, improving construction quality and improving health and comfort. As a part of the BC Building Code update, the province introduced a new provincial low carbon pathway, known as the Zero Carbon Step Code (ZCSC). In order to ensure our regulations align with Provincial Code, the proposed bylaw amendment transitions the City from its locally-developed low carbon pathway to the new Provincial regulation. The proposed pathway has been designed to work with the Energy Step Code. There should be minimal impact on design and construction in the City of North Vancouver, other than ensuring consistency across the province for designers and tradespeople. The ZCSC consists of four "Emission Levels" that regulate GHG emissions:

1. Measure-only (Emission Level 1) - requires modelling and measurement of a building's emissions without reductions, and is intended to build knowledge and capacity.
2. Moderate Carbon Performance (Emission Level 2) - in most cases, will require electrification of space heating, but natural gas water heating and cooking likely still possible/allowed.
3. Strong Carbon Performance (Emission Level 3) - in most cases, will require electrification of both space heating and water heating, but fossil fuel water heating could still be allowed dependent on design and natural gas cooking still possible/allowed.
4. Zero Carbon Performance (Emission Level 4) - in most cases, will require the full electrification of a building.

The Strong Carbon Performance (Emission Level 3) level of the ZCSC aligns with the City's existing pathway and is proposed to be the new requirement.

## **Cost**

Based on industry research prepared for the Ministry of Housing, it is estimated that moving from Step 3 to Step 4 will increase construction costs between 0.3 to 0.4%, depending on the size of the dwelling. In the City of North Vancouver, this would result in an increase to construction costs between \$1,500 and \$4,500 for typical projects. These construction costs can be partially offset as the improved efficiency allows for the right-sizing of mechanical equipment; smaller, more efficient, and cheaper heat pumps and ventilation systems can be installed when the new dwellings are better able to maintain consistent indoor air-temperature.

The City can further work to reduce construction costs through the implementation of the proposed mechanical permit. The modernization of this portion of the City's permitting process will support greater coordination, reducing delays to the project by

minimizing the potential for missed requirements or duplication of effort of the design team, and reducing the likelihood of failed or incomplete inspections concerning mechanical equipment. Our industry partners identify delays as a major driver of cost increases.

While right-sizing mechanical equipment and decreasing expensive delays are significant, the greatest reduction in cost will be achieved by the occupants of the dwelling for the life of the building. Increasing the energy efficiency of homes directly reduces the costs associated with heating and cooling those spaces. Any minimal increase in construction or purchase cost will be more than offset through energy savings over the life of the building.

### **Mechanical Permit**

A portion of the industry consultation was dedicated to gathering feedback on the future introduction of a new construction permit type – a ‘mechanical permit’ – to support staff in administering low-carbon energy systems. Staff presented an all-encompassing approach to regulating these systems, proposing a single permit structure through which they will review designs and monitor installation of all ventilation, heating, cooling, and domestic hot water systems. Feedback received was overwhelmingly positive, with industry representatives particularly keen to see a process implemented that would provide clarity and define responsibility for oversight for these systems.

Staff continue to review industry best practice in this area and develop a proposed Permit process. Development work is being carried out in concert with the CLEAR (Coordinated, Lean, and Efficient Approvals Refresh) project currently underway. Staff propose to align activation of the new mechanical permit with the broader construction permit process modernization, anticipated in 2024.

### **Bylaw Amendment**

The bylaw amendment consists of two primary elements:

1. Move the requirement for Part 9 buildings from Step 3 to Step 4; and
2. Replacing the City’s current low carbon pathway with the provincial Zero Carbon Step Code.

The proposed amendments retain the dual pathway approach which provides new construction the option of building to Step 4 with low carbon mechanical equipment, or build to Step 5 with no mechanical restrictions. The Table below illustrates the proposed changes:

<b>Building Type</b>	<b>Current Requirement</b>	<b>Proposed Requirement</b>
Part 9 Residential (single family, multiplex, etc.)	<i>Pathway 1: Low Carbon Step 3 of 5 + Low Carbon</i>  <i>Pathway 2: High Step Step 5 of 5</i>	<i>Pathway 1: Low Carbon Step 4 of 5 + ZCSC EL-3</i>  <i>Pathway 2: Higher Step</i>

		Step 5 of 5 + ZCSC EL-1 (Reporting Only)
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The bylaw amendment also includes a housekeeping amendment for several types of Part 3 (large and complex) buildings. This amendment is housekeeping only – to align with certain changes to Provincial code – and does not have any implications for construction of these types of buildings.

The proposed regulations will come into effect in November, allowing adequate time for projects that are in progress to complete their designs and submit their application for building permit under existing regulations.

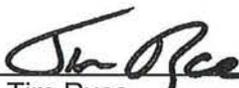
### FINANCIAL IMPLICATIONS

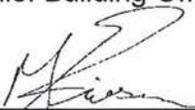
Should Council approve the proposed bylaw amendments, staff will implement the proposed training opportunities. Funds for this project have already been appropriated. There are no additional financial implications pertaining to this report; changes can be implemented by existing staff resources.

### STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Continuing to advance high performance construction and ensuring low carbon mechanical systems are necessary to reduce emissions from buildings. The proposed amendments support the City's target of achieving net zero emissions by 2050 and is consistent with the City's Official Community Plan and Council's Strategic Plan.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Tim Ryce  
Chief Building Official

  
\_\_\_\_\_  
Mike Friesen  
Manager, Environmental Sustainability

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, FEBRUARY 27, 2023****

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**REPORT**

8. Proposed Consultation on Strengthened BC Energy Step Code Building Requirements and New Mechanical Permit Process – File: 11-5280-14-0001/2023

Report: Planner 2, Environmental Sustainability, and Chief Building Official,  
February 15, 2023

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Planner 2, Environmental Sustainability, and Chief Building Official, dated February 15, 2023, entitled “Proposed Consultation on Strengthened BC Energy Step Code Building Requirements and New Mechanical Permit Process”:

THAT staff be directed to consult with industry groups with respect to proposed amendments to the Construction Regulation Bylaw and new mechanical permit to strengthen Energy Step Code requirements for Part 9 buildings.

**CARRIED UNANIMOUSLY**



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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Larisa Lensink, Planner 2, Environmental Sustainability  
Tim Ryce, Chief Building Official

Subject: PROPOSED CONSULTATION ON STRENGTHENED BC ENERGY  
STEP CODE BUILDING REQUIREMENTS AND NEW MECHANICAL  
PERMIT PROCESS

Date: February 15, 2023 File No: 11-5280-14-0001/2022

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 2, Environmental Sustainability and Chief Building Official, dated February 15, 2023, entitled "Proposed Consultation on Strengthened BC Energy Step Code Building Requirements and New Mechanical Permit Process":

THAT staff be directed to consult with industry groups with respect to proposed amendments to the Construction Regulation Bylaw and new mechanical permit to strengthen Energy Step Code requirements for Part 9 buildings.

**ATTACHMENTS**

1. Report to Council from the Chief Building Official and Manager, Environmental Sustainability, dated November 4, 2020, entitled "Low Carbon Building Bylaw Amendments" (CityDocs #1995130)
2. Information Report dated November 9, 2022, entitled "BC Building Code Update Public Review" (CityDocs #2296493)

**PURPOSE**

The purpose of this report is to seek direction to consult with industry groups regarding proposed amendments to the City's Construction Regulation Bylaw to strengthen BC Energy Step Code requirements for homes and the introduction of a mechanical permit

process to support the administration of low carbon mechanical systems. The proposed changes to the Step Code requirements and new mechanical permit process will continue to advance high performance, healthy construction and take another step towards net zero new homes, a key strategy in meeting the City's climate targets.

## BACKGROUND

### Transitioning to Zero Carbon, High Performance New Homes

In the City, carbon pollution from buildings account for 43% of community-wide emissions with the majority being attributed to natural gas combustion to heat space and water. Addressing emissions from buildings means reducing the amount of energy used through better constructed buildings, and meeting remaining energy needs with low carbon energy sources. Transitioning to zero carbon, high performance new homes will reduce emissions from the building sector and supports better quality construction, improved comfort, and better indoor air quality.

### BC Energy Step Code

The provincial government uses the BC Energy Step Code to allow local government to require better building energy performance and ultimately to support market transformation towards higher performance buildings. The Step Code establishes a series of incremental energy efficiency targets for new buildings; the higher the “Step”, the better the building performance. The Step Code also communicates the intent of Building Code requirements whereby all new buildings will be “net zero ready” by 2032 (Figure 1).

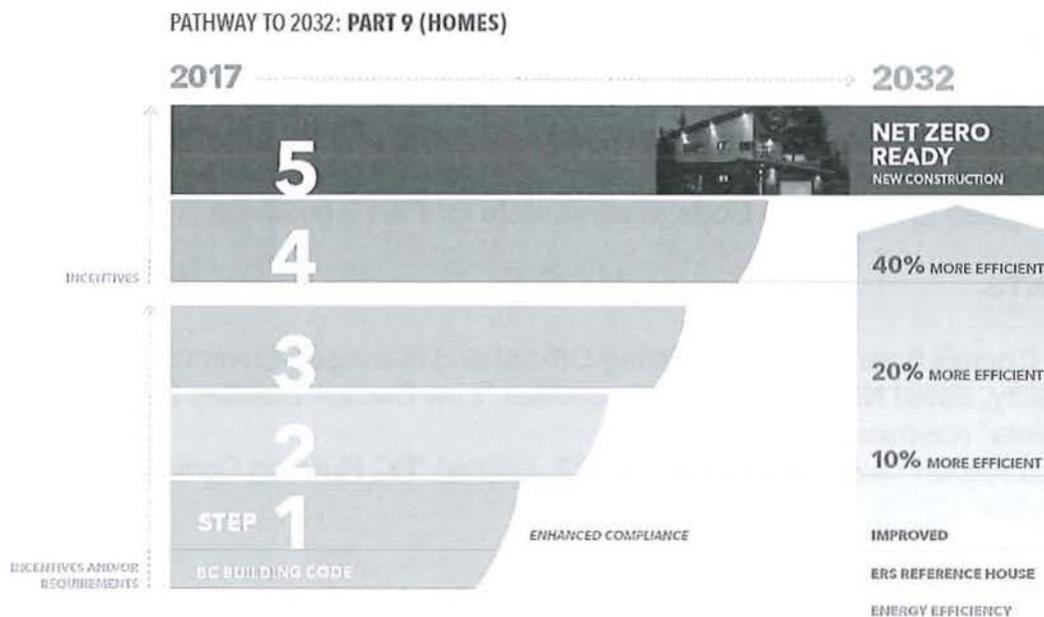


Figure 1. The BC Energy Step Code for new Part 9 homes.

## Building Types in the BC Building Code

The BC Building Code regulates buildings in two main categories:

- Part 3 Buildings (Complex): Larger and taller (over three storeys) buildings with a variety of uses including multi-family buildings, commercial buildings and institutional buildings.
- Part 9 Buildings (Simple): Smaller (single family dwellings, duplexes, and small townhouse buildings under three storeys) buildings, with the most common use being residential.

This report addresses the City's regulation of Part 9 residential buildings.

## Step Code Requirements for Part 9 Homes on the North Shore

The City was the first municipality to introduce Step Code requirements for all buildings in December 2017. Since then, the City has coordinated closely with the District of West Vancouver and the District of North Vancouver to provide builders with consistent requirements across the North Shore.

The City's Step Code requirements for Part 9 (simple) residential buildings have changed twice since the Step Code was first introduced in 2017 (Table 1). The City started with Step 2 in 2017 and then increased the requirements to Step 3 in July of 2018. In July of 2021, the City began to incentivize low carbon space and water heating systems (usually electric heat pumps), by allowing builders two options: build to Step 5; or build to Step 3 with low carbon space and water heating. Electric heat pumps are low carbon and also provide mechanical cooling, increasing the resiliency of homes to higher summer temperatures and heat events.

	December 2017	July 2018	July 2021
<b>Residential buildings over 1,200 sq. ft.</b>	Step 2 of 5	Step 3 of 5	<b>Pathway 1: Low Carbon</b> Step 3 of 5 + Low Carbon
<b>Small residential buildings<sup>1</sup> (houses under 1,200 sq. ft.)</b>	BC Building Code only	Step 1 of 5 steps	<b>Pathway 2: Higher Step</b> Step 5 of 5

Table 1. The City's requirements for Part 9 (small and simple) residential buildings since the introduction of the Step Code.

## Upcoming Changes to the BC Building Code for Part 9 Buildings

In 2022, the Province announced upcoming changes to the BC Building Code to support cleaner, more energy efficient new construction. The City provided comments to the Province on the proposed changes through the public review process (Attachment #2). The most substantial proposed change to the BC Building Code is the increase of

<sup>1</sup> An exception was originally made for coach houses as the cost differential is higher for smaller buildings, however this was removed in July 2021.

minimum energy efficiency standards by 20% for all buildings. For Part 9 buildings, this means Step 3 will be required province-wide.

The release of the finalized BC Building Code update has been delayed from its original timeline of December 2022 and is anticipated imminently.

**DISCUSSION**

The provincial update to the BC Building Code provides an opportunity to strengthen the City’s Step Code requirements and align permitting process with climate action objectives in order to continue the City’s leadership in the provision of healthy and climate-resilient homes.

**Impacts of the BC Building Code Changes on the City’s Leadership**

The update to the BC Building Code to increase energy efficiency of new buildings by 20% means that the City’s requirements for energy efficiency for new homes will become the minimum code requirements. For over a decade, the City has had measures in place to ensure new buildings achieve progressive energy targets above the minimum requirements of the BC Building Code and has been recognized as a leader in moving industry towards high performance construction. The high quality construction which has resulted from the City’s energy efficiency standards offers a number of benefits to residents including reduced energy costs, better indoor air quality and improved comfort - especially during heat and wildfire events.

**Proposed Step Code Requirements for Part 9 Residential Buildings: Increase low carbon pathway to Step 4**

An increase from Step 3 to Step 4 is proposed to the City’s current low carbon compliance pathway for Part 9 buildings (Table 2) to achieve higher energy performance in new homes. As homes move to the higher steps of the Step Code, more stringent standards require the integration of high performance building strategies and materials to allow the buildings to be more efficient. A Step 3 home and a Step 5 home will look nearly identical, but the incorporation of additional insulation, and higher quality doors and windows will result in homes that are more comfortable, quieter, and that require less energy to heat or cool.

<b>Current Requirement</b>	<b>Proposed Requirement</b>
<b>Pathway 1: Low Carbon</b> Step 3 of 5 + Low Carbon	<b>Pathway 1: Low Carbon</b> Step 4 of 5 + Low Carbon
<b>Pathway 2: Higher Step</b> Step 5 of 5	<b>Pathway 2: Higher Step</b> Step 5 of 5

Table 2. Proposed change to Step Code requirements for Part 9 buildings.

This change is recommended to be considered through consultation as it offers a number of advantages:

- Maintains the City's leadership in advancing high performance construction by requiring energy efficiency standards above minimum code requirements;
- Prepares industry for net zero energy ready homes by taking another incremental step towards this goal;
- Continues to incentivize low carbon mechanical systems, especially electric heat pumps, through the voluntary compliance pathway which reduces emissions and increases resiliency through mechanical cooling;
- Harmonizes requirements with the Districts of West and North Vancouver, maintaining consistency across the North Shore; and
- Ensures new homes are efficient, healthy, comfortable and cost-effective to operate.

### **Proposed New Mechanical Permit Process**

A new mechanical permit process is proposed for Part 9 homes to provide the design review and installation oversight necessary to effectively monitor the low carbon heating, domestic hot water, and ventilation systems in high performance new construction. This permit would be required for the installation of any space heating or cooling systems and domestic hot water systems, as well as for ventilation systems other than kitchen exhaust and bathroom fans.

The proposed mechanical permit will consolidate information currently dispersed across building, gas, plumbing, and electrical permits, and allow for better coordination between the project's designer, energy advisor, and mechanical contractor. No new technical requirements are anticipated to be created through this proposed permit process.

### **NEXT STEPS**

Should Council direct staff to proceed with consultation regarding the above proposed requirements, staff will initiate industry consultation this spring following the release of the BC Building Code update and report back to Council with the results before the summer break. Staff will work closely with the Districts of North and West Vancouver to coordinate consultation and work towards consistency across the North Shore. The timeframe for the implementation of new regulations will be informed via the engagement process; a more detailed timeline will be presented when staff next report to Council.

### **CONCLUSION**

Continuing to advance high performance construction and ensuring quality installation of low carbon mechanical systems are critical strategies in reducing emissions from buildings. The proposed increase to Step 4 for the low carbon compliance pathway, supported by a new mechanical permit process, will ensure new homes are low carbon, climate-resilient and healthy, and one step closer to being net zero energy ready.

Bringing these requirements forward now for consideration aims to maintain a coordinated North Shore approach and achieve greater consistency for industry.

### FINANCIAL IMPLICATIONS

Should Council endorse the report recommendation, staff will proceed with consultation with industry using funds that have already been appropriated.

### STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This policy approach supports the City's target of achieving net zero emissions by 2050 and is consistent with the City's Official Community Plan, Council's Strategic Plan, and early directions of the forthcoming Climate and Environment Strategy.

RESPECTFULLY SUBMITTED:



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Larisa Lensink  
Planner 2, Environmental Sustainability



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Tim Ryce  
Chief Building Official

**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY FROM  
CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, NOVEMBER 16, 2020**

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**REPORT**

9. Low Carbon Building Bylaw Amendments – File: 11-5280-14-0001/2020

Report: Chief Building Official and Manager, Environmental Sustainability,  
November 4, 2020

Moved by Councillor McIlroy, seconded by Councillor Girard

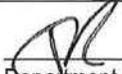
PURSUANT to the report of the Chief Building Official and the Manager,  
Environmental Sustainability, dated November 4, 2020, entitled “Low Carbon Building  
Bylaw Amendments”:

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020,  
No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code) be  
considered;

AND THAT the City’s Sustainable Development Guidelines be updated to reflect the  
new requirements.

**CARRIED UNANIMOUSLY**



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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Tim Ryce, Chief Building Official  
Caroline Jackson, Manager, Environmental Sustainability

Subject: LOW CARBON BUILDING BYLAW AMENDMENTS

Date: November 4, 2020 File No: 11-5280-14-0001/2020

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Building Official and the Manager, Environmental Sustainability, dated November 4, 2020, entitled "Low Carbon Building Bylaw Amendments":

THAT "Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810" (Low Carbon Pathway Amendments Under the BC Energy Step Code) be considered;

AND THAT the City's Sustainable Development Guidelines be updated to reflect the new requirements.

**ATTACHMENTS**

1. Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810 (Low Carbon Pathway Amendments Under the BC Energy Step Code) (Document [#1987950](#))
2. Report to Council from the Manager, Environmental Sustainability, and the Chief Building Official, dated June 17, 2020, entitled "Proposed Consultation on Low Carbon Building Bylaw Amendments (Document [#1928254](#))

**SUMMARY**

The purpose of this report is to provide Council with the results of stakeholder consultation regarding low carbon building bylaw amendments, and to present for

Council's consideration Construction Regulation Amendment Bylaw, No. 8810 to introduce a low carbon compliance pathway for the City's BC Energy Step Code requirements. This policy directly supports the City's target of zero emissions by the year 2050.

## **BACKGROUND**

At the June 22, 2020 Council meeting, the following resolution was unanimously endorsed:

“PURSUANT to the report of the Manager, Environmental Sustainability, and Chief Building Official, dated June 17, 2020, entitled “Proposed Consultation on Low Carbon Building Bylaw Amendments”:

THAT staff be directed to consult with stakeholders with respect to proposed low carbon amendments to “Construction Regulation Bylaw, 2003, No. 7390”.

The transition to low carbon heating systems presents a significant opportunity to reduce greenhouse gas emissions from buildings and is a key strategy in achieving the City's target of zero emissions by 2050. While the BC Energy Step Code provides a pathway to more energy efficient and higher quality construction homes, it does not specify limits for greenhouse gas emissions from buildings. In BC, due to the Province's low carbon electricity supply, buildings that rely on electricity compared to natural gas produce relatively few emissions, regardless of the Step under the Energy Step Code.

This report provides an update to Council on the results of consultation with stakeholders and presents a bylaw amendment informed by this consultation for consideration for Part 9 buildings. Part 9 buildings under the Building Code are small residential buildings (three storeys and under) including single family homes, duplexes, coach homes and some townhouses. Further background on the BC Energy Step Code and the low carbon compliance pathway is summarized in the staff report entitled “Proposed Consultation on Low Carbon Building Bylaw Amendments,” dated June 17, 2020 (Attachment #2).

## **DISCUSSION**

Staff held a series of meetings with various stakeholder groups to obtain feedback on the proposed changes to the Construction Regulation Bylaw. For Part 9 buildings, these changes consist of updating the City's Step Code requirement to Step 5, the highest step of Energy Step Code while adding a low carbon compliance pathway of the current step, Step 3, provided a low carbon energy system, potentially an electrically powered heat pump, is in place. For Part 3 buildings, these changes consisted of migrating the City's existing Rezoning Policy requirements into the Construction Regulation Bylaw to achieve greater administrative efficiency.

## Stakeholder Consultation

Meetings were held to obtain feedback on the proposed approach as outlined in the following table:

Stakeholder Group	Meeting Date
Urban Development Institute (UDI) and Homebuilders Association Vancouver (HAVAN) members	July 7, 2020
Climate and Environment Task Force	July 7, 2020
HAVAN members	July 22, 2020
Thermal Environmental Comfort Association (TECA) members and Heating, Ventilation and Air Conditioning (HVAC) contractors	October 2, 2020

Through these meetings, follow up correspondence with stakeholders and conversations with industry experts, staff heard the following:

- General support for pursuing low carbon requirements for new buildings as a response to the climate crisis;
- Maintaining consistency of requirements across the North Shore and the broader region is very important;
- Proposed Step 3 with low carbon system option is reasonable since it is one of two options provided and only requires a change in mechanical system, not in energy performance;
- Industry is ready for widespread installations of air to air heat pumps for space heating in new Part 9 homes, although contractor certification requirements are advisable to avoid poor installations of low quality heat pumps;
- Significant challenges remain for air to water heat pump system installations due to a lack of technology available on the market and a lack of industry installation capacity and experience;
- A greenhouse gas intensity limit could be easily met with conventional electric tanks or electric baseboards;
- Encouragement to also consider embodied carbon, especially the impact of higher steps on embodied carbon of building materials, and to collect data to make informed policy decisions and understand their unintended consequences;
- Concerns remain about the impact of building electrification to affordability and the ability of BC Hydro to meet increased demand; and
- An extended implementation timeline would be appreciated to allow for sufficient contractors to go through certification and training programs that have recently been developed.

## Flexible Approach

Feedback obtained from stakeholders provided significant insight into industry readiness for the proposed low carbon compliance pathway and has influenced the bylaw requirements and implementation timeline outlined in this report. While the air to air heat pump market and industry is well developed, gaps in technology and capacity

exist for the air to water heat pump market, making a heat pump requirement premature in staff's view.

Bylaw 8810 thus requires that low carbon energy system homes must simply meet an overall greenhouse gas intensity (GHGI) limit for the building. The GHGI limit can be met in a number of ways and staff expect that some builders will choose to install air to air heat pumps or air to water heat pumps, while others may choose to install electric baseboards. While this is a departure from the District of West Vancouver's approach, where heat pump technology is a requirement, this approach is consistent with the City of Vancouver's approach (regulations coming into effect in January 2022).

Natural gas fireplaces and cooktops can also still be accommodated within the GHGI limit proposed in the bylaw.

### Energy Step Code Requirements for Part 9 (Simple) Buildings

The Energy Step Code for Part 9 buildings consists of five steps with the highest (Step 5) similar to net zero building performance. The City has required Step 3 since July 1, 2018 for all Part 9 buildings. Bylaw 8810 increases the City's current requirement for Part 9 buildings to Step 5, while also offering an alternate pathway of Step 3 with a low carbon energy system (Table 1). The low carbon energy system option is defined as a maximum modeled greenhouse gas intensity (GHGI) for all space and water heating systems in the building. This approach provides flexibility in the technologies installed and is consistent with the performance-based approach of the Energy Step Code.

**Table 1. Summary of Part 9 Changes**

	Current Requirement	Proposed Requirement	
		Pathway 1: Low Carbon	Pathway 2: Higher Step
Small Part 9 residential buildings	Step 1 of 5	Step 3 of 5 + Low Carbon	Step 5 of 5
Part 9 residential buildings over 1,200 sq. ft.	Step 3 of 5	Step 3 of 5 + Low Carbon	Step 5 of 5

### Energy Step Code Requirements for Part 3 (Complex) Buildings

As discussed in the June 2020 staff report, migrating the current Rezoning Policy requirements for Part 3 buildings into the Construction Regulation bylaw (Table 2) will achieve greater administrative efficiency. As the majority of Part 3 projects undergo a rezoning process prior to Building Permit application, this proposal will standardize the energy efficiency requirements that are largely already in effect for Part 3 buildings. Part 3 buildings under the Building Code are larger buildings (over three storeys) with a variety of uses including multi-family residential, commercial and institutional buildings.

An Energy Step Code requirement of Step 1 for institutional buildings is also included, as the Energy Step Code was recently expanded to include buildings with institutional occupancies such as schools and hospitals. Currently, the Step Code for these

buildings consists of only one step, Step 1, which requires energy modeling and airtightness testing for new buildings, but does not require specific energy performance targets to be achieved. Performance requirements beyond Step 1 have yet to be set by the Province for institutional buildings.

**Table 2. Summary of Proposed Part 3 Changes**

Use	Current Requirement	Proposed Requirement
Residential	Step 2 of 4 (Rezoning: Step 3 of 4)	Step 3 of 4
Commercial	Step 1 of 3 (Rezoning: Step 2 of 3)	Step 2 of 3
Institutional	None	Step 1

### North Shore Coordination and Implementation Timeline

Since the Energy Step Code was first implemented in December 2017, the City has collaborated with the neighbouring North Shore municipalities regarding Energy Step Code requirements, and all three municipalities intend to introduce a low carbon compliance pathway to take effect in 2021. The District of West Vancouver adopted a low carbon Energy Step Code bylaw amendment in March 2020 with an implementation date of March 2021, while the District of North Vancouver Council recently directed staff to introduce low carbon Energy Step Code requirements with an anticipated implementation date of July 1, 2021.

Should Council adopt Bylaw 8810, requirements would take effect on July 1, 2021, consistent with the District of North Vancouver's expected timeline and exactly three years after Energy Step Code requirements were last increased across the North Shore. While staff had originally considered an implementation date of March 2021 consistent with the District of West Vancouver, following the feedback received during industry consultation, an extended implementation timeline is advisable to allow the industry additional time to deliver new certification and training programs already underway. The extended timeline will also allow staff sufficient time to develop robust internal administration processes. The timeline is approximately six months ahead of similar low carbon requirements taking effect in the City of Vancouver (January 2022).

### Carbon Pollution Impact

Implementing a low carbon Energy Step Code compliance pathway for Part 9 buildings in the City is estimated to result in a reduction in greenhouse gas emissions of over 1,500 tonnes, the equivalent of taking almost 500 passenger vehicles off the road over the next 30 years.

### FINANCIAL IMPLICATIONS

The implementation of the proposed low carbon Energy Step Code requirements will be accommodated within existing budgets and staff resources.

## INTER-DEPARTMENTAL IMPLICATIONS

This report and accompanying bylaw amendment were reviewed by the City Solicitor.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This policy supports the City's Livable City goal as articulated in Council's Strategic Plan along with the City's climate target of achieving net zero emissions by 2050.

RESPECTFULLY SUBMITTED:



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Tim Ryce, P. Eng.  
Chief Building Official



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Caroline Jackson, M.Sc.  
Manager, Environmental Sustainability

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8810**

**A Bylaw to amend “Construction Regulation Bylaw, 2003, No. 7390”**

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 “**Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810**” (Low Carbon Pathway Amendments Under the BC Energy Step Code).
2. “Construction Regulation Bylaw, 2003, No. 7390” is amended as follows:

- A. In Part 3 – Definitions, by adding the following definitions:

“Energy Step Code” means the incremental energy performance requirements defined in sections 9.36.6 and 10.2.3 of the Building Code.

“Low Carbon Energy Systems” means all mechanical systems in a Building that provide thermal conditioning and domestic hot water heating such that the modeled Greenhouse Gas Intensity for the floor area of conditioned space of the Building is no more than 3 kg CO<sub>2</sub>e/m<sup>2</sup>/year.

- B. By deleting Subsections 8.7.3. and 8.7.4. and replacing with the following:

8.7.3 Applications for a Building Permit for a Building that contains one or more uses contained in Table 1 and is required to comply with Part 3 of the Building Code shall:

- (a) be designed to meet or exceed the specified Energy Step Code requirements for the Step indicated in Table 1; and
- (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 1

Use	Energy Step Code Step
Schools other than colleges	Step 1
Libraries	Step 1
Colleges	Step 1
Recreation Centres	Step 1
Hospitals	Step 1
Care Centres	Step 1

Hotels and Motels	Step 3
Other Residential Occupancies	Step 3
Offices	Step 2
Other Business and Personal Service or Mercantile Occupancies	Step 2

8.7.4 Applications for a Building Permit for a building containing a residential Occupancy that is required to comply with Part 9 of the Building Code shall:

- (a) be designed to meet or exceed the specified Energy Step Code requirements for the Step indicated in Table 2; and
- (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 2

Energy System	Energy Step Code Step
Buildings equipped with Low Carbon Energy Systems	Step 3
Buildings not equipped with Low Carbon Energy Systems	Step 5

C. By deleting Subsections 8.7.5 and 8.8.4. in their entirety.

3. This Bylaw is to come into force and take effect on July 1, 2021.

READ a first time on the <> day of <>, 2020.

READ a second time on the <> day of <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD IN THE CAO MEETING ROOM, CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, JUNE 22, 2020**

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**REPORTS**

16. Proposed Consultation on Low Carbon Building Bylaw Amendments  
– File: 11-5280-14-0001/2020

Report: Manager, Environmental Sustainability, and Chief Building Official,  
June 17, 2020

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Manager, Environmental Sustainability, and Chief Building Official, dated June 17, 2020, entitled “Proposed Consultation on Low Carbon Building Bylaw Amendments”:

THAT staff be directed to consult with stakeholders with respect to proposed low carbon amendments to “Construction Regulation Bylaw, 2003, No. 7390”.

**CARRIED UNANIMOUSLY**



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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Caroline Jackson, Manager, Environmental Sustainability  
Tim Ryce, Chief Building Official

Subject: PROPOSED CONSULTATION ON LOW CARBON BUILDING BYLAW  
AMENDMENTS

Date: June 17, 2020 File No: 11-5280-14-0001/2020

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

## RECOMMENDATION

PURSUANT to the report of the Manager, Environmental Sustainability, dated June 17, 2020, entitled "Proposed Consultation on Low Carbon Building Bylaw Amendments":

THAT staff be directed to consult with stakeholders with respect to proposed low carbon amendments to the Construction Regulation Bylaw as detailed in this report.

## PURPOSE

The purpose of this report is to advise Council of the need for a low carbon pathway in the City's BC Energy Step Code requirements for new buildings in order to achieve the City's climate targets, and to seek direction to consult with stakeholders regarding proposed low carbon amendments to the City's Construction Regulation Bylaw.

## BACKGROUND

### A Critical Decade for Climate Action

The International Panel on Climate Change (IPCC) released a report in October 2018 warning that urgent and unprecedented action is required over the next decade to avoid the most far-reaching effects of climate change. In February 2019, Council unanimously adopted new community-wide greenhouse gas emissions reduction targets of an 80% reduction in emissions by 2040 and net zero emissions by 2050, and directed staff to incorporate these targets into plans, policies, and business practices.

## Building Emissions

Approximately half of the City’s greenhouse gas emissions, on a community-wide basis, are attributed to building energy use. These emissions are primarily due to space and water heating using natural gas heating systems. Transitioning to electric and other low carbon heating systems represents a significant opportunity to reduce emissions from buildings and will be a critical strategy in achieving the City’s emissions reduction targets.

Given that buildings constructed today will be in operation in 2050 and beyond, it is important that they are powered by zero emission heating systems. Equipping buildings with low emission electric heating systems at the time of construction is simpler and more cost-effective than retrofitting them later.

## BC Energy Step Code

The BC Energy Step Code was introduced in 2017 to support market transformation towards higher performance buildings through progressive energy efficiency targets, and to provide consistency in building requirements across BC. As a voluntary compliance pathway in the BC Building Code, the Energy Step Code establishes a series of incremental energy efficiency targets for new buildings that local governments can encourage or require. The Energy Step Code also communicates the future intent of Building Code requirements with the goal of all new buildings being net zero energy ready by 2032 (all energy needs could be met through on-site energy generation).

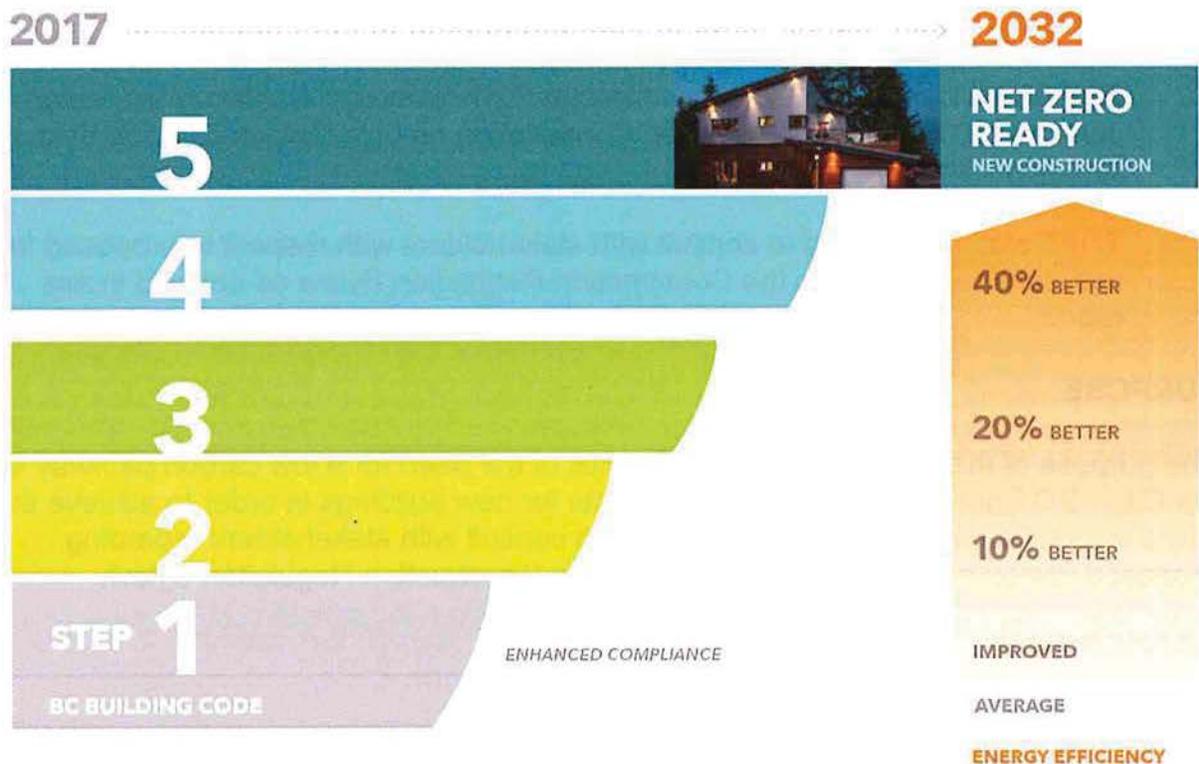


Figure 1. BC Energy Step Code

The Step Code thus allows local governments to require higher levels of energy efficiency in new construction above the minimum requirements of the BC Building Code. Over time, the minimum requirements of the Building Code will be increased

according to the Steps with the target of all buildings achieving the highest Step by 2032.

The transition to higher performance buildings through the Energy Step Code supports better quality construction, improved comfort, and better indoor air quality.

### **Step Code Requirements on the North Shore**

The City first introduced Step Code requirements in December 2017, becoming one of the first municipalities in BC to implement Step Code requirements for all buildings. The City has coordinated closely with the District of West Vancouver (DWV) and the District of North Vancouver (DNV) to provide builders with consistent requirements across the North Shore. Builders have now been building to the current Step Code requirements for approximately two years and have consistently met or exceeded the energy performance targets.

**Part 9 (Simple) Buildings.** Part 9 buildings under the Building Code are typically small residential buildings (three storeys and under) and other non-complex buildings. The City has required Step 3 of 5 for the majority of residential buildings in this category (with the exception of coach houses, where Step 1 is required) since 2018. The exception was made for coach houses as the cost differential is higher for smaller buildings.

**Part 3 (Complex) Buildings.** Part 3 buildings under the Building Code are typically larger and taller (over three storeys) buildings with a variety of uses including multi-family residential buildings, commercial buildings and institutional buildings. The City has required Step 2 of 4 for the majority of Part 3 residential buildings and Step 1 of 3 for Part 3 commercial buildings since 2018. In both cases, projects seeking rezoning are required to achieve an additional step above these base requirements per the Step Code Rezoning Policy.

## **DISCUSSION**

While the Energy Step Code has been successful in increasing overall energy efficiency, achieving better construction quality and building more comfortable and climate resilient homes, it does not alone accomplish the emissions reductions necessary to achieve the City's climate targets.

### **BC Energy Step Code and Greenhouse Gas Emissions**

In BC, due to the Province's low carbon electricity supply, building-related greenhouse gas emissions are directly correlated with heating type. Buildings that rely on electricity compared to natural gas produce relatively few emissions, regardless of the step under the Energy Step Code.

While the Step Code can result in emissions reductions, it can still result in buildings that continue to emit significant emissions over their lifetimes, and does not guarantee the level of emissions reductions necessary to drive emission to zero or near-zero levels.

Depending on the home heating system selected, the greenhouse gas emissions intensity can vary by over 90%, since the Step Code does not require designers to select a low-carbon heating system. For example, when a home is heated using natural gas, even at the highest Step, emissions are only reduced by half (Figure 2).

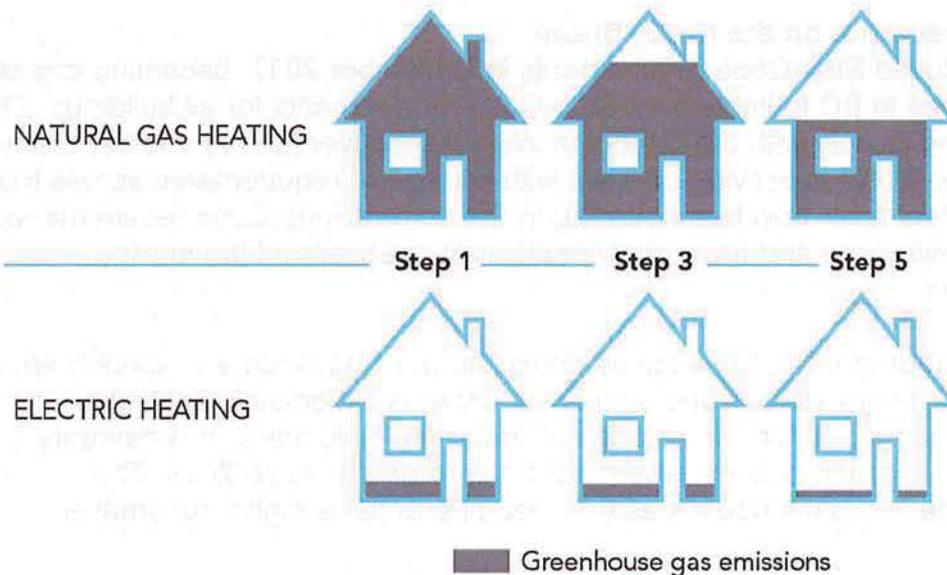


Figure 2. Greenhouse gas emissions by heating type and step of Energy Step Code (Source: Metro Vancouver Climate 2050 Buildings Discussion Paper)

### Low Carbon Path in Part 9 Buildings

To achieve the necessary reductions in emissions from buildings, low carbon heating systems are needed in addition to the Energy Step Code performance requirements. Recent guidance from the Province has highlighted that local governments can use the inherent flexibility of the Energy Step Code requirements to advance emissions reductions goals by offering a low carbon compliance pathway.

A number of municipalities, including Surrey, Burnaby, and Richmond have implemented a Step Code low carbon path option by requiring a higher step and offering a voluntary compliance of a lower step with a low carbon (electric) heating system. Most recently, the District of West Vancouver implemented a requirement for Part 9 buildings for Step 5 with an option permitting Step 3 (the City's current step) when a low carbon heat pump energy system is used.

### Heat Pump Technology in Part 9 Buildings

Heat pumps are increasingly being implemented as heating systems in Part 9 buildings. Heat pump technology involves using a small amount of energy to pull heat from the outside air to heat a building. Heat pumps work very efficiently, as they simply transfer heat rather than burning a fuel to create heat.

A key advantage of heat pumps is that they also function in reverse to provide cooling, resulting in a more resilient housing stock. Climate projections predict that over the coming decades, our region will experience summer heat similar to that currently

experienced in Southern California, and mandatory mechanical cooling is already being considered by Provincial authorities to safeguard health under a warming climate. During heat and forest fire smoke events, heat pumps can contribute to maintaining comfortable temperatures and good air quality in homes.

**Proposed Requirement for Part 9 Residential Buildings: Increase to highest step with voluntary low carbon compliance option**

An increase is proposed to the City’s current requirement for most Part 9 buildings to the highest Step (Step 5) while offering a voluntary compliance option of the City’s current (2018) requirements along with a low carbon (electric heat pump) heating system (Table 1). This proposed requirement is consistent with bylaws adopted by the District of West Vancouver earlier this year, and with a proposed approach currently under consideration by the District of North Vancouver.

This approach offers a number of advantages:

- Harmonized approach with the Districts of West and North Vancouver, maintaining consistency across the North Shore;
- Maintaining the City’s existing Step 3 standard for Part 9 residential buildings (in place since 2018), with the addition of a low carbon heating system requirement thus providing flexibility and reducing the need for industry to adopt substantial new building practices; and
- Ensuring mechanical cooling can be provided, creating a more resilient future-proof residential building stock; and
- Avoiding future retrofit costs for these buildings to ensure zero emissions are achieved by 2050.

**Table 1. Summary of Proposed Part 9 Changes**

	Current Requirement	Proposed Requirement	
		Pathway 1: Low Carbon	Pathway 2: Higher Step
<b>Small Part 9 residential buildings</b>	Step 1 of 5	Step 3 of 5 + Low Carbon	Step 5 of 5
<b>Part 9 residential buildings over 1,200 sq. ft.</b>	Step 3 of 5	Step 3 of 5 + Low Carbon	Step 5 of 5

**Approach for Part 3 (Complex) Buildings**

Staff are also examining requirements for Part 3 buildings to determine options for achieving the City’s 2050 target. Given the complexity and diversity of these building types, analysis specific to Part 3 buildings is required before determining any future proposed changes.

For these building types, the B.C. Energy Step Code consists of four steps for residential Part 3 buildings, and three steps for commercial Part 3 buildings. Under the City’s current requirements in the Construction Regulation Bylaw, residential Part 3

buildings are required to meet Step 2 of 4 while commercial Part 3 buildings are required to meet Step 1 of 3. However, the majority of these Part 3 buildings undergo a rezoning process and thus are subject to the City's 2017 Step Code Rezoning Policy, where residential buildings are required to be built to Step 3 of 4 and commercial buildings are required to be built to Step 2 of 3.

Most Part 3 buildings are over 1,000 m<sup>2</sup> and thus are required to connect to the City's Lonsdale Energy Corporation (LEC) district energy system. LEC is currently incorporating low carbon heat sources including waste heat from the new North Shore Wastewater Treatment Plant to reduce emissions.

Further research and dialogue is required with internal and external stakeholders to determine potential policy options for consideration for Part 3 buildings, and staff will bring forward further information in due course for Council's consideration.

### **Proposed Requirement for Part 3 (Complex) Buildings**

A measure under consideration would be to achieve greater administrative efficiency by migrating the current Rezoning Policy requirements into the Construction Regulation bylaw directly, while continuing to review possible future changes to achieve low carbon objectives.

As the majority of projects undergo a rezoning process prior to Building Permit application, this proposal will standardize the energy efficiency requirements that are largely already in effect for Part 3 buildings.

**Table 2. Summary of Proposed Part 3 Changes**

	<b>Current Requirement</b>	<b>Proposed Requirement</b>
<b>Part 3 residential buildings</b>	Step 2 of 4 (Rezoning: Step 3 of 4)	Step 3 of 4
<b>Part 3 commercial buildings</b>	Step 1 of 3 (Rezoning: Step 2 of 3)	Step 2 of 3

### **NEXT STEPS**

Should Council direct staff to proceed with consultation regarding the above proposed requirements, staff will initiate industry consultation, and work to achieve consistency across the North Shore, with the goal of matching the District of West Vancouver's implementation date of March 2021. Staff will report back to Council in the fall.

### **CONCLUSION**

Incentivizing low carbon heating systems in new construction will play a significant role in reducing emissions from buildings. Given the long lifespan of buildings and high retrofit cost, it is important that this transition happens in the near term in order to advance carbon reduction goals. Bringing these requirements forward now for

consideration will maintain a coordinated North Shore approach and achieve greater consistency for industry.

### **FINANCIAL IMPLICATIONS**

Should Council endorse the report recommendation, staff will proceed with consultation with industry using existing resources and will report back to Council.

### **INTER-DEPARTMENTAL IMPLICATIONS**

This report and recommendation were reviewed by the City Solicitor.

### **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

This policy supports the City's Livable City goal as articulated in Council's Strategic Plan of achieving net zero emissions by 2050, and is considered an early action in progressing the City's Environment Strategy.

RESPECTFULLY SUBMITTED:



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Caroline Jackson, M.Sc.  
Manager, Environmental Sustainability

RESPECTFULLY SUBMITTED:



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Tim Ryce, P. Eng.  
Chief Building Official



 M.F. Department Manager	 J.P. Director	 W. CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING & DEVELOPMENT DEPARTMENT**

**INFORMATION REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Larisa Lensink, Planner 2, Environmental Sustainability

Subject: BC BUILDING CODE UPDATE PUBLIC REVIEW

Date: November 8, 2022 File No: 11-5280-14-0001/2022

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**ATTACHMENTS**

1. City of North Vancouver's Submission to the Office of Housing and Construction Standards in the BC Building Code Public Review (City Docs [#2239370](#))

**PURPOSE**

The purpose of this report is to provide a summary of the proposed updates to the BC Building Code and to provide Council the attached submission to the recent public review process (Attachment 1).

**DISCUSSION**

On September 23, 2022, the Province of BC launched a public review of changes to the BC Building Code to support cleaner, more energy efficient construction. The proposed updates can be summarized into two key changes:

1. Increasing the energy efficiency requirements for most new buildings by 20%  
 According to the previously announced timeline for energy efficiency regulatory requirements (Figure 1), the Province is proposing to update the BC Building Code to increase the minimum energy efficiency of new construction by approximately 20%. This would mean increasing the base code requirements to Step 3 for Part 9 (small) buildings and Step 2 for Part 3 (large) buildings.



Table 1. Target Energy Step Code timeline showing energy efficiency improvements over 2018 BC Building Code requirements.

Step 3 for Part 9 buildings requires the use of an energy advisor to perform energy modeling and airtightness testing. In anticipation of a shortage of energy advisors in some areas, the Province is proposing a prescriptive compliance pathway, requiring specific building components, instead of energy performance metrics. The prescriptive option would be available to builders in all areas of the province where Step 3 is required, including the City. For the City and other municipalities that have already been requiring the modeled performance metrics of Step 3 through use of an energy advisor, the prescriptive pathway is a deviation this performance-based approach and requires an additional compliance and inspection process for building departments to administer.

2. Introducing a carbon pollution standard for local governments

To support the transition to zero carbon buildings by 2030, the Province is proposing to introduce a new tool to set emissions targets for new buildings. The carbon pollution standard is a response to advocacy from local governments for the ability to regulate emissions from new buildings, recognizing this limitation of the Step Code which focuses on energy efficiency. Similar to the implementation of the Step Code, the carbon pollution standard would be available to local governments to opt-in at first, and provides multiple options for levels of stringency. Local governments could set targets to require medium, low and zero carbon-ready buildings, measured by the modeled emissions from operational energy use. Over time, the Province would incorporate these requirements into the BC Building Code to achieve zero carbon new construction by 2030.

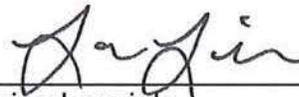
To enable a compliance pathway for the carbon pollution standard that does not require use of an energy advisor, the Province has developed a prescriptive option achieved by “decarbonizing” energy sources of building systems. In the BC Building Code “decarbonize” means the energy source achieves an emissions factor equal to or less than that of electricity. To meet the targets of the carbon pollution standard, natural gas would need to be up to 90% renewable

and to achieve the policy intent, this would need to be sustained for the lifetime of the building. Currently, the British Columbia Utilities Commission is reviewing a proposal from FortisBC to provide 100% renewable gas to every newly constructed home connecting to the gas system, which would achieve the intention of the carbon pollution standard if approved. However, given the availability of electric technology options for home heating, the supply of renewable gas in the province might be better utilized in harder to decarbonize sectors such as industry, existing buildings and heavy-duty vehicles.

While these two changes represent significant progress towards low carbon, high performance new construction, a number of concerns have been raised by local governments. The City has provided the attached comments in the BC Building Code public review process to communicate the concerns identified and anticipated impacts to leading local governments.

The changes to the BC Building Code are expected to take effect in December 2022. Staff will continue to follow the BC Building Code update and keep Council apprised of significant advancements.

RESPECTFULLY SUBMITTED:



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Larisa Lensink  
Planner 2, Environmental Sustainability

November 4, 2022

Office of Housing and Construction Standards  
Province of British Columbia  
[BSSB.Public.Review@gov.bc.ca](mailto:BSSB.Public.Review@gov.bc.ca)

To Whom It May Concern,

**Re: British Columbia Building Code 2018 Public Review  
Emissions and Energy Efficiency Standards**

I am writing on behalf of the City of North Vancouver to provide our comments regarding the proposed emissions and energy efficiency standards included in the BC Building Code (BCBC) update. The City is committed to transitioning to a low carbon, resilient building stock and meeting the targets set by Council to reduce emissions by 80% below 2007 levels by 2040 and achieve net zero emissions by 2050. Addressing carbon pollution from buildings is a priority for the City, where buildings account for 40% of community-wide emissions.

The City is a leader and innovator in energy efficiency requirements for new construction. Highlights from the City's leadership includes:

- Transitioning to performance-based energy efficiency regulation beginning in 2011 through the Energy Efficient Buildings Initiative;
- Being the first municipality in BC to adopt the BC Energy Step Code for all buildings in 2017; and
- Introducing a low carbon compliance pathway in 2021 to ensure new homes are built with low carbon energy systems.

The City appreciates the opportunity to provide comments on the proposed updates to the BCBC and the effort taken to incorporate feedback received from local governments to date. The proposed updates to increase energy efficiency of new buildings by 20% province-wide as the next step towards the goal of net zero energy ready buildings by 2032 furthers BC's leadership in the country and is commendable. The City is supportive of the proposed updates to introduce a carbon pollution standard to the BCBC as a critical tool in addressing emissions from new construction and moving towards the goal of zero carbon buildings by 2030. With these goals in mind, the City has concerns about three components of the proposed updates:

1. Proposed prescriptive backstop for Part 9 for "20%-better" (Step 3)  
The proposed prescriptive compliance pathway for Step 3 for Part 9 buildings represents a significant deviation from the City's regulatory approach since the introduction of performance-based requirements in 2011 and Step 3 of the Step Code in 2018. As such, the City is concerned about the following anticipated impacts of the prescriptive compliance pathway for Step 3:

- Undermining of the significant effort taken over the past decade to transition the building industry towards performance-based metrics as a cost-effective and flexible approach to achieve energy efficiency objectives;
- Same level of energy performance will not be achieved consistently without the requirements of airtightness testing and energy modeling to confirm energy efficiency objectives have been met;
- Significant additional building department resources will be required to add a second compliance and inspection process; and
- Delays to permitting – and therefore delivery of new housing during a housing and affordability crisis – as a result of building department capacity constraints.

2. Proposed prescriptive pathway for the Part 9 carbon pollution standard

The City understands that the proposed prescriptive pathway for the Part 9 carbon pollution standard was developed in response to the request from local governments for an optional compliance pathway explicitly related to electrification as a proven, viable and clear way to reduce emissions from the building sector. By taking a 'fuel-neutral' approach, the current proposed carbon pollution standard does not achieve this intent and raises the following concerns:

- Authorities having jurisdiction have no way of verifying a long-term supply of renewable natural gas as required by the City of Vancouver Energy Modelling Guidelines for purchased renewable energy;
- Without a tool to require all-electric systems, local governments will need to use incentive-based systems to achieve their emissions reductions objectives, which are more costly and less effective than direct regulation and lead to inconsistent requirements for industry across municipalities; and
- Proposed prescriptive pathway does not follow the best practice of enabling all-electric buildings set by leading jurisdictions including Quebec, New York City, Seattle, and many California cities.

3. Omission of embodied carbon

The proposed updates to the BCBC including carbon pollution standards do not address emissions associated with building materials. As adoption of low carbon mechanical systems in new construction increases through implementation of the carbon pollution standard and local government incentive programs, carbon embodied in building materials will become an increasingly significant portion of emissions from the building sector. Where low carbon alternatives for many materials are readily available in BC today, there is no need to delay progress in this critical area for emissions reduction to the next BCBC update.

To address the above concerns, the City encourages the Office of Housing and Construction Standards to:

1. Enable the proposed prescriptive backstop for "20% better" to be an opt-in for local governments in areas that have limited access to energy advisors, or who have not yet adopted performance-based metrics to enable continued advancement in high performance construction.

2. Revise the proposed prescriptive pathway for the Part 9 carbon pollution standard to explicitly reference electric systems, or remove the prescriptive option to achieve the policy intent of equipping buildings with low or zero carbon systems for the entirety of the buildings' lifespan.
3. Incorporate or communicate a plan to incorporate a tool to address embodied carbon in the BCBC, to form a comprehensive approach to emissions reduction from the building sector.

Thank you for the opportunity to review the proposed emissions and energy efficiency standards in the BC Building Code update. We look forward to continuing to work collaboratively with the Province towards our shared goal of low carbon, resilient new buildings.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Draper".

Jennifer Draper  
Acting Director  
Planning & Development

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8986**

**A Bylaw to amend “Construction Regulation Bylaw, 2003, No. 7390”**

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 “**Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2023, No. 8986**” (BC Energy Step Code and Zero Carbon Step Code Updates).
2. “Construction Regulation Bylaw, 2003, No. 7390” is amended as follows:
  - A. In Part 3 – Definitions, by deleting the following definition:

“Low Carbon Energy Systems” means all mechanical systems in a Building that provide thermal conditioning and domestic hot water heating such that the modeled Greenhouse Gas Intensity for the floor area of conditioned space of the Building is no more than 3 kg CO<sub>2</sub>e/m<sup>2</sup>/year.
  - B. By deleting Subsections 8.7.3. and 8.7.4. and replacing with the following:
    - 8.7.3 Applications for a Building Permit for a Building that contains one or more uses contained in Table 1 and is required to comply with Part 3 of the Building Code shall:
      - (a) be designed to meet or exceed the specified Energy Step Code requirements for the Step indicated in Table 1; and
      - (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 1

Use	Energy Step Code Step
Schools other than colleges	Step 2
Libraries	Step 2
Colleges	Step 2
Recreation Centres	Step 2
Hospitals	Step 2
Care Centres	Step 2
Hotels and Motels	Step 3
Other Residential Occupancies	Step 3

Offices	Step 2
Other Business and Personal Service or Mercantile Occupancies	Step 2

- 8.7.4 Applications for a Building Permit for a building containing a residential Occupancy that is required to comply with Part 9 of the Building Code shall:
- (a) be designed to meet or exceed the specified Energy Step Code and greenhouse gas emissions requirements for the Step indicated in Table 2; and
  - (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 2

Option	Energy Step Code Step	GHG Emission Level
Option 1	Step 4	EL-3
Option 2	Step 5	EL-1

3. This Bylaw is to come into force and take effect on November 1, 2023.

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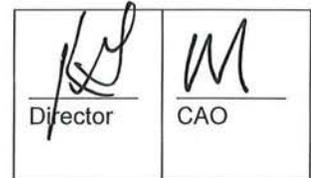
READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**CITY CLERK'S DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Karla Graham, Corporate Officer

Subject: DONATION TO NORTH SHORE EMERGENCY MANAGEMENT – IN  
MEMORY OF ROBERT FEARNLEY AND GAYLE FEARNLEY

Date: June 29, 2023 File No: 01-0530-01-0001/2023

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

**RECOMMENDATION**

PURSUANT to the report of the Corporate Officer, dated June 29, 2023, entitled "Donation to North Shore Emergency Management – In Memory of Robert Fearnley and Gayle Fearnley":

THAT former Councillor, Robert Fearnley, and his daughter, Gayle Fearnley, passed away suddenly on February 9, 2023;

THAT in honour of former Councillor Fearnley and his daughter, Gayle Fearnley, Council make a donation in the amount of \$1,000 to North Shore Emergency Management;

AND THAT the funds be paid from the Council Bereavement Donations Fund.

**ATTACHMENT**

1. Individual Donation Policy (CityDocs [560506](#));

**SUMMARY**

On February 9, 2023, former Councillor, Robert Fearnley, and his daughter, Gayle, perished in a fire in the family's home. Former Councillor Fearnley was an active member of the community and served on City Council from 1996 to 2011.

## **BACKGROUND**

In accordance with Individual Donation Policy No. D2, Council may make a donation to honour a deceased Council member up to the amount of \$1,000.

Staff have spoken with the widow of the former Councillor Fearnley, who has indicated her wish that a donation be made to North Shore Emergency Management in memory of the late Councillor Fearnley and their daughter, Gayle Fearnley.

## **FINANCIAL IMPLICATIONS**

Sufficient funds are available in the Council Bereavement Donations Fund.

## **INTER-DEPARTMENTAL IMPLICATIONS**

None.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The donation would be made in accordance with Individual Donation Policy No. D2.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Karla Graham,  
Corporate Officer

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

POLICY NO. D2

4. (i) **Individual Donation Policy – File: 1090-01**

Report: City Clerk, June 20, 2001

**PURSUANT** to the report of the City Clerk, dated June 20, 2001, entitled "Individual Donation Policy":

**THAT** an Individual Donation Policy be established to provide for a payment to the Charity of Choice of the current or former Council Member in the following amounts and circumstances:

- (a) \$500. to honour a current or former Council Member's spouse or partner who has recently passed away;
- (b) \$1,000. to honour a current or former Council Member who has recently passed away;

**AND THAT** \$5,000. be provided from the General Contingency Account to establish a Council Individual Donation Account.

**ADOPTED BY COUNCIL ON JUNE 25, 2001**



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**CITY CLERK'S DEPARTMENT**  
**REPORT**

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To: Mayor Barbara A. Sharp and Members of Council

From: Bruce Hawkshaw, City Clerk

**SUBJECT: Individual Donation Policy**

File No: 1090-01

Date: June 20, 2001

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**RECOMMENDATION:**

**PURSUANT** to the report of the City Clerk, dated June 20, 2001 entitled, "Individual Donation Policy":

**THAT** a Individual Donation Policy be established to provide for a payment to the Charity of Choice of the current or former Council Member in the following amounts and circumstances:

(a) \$500 to honour a current or former Council Member's spouse or partner who has recently passed away.

(b) \$1,000 to honour a current or former Council Member who has recently passed away;

**AND THAT** \$5,000 be provided from the General Contingency Account to establish a Council Individual Donation Account.

**Attachment:** Minute clip from Council Meeting of Monday, December 11, 2000. Item 9 (a) Donation Request.

**Discussion:**

Council resolved on December 11, 2000:

**"THAT** staff be requested to report to Council on an Individual Donation Policy and Guidelines".

I have taken my time on this issue to review it with my colleagues. To my knowledge none of our local municipalities have a policy on individual donations in memory of Council members spouses/partners.

I then left the directive from Council on my desk to reflect on it and attempt to come up with a resolve. I was looking for a complicated policy and involved process when all of a sudden it struck me. Keep it simple and uncomplicated but keep it respectful.

The result was a simple policy to donate a reasonable sum of money that in essence reflected the City's appreciation for the spouse or partner's sacrifice to enable the Council Member to commit to public service.

I have taken the liberty to include a \$1,000 donation to the charity of choice to honor a former or current City Council Member who passes away.

The amount requested should be funded from an Individual Donation Account. I am recommending \$5,000 be allocated to the account in 2001 paid from General Contingency in order to establish an account of sufficient size.

**Interdepartmental Implications:**

Nil

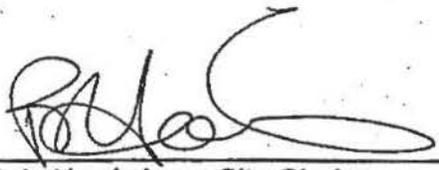
**Financial Implications:**

The Finance Department approves of the recommendation to take the funds from the General Contingency Account to set up an 'Individual Donation Account'.

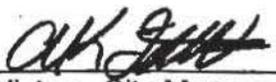
**Corporate Policy/Plan Implications:**

Nil.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
B.A. Hawkshaw, City Clerk

REVIEWED BY:

  
\_\_\_\_\_  
A.K. Tollstam, City Manager



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

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To: Mayor Linda Buchanan and Members of Council  
From: Lisa Bergstrom, Budget Analyst II – Finance  
Subject: STATUS OF 2023 COUNCIL CONTINGENCY GRANTS ACCOUNTS  
Date: June 29, 2023 File No: 05-1840-20-0001/2023

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**ATTACHMENTS:**

1. Council Grant Accounts at December 31, 2022 (2385965)  
Attachment 1 provides a look back at the same grant accounts in the previous year, for information and comparison.

The following tables provide up to date status of the Council Contingency grant account, and the Council Bereavement Donation Fund, as they are allocated during the year.

**General Contingency 2023**

2023 Budget	<b><u>\$ 30,000.00</u></b>
<u>General Contingency Grants Issued:</u>	<u>Amount</u>
Tsleil-Waututh Canoe Festival Sponsorship	\$5,000.00
 Subtotal Grants	 <b><u>\$ 5,000.00</u></b>
<b>Remaining Budget</b>	<b><u>\$ 25,000.00</u></b>

**One Time Grants 2023**

2023 Budget **\$ 50,000.00**

One Time Grants Issued: Amount

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Subtotal General Monies Issued **\$ 0.00**

**Remaining Budget** **\$ 50,000.00**

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**Council Bereavement Donations Fund 2023**

2023 Budget **\$ 5,000.00**

General Contingency Grants Issued: Amount

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Subtotal General Monies Issued **\$ 0.00**

**Remaining Budget** **\$ 5,000.00**

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RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Lisa Bergstrom  
Budget Analyst II – Finance

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## **NOTICES OF MOTION**

11. Incentivizing Preservation of Mature Trees in the City of North Vancouver  
– File: 12-6300-01-0001/2023

Submitted by Councillor Shahriari

### **RECOMMENDATION:**

WHEREAS trees form an important part of the natural beauty and environmental backbone of our community, providing shading and mitigation of urban heat impacts, habitat for wildlife, contributing to air quality and carbon capture;

WHEREAS the City of North Vancouver has enacted “Tree Bylaw, 2022, No. 8888” to provide responsible rules and regulations concerning the cutting and removal of trees;

WHEREAS the benefits of larger and mature trees are difficult to replace in the short term, as newly planted or replacement trees take a prolonged time period to reach significant canopy and trunk size;

WHEREAS staff are currently developing an Urban Forest Management Strategy in coordination with the ongoing development of a Climate and Environment Strategy;

AND WHEREAS it is in the public interest to encourage property developers to preserve larger and mature trees and to consider options to incentivize the retention of mature trees;

THEREFORE BE IT RESOLVED that staff be directed to provide possible options to incentivize property developers to protect and retain large and mature trees in areas not covered by “Tree Bylaw, 2022, No. 8888”;

AND THAT staff be directed to report annually on the number of mature trees that are saved or removed under the Tree Bylaw and any other incentive programs.

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## **NOTICES OF MOTION**

12. Narrowing of Streets Resulting in Queueing and Yielding of Traffic  
– File: 16-8310-01-0001/2023

Submitted by Councillor Shahriari

### **RECOMMENDATION:**

WHEREAS the City's Mobility Strategy specifies an objective of healthy, safer streets that work for everyone;

WHEREAS one of the strategies is to reduce travel speeds on more streets to decrease the risk of serious injuries and fatalities to improve neighbourhood safety and livability;

WHEREAS the Mobility Strategy outlines various options for design interventions to further encourage safe travel speeds, particularly on local streets, including, but not limited to, road narrowing, speed bumps, raised crosswalks and curb-bulges;

WHEREAS any design changes can take time to be proven effective and many of these options can be adjusted after a trial period, if changes are indicated, and such changes can be made within reasonable cost implications;

WHEREAS street narrowing resulting in queueing or yielding of opposing traffic (e.g. St. Andrews Avenue between Keith Road and 13<sup>th</sup> Street and, most recently, Forbes Avenue at 14<sup>th</sup> Street) often result in a major change for all users of the street, and can be costly if a further change is required after major street alterations are put in place;

AND WHEREAS major changes should occur only after prior consideration of existing conditions and the experiences of those who frequently use the roadway in question through thorough public engagement;

THEREFORE BE IT RESOLVED that any major street design changes with respect to street narrowing to the extent that would result in queueing or yielding would require public engagement with those who have experience with the roadway, including residents, business owners and first responders, with a summary of that consultation provided to Council prior to the implementation of any changes.