



**AGENDA FOR THE REGULAR MEETING OF COUNCIL TO  
COMMENCE AT 6:00 PM, IN THE COUNCIL CHAMBER, CITY  
HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, JANUARY 21, 2019.**

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**MONDAY, JANUARY 21, 2019  
COUNCIL MEETING – 6:00 PM**

“Live” Broadcast via City Website [www.cnv.org/LiveStreaming](http://www.cnv.org/LiveStreaming)  
Complete Agenda Package available at [www.cnv.org/CouncilMeetings](http://www.cnv.org/CouncilMeetings)

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, January 21, 2019.

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, January 14, 2019.

**PROCLAMATIONS**

BC Aware 2019: Be Secure, Be Aware, Days – January 28 to February 5, 2019  
Heart Month – February 2019

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

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

**REPORTS**

- \*3. Recommended Museum Deaccessions #13
4. Council Indemnity Bylaw, 2019, No. 8694 (Council Indemnity Effective January 1, 2019)

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

5. “Council Indemnity Bylaw, 2019, No. 8694” (Council Indemnity Effective January 1, 2019)

**PUBLIC HEARING – 210-230 East 2<sup>nd</sup> Street – 6:30 PM**

## **BYLAWS – THIRD READING**

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”  
(GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715)
7. “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch  
Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments)
8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692”  
(Livability RS and RT Minor Amendments)

*Public Hearing waived.*

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8693”  
(Electric Vehicle Charging Infrastructure)

*Public Hearing waived.*

## **NOTICE OF MOTION**

10. Bike Valet Services at Local Events – Councillor Valente

## **PUBLIC CLARIFICATION PERIOD**

## **COUNCIL INQUIRIES**

## **NEW ITEMS OF BUSINESS**

## **NOTICES OF MOTION**

## **ADJOURN**



**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, JANUARY 14, 2019.****

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**PRESENT**

**COUNCIL MEMBERS**

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

**STAFF MEMBERS**

L. McCarthy, CAO  
K. Graham, City Clerk  
J. Peters, Assistant City Clerk  
B. Themens, Director, Finance  
M. Epp, Director, Planning  
S. Galloway, Manager, Planning  
W. Tse, Planner 2  
L. Orr, Manager, Business Services  
D. Pope, City Engineer  
K. Magnusson, Deputy Director, Engineering  
T. Huckell, Committee Clerk

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

**APPROVAL OF AGENDA**

Moved by Councillor Bell, seconded by Councillor Girard

1. Regular Council Meeting Agenda, January 14, 2019.

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Girard, seconded by Councillor Bell

2. Regular Council Meeting Minutes, December 10, 2018.

**CARRIED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Bell

3. Special Regular Council Meeting Minutes, December 21, 2018.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor Back

THAT the Public Input Period be extended to hear more than 5 speakers listed on the sign-up sheet.

**CARRIED UNANIMOUSLY**

## **PUBLIC INPUT PERIOD**

- Ron Sostad, 231 East 15<sup>th</sup> Street, North Vancouver, spoke regarding public hearings and democracy.
- Kwan Lee, 188 Keefer Place, Vancouver, spoke regarding the Recreational Cannabis Retail Policy.
- Mark Elyas, 2606-1011 Beach Avenue, Vancouver, spoke regarding the Recreational Cannabis Retail Policy.
- Balraj Singh Hundal, 529 East 13<sup>th</sup> Street, North Vancouver, spoke regarding the Zoning Bylaw review.
- David Lee, 2355 Dawson Avenue, Burnaby, spoke regarding the Recreational Cannabis Retail Policy.
- Mary Zilba, 1199 Marinaside Crescent, Vancouver, spoke regarding the Recreational Cannabis application process.
- Clayton Hanacher, 738 Broughton Street, Vancouver, spoke regarding the Recreational Cannabis application process.
- Glenys Stuart, 423 East 12<sup>th</sup> Street, North Vancouver, spoke regarding parking.
- Dallas Robinson, 2233 West 2<sup>nd</sup> Avenue, Vancouver, spoke regarding the Recreational Cannabis application process.
- Brian Riedlinger, 2583 Swinburne Avenue, North Vancouver, spoke regarding the Recreational Cannabis Retail Policy and expressed support for the application process.

## **CONSENT AGENDA**

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT the recommendation listed within the “Consent Agenda”, be approved.

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **CORRESPONDENCE**

- \*4. Board in Brief, Greater Vancouver Regional District, Metro Vancouver  
December 7, 2018 – File: 01-0400-60-0006/2018

Re: Metro Vancouver – Board in Brief

THAT the correspondence of Metro Vancouver, dated December 7, 2018, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

**CARRIED UNANIMOUSLY**

## **END OF CONSENT AGENDA**

## **CORRESPONDENCE**

5. Nick Kypriotis, First Response Publications, December 12, 2018  
– File: 01-0230-01-0001/2019

Re: Fire Prevention Officers Association of BC 50<sup>th</sup> Anniversary Conference and Seminar

Moved by Councillor Girard, seconded by Councillor Back

THAT the correspondence from Nick Kypriotis, First Response Publications, dated December 12, 2018, regarding the “Fire Prevention Officers Association of BC 50<sup>th</sup> Anniversary Conference and Seminar”, be received with thanks;

AND THAT Council support the Fire Prevention Officers Association of BC with funding in the amount of \$1,495 for a half-page colour advertisement, to be allocated from the Council Contingency Fund.

**CARRIED UNANIMOUSLY**

## **PRESENTATION**

Recreational Cannabis Retail Policy – Director, Planning

The Director, Planning, provided a verbal presentation regarding the Recreational Cannabis Retail Policy and responded to questions of Council.

## **REPORT**

6. Recreational Cannabis Retail Policy – Selection of Applicants for Rezoning  
– File: 13-6410-01-0001/2018

Report: Planner 2, January 3, 2019

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 2, dated January 3, 2019, entitled “Recreational Cannabis Retail Policy – Selection of Applicants for Rezoning”:

THAT staff be directed to process Zoning Bylaw amendment (rezoning) applications for the following locations in Areas 1, 2 and 3, in accordance with the selection process detailed in the Recreational Cannabis Retail Policy:

- 1717 Lonsdale Avenue;
- 1200 Lonsdale Avenue;
- 315 Lonsdale Avenue;
- 221 West 1<sup>st</sup> Street; and
- Unit C-725 West 14<sup>th</sup> Street.

**CARRIED UNANIMOUSLY**

## **PUBLIC CLARIFICATION PERIOD**

Mayor Buchanan declared a recess at 7:04 pm for the Public Clarification Period and reconvened the meeting immediately after.

Kwan Lee, 188 Keefer Place, Vancouver, inquired regarding Item 6, the Recreational Cannabis Retail Policy.

Mayor Buchanan referred Mr. Lee to staff to answer his questions.

## **COUNCIL INQUIRIES**

7. Spirit Trail – File: 01-0220-01-0001/2019

Inquiry by Councillor Valente

Councillor Valente inquired of Mayor Buchanan with respect to the correspondence received from Bowen Island Municipality regarding Spirit Trail access.

Mayor Buchanan advised that this matter has been forwarded to staff for a report back to Council.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

## **ADJOURN**

Moved by Councillor Bell, seconded by Councillor Girard

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 7:06 pm.

*“Certified Correct by the City Clerk”*

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CITY CLERK



# PROCLAMATION

## BC AWARE 2019: BE SECURE, BE AWARE, DAYS

- WHEREAS** cybercrime threatens the privacy and security of all citizens and organizations in British Columbia; and
- WHEREAS** awareness of the dangers of cybercrime must be promoted to engage citizens and organizations in proactively protecting their information; and
- WHEREAS** the Information Systems Audit and Control Association Vancouver wishes to promote privacy and security awareness amongst British Columbians so they can protect themselves from privacy infringements, fraud and other financial crimes;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **January 28 to February 5, 2019** as **BC AWARE 2019: BE SECURE, BE AWARE, DAYS** in the City of North Vancouver, the traditional territories of the Squamish and Tseil-Waututh Nations.

So proclaimed on Monday, January 21, 2019

A handwritten signature in black ink that reads "Linda C. Buchanan". The signature is written in a cursive style and is positioned above a horizontal line.

Mayor Linda Buchanan



# PROCLAMATION

## HEART MONTH

**WHEREAS** heart disease or stroke takes a Canadian life every seven minutes, and the Heart & Stroke Foundation's mission is to prevent disease, save lives and promote recovery; and

**WHEREAS** February is Heart Month in Canada, during which the Heart & Stroke Canvassing Campaign takes place to support life-saving research on heart disease and stroke and share vital health information with the public; and

**WHEREAS** we applaud and commend the thousands of volunteers, staff and researchers of the Heart & Stroke Foundation for their dedication and commitment and wish them continued success;

**NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **February 2019** as **HEART MONTH** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

**So proclaimed on Monday, January 21, 2019**

A handwritten signature in black ink that reads "Linda C. Buchanan". The signature is written in a cursive style with a large, looped "B" at the end.

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**Mayor Linda Buchanan**



## THE CORPORATION OF THE CITY OF NORTH VANCOUVER Regular Council Meeting – January 21, 2019

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### **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 appearing before Council during the Public Input Period is two minutes, with the number of speakers set at five persons. Speakers’ presentations will be audio and video recorded, as well as live-streamed on the Internet, and will form part of the public record.

To make a submission to Council during the Public Input Period, a person must complete the Public Input Period sign-up sheet at City Hall prior to the Regular Council Meeting. A person who fails to complete, or only partially completes, the Public Input Period sign-up sheet will not be permitted to make a submission to Council during the Public Input Period. The sign-up sheet will be available on the table in the lobby outside the Council Chamber from 5:30 pm until 5:55 pm before a Council meeting.

When appearing before Council, speakers are requested to state their name and address for the record. Speakers may display materials on the document camera at the podium in the Council Chamber and provide written materials to the City Clerk for distribution to Council, only if these materials have been provided to the City Clerk by 4:00 pm on the date of the meeting.

The Public Input Period provides an opportunity for input only, without the expectation of a response from Council, and places the speaker’s concern on record.

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 and to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda and an opportunity for public input is provided when the particular item comes forward for discussion.

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

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**CONSENT AGENDA**

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

**RECOMMENDATION:**

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

**START OF CONSENT AGENDA**

**REPORT**

\*3. Recommended Museum Deaccessions #13 – File: 15-7930-01-0001/2019

Report: Director, North Vancouver Museum and Archives, January 9, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Director, North Vancouver Museum and Archives, dated January 9, 2019, entitled “Recommended Museum Deaccessions #13”:

THAT Council authorize the North Vancouver Museum and Archives (NVMA) Commission to deaccession and dispose of 1,079 artifacts owned solely by the City of North Vancouver;

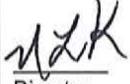
THAT Council authorize the NVMA Commission to deaccession and dispose of 19 artifacts owned jointly by the City and the District of North Vancouver;

THAT Council authorize the NVMA Commission to dispose of 637 unaccessioned objects that have been found in the Museum Collection and are owned jointly by the City and the District of North Vancouver;

AND THAT all proceeds from the sale of deaccessioned materials be deposited in a Special Purpose Fund for the Commission’s use in maintaining the Museum and Archives collections and acquiring new items to augment the collections.

**END OF CONSENT AGENDA**



	 Director	 CAO
Dept. Manager		

The Corporation of **THE CITY OF NORTH VANCOUVER**  
**NORTH VANCOUVER MUSEUM & ARCHIVES**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Nancy Kirkpatrick, Director, North Vancouver Museum & Archives

SUBJECT: RECOMMENDED MUSEUM DEACCESSIONS #13

Date: January 9, 2019 File No: 15-7930-01-0001/2019

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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 Director, North Vancouver Museum & Archives, dated January 9, 2019 entitled "Recommended Museum Deaccessions #13":

**THAT** Council authorize the NVMA Commission to deaccession and dispose of 1,079 artifacts owned solely by the City of North Vancouver;

**THAT** Council authorize the NVMA Commission to deaccession and dispose of 19 artifacts owned jointly by the City and the District of North Vancouver;

**THAT** Council authorize the NVMA Commission to dispose of 637 unaccessioned objects that have been found in the Museum Collection and are owned jointly by the City and the District of North Vancouver;

**AND THAT** all proceeds from the sale of deaccessioned materials shall be deposited in a Special Purpose Fund for the Commission's use in maintaining the Museum and Archives collections and acquiring new items to augment the collections.

**ATTACHMENTS:**

1. List of 1,079 Museum artifacts, owned solely by the City, and recommended for deaccessioning.
2. List of 19 Museum artifacts, owned jointly by the City and the District of North Vancouver and recommended for deaccessioning.

## **PURPOSE:**

The purpose of this report is to seek Council's approval to deaccession and dispose of 1,098 accessioned Museum artifacts in the care of the North Vancouver Museum and Archives, and to notify Council of the NVMA Commission's decision to dispose of 637 unaccessioned ("found in inventory") objects. .

## **BACKGROUND:**

This is the thirteenth Museum Deaccession Report submitted to Council since 2012 when NVMA began downsizing the collection to prepare for the move to a new museum and a new collection storage facility. Since then, 10,947 objects have been recommended for deaccessioning. The volume of space occupied by the museum collection has been reduced significantly and the Commission will meet the target of reducing the size of the collection sufficiently so it can be stored in a new, smaller collection warehouse and in the new museum. As noted in the "Museum Deaccessioning Project Final Report", July 4, 2018, the targets set in the 2017 Museum Deaccessioning Plan have been exceeded.

This report concerns artifacts considered for deaccessioning at meetings of the NVMA staff Collections Committee on April 19, 24; May 8, 29; June 12, 26; July 17, 24; October 16 and November 20, 2018 during which 2,441 objects were reviewed and 1,828 of them were recommended to be deaccessioned. The focus of recent deaccessioning work has been inventoried objects, fragmented or damaged objects, redundant and mundane household objects and tools with little connections to North Vancouver or exhibitable qualities.

## **DISCUSSION:**

Currently, the Curator's work on this project is supported by the secondment of the Archives' Reference Historian (2 days per week) and an educational intern (4 days per week).

NVMA's Curator has access to a City-owned collection storage warehouse refurbished in 2017 under the direction of staff from the City's Facilities and Real Estate department. Museum-grade compact mobile shelving has been installed. Retained artifacts in the museum collection are being moved to the new warehouse.

Since the Final Report was submitted to Council last July, many deaccessioned objects have been transferred to other non-profit collecting institutions, including the Langley farm Museum, Yale Historical Site, the Reach Gallery in Abbotsford, the New Westminster Museum, Roedde House Museum in Vancouver, the O'Keefe Ranch in Vernon, the Pitt Meadows Museum, and the Royal BC Museum.

### Recommended Deaccessions

The NVMA Commission is the sole custodian of the cultural, archival and museum collections owned by the Corporations of the City of North Vancouver and the District of North Vancouver. The Commission's Collection Policy sets out the methodology for deaccessioning (ie. documenting and removing) materials from the accessioned collection (section B.6.8) and for documenting and disposing of other categories of objects (section B.6.9).

According to section D.15 of the Commission's establishing Bylaws (City of North Vancouver Bylaw No. 6019) and District of North Vancouver Bylaw No. 6789), all items recommended by the NVMA Commission for deaccession will be referred to the owner (City and/or District of North Vancouver) for final approval.

This report seeks Council's permission to deaccession and dispose of all 1,098 accessioned objects on the attached lists. Per the NVMA Collection Policy (6.8.2.5), lists of unaccessioned ("found in inventory") items approved for disposal by the Commission do not have to be forwarded to their municipal owners.

In the opinion of the NVMA Director, no item on these lists has a fair market value in excess of \$1,000.

Items on the attached lists were reviewed and approved for deaccessioning by the NVMA Commission at meetings in May, June, July, August, September and December 2018.

At the May 16, 2018 Regular Meeting of the NVMA Commission:

Ms. Handfield moved, and Mr. Evans seconded

*Recommended Museum Deaccessions #19*

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 247 accessioned objects and 176 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission's Collection Policy.

At the June 20, 2018 Regular Meeting of the NVMA Commission:

Mr. Hood moved, and Mr. Ehling seconded

*Recommended Museum Deaccessions #20*

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 390 accessioned objects and 192 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission's Collection Policy.

At the July 18, 2018 Regular Meeting of the NVMA Commission:

Ms. Handfield moved and Mr. Evans seconded

*Recommended Museum Deaccessions Report #21:*

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 189 accessioned objects and 169 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission's Collection Policy.

At the September 19, 2018 Regular Meeting of the NVMA Commission:

Mr. McCormack moved, and Mr. Fox seconded

*Recommended Museum Deaccessions Report #22:*

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 156 accessioned objects and 83 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission's Collection Policy.

At the December 19, 2018 Regular Meeting of the NVMA Commission:

Mr. McCormack moved, and Mr. Ehling seconded

*Recommended Museum Deaccessions #23*

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 209 accessioned objects and 17 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission's Collection Policy.

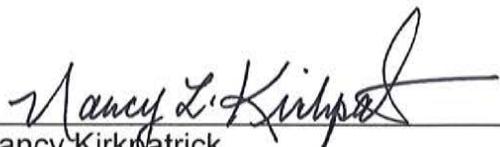
**NOTE:** Of the 1,191 accessioned objects recommended for deaccessioning by the NVMA Commission at the above meetings, 1,098 are solely or jointly owned by the City of North Vancouver and 93 are solely owned by the District of North Vancouver.

**INTER-DEPARTMENTAL AND INTER-MUNICIPAL IMPLICATIONS:**

A companion report will be prepared for submission to the Mayor and Council of the District of North Vancouver containing lists of objects owned solely by the District and recommended for deaccessioning, as well as objects owned jointly by the City and the District that are recommended for deaccessioning and disposal.

A list of all items formally deaccessioned will be provided by the Commission to the Purchasing Department of the City of North Vancouver so the items can be deleted from their Master list and the necessary adjustments, if any, can be made to insurance coverage for the collections.

RESPECTFULLY SUBMITTED:

  
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Nancy Kirkpatrick  
Director, North Vancouver Museum  
and Archives

Attachment #1 - Accessioned objects owned by the City of North Vancouver

39	1977.23.1 1992.4.2 1992.40.4 1992.40.5 1992.40.7 1992.40.9a-c 1992.40.20a-d 1992.40.24 1992.40.25 1992.40.34 1992.40.125a-b 1992.40.127a-b 1992.40.207 1992.40.208 1992.40.209 1992.40.210 1992.40.211 1992.40.218 1992.40.256 1992.40.274 1992.40.345 1992.40.351 1992.40.2269 1992.40.2271 1992.40.2272 1992.40.2273b 1992.40.2290 1992.40.2291 1992.40.2292 1992.40.2293 1992.40.2294 1992.40.2295 1992.40.2297 1992.40.2298 1992.40.2299 1992.402300a-c 1992.40.2302 1992.40.2304 2005.8.2	Tools	Assortment of broken or fragmented tools, equipment and parts.	CNV
1	1990.24.12	Computers and accessories	Several broken computer, accessories and equipment.	CNV
9	1992.40.16 1992.40.220 1992.40.330 1992.40.331 1992.40.332 1992.40.526a-c 1992.40.544 1992.40.545 1992.40.2287	Misc objects	Various broken, fragmented or unidentified objects.	CNV
22	1975.68.5 1979.11.1e 1979.11.1f 1979.11.1k 1979.11.1m 1979.11.1s 1979.69.2 1980.148.18 1981.2.24a 1981.12.2a-f 1982.1.4 1982.44.3a 1985.41.2 1985.41.3 1985.51.14a-h 1989.35.164 1990.63.24 1992.44.2 1992.45.2 1992.45.3 1996.51.6 2003.1.25	Paper and packages	Various incomplete notebooks, paper objects and broken products packaging.	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

43	<p>1972.37.1b 1972.76.8 1972.82.1  1972.166.2 1974.84.27 1975.16.1  1972.16.24 1975.39.7 1975.68.3b  1976.102.95 1976.102.96 1977.40.1  1978.75.2 1978.108.67 1978.108.71  1978.108.72a 1979.32.2 1979.119.3a-b  1979.138.2a-b 1981.21.15a-b 1982.44.5  1984.68.7 1984.68.8 1985.4.3 1985.4.4  1985.55.5 1985.66.2 1985.66.3 1985.67.1  1986.34.28 1986.61.3 1987.14.2  1987.47.100 1988.50.6 1989.35.153  1990.37.1 1994.59.1 1994.73.8 1996.11.1  1996.11.2 1996.11.13 1996.11.53  2001.9.28</p>	Misc Equipment	Assortment of broken or unidentified tools and equipment.	CNV
23	<p>1975.16.32a-e 1975.16.33a-d 1975.47.1  1975.47.16 1976.1.8 1976.5.115  1976.93.0a-c 1976.134.7 1980.31.1a-d  1980.98.1a-d 1980.148.21a-f 1981.6.1a-b  1981.21.45a-b 1981.21.48 1981.78.32  1983.37.1 1984.28.1 1985.45.7  1988.19.1 1988.30.1 1989.34.5  1989.35.127 1996.11.11a</p>	Household objects	Various broken or fragmented household type objects	CNV
12	<p>1972.6.36 1972.6.37 1975.16.9  1975.16.14 1975.16.15 1975.16.16  1975.16.18 1975.16.23a-b 1977.146.7  1978.38.13 1981.2.54c 1981.2.54j</p>	Stamps	Various stamps, stamp holders, etc	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

39	<p>1974.92.36a-b 1974.92.57 1975.11.5a-h  1975.11.8a-b 1975.11.11 1975.11.20  1975.16.11 1975.81.10a-b 1975.81.13a-b  1975.81.15 1975.83.2a-b 1976.3.3a-c  1976.3.6a-b 1976.43.6 1976.43.14a-b  1976.43.15a-b 1976.43.16a-b 1976.43.17a-  b 1976.43.19a-b 1976.43.20a-b  1976.43.21a-b 1977.52.1a-d 1977.166.3a-  c 1977.166.4a-c 1977.166.5 1977.166.6  1977.166.8 1977.166.11 1978.37.12a-b  1981.2.54b 1981.28.1a-b 1981.28.2a  1989.35.162 1990.53.1 1991.51.20  1991.51.24 1992.51.1 1996.11.52  1996.16.4</p>	Writing tools	An array of pens, pencils, pen nibs, inkwells, blotters, etc	CNV
9	<p>1972.146.2 1975.16.3 1975.16.6  1978.106.1 1978.108.45c 1979.75.1a-b  1981.2.54a 1989.35.138 1997.20.2</p>	Paper type tool and objects	Paper type objects, paper punches,	
20	<p>1975.16.25 1975.82.10 1975.82.47  1975.82.59 1976.5.114 1978.19.0a-b  1979.99.10a-b 1981.2.54k-l 1981.2.54g  1981.2.69 1981.21.61 1985.49.2d-e  1986.24.9 1988.16.1a-b 1989.35.241  1991.20.1 1992.56.2 1993.33.11 200.5.10  2001.18.22</p>	Office supplies and sets	Various broken office objects, writing cases, drafting sets, T squares, tape dispensers, sharpeners. Calendars	

Attachment #1 - Accessioned objects owned by the City of North Vancouver

53	<p>1972.8.44 1972.124.3 1972.146.6  1972.146.9e 1972.164.2 1974.92.34a-c  1975.9.9 1975.2.27 1975.70.1 1975.82.64  1976.5.89 1976.6.30 1976.88.3  1976.100.1 1977.73.1a-b 1977.80.2a-b  1977.151.16 1978.20.6a-b 1978.38.20  1978.39.22 1979.4.24 1979.7.31  1979.22.24 1979.50.2 1979.102.4  1979.102.5 1980.100.1 1981.2.41a-d  1981.78.27 1982.76.2 1982.76.3  1983.19.2 1984.16.6 1984.71.17a  1984.71.17b 1985.45.12a-b 1985.53.10a-b  1985.71.6a-b,d 1985.71.40a,b  1986.24.18b 1986.34.25 1986.34.26  1986.60.7 1987.9.14 1987.47.45  1989.35.10a-b 1989.35.112 1989.35.193  1991.59.3a-b 1992.44.4 1996.11.32  1996.16.13 2001.19.10</p>	Tobacco objects	Various tobacco tins and cans, cigar/cigarette boxes, rolling papers, pipes, ashtrays, lighters, tobacco cutters, matches, etc	
7	<p>1972.175.1 1974.2.18 1976.126.10  1977.12.1 1977.151.14 1978.74.1  1987.47.105</p>	Umbrellas	Several umbrellas, parasols, in poor condition or broken	
6	<p>1979.132.1a-b 1981.30.1 1984.84.6  1984.84.10 1996.22.2 1998.11.1</p>	Transportation objects	Transit tickets, timeables, signs, life jackets, etc	
18	<p>1972.142.2 1974.69.3 1974.78.1  1976.115.3a-c 1977.49.1a- 1977.87.4  1978.20.21a 1978.20.21b 1978.104.3  1979.34.8a-k 1979.48.4 1980.2.30  1980.22.1 1980.50.1 1980.172.1a-b  1985.2.1 1989.32.1a-h 1990.48.12</p>	Various tools, equipment,	An assortment of fragmentsed and unidentified tools and equipment	
8	<p>1980.74.1a-aq 1980.74.2a-f 1981.41.1  1981.41.2 1981.41.3 1981.41.5a-f  1981.41.6a-b 1984.87.8</p>	House components	Various house parts such as doorknobs, finals, moulding, latches, bolts	

Attachment #1 - Accessioned objects owned by the City of North Vancouver

9	1972.17.1 1972.36.8 1976.35.1 1976.36.1a-b 1981.4.3 1985.51.17a-e 1991.49.6 1992.32.22a-b 1992.32.23a-b	Boxes, containers, misc collections, and cards	Several boxes, tins, cases, some parcels containing unidentified and fragmented objects, misc collections of cards etc	
50	1972.7.10 1972.11.1 1972.74.7 1972.95.4 1972.94.2 1972.139.2 1972.156.7a-b 1972.156.8a-b 1973.61.2 1973.61.3 1973.61.4 1974.40.1 1974.113.3 1974.113.5 1974.113.6 1974.113.7 1974.113.8 1975.9.49 1975.10.1 1975.16.20 1975.61.4 1975.82.105 1975.5.88 1976.5.90 1976.5.96 1976.5.97 1976.5.108a 1976.5.108b 1976.5.109a-b 1976.24.2 1976.115.1 1976.143.1 1977.87.1 1977.87.3 1977.87.5a-c 1977.87.6a-c 1977.87.7a-e 1978.87.1a-d 1978.87.2 1979.2.15 1979.2.16 1979.4.16 1979.4.26 1979.78.1 1979.84.12 1979.84.13 1979.138.7 1980.6.1 1980.10.3 1980.10.4	Tools	A large assortment of fragmented, broken or unidentified tools.	CNV
50	1980.10.5 1980.10.6 1980.10.7 1980.53.1 1980.53.2 1980.113.1 1980.133.1 1980.133.2a-c 1980.133.3a-b 1980.134.3 1980.134.4 1980.148.7 1980.149.2 1980.149.5 1980.149.10 1980.149.12 1980.154.2 1981.26.1 1981.41.8a-b 1981.64.2a-n 1982.34.51 1982.41.1 1983.2.1 1983.70.2 1983.70.4a-i 1983.73.2 1984.16.4 1984.27.30 1984.32.1 1984.49.2a-c 1984.68.2 1984.71.27 1984.71.29 1984.71.57 1984.71.59b-c 1984.71.60a-e 1984.71.62a 1984.71.71 1984.97.2 1985.4.1a-p 1985.12.1 1985.14.1 1985.55.3 1986.40.4 1988.50.8a-f 1988.50.10 1989.19.4e 1989.19.4f 1989.35.50 1989.35.189a-b	Tools (con't)	A large assortment of fragmented, broken or unidentified tools.	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

<p>48</p>	<p>1989.38.2a-c 1990.14.2a 1990.14.2c,g,p            1990.14.2d 1990.32.18 1990.48.5            1990.48.6 1990.48.9 1990.48.11            1990.48.13 1990.69.1a-d 1991.29.1            1991.44.27 1991.49.12 1991.49.13            1992.32.4 1992.32.5 1992.32.6            1992.32.17 1992.32.26 1992.32.28            1992.32.45 1992.32.46 1992.32.47            1992.32.59 1992.32.62 1992.32.63            1992.33.6 1992.35.8 1992.35.17            1992.35.19 1992.40.348 1992.40.944            1992.40.2086 1992.40.2087 1992.40.2088            1992.40.2089 1992.40.2090 1993.11.1            1993.28.25 1993.35.14 1994.17.1            1994.17.3 1994.17.4 1994.48.1 200.5.12            2009.15.6 2009.15.7</p>	<p>Tools (con't)</p>	<p>A large assortment of fragmented, broken or unidentified tools.</p>	<p>CNV</p>
<p>52</p>	<p>1972.8.29 1972.116.29 1972.116.30            1974.89.6 1974.89.7a-c 1974.89.8            1974.98.2a-e 1975.88.1 1976.16.3            1977.21.7 1977.24.18 1977.85.10            1978.74.28a-c 1979.7.9 1979.7.26            1979.81.12 1979.84.18 1979.141.8            1980.86.1 1980.86.6a-d 1980.86.8a-d            1981.2.24ae 1981.2.24af 1981.5.17a-b            1981.15.5 1982.21.4a-c 1986.24.11            1988.2.2 1988.2.3 1988.2.4 1988.2.5            1988.2.6a-b 1989.35.69a-d 1989.35.70            1989.35.82 1989.35.103a-b 1990.50.3            1991.44.18 1991.51.34 1992.44.18            1992.44.19 1993.10.3 1993.42.1ab            1994.60.2 1994.60.5 1994.60.6a-gj            1996.11.16 1996.11.43 1996.51.3            1996.51.4 1996.51.5 2000.15.5</p>	<p>Beauty/personal objects</p>	<p>a variety of fragmented or broken personal care and beauty objects</p>	<p>CNV</p>

Attachment #1 - Accessioned objects owned by the City of North Vancouver

47	<p>1974.54.15f 1974.54.15g 1974.56.15h  1974.56.15j1-j3 1974.54.15o1-o2  1974.56.15p 1974.56.15w 1974.56.15x  1974.56.15y 1974.84.8 1974.84.11a-b  1975.48.89 1975.48.90 1975.48.92  1977.104.2 1977.107.23 1977.107.28  1979.7.11a-b 1979.7.12a-b 1979.50.24  1979.50.25 1979.50.26a-b 1979.56.1  1983.47.9 1984.19.1 1985.73.2a-b  1986.34.20 1987.19.2f 1987.19.2g1-g3  1987.47.122 1987.47.123 1989.35.111a-b  1989.35.108a-b 1989.35.229 1992.32.20a-  b 1992.32.21a-b 1992.32.25 1992.32.27  1992.32.29 1992.32.30 1992.32.31  1992.32.32 1992.35.13 1993.37.10a-b  1996.11.60a-b 1996.16.6 2001.9.32</p>	Boxes and paper/printing objects	an array or various printing objects, paper, boxes and tins	CNV
2	1979.22.22 1979.29.2	Metal parts and tools	Various random pieces of metal and fragmented tools	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

82	<p>1972.74.4a-h 1972.83.1 1972.144.7  1974.46.20 1974.54.16 1975.39.36a-c  1975.47.7 1975.47.8 1975.47.9  1975.47.10 1975.55.3 1975.55.4  1975.55.9a-b 1975.82.115 1975.82.140  1975.98.3 1975.98.4 1975.98.5 1975.98.7  1975.98.9 1975.98.10 1975.98.12  1975.98.16 1975.98.17 1975.98.18  1975.98.40 1975.98.43a-c 1975.98.44a-c  1975.98.45a-c 1975.98.46 1975.98.47  1975.98.48 1975.105.83 1976.5.85  1976.40.2 1976.40.3 1976.40.4  1976.102.69 1977.3.7 1977.166.13  1977.166.15 1977.166.16 1978.18.0  1978.20.17 1978.79.41 1978.79.42  1978.79.43 1978.108.76 1979.1.2  1979.4.19 1979.26.2 1979.26.3 1979.37.3  1979.50.28 1979.99.14a-e 1979.128.2  1979.133.2a-b 1979.133.3a-b 1979.141.7a-  b 1981.2.71a-b 1981.67.1a-c 1981.72.8  1982.40.1 1983.28.1a-d 1983.28.3  1983.28.4a-e 1984.14.2 1985.12.1a-l  1986.34.6 1986.34.31 1986.51.1  1987.47.71a-b 1988.6.2 1988.95.3  1988.95.4a-b 1988.95.6 1988.95.8  1989.12.5 1989.35.14 1989.35.43  1989.35.44 1989.35.45a-b</p>	Lights, lanterns and heaters	A variety of broken lanterns, lamps, lights, heaters and light bulbs.	CNV
13	<p>1989.35.67 1989.35.170 1989.35.220  1991.45.2 1992.32.65 1993.33.3  1994.13.1 1996.13.1 1996.18.1 1997.8.3  1997.8.4 2009.15.4 2009.15.5a-e</p>	(con't)		
17	<p>1972.8.66 1972.8.67a-b 1972.16.4  1975.16.6 1972.48.4a 1972.124.16a-  e 1972.158.1a-e 1972.164.3  1974.22.1a-b 1974.23.14 1975.62.2  1976.59.1a-c 1977.54.14a-b  1978.45.3a-d 1978.103.3 1979.7.10  1980.51.1</p>	Personal care objects	A variety of personal care, jewellery, glasses and beauty objects	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

26	<p>1972.48.2a-b 1972.124.6a-b          1972.141.3a-b 1976.60.1 1978.46.1          1978.52.4 1984.4.3 1992.40.291a-c          1992.40.292 1992.40.293          1992.40.294 1992.40.295a-b          1992.40.297a-m 1992.40.299          1992.40.300 1992.40.301          1992.40.846 1992.40.945          1992.40.946 1992.40.947          1992.40.948 1992.40.949          1992.40.950 1992.40.951          1992.40.952 1992.40.1009</p>	Office supply objects and other tools and fragments	An assortment of office supplies, equipment, documents, etc. as well as fragmented tools	CNV
23	<p>1972.124.10a-b 1972.141.1a          1974.69.4 1974.69.5 1974.69.6          1974.69.7 1974.69.8 1974.69.9          1977.32.2 1977.92.3a-b 1978.70.6          1978.101.1a-b 1979.34.10a-d          1979.67.1a-d 1979.67.2a-b          1979.103.4 1979.103.5a-d 1982.30.5a-          b 1984.49.1 1985.26.2 1985.26.3a-b          1988.4.2 1972.71.4a-c</p>	Crafts, clothing and mending objects	A variety of hat and cobbling equipment and tools.	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

49	<p>1972.123.2 1972.144.10a-d  1972.144.11.a-e 1974.46.7 1974.46.8  1975.9.41 1975.9.42 1975.9.43  1975.9.44 1975.82.123a-g  1977.22.10a-g 1977.116.1a-d  1978.32.1 1978.108.60 1978.108.61  1978.108.63 1980.31.2a-h 1980.92.1a-  b 1980.148.13a-g 1980.169.10  1981.72.3a-c 1981.72.4a-c 1981.77.7a-  g 1981.77.9 1982.19.1a-d 1982.20.1  1982.28.1a-b 1982.28.2 1982.43.1a-d  1982.49.1 1982.64.1 1982.67.7a-b  1984.8.1a-b 1985.45.17a-d 1985.82.1  1987.47.111a-b 1988.95.1  1988.95.12a-b 1989.35.116a-b  1991.50.1a-b 1992.27.2 1992.27.3  1992.54.1 1992.54.4a-c 1992.54.5a-b  1993.11.3a-c 1993.25.1a-b 1998.6.2  1998.6.3</p>	House and building materials	An assortment of house components and fragments, tools and equipment	CNV
18	<p>1972.163.1 1975.47.13 1975.48.28  1976.6.46 1980.148.1a-b 1984.56.3  1984.56.4 1984.103.1 1985.18.1b  1987.42.2 1987.47.47 1987.47.48  1987.47.49 1992.17.1 1994.74.8  1994.74.9 1994.80.1 1994.80.2</p>	Prints and pictures	Several unidentified prints, paintings, photographs, etc	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

44	<p>1974.46.46 1974.84.18 1974.84.19  1974.84.20 1975.33.7 1975.33.11  1975.82.138 1976.5.94a-b 1976.5.99  1976.5.124a-l 1977.59.2 1977.164.17  1979.22.6 1979.22.7 1979.22.9  1979.22.12 1979.22.15 1979.138.8  1979.138.11 1980.45.3a-b 1980.75.2  1980.152.11 1983.96.10 1983.100.18  1984.30.1 1987.12.1 1987.12.13g  1991.32.19 1992.28.1 1992.32.12  1992.32.13 1993.19.28 1993.19.29  1993.28.22 1994.3.14 1994.3.24  1994.11.1 1995.16.1 1995.24.3  1996.33.17 1996.33.25 1996.33.48  1996.33.50 1996.33.54</p>	Tools	Various fragmented or broken tools	CNV
27	<p>1972.116.28a-h 1974.82.7 1974.83.1a-  c 1975.21.1 1975.48.20 1976.6.39  1976.6.45a-e 1976.47.1 1978.48.5  1979.4.36 1979.51.5 1979.51.7  1979.51.12 1979.51.14 1979.51.15  1979.51.16 1979.68.1 1979.148.9  1979.148.11 1979.148.12 1982.23.1a  1982.23.1d 1982.23.1e1-e2  1982.23.1f1-f3 1992.4.1a-c  1992.35.20 1993.17.1a-b</p>	Photography equipment	An assortment of photography and darkroom equipment	CNV
18	<p>1977.14.1 1977.112.1 1977.112.2a-e  1977.112.3 1977.156.1 1979.4.27  1979.88.2 1979.138.9 1981.8.1  1981.62.1 1983.88.2a-b 1984.71.17c-  d 1984.71.25 1985.4.2 1986.34.29a-c  1988.13.2a-b 1988.50.7 1997.15.1</p>	Automotive objects	Various automotive equipment and objects	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

40	<p>1972.6.9 1972.6.14 1972.6.18          1972.6.20 1972.6.22 1972.6.24          1977.101.7 1978.79.61 1979.144.5          1981.2.3 1981.2.4 1981.2.22          1981.2.23 1988.94.1 1995.7.1          1995.22.10 1995.22.15 1995.22.16          1995.22.17 1995.22.21 1972.146.9          1974.89.26 1974.92.10 1977.22.12          197746.7 1977.54.2 1977.54.7          1978.38.8 1978.38.10 1978.38.27          1978.39.28 1978.79.59 1979.7.17          1979.2.21 1981.2.5 1981.2.6          1981.2.24r 1992.44.14 1996.25.1          1998.14.1</p>	Bottles	Variety of broken, cracked bottles, medicine bottles, etc	CNV
7	<p>1972.8.10 1972.8.11 1972.8.12          1972.8.13 1972.8.14 1972.49.1          1972.61.1</p>	Animal related objects	Animal related objects: harnesses, specimens, etc.	CNV

Attachment #1 - Accessioned objects owned by the City of North Vancouver

<p>106</p>	<p>1974.5.4 1974.77.12 1975.33.30 1975.48.25  1976.56.19 1977.22.1 1977.22.8 1977.39.4  1977.73.4 1977.151.23 1977.151.24  1978.38.16 1978.39.25 1978.81.1 1978.104.3  1979.2.13 1979.2.14 1979.7.19 1979.22.21  1979.50.10 1979.81.22 1979.146.2 1980.64.4  1981.2.65 1981.2.73 1981.2.83 1981.2.112  1981.2.113 1981.21.34 1981.46.3 1982.18.7  1982.18.8 1982.64.2 1984.16.14 1985.45.4  1985.45.5 1987.12.3 1987.12.13 1987.47.46  1987.47.50 1988.95.10 1989.34.17  1989.35.223 1991.44.31 1992.32.19  1992.32.24 1993.28.26 1996.11.48 1997.25.12  2001.19.3 2001.19.8 2001.19.9 2001.19.11  1972.6.27 1972.6.32 1974.89.42 1975.10.2  1975.68.3 1976.6.43 1977.38.4 1977.76.2  1977.130.1 1978.39.26 1978.39.27 1978.79.15  1978.79.18 1979.7.28 1979.7.30 1981.2.7  1981.2.13 1981.2.14 1981.2.17 1981.2.24g  1981.2.24h 1981.2.24m 1981.2.24p  1981.2.24s 1981.2.24t 1981.2.24u 1981.2.24v  1981.2.24x 1981.2.24y 1981.2.24z1-z3  1981.2.25 1981.2.23 1981.2.35 1981.2.36  1981.2.42 1981.2.43a 1981.2.43g 1981.2.49  1981.2.66 1981.2.70 1982.18.1 1982.18.11  1982.25.1 1982.34.39 1983.92.4 1984.44.20  1985.72.1 1986.24.18 1987.47.79 1988.45.1  1989.34.38 1989.35.78</p>	<p>Random objects</p>	<p>Assorted random, fragmented or broken, household objects, tools, product packaging, pharmaceutical objects, etc</p>	<p>CNV</p>
<p>13</p>	<p>1982.77.3 1988.91.2 1978.38.29  1978.38.30 1979.7.22 1979.105.2  1981.2.24n 1981.2.24o 1981.2.54  1982.18.4 1989.34.57 1993.8.9  1995.6.7</p>	<p>Fragments</p>	<p>Fragments and bits of broken objects</p>	<p>CNV</p>

Attachment #1 - Accessioned objects owned by the City of North Vancouver

29	1972.146.9 1974.19.23 1977.38.6 1977.54.15 1977.54.16 1977.54.17 1977.54.18 1977.80.5 1977.80.10 1978.21.3 1978.21.4 1978.79.10 1978.79.14 1978.79.16 1979.7.23 1979.7.24 1979.33.2 1979.99.39 1980.86.10 1981.2.24k 1981.2.24l 1981.2.46 1986.34.18 1987.43.1 1989.34.44 1989.34.56 1995.22.18 1995.11.16 1995.11.17	Containers	Variety of broken or fragmented boxes, cans, bags, cups, other container type objects	CNV
1079	Total			

Attachment #2 - Accessioned objects jointly owned by the City and District of North Vancouver

Quantity	Number	Object	Description	Ownership
1	2004.35.5	Misc Equipment	Assortment of broken or unidentified tools and equipment.	CNV & DNV
1	2004.36.9	Office supplies and sets	Various broken office objects, writing cases, drafting sets, T squares, tape dispensers, sharpeners. Calendars	CNV & DNV
1	1997.14.1	Boxes, containers, misc collections, and cards	Several boxes, tins, cases, some parcels containing unidentified and fragmented objects, misc collections of cards etc	CNV & DNV
10	1996.30.1 1997.12.1 1997.13.1 2006.9.2 2006.9.3 2006.9.4 2006.9.5 2006.9.6 2006.9.7 2006.9.21	Tools	A large assortment of fragmented, broken or unidentified tools.	CNV & DNV
1	2006.9.22	Beauty/personal objects	a variety of fragmented or broken personal care and beauty objects	CNV & DNV
1	1997.16.1	Office supply objects and other tools and fragments	An assortment of office supplies, equipment, documents, etc.	CNV & DNV
3	2001.19.6 2001.19.7 2003.1.13	Random objects	Assorted random, fragmented or broken, household objects, tools, product packaging, pharmaceutical objects, etc	CNV & DNV
1	1996.19.1	Containers	Variety of broken or fragmented boxes, cans, bags, cups, other container type objects	CNV & DNV

**19 Total**

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**REPORT**

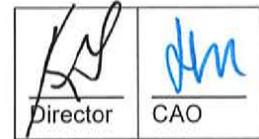
4. Council Indemnity Bylaw, 2019, No. 8694 (Council Indemnity Effective January 1, 2019) – File: 01-0530-04-0001/2019

Report: City Clerk, January 9, 2019

**RECOMMENDATION:**

PURSUANT to the report of the City Clerk, dated January 9, 2019, entitled “Council Indemnity Bylaw, 2019, No. 8694 (Council Indemnity Effective January 1, 2019)”:

THAT “Council Indemnity Bylaw, 2019, No. 8694” (Council Indemnity Effective January 1, 2019) be considered.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**CITY CLERK'S DEPARTMENT**

**REPORT**

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To: Mayor Linda C. Buchanan and Members of Council

From: Karla Graham, City Clerk

Subject: COUNCIL INDEMNITY BYLAW, 2019, NO. 8694  
(COUNCIL INDEMNITY EFFECTIVE JANUARY 1, 2019)

Date: January 9, 2019 File No: 01-0530-04-0001/2019

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

**RECOMMENDATION:**

PURSUANT to the report of the City Clerk, dated January 9, 2019, entitled "Council Indemnity Bylaw, 2019, No. 8694 (Council Indemnity Effective January 1, 2019)":

THAT "Council Indemnity Bylaw, 2019, No. 8694 (Council Indemnity Effective January 1, 2019)" be considered.

**ATTACHMENT:**

1. "Council Indemnity Bylaw, 2019, No. 8694 (Council Indemnity Effective January 1, 2019)" (Document # 1729658)

**DISCUSSION:**

Typically, in December of each year, Council is presented with a Council Indemnity Bylaw for the following year that reflects the increase of the annual indemnity paid to Council members. The increase is based on a formula of 1/3 of the negotiated increase with the Canadian Union of Public Employees (CUPE) Local 389, 1/3 of the negotiated increase with the International Association of Fire Fighters (IAFF) Local 296, and 1/3 of the Consumer Price Index (CPI).

Up until 2019, 1/3 of the Mayor's and Councillor's salary has been non-taxable under the *Income Tax Act*, as it was considered an allowance for expenses incidental to holding the positions. Effective January 1, 2019, changes in the federal government's Budget 2017 removed the tax-exempt status of these non-accountable expense allowances paid to municipal elected officials. The effect of these changes is that income tax will be deducted from 100% of Council members' remuneration resulting in reduced net pay.

As this action is federally legislated, all municipalities in Canada are addressing the change and what measures, if any, they will be implementing to ensure that Council members are kept whole after the change. A sampling of municipalities in the region indicates that many will be increasing remuneration rates to offset the increased income tax deduction, leaving Council members with the same net pay as before the change.

The remuneration rates recommended in "Council Indemnity Bylaw, 2019, No. 8694" (Attachment 1), provide for increases to offset the impact of the change in tax treatment, as well as the annual formula based adjustment. The adjustment for the loss of the non-taxable allowance is equivalent to a 16% increase for the Mayor's indemnity and a 12% increase for both the Councillor indemnity and acting Mayor stipend. The annual formula based indemnity increase is for 2019 is 2.23% based on:

- 1/3 of the 2018 Consumer Price Index (CPI) of 2.20% .733%
  - 1/3 of increase to CUPE Local 389 for 2019 of 2.00% .667%
  - 1/3 of increase to IAFF Local 296 for 2019 of 2.50% .833%
- (factors are rounded)*

The various increases resulting in the recommended 2019 indemnities are provided in the table below:

	2018 Indemnity	Adjustment for Loss of Non-Taxable Allowance	2019 Indemnity Adjustment	2019 Indemnity
Mayor	\$ 107,185	\$ 17,150	\$ 2,776	\$ 127,111
Councillor	\$ 37,078	\$ 4,449	\$ 927	\$ 42,454
Acting Mayor Stipend	\$ 1,350	\$ 162	\$ 33	\$ 1,545

#### **FINANCIAL IMPLICATIONS:**

The annual impact of the changes in Council indemnity is \$55,000 and is considered in the 2019 – 2028 Financial Plan.

**INTER-DEPARTMENTAL IMPLICATIONS:**

Nil.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

Nil.

**STRATEGIC PLAN IMPLICATIONS:**

Nil.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Karla Graham  
City Clerk



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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

5. “Council Indemnity Bylaw, 2019, No. 8694” (Council Indemnity Effective January 1, 2019)

**RECOMMENDATION:**

THAT “Council Indemnity Bylaw, 2019, No. 8694” (Council Indemnity Effective January 1, 2019) be given first, second and third readings.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8694

**A Bylaw to provide for the payment of annual indemnity, remuneration and acting pay to the Mayor and Council of The Corporation of the City of North Vancouver effective January 1, 2019**

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 “**Council Indemnity Bylaw, 2019, No. 8694**” (**Council Indemnity Effective January 1, 2019**).
2. The purpose of this bylaw is to set the 2019 annual indemnity for the Mayor, Councillors and Acting Mayor, to be paid out of the annual revenue of the City, based on 1/3 of the 2018 Consumer Price Index (CPI), 1/3 of the amount granted to CUPE Local 389 and 1/3 of the 2019 amount granted to IAFF Local 296, as follows:

1/3 of the 2018 Consumer Price Index (CPI) of 2.20%	.733%
1/3 of increase to CUPE Local 389 for 2019 of 2.00%	.667%
1/3 of increase to IAFF Local 296 for 2019 of 2.50%	.833%
<i>(factors are rounded)</i>	

3. Effective January 1, 2019, the annual indemnities for the Mayor and Council shall be:

Mayor	\$127,111
Councillor	\$ 42,454

to be paid in 26 bi-weekly instalments.

4. In consideration of the roles and responsibilities carried out by the Acting Mayor over a 2 month period, monthly compensation of \$1,545 for Councillors performing the role of Acting Mayor will be paid effective January 1, 2019.

Each Councillor will receive acting pay for a 2 month period, to be paid in 26 bi-weekly instalments.

The schedule for Acting Mayor is as follows:

Councillor Bell	November – December
Councillor Back	January – February
Councillor Valente	March – April
Councillor Girard	May – June
Councillor Hu	July – August
Councillor McIlroy	September – October

3. "Council Indemnity Bylaw, 2017, No. 8604" (Council Indemnity Effective January 1, 2018), and all amendments thereto, is hereby repealed.

READ a first time on the <> day of <>, 2019.

READ a second time on the <> day of <>, 2019.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

---

MAYOR

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CITY CLERK

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**PUBLIC HEARING – 210-230 East 2<sup>nd</sup> Street**

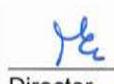
“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715) and “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments) would rezone the subject property from a Medium Density Apartment Residential 1 (RM-1) Zone to a Comprehensive Development 715 (CD-715) Zone to permit the development of a 6-storey apartment building, containing 160 rental units over 2 separate buildings, connected by a 2-storey common amenity building. Parking is provided underneath to support 132 vehicles. The proposed density is 2.60 times the lot area, with a maximum building height of 14.9 meters measured from the rear lane.

*Bylaw Nos. 8665 and 8666 to be considered under Items 6 and 7.*

**AGENDA**

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



 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: 210-230 EAST 2<sup>ND</sup> STREET (GWL REALTY ADVISORS / ROSITCH HEMPILL ARCHITECTS)

Date: November 28, 2018 File No: 08-3360-20-0432/1

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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 November 28, 2018, entitled "Rezoning Application: 210-230 East 2<sup>nd</sup> Street (GWL Realty Advisors / Rositch Hempill Architects)":

**THAT** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665" (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715) be considered and referred to a Public Hearing;

**THAT** "Housing Agreement Bylaw, 2018, No. 8666 (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments) be considered and referred to a Public Hearing;

**THAT** the community benefits listed in the November 28, 2018 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.

## ATTACHMENTS:

1. Context Map ([#1719869](#))
2. Development Fact Sheet ([#1720426](#))
3. Architectural and Landscape Plans, dated March 21, 2018 ([#1720172](#))
4. Public Consultation Summary ([#1720448](#))
5. Sustainability Checklist ([#1633646](#))
6. Zoning Amendment Bylaw No. 8665 ([#1719941](#))
7. Housing Agreement Bylaw No. 8666 ([#1719871](#))

## PURPOSE

The purpose of this report is to present, for Council's consideration, a Development Application to rezone 210 and 230 East 2<sup>nd</sup> Street (Attachment #1) from Medium Density Apartment Residential 1 (RM-1) to Comprehensive Development 715 (CD-715) to support the development of a six-storey, 160 unit rental apartment building over the two properties.

## BACKGROUND

<i>Applicant:</i>	GWL Realty Advisors
<i>Architect:</i>	Rositch Hemphill Architects
<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 subject site is two separate properties, each with one three storey apartment building containing a total of 64 rental units. The applicant and their consulting team have taken the image of these two separate structures and incorporated it into their proposal of two separate six storey buildings with a total of 160 residential rental units on one consolidated lot, a net increase of 96 residential units. The two buildings are connected by a two storey building that serves as the common entry into the complex, as well as the shared amenity space for all residents. The proposed building sits on top of one and one-half levels of underground parking.

The subject site has a significant slope from the high lane side, down toward East 2<sup>nd</sup> Street. The slope is enough to have the proposed building at a six storey height on the East 2<sup>nd</sup> Street side, allowing it to hide the lowest level into the ground on the lane side to show two, five storey residential buildings. The slope of the site does the same thing to the linking amenity building, with it appearing two storeys tall on the East 2<sup>nd</sup> Street side,

with the slope giving the appearance of a single storey building from the lane. The cross slope along East 2<sup>nd</sup> Street and the rear lane is relatively flat.

In addition to being the common entry to the complex, the proposed amenity link has a meeting room on the ground floor, along with social gathering spaces and a shared exercise room on the upper level with outdoor space spilling out towards the lane. The roof top of the link is designed to serve as an outdoor amenity space for all residents.

The proposed ground floor units fronting both East 2<sup>nd</sup> Street and the rear lane have the ability to directly access the street or lane through the deck of their unit. This gives the proposal a good street presence and opens up the lane to greater usability.

Vehicle access is also from East 2<sup>nd</sup> Street, at the eastern edge of the combined site. The location provides the ability for future access to underground parking for the two eastern properties should they be redeveloped.

The underground parking will support resident and visitor parking in accordance with the Zoning Bylaw. The upper level is located to the back of the ground floor units facing East 2<sup>nd</sup> Street, and contains the visitor parking with some of the resident parking, including all the required accessible parking stalls located near the elevators. It also has room for secured bicycle storage with its own access to St. Georges Avenue.

The lower parking level contains the remaining residential parking stalls in addition to tenant storage lockers, mechanical equipment and a room for hooking into the Lonsdale Energy Corporation (LEC) utility.

The applicant has agreed to secure all the apartment units as rental as well as provide 16 mid-market units in accordance with the City's Housing Action Plan, but has volunteered to increase the term of the below market rate from the minimum 10 years to 20 years. These units will be secured through a Housing Agreement that is part of Bylaw 8666 (Attachment #7).

The applicant is proposing a mixture of residential unit types that include:

- 22 Studio Units;
- 80 One Bedroom and One Bedroom plus Den Units;
- 36 Two Bedroom and Two Bedroom plus Den Units;
- 21 Three Bedroom Units; and
- 1 Four Bedroom Unit.

For accessibility purposes, the applicant is proposing 96% of the units (153 units) be built to the City's Level 2 design guidelines for easy conversion of units to permit wheelchair access. This is well above the minimum 25% requirement.

The application includes an on-site landscaping plan that would provide a landscaping buffer between the sidewalk and the building to improve the pedestrian experience along the sidewalk. A similar landscaped buffer is proposed along the rear lane to provide a better appearance to the ground floor units and the outdoor amenity space. The proposal addresses the St. Georges Avenue front by having their main bicycle access at this location to give this part of the block some active use.

The overall size and scale of the proposed building is in keeping with the neighbourhood that has seen a transition towards mid-rise redevelopment. The five to six storey Orizon on 3<sup>rd</sup> building directly to the north of the subject site that was completed in 2014 is the most recent example.

### Site Context and Surrounding Use

The subject site is located in the Lower Lonsdale area, two blocks east of Lonsdale Avenue, at the north east corner of East 2<sup>nd</sup> Street and St. Georges Avenue (Appendix #1). The neighbourhood contains a mixture of higher density residential and commercial buildings to the west, along with predominately three storey rental and strata apartment buildings.

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

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North across the lane	221 East 3 <sup>rd</sup> Street	Five to six storey apartment building	Comprehensive Development 592 (CD-592)
North across the lane	245 East 3 <sup>rd</sup> Street	Four storey apartment building	Comprehensive Development 592 (CD-592)
South across East 2 <sup>nd</sup> Street	207 East 2 <sup>nd</sup> Street	Outdoor community garden	Public Use and Assembly 1 (P-1)
South across East 2 <sup>nd</sup> Street	225 East 2 <sup>nd</sup> Street	Two level Community Centre (North Shore Neighbourhood House)	Public Use and Assembly 2 (P-2)
South across East 2 <sup>nd</sup> Street	245 East 2 <sup>nd</sup> Street	Three storey apartment building	Medium Density Apartment Residential 1 (RM-1)
East	250 East 2 <sup>nd</sup> Street	Three storey apartment building	Medium Density Apartment Residential 1 (RM-1)
West across St. Georges Avenue	172-180 East 2 <sup>nd</sup> Street	Thirteen and fifteen storey residential towers.	Lower Lonsdale 5 (LL-5)

The subject site is located within walking distance to a number of parks and activities. Access to nearby parks such as Derek Inman Park, Emerald and Hamersley Parks provide a variety of outdoor open space and activities. North Shore Neighbourhood House is directly across the street from the subject site and provides a number of programs for families and seniors. Additionally, the site has convenient access to the Seabus and Lonsdale Quay.

## PLANNING ANALYSIS

### Policy Context

#### *2014 Official Community Plan*

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. City policy related to permit the density bonus is discussed in the Density Bonus and Community Benefits section below.

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;
- 1.3.1 Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods;
- 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;
- 1.3.6 Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner.
- 1.3.9 Explore ways to activate laneways in the City including opportunities for varied uses, pedestrian and cycling activity as well as stormwater management and urban agriculture.
- 1.4.4 Incorporate active-design principals in new development that encourage physical movement and social interaction thereby contributing to a healthier community.

As presented, the proposal does not require an amendment to the OCP.

#### *Zoning Bylaw 1995, No. 6700*

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 metres (42.65 feet) in height. An amendment to the Zoning Bylaw is required to permit the proposal as presented and is reflected in Zoning Amendment Bylaw 8665 (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 16 Mid-Market units for a 20 year term;
- Maximum Lot Coverage shall not exceed 58 percent on the ground level;
- Maximum Building width of 30.5 metres (100 feet) be waived;
- Allow vehicle access to the site be off of East 2<sup>nd</sup> Street; 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.

Vehicle access is proposed from East 2nd Street, at the eastern edge of the combined site; this is a departure from common practice, which is to have vehicles access from the lane. The site is constrained by steep slopes from north to south and being adjacent to the arterial St Georges and future bike route on St Andrews. Steep sites face challenges with locating vehicular access from the high side of the site due to ramping and maneuverability requirements. On this site, a lane access would lead to reduced overlook onto the laneway and increased ramp to parking ratios. Further, when accessing the site, drivers will need to intersect with either St Georges or St Andrews. Both roads have higher priorities: St Georges being an arterial and St Andrews a future bike route. The proposed East 2<sup>nd</sup> driveway would provide vehicles accessing the site increased sightlines at these intersections. Finally, there is a possibility for future shared access to underground parking for the two eastern properties should they be rezoned and staff are working with the applicant to make provisions to accommodate this in the future. Staff are willing to accept the proposed location given the combination of these factors.

#### *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, as well as outdoor patios facing both the street and the lane, and on top of the link section;
- A highly visible and open staircase off of the main entrance, leading up to the common amenity spaces on the second level of the link section; and
- Visible stairways at the end of each residential building to give access to all levels.

#### *Tenant Relocation*

The applicant has been actively working with the existing tenants early on in the review stages of this application on their tenant relocation strategy, which follows the City's Residential Tenant Displacement Policy. Some of the services have included relocation services, rent incentives and moving expenses. While not all of the tenants have availed themselves to these services and found other accommodation on their own, the applicant has already relocated most of the existing tenants and there are only a few remaining tenants at the writing of this report. Most of the existing units are sitting vacant.

### *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 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, 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 period for a term of at least 20 years.

This past July, Council approved a change in the policy to increase the term of the mid-market rental units from 10 years to 'in perpetuity', starting with new development applications received after December 31, 2018.

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

To meet the Family-Friendly Housing Section of the City's Housing Action Plan, the applicant is proposing 21 three bedroom and one, four bedroom unit to give families greater unit type options.

### *Sustainable Development Guidelines*

The subject site is an infill site, within easy walking distance with access to a number of community amenities, public transit, employment and retail services along Lonsdale Avenue.

The applicant has filled out the Sustainable Development Guideline Checklist (Attachment #6) as part of their application to identify their intent on achieving the City's sustainability goals. Included in these goals, the applicant will be:

- Connecting to the LEC system;
- Achieve a building energy performance of 15% better than ASHRAE 90.1-2010;
- Reuse of existing materials for finished products;

- Providing at least 20% of the residential stalls for electrical vehicle charging with providing on-site electrical capacity to supply the remaining residential stalls for future connection;

**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 160 apartment units will be secured as rental units in perpetuity, as well as provide the 10% (16 units) of these rental units at Mid-Market rates (rates below market levels) for a period of at least 20 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 these units for sale as a strata development project, the Density Bonus and Community Benefits Policy would value this density bonus just below \$6.7 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.)	\$6,695,500
<b>Total Value of Community Benefits</b>	<b>\$6,695,500</b>

In addition to the items above, staff seek Council’s direction to secure the following items as conditions of the development:

- Install full width standard lane throat at the intersection of St. Georges Avenue and the lane north of East 2<sup>nd</sup> Street;
- Full lane reconstruction for the north half of the rear lane;
- Provide one “Pet Relief” station within the rooftop amenity space;
- Rain garden on bump put at the corner of St. Georges Avenue and East 2<sup>nd</sup> Street.
- Upgrades to the crosswalk(s) at St. Georges Avenue.

## ADVISORY BODY INPUT

### Advisory Design Panel

The Advisory Design Panel reviewed the application on October 18, 2017.

The Panel unanimously endorsed the following resolution:

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for 210 – 230 East 2<sup>nd</sup> Street and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Address concerns regarding the 3<sup>rd</sup> floor amenity space and the privacy of adjacent patios / adjacency to public space;
- Address concerns regarding the BBQ space, making more of the space public and functional (i.e. less garden beds);
- Encouraged to do something more substantial at the entry space, to capitalize on that opportunity that occurs between the two buildings;
- Ensure that the materials and construction of the exterior elevations, particularly the ones that face the street, are done in a high quality manner, including wrapping the lane façade with more brick, at least at the first level.

In response to these items the applicant has made the following modifications:

- Improvements to highlight the main entryway;
- Use of façade materials have been updated to give greater differentiation of each building;
- Common areas were updated to allow greater flexibility in its functioning and how the spaces can be used.

## COMMUNITY CONSULTATION

The applicant conducted a wide consultation with both the local community and the local business community. Their submitted report can be viewed in Attachment #4.

The applicant held a Developer Information Session (DIS) with the local community on September 21, 2017 where 47 people signed in, and 20 comment sheets were provided at the meeting. Staff received additional comments on the proposal.

The general feedback received was in opposition to the proposal. Many had concerns over the proposed height of the buildings being too high and not fitting in with the neighbourhood. The proposed height would create shadows onto the adjacent property to the north as well as interrupting views. Some comments received also raised the lack of off-street parking. Other comments welcomed the additional rental units as much needed in the community.

The applicant has provided a shadow analysis that is shown in Attachment #3. Options show images as they relate to the shadow impact at the spring and fall equinox. Three

dimensional images showing the shadowing effect from the current buildings as well as the proposed six storey are provided. The applicant also included a five storey comparison. The same study showing the shadowing impacts of the winter solstice is also provided.

The applicant reached out to the local business community within the Lower Lonsdale Business Improvement Area on September 7, 2017. They contacted 97 different businesses and the majority supported the supply of additional rental in the area.

Should Council grant first and second reading to proposed Bylaws 8665 and 8666, a Public Hearing will be scheduled.

### **FINANCIAL IMPLICATIONS**

Financial contributions are not anticipated for this proposal, as the community benefits have been satisfied as noted in the Density Bonus and Community Benefits section above, consistent with Council's Density Bonus and Community Benefits Policy.

### **INTER-DEPARTMENTAL IMPLICATIONS**

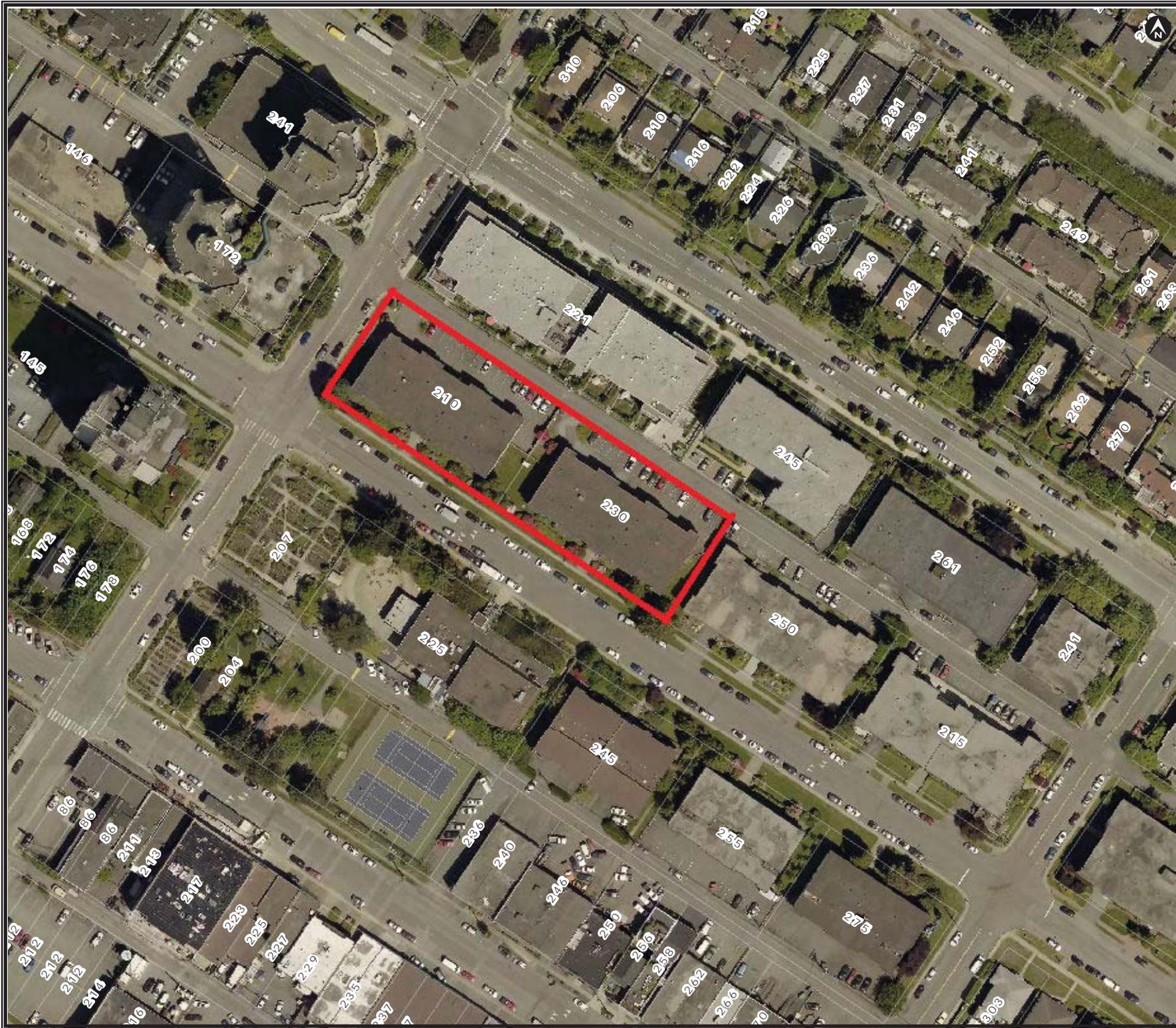
The Civic Projects Team reviewed and endorsed this report at their joint meeting on November 20, 2018.

RESPECTFULLY SUBMITTED:



David Johnson  
Development Planner

DJ:eb



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

210-230 East 2nd Street



## SITE CHARACTERISTICS

OCP Designation	Residential Level 5 (R5)
Existing Zoning	Medium Density Apartment Residential 1 (RM-1)
Site Area	4,443.0 sq. m (47,824 sq. ft.)

## FLOOR AREA AND HEIGHT

	Existing Zoning (RM-1)	Official Community Plan	Proposed
Floor Space Ratio	Maximum 1.60 FSR or 7,108.8 sq. m (76,518 sq. ft.)	OCP - 1.60 FSR 7,108.8 sq. m (76,518 sq. ft.) Density Bonus - 1.0 FSR 4,443.0 sq. m (47,824 sq. ft.)  <b>Total Maximum</b> <b>11,551.8 sq. m (124,342 sq. ft.)</b> <b>2.60 FSR</b>	11,551.8 sq. m (124,342 sq. ft.) 2.60 FSR
Total Lot Coverage	50%	N/A	58.0%
Principal Building Height (maximum)	13.0 m (42.7 ft.) or three storeys	Six Storeys	14.9 m (48.79 ft.)

## SETBACKS

	Existing Zoning (RM-1)	Proposed
Front (East 2nd Street)	6.1 m (20.0 ft.)	2.1 m (6.8 ft.)
Exterior Side Yard (St. Georges Ave.)	6.1 m (20.0 ft.)	4.9 m (16.0 ft.)
Interior Side Yard (East)	4.6 m (15.0 ft.)	4.9 m (16.2 ft.)
Rear (North)	6.1 m (20.0 ft.)	2.1 m (6.8 ft.)

## BICYCLE PARKING

	Required	Proposed
Total Bicycle Parking (stalls)	240 secured / 16 short term	240 secured / 16 short term

## VEHICLE PARKING

	Required	Proposed
Resident	80	116
Visitor	16	16
Total Vehicle Parking (stalls)	96	132

Numbers based on plans dated March 21, 2018

#1720426



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F 604 669 1091

120 Powell Street, Unit 10, Vancouver, B.C. Canada V6A 1G1



## Design Rationale

210-230 E 2<sup>nd</sup> Street  
North Vancouver, BC  
17 August 2017

### The Site

This 4,445 m<sup>2</sup> site is located at the NE corner of E - 2<sup>nd</sup> Street and St. George's Avenue. Currently the site is occupied by two 3 storey apartment (rental) buildings, built in late 1960's. In the CNV 2014 Official Community Plan the area is designated "Residential Level 5", which permits apartments with a height of 6 storeys and a density (including bonus) of 2.6 FSR. This site is bordered by E - 2<sup>nd</sup> Street to the south, St. George's Avenue to the west, a lane on the north and an adjacent multi-family residential site to the east.

The context allows the same height and density on other sites to the north and east. Across the lane to the north are two recently developed residential buildings, one 6 storeys and the other 5 storeys. To the east there is an older (late 1960's) 3 storey residential building. The site cross the street to the south is designated in the OCP as School and Institutional.

### The Proposal

This proposal is for two 6 storey purpose-built rental apartment buildings, connected by a common entry and lobby on the 1<sup>st</sup> floor, and an indoor / outdoor common amenity area at the 2<sup>nd</sup> floor. The total overall density is 2.6 FSR.

Parking is provided in a single 1 ½ level underground parkade common to both buildings. The site has a significant slope down, going from north-east to south-west. As a result, the buildings are 6 storeys on the south side and only 5 storeys on the north (lane) side.

A total number of 160 units are provided, in a large variety of types ranging from studios, to 1 through 4 bedrooms, and in sizes from 450 sf to 1,200 sf. 96% of the units are designed to meet Level 2 Accessibility.

Given that the project is 100% rental, it is critical for management and security to have only a single point of access, which combines the main entry lobby, manager's office, mail area, and access to common indoor amenities.

Due to the significant slope of the site, the north side of the ground floor is occupied by underground parking, providing a convenient level access to the main lobby. The 2<sup>nd</sup> floor on the north side is only one storey and at the lane elevation. This presents a great opportunity for the indoor amenity space over the lobby to be connected with an at-grade outdoor amenity area. In addition the roof over the link between the buildings is further utilized as outdoor amenity to provide residents opportunities for social gathering and communal gardening.

Additional spaces are provided for the use of the tenants and maintenance of the building. There is a bike workshop area with natural light and direct access and from St. George's Avenue and

Rositch Hemphill Architects

directly connected to the bike storage. There is also a designated car wash and dog wash area in the parkade as well as a workshop and janitor rooms.

Active design principles are incorporated including an open stairway which connects the main ground floor lobby to the amenity space on the 2<sup>nd</sup> floor. All exit stairs have exterior windows and provide daylight and views to the common areas on all levels.

### The Architecture

The two buildings have been designed to be a compatible pair, with each having its own character, architectural expression and material palette. While the west building emphasizes the horizontality of the balconies, the east building is structured with vertical bays.

The common entry lobby and amenity above are light and glassy, providing transparency through to enhance the impression that these are two completely separate buildings. A concrete cantilevered canopy provides weather protection for the main entry. The top floor is setback at the corners of both buildings to reduce the apparent bulk of the massing.

Recognizing that these two buildings constitute one overall development, certain elements have been used to provide some commonality including: the general massing, use of similar sized windows, and similar high quality materials. Differentiation is achieved through use of different colours and combinations of material as well as thematic differences in landscape treatment adjacent to each building.

Large patios with street / lane access are provided for the ground floor suites as are balconies for all mid level suites. The penthouse units have extensive terraces, some of which are partially covered for rain and sun protection.

### Parking

Due to a difference in grades between the lane and the street of more than 12', access from the lane would be very challenging, requiring a long, steep ramp parallel to the lane. This would have a very detrimental effect on all the lane level units on the north side of the west building. In addition, a long open ramp running most of the length of the building would significantly degrade the public realm. Instead, the design integrates the parking access into the architecture on the south side by providing access from E - 2<sup>nd</sup> Street at the east side of the site, approximate 400' away from the corner of St. George's Avenue.

The access driveway is almost flat, and the gate is located 20' from the property line, allowing drivers to have good visibility of the sidewalk and room to wait on the property. On the east side of the underground foundation wall, a knock-out panel is provided for a possible connection to the parking structure of a future development to the east. This use of a shared access driveway with the adjacent site (common in some areas such as at UBC) would limit the number of sidewalk crossings to only one.



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ISSUED: DATE:  
1. REVISIONS / DPA 17 AUGUST 2017  
2. DESIGN PANEL 18 OCTOBER 2017

ISSUED FOR  
DESIGN PANEL  
18 OCTOBER 2017

NO REVISION: DATE:  
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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.

215-230 E 2nd STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
DESIGN RATIONALE

DATABASE: 1629-A0.0.dwg  
SCALE: N/A  
PLOT DATE: OCT. 4 2017  
DRAWN: AM  
CHECKED: KH

PROJECT NO:  
1629

DRG. NO.  
A0.1A

D.P.A. No. 1

Except for the parking entry, all of the parking structure is underground and wherever the structure is located beyond the outline of the building above, the slab has been recessed to allow planting at grade level over the parkade.

#### CPTED

Again, due to the fact that this is purpose-built rental, having a centralized main entry to the building is important for security and surveillance. Also, the manager's office is located adjacent to the main lobby entry providing visibility not only to the main lobby, but also through to the exterior, the mail room and the internal access to parking.

All ground floor units have access from the street / lane through a private fenced yard with a gate. While the landscape in front of the units provides privacy, it also has enough transparency to allow sufficient visibility to provide good "eyes on the street" natural surveillance. There are windows on the upper floors facing all sides of the buildings and there are virtually no blind areas.

The outdoor amenity at the 2<sup>nd</sup> floor, although open to the lane and contributing to the public realm, is set slightly lower than the lane elevation and protected by landscaping, which enhances the sense of privacy.

The main entry is very visible through design articulation and landscape treatment. The space is designed as a plaza, with benches and lighting, inviting people to gather and ultimately control access to the building.

Likewise, the parkade is strongly expressed. Visitors are separated from the tenants, and can only gain access through an enter-phone. There is good visibility from the parking area to the vestibule and lobby. Well positioned video cameras will monitor activities in commonly vulnerable areas. All safety and security design requirements of the bylaw have been incorporated. All interior stairs have daylight and views to the interior common areas.

The building will have high maintenance expectations. There is a workshop room in the parking area for any required repairs on site, and there are 2 janitor rooms in the building. A clean and well maintained property is a deterrent for criminal activity and will increase safety.

#### The Landscape

At street level, individual patios exit to the sidewalk to contribute to an active street scape.

A layered blend of evergreen hedging and native and flowering shrubs separates private gardens from the public realm while providing year round interest to residents and pedestrian passers-by.

A different thematic approach to the landscape for each building is specifically designed to contribute to the individual identity of each.

At the corner of 2nd and St. George, large scale landscaping is pulled back to create a public seating node with a shade tree and a variety of native and adaptive plant material for seasonal interest.

Where possible, the slab is sloped and dropped to allow for on-slab landscaping to flow seamlessly into the off-slab, and to allow trees on-slab access to native soil.

Throughout the project, the concept of 'Right Plant, Right Place' has been used, to ensure that native and adaptive plants are sited to minimize their water requirements and maintenance, and maximize their chance of success. As per the Canadian Landscape Standard, large trees will have 36" of topsoil and small trees will have at least 30" of topsoil, and a minimum of 9m<sup>3</sup> of soil volume. 15m<sup>3</sup> of soil volume will be provided for street trees. Drip irrigation will be used everywhere on structural slab, for maximum water efficiency.

The entry plaza is open and welcoming, with contemporary paving materials and seating-height walls. Way finding is clear. Bike racks and seating make it easy for visitors and residents to come and go, waiting for friends or taxis.

The second floor amenity area provides connections between inside and outside. An outdoor covered BBQ and seating allows for outdoor cooking, eating and socializing and facilitates a sense of community for residents of both buildings. There is an informal play area for kids, featuring natural play elements. The planting around the amenity area contains edible landscaping such as blueberries and herbs. The open space allows residents to take their workouts outside in nice weather, or flexible space for yoga or other active pursuits.

The third floor amenity acts as a community hub including community gardens, a gas fire pit and informal seating for residents to visit and connect.

/1629-Design Rationale.wpd



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ISSUED:	DATE:
1. REVISIONS / DPA	17 AUGUST 2017
2. DESIGN PANEL	18 OCTOBER 2017

ISSUED FOR  
**DESIGN PANEL**  
18 OCTOBER 2017

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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

215-231 E 2nd STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
**DESIGN RATIONALE**

DATABASE: 1629-AO.D.dwg  
SCALE: N/A  
PLOT DATE: OCT. 4 2017  
DRAWN: AM  
CHECKED: KH

PROJECT NO. **1629**

DRG. NO. **A0.1B**

D.P.A. No. 1





NE CORNER OF EAST 2ND + ST. GEORGE



NW CORNER OF EAST 2ND + ST. GEORGE



SW CORNER OF EAST 2ND + ST. GEORGE



SE CORNER OF EAST 2ND + ST. GEORGE



PROPERTY EAST OF THE PROJECT SITE



PROPERTY NORTH OF THE PROJECT SITE



EAST CORRIDOR VIEW OF LANE BEHIND PROJECT SITE



SOUTH CORRIDOR VIEW OF ST. GEORGE AVENUE



EAST CORRIDOR VIEW OF EAST 2ND STREET



STREETSCAPE OF PROJECT ALONG ST. GEORGE BOULEVARD



STREETSCAPE OF PROJECT ALONG EAST 2ND STREET



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ISSUED	DATE
1. PRELIMINARY DPA	07 AUGUST 2017
2. DESIGN PHASE	18 OCTOBER 2017
3. REZONING DPA	MARCH 20 2018
RESUBMISSION	

ISSUED FOR  
REZONING/DPA  
RESUBMISSION  
MARCH 20 2018

No.	Description	Date
1	REVISION	DATE

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ARCHITECTURAL SEAL:



PROJECT  
E 2nd AVE & ST. GEORGE AVE.

DRAWING TITLE  
CONTEXT PHOTOS

DATE FILED: 102 Building Act

SCALE: AS SHOWN

PLAT DATE: MARCH 21 2018

ISSUING OFFICE: RHA

PROJECT NO: 1629



DWG. NO.

A0.2

D.P. No.

E.P. No.

30200218.104544.dwg  
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STREETSCAPE - FACING EAST 2ND STREET



STREETSCAPE - FACING ST. GEORGE AVENUE



STREETSCAPE - FACING ST. GEORGE AVENUE.



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ISSUED	DATE
1. PRELIMINARY DPA	07 AUGUST 2017
2. DESIGN PHASE	18 OCTOBER 2017
3. REZONING DPA	MARCH 20 2018
RESUBMISSION	

ISSUED FOR  
REZONING/DPA  
RESUBMISSION  
MARCH 20 2018

No.	Description	Date
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ARCHITECTURAL SEAL:

CLIENT:



PROJECT:  
@ 2nd AVE & ST. GEORGE AVE.

120 POWELL STREET, VANCOUVER, BC

DRAWING TITLE:

STREETSCAPE

DATE PLOTTED: 10/24/2017 10:24:00 AM

SCALE: As Indicated

PLANT DATE: MARCH 20 2018

DRAWN BY: JH

CHECKED BY: JH

PROJECT NO. 1629

DWG. NO.

A0.3

D.P. No.

S.P. No.



AERIAL VIEW LOOKING NORTH WEST

3/20/2016 10:48:23 AM  
E:\Users\jg20161201\2016-03-18\_Courtesy\16201 Building DP Resubmission\001



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ISSUED	DATE
1. PRELIMINARY DPA	07 AUGUST 2017
2. DESIGN PANEL	22 OCTOBER 2017
3. REZONING DPA	MARCH 20 2018
REVISIONS	

ISSUED FOR  
REZONING/DPA  
RESUBMISSION  
MARCH 20 2018

No.	Description	Date
Revisions:	DATE:	

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ARCHITECTURAL SEAL:

CLIENT:



PROJECT  
1629 2nd AVE & ST. GEORGE'S AVE.

PROPERTY  
1629 2nd AVE & ST. GEORGE'S AVE.

DRAWING FILE  
BUILDING VIEWS

BASE FILE  
1629 Building.vst

SCALE  
AS SHOWN

PLANT DATE  
MARCH 20 2018

DRAWING FILE  
1629 Building.vst

PROJECT NO.  
1629

DATE  
MARCH 20 2018

D.P. No.  
A0.4

R.P. No.





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ISSUED	DATE
1. PRELIMINARY DPA	07 AUGUST 2017
2. DESIGN PANEL	18 OCTOBER 2017
3. REZONING DPA	MARCH 20 2018
RESUBMISSION	

ISSUED FOR  
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RESUBMISSION  
MARCH 20 2018

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REVISION	DATE	

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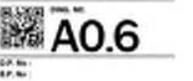
ARCHITECTURAL SEAL



PROJECT: E 2nd AVE & ST. GEORGE'S AVE.

3D IMAGES

BASE FILE: 102 Building.mxd  
SCALE:  
PLOT DATE: MARCH 21 2018  
DRAWING TITLE:  
PROJECT NO: 1629



D.P. No.:  
R.P. No.:



VIEW ALONG EAST 2ND STREET



VIEW ALONG LANE

30200218.1002.7.01.dwg  
E:\vancouver\1629\1629\_2nd St + St. George\1629 Building DP Resubmission.rvt



VIEW ALONG CORNER EAST 2ND STREET AND ST. GEORGE



VIEW ALONG LANE 2



VIEW ALONG PARKING ENTRY

3/20/2018 10:58:16 AM  
E:\Users\jg20181201\_204\B1 - St. George\BIM\1-02 Building DP\_Renderings\rvr



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ISSUED	DATE
1. PRELIMINARY DPA	07 AUGUST 2017
2. DESIGN PHASE	18 OCTOBER 2017
3. REZONING DPA	MARCH 20 2018
RESUBMISSION	

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MARCH 20 2018

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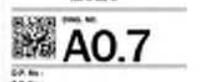
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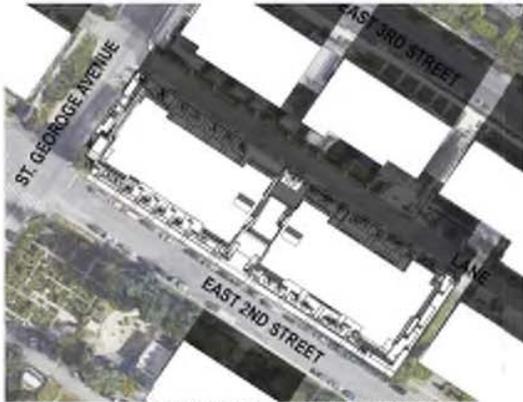
PROJECT  
E 2nd AVE & ST. GEORGE AVE.

DESIGNED BY  
GWL REALTY ADVISORS, INC.  
DRAWING FILE  
3D IMAGES

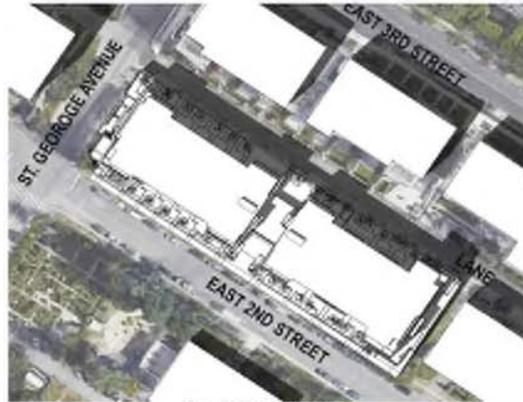
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SCALE : 1/8" = 1'-0"  
PLOT DATE : MARCH 21 2018  
DRAWING : 3D IMAGES  
PROJECT NO. : 1629



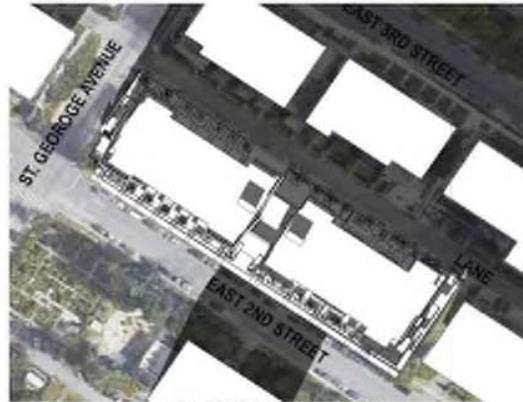
D.P. No. :  
R.P. No. :



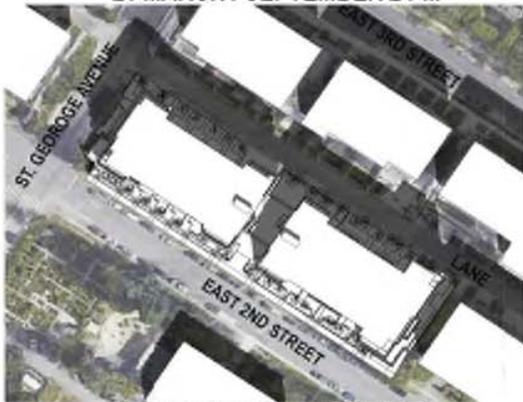
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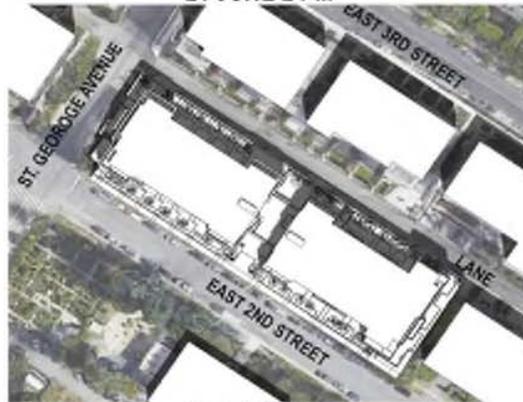
21 JUNE 2 PM



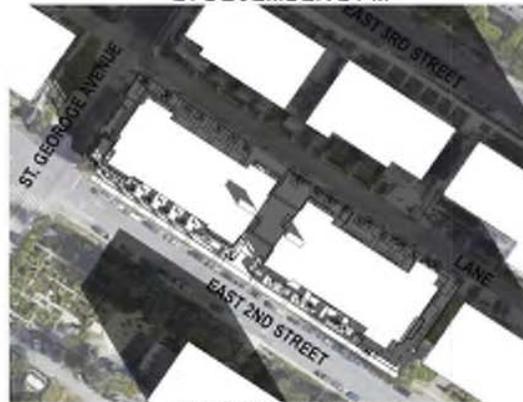
21 DECEMBER 2 PM



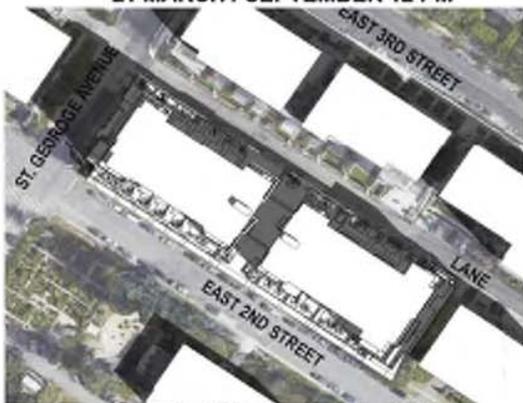
21 MARCH / SEPTEMBER 12 PM



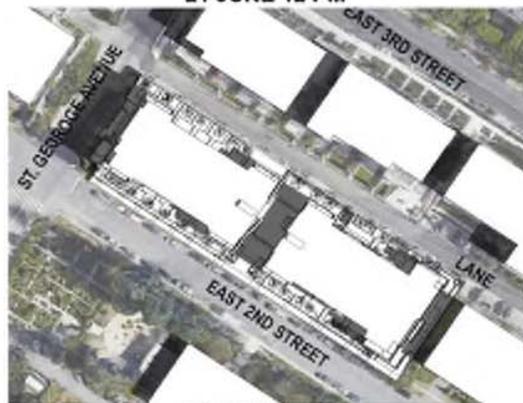
21 JUNE 12 PM



21 DECEMBER 10 AM



21 MARCH / SEPTEMBER 10 AM



21 JUNE 10 AM



21 DECEMBER 12 PM



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ISSUED	DATE
1. PRELIMINARY DPA	07 MARCH 2017
2. DESIGN PHASE	18 OCTOBER 2017
3. REZONING/DPA RESUBMISSION	MARCH 23 2018

ISSUED FOR  
REZONING/DPA  
RESUBMISSION  
MARCH 23 2018

No.	Description	Date
1	REVISION	DATE

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ARCHITECTURAL MAIL



PROJECT  
E 2nd AVE & ST. GEORGE AVE.

3010 BARRINGTON  
VANCOUVER, BC

DRAWING TITLE  
SHADOW DIAGRAM

BASE FILE  
100 Building.mxd

SCALE  
1" = 30'-0"

PLAT DATE  
MARCH 23 2018

DRAWING  
JH

PROJECT NO.  
1629

DATE  
MARCH 23 2018



A0.8

REVISION	DATE
A. REZONING / OPA	27 AUGUST 2017
B. DESIGN PANEL	28 FEBRUARY 2017
C. REC OPA APPROVAL	25 MARCH 2018

RESUBMITTED  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO REVISIONS DATE:  
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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.

2500 1/2 STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
SITE PLAN OVERALL

DRAWN BY: 1629 AS B (mg)

SCALE: 1/32" = 1'-0"

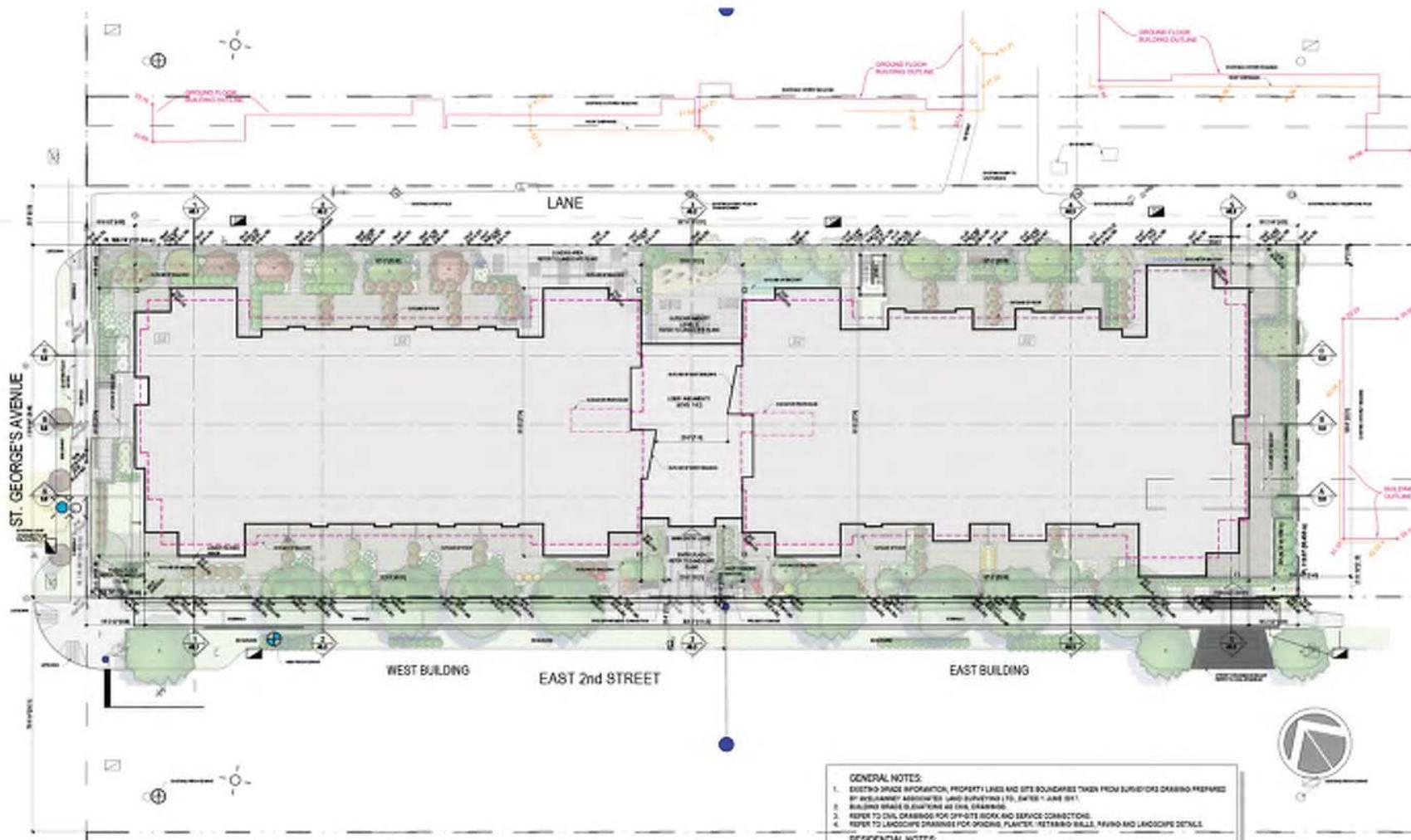
PLOT DATE: MARCH 2018

DESIGNER: RHA

PROJECT NO: 1629

ENCL. NO:  
**A1.0**

S.P. & N.L.



- GENERAL NOTES:**
1. EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS LTD., DATE: 1-JUNE-01.
  2. BUILDING SHAPE IS SHOWN AS CIVIL DRAWING.
  3. REFER TO CIVIL DRAWING FOR OFF-GRID BOX AND SERVICE CONNECTIONS.
  4. REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.
- RESIDENTIAL NOTES:**
5. REFER TO THE UNIT PLANS FOR LEVEL 2 ACCESSIBILITY FEATURES.
  6. PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
  7. ALL KITCHEN SINKS AND BATHROOMS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVEL TYPE TRUETS.
  8. ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVEL OR PUSH/PULL HANDLE OF ADA APPROVED TYPE.
  9. THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9 OF THE BRITISH COLUMBIA FIRE CODE (B.C. FIRE CODE).
- PARKING NOTES:**
10. MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
  11. UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
  12. ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPARKLER PROTECTION AS REQUIRED.





Roush Herrick Architects

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1 604.689.3282

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ISSUE	DATE
1. REVISION / OPA	27 AUGUST 2017
2. REVISION / OPA	28 SEPTEMBER 2017
3. REC/CPA REVISION	25 MARCH 2018

ISSUED FOR  
**REZONING RESUBMISSION**  
24 MARCH 2018

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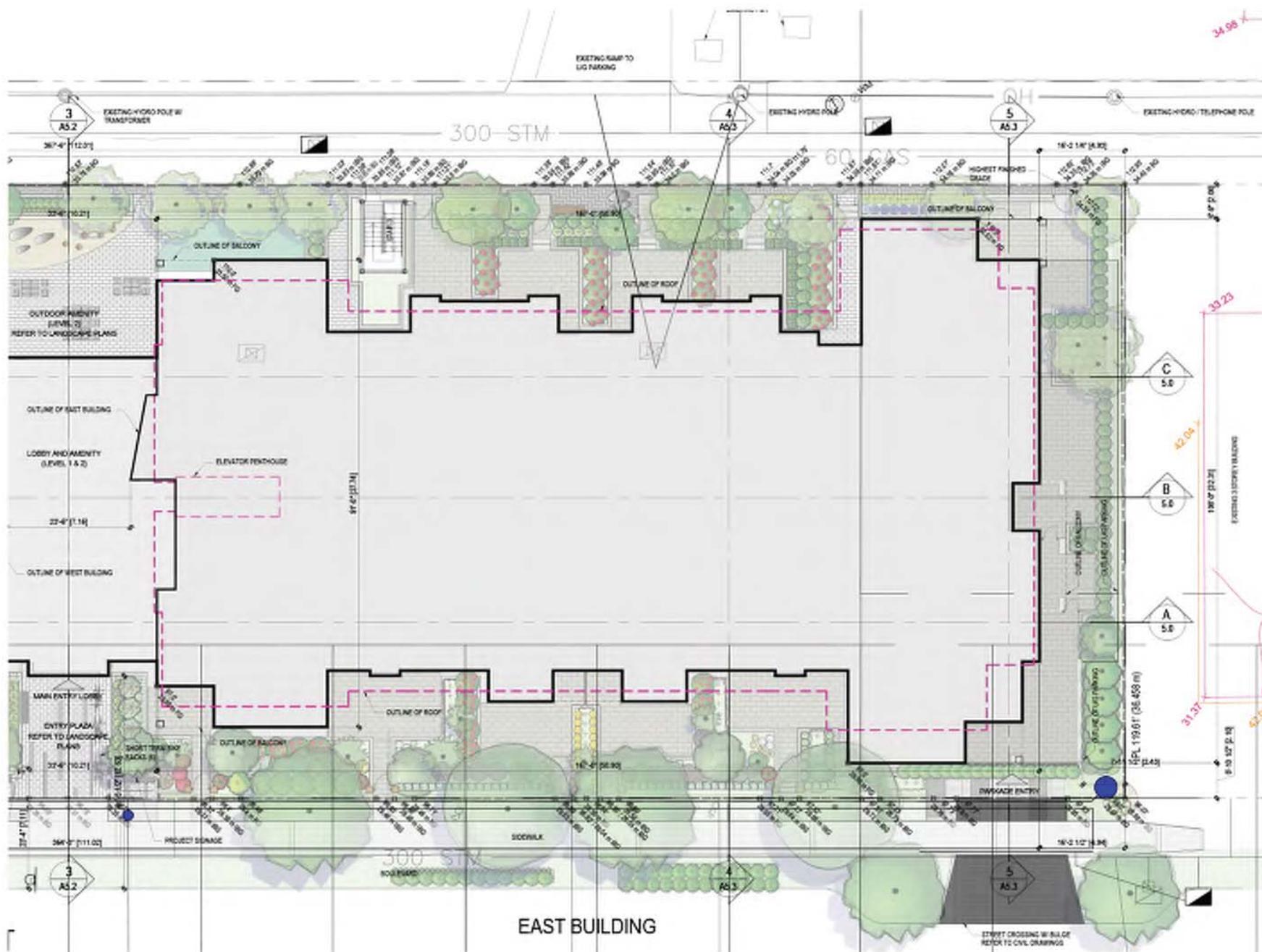
PROJECT  
E 2nd ST. & St. GEORGE'S AVE

2500 B STREET  
NORTH VANCOUVER, BC

DRAWING TITLE  
SITE PLAN WEST

DRAWING	1629-AS-0-0mg
SCALE	1/8"=1'-0"
PRINT DATE	MARCH 2018
DESIGNER	AK
CHECKER	PK
PROJECT NO.	1629

ENCL. NO.  
**A1.0A**  
S.P.A. No. 1



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ISSUE	DATE
A. REVISION / OPA	27 AUGUST 2017
B. REVISION / OPA	28 FEBRUARY 2017
C. REC/OPA REVISIONS	25 MARCH 2018

RESUBMITTED  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO PARTIAL  
DATE

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ARCHITECTURAL SEAL



PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.  
2520'2" (768.27m)  
NORTH VANCOUVER, BC  
DRAWING TITLE:  
SITE PLAN EAST

DRAWN BY: 1829-AS-B (mg)  
SCALE: 1/8"=1'-0"  
PLOT DATE: MARCH 2018  
DESIGNER: JAC  
CHECKER: PKH  
PROJECT NO.: 1629

ENCL. NO.  
**A1.0B**  
S.P.A. NO. 1

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REZONING  
RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL:

REALTOR  
GWL REALTY ADVISORS

PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.

2500 1/2 STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
P2 PARKING LEVEL

DRAWN BY: 1829-AS-B.dwg

SCALE: 1/32" = 1'-0"

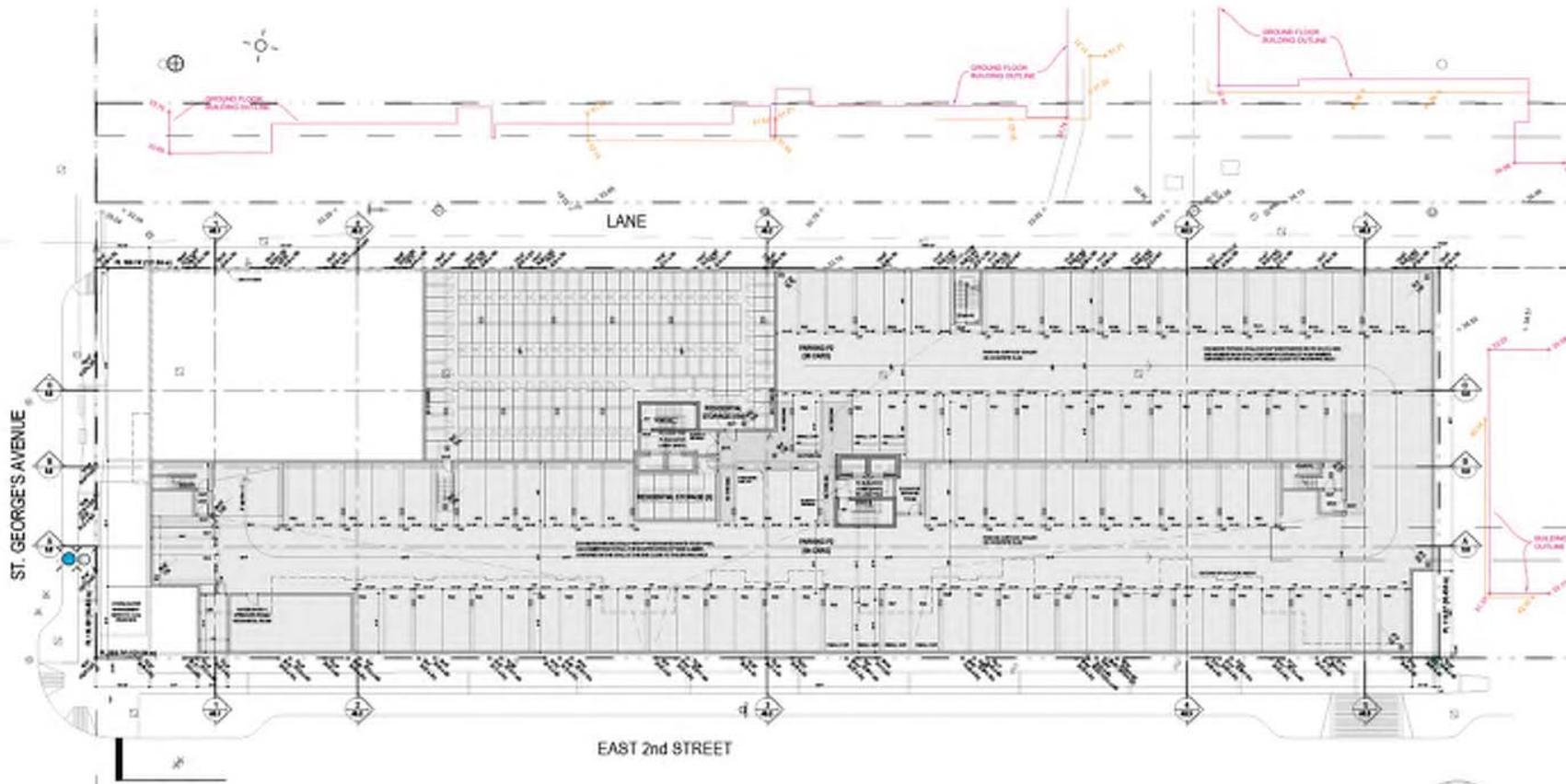
PLOT DATE: MARCH 2018

DESIGNER: R/H

PROJECT NO: 1629

ENG. NO.  
**A2.0**

B.P.A. No.:



**GENERAL NOTES:**

- EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS (L.S., S.A.S. & J.A.M. INC.).
- BUILDING SHAPE IS SHOWN AS ONE DRAWING.
- REFER TO CIVIL DRAWING FOR OFF-SITE ROADS AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, FENCE AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

- REFER TO THE PLOT PLAN FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
- ALL KITCHEN SINKS AND BATHROOMS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVER TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVER OR PUSH/PULL HANDLE OF ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9 OF THE BUILDING REGULATION FROM B.C.A.C., 2018, NO. 7367.

**PARKING NOTES:**

- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPRINKLER PROTECTION AS REQUIRED.



ST. GEORGE'S AVENUE

LANE

EAST 2nd STREET



Routch Herruphill Architects

120 Powell Street, Unit 18  
Vancouver, BC Canada  
V6A 1G1

1 604.689.8000  
1 604.689.3282

www.rharchitects.ca

DATE: 07 AUGUST 2017  
BY: 18 SEPTEMBER 2017  
CHECKED BY: 25 MARCH 2018

RESUBMITTED FOR  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO PARTIALS DATE:  
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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

2500 1/2 STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
P2 PARKING LEVEL, WEST

DRAWN BY: 1829-AS-B-0mg

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

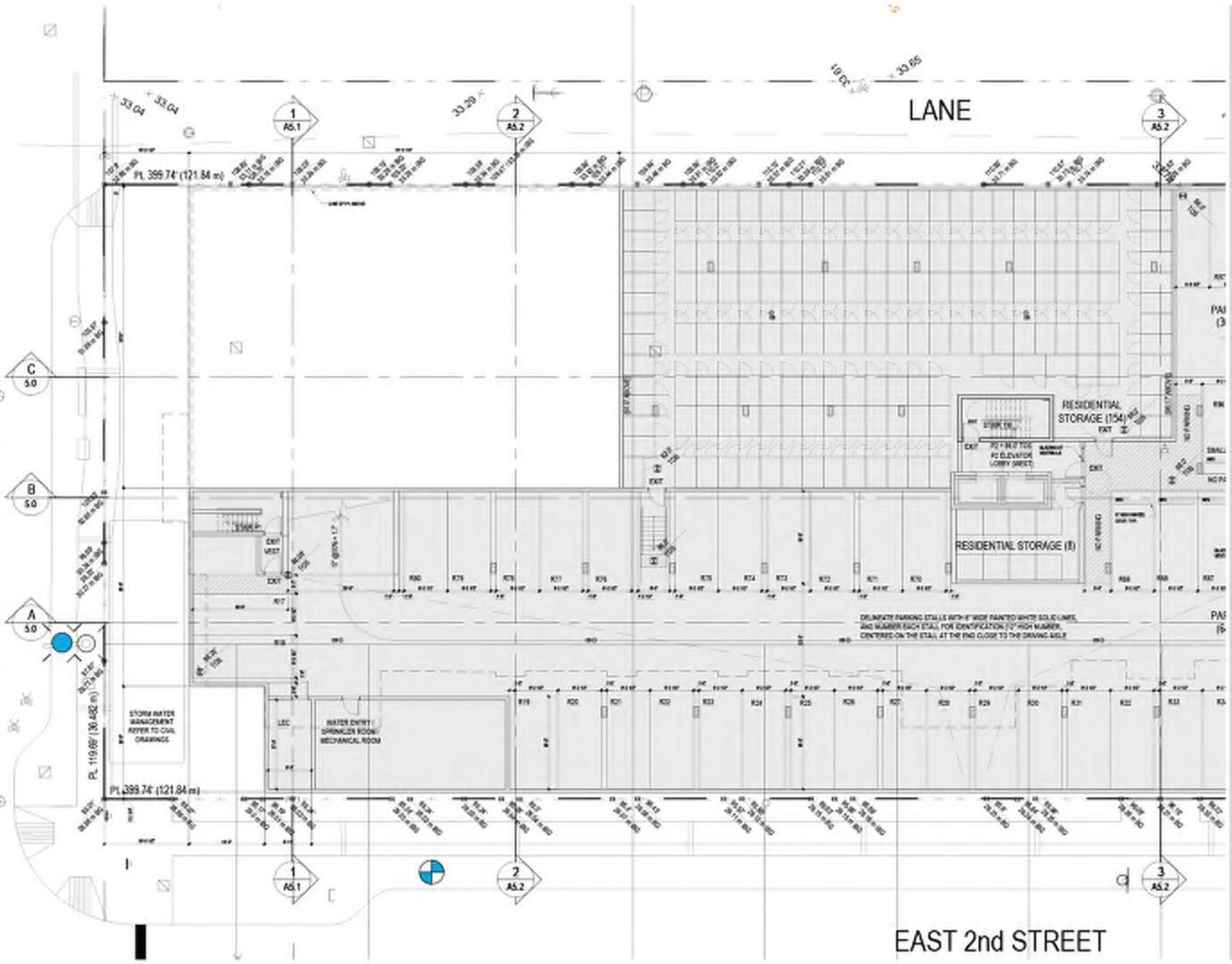
PLOT DATE: MARCH 2018

DATE: 08/03

PROJECT NO: 1629

ENG. NO. **A2.0A**

S.P.A. No. 1

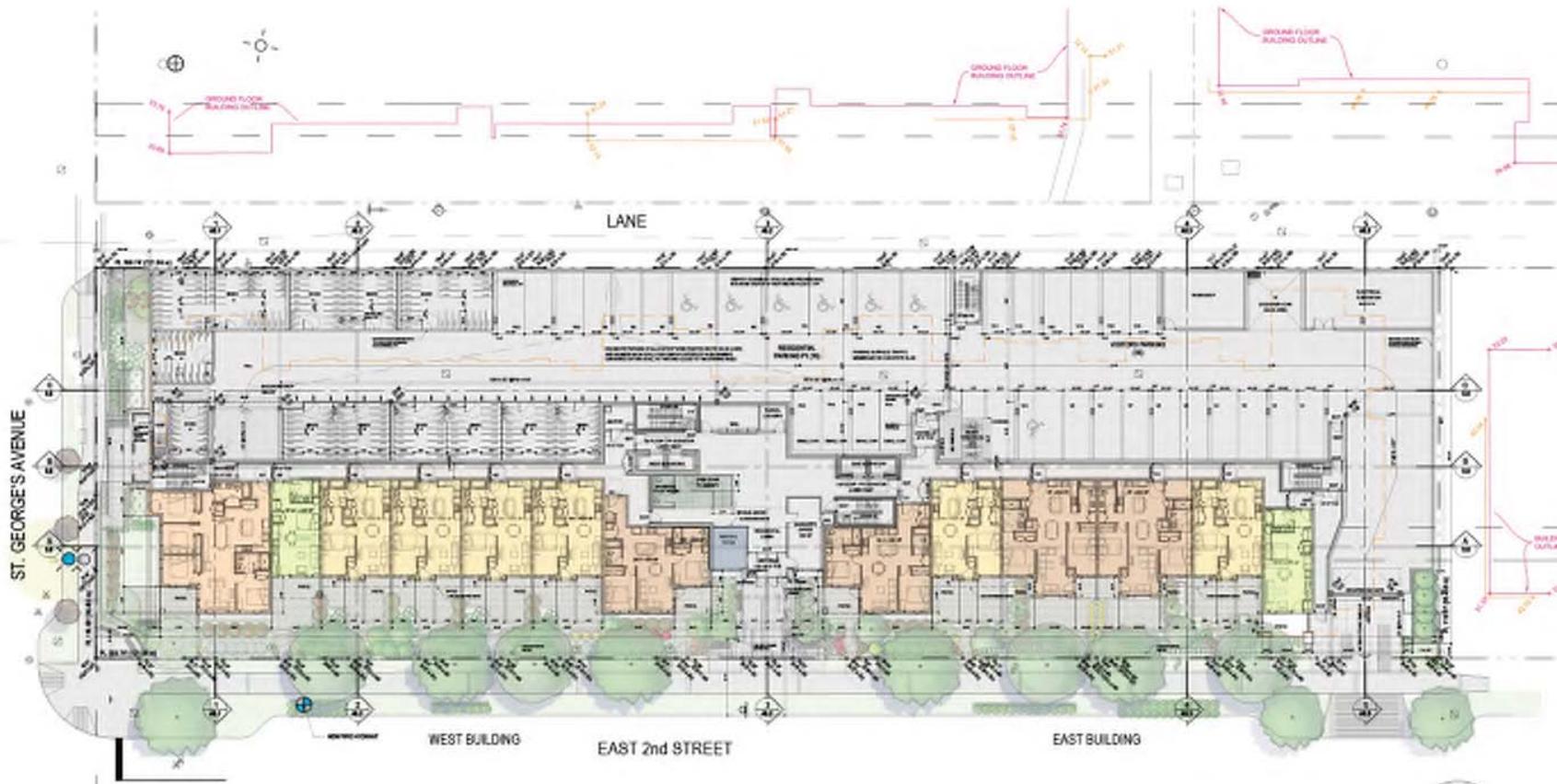




ISSUED FOR  
**REZONING  
RESUBMISSION**  
24 MARCH 2018

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ARCHITECTURAL SEAL:



AMBUSH AREA OPA EXCLUSION BY PLAN '10	
STAIR OPA EXCLUSION BY PLAN '10 WITH '10	
DAMAGE AND RECYCLING OPA EXCLUSION BY PLAN '10	
<b>1st floor Base plate</b>	<b>14656</b>
No. Units	13
No. Level 2 adaptability Units	13
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Open stair	18 (a)(1)(c)
Meeting Room	15
Credit for level 2	14
<b>Total exclusions</b>	<b>664</b>
<b>1st floor GFA</b>	<b>13992</b>

**GENERAL NOTES:**

- EXISTING SHADE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY DEVELOPER/ APPLICANT'S LAND SURVEYOR (S), DATED 1-JUNE-07.
- BUILDING SHADE IS SHOWN AS ONE DRAWING.
- REFER TO CIVIL DRAWING FOR OFF-SITE ROAD AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRASS, PLANTING, TERRAZZO BALLS, PAVING AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

- REFER TO THE 2ND FLOOR FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
- ALL KITCHEN SINKS AND BATHROOMS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVER TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVER OR PUSH/PULL HANDLE OF ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING RESERVES SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 4 OF "CONSTRUCTION RESOLUTION PLAN, 2016, NO. 7307".

**PARKING NOTES:**

- RESIDENTIAL OCCUPANCY SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS WIDE IMPACTS ON THE NEIGHBOURHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPRINKLER PROTECTION AS REQUIRED.



ST. GEORGE'S AVENUE

LANE



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www.rharchitects.ca

DATE: 07 AUGUST 2017  
BY: MARGO 2018  
CHECKED: PH 25 MARCH 2018

REVISION FOR  
REZONING RESUBMISSION  
24 MARCH 2018

NO REVISIONS DATE:  
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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.

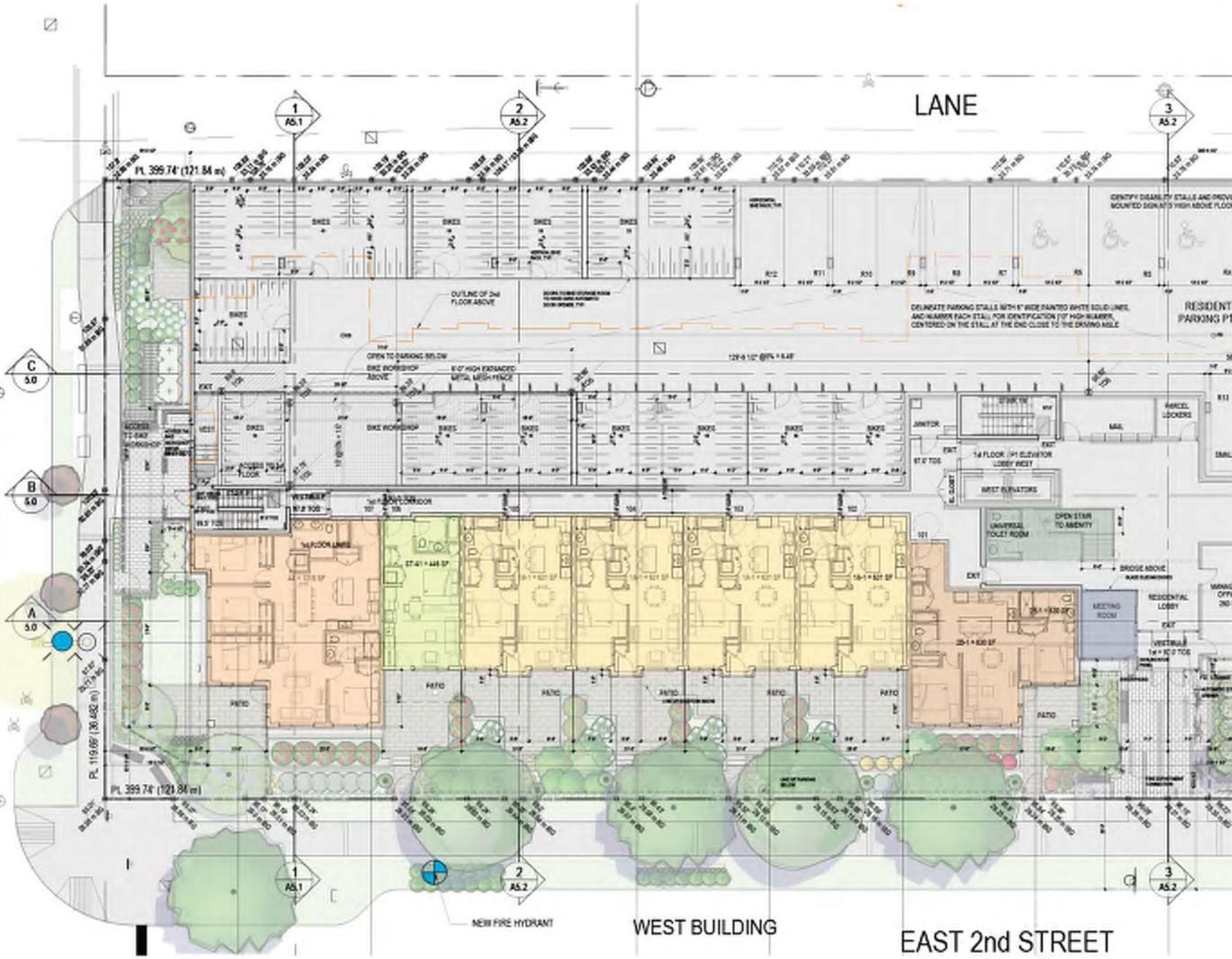
2500 BROADVIEW  
NORTH VANCOUVER, BC

DRAWING TITLE:  
102 FLOOR PLAN WEST  
P1 LEVEL

DRAWN BY: 1629 AS B (mg)  
SCALE: 1/8"=1'-0"  
PLOT DATE: MARCH 2018  
DESIGNER: PH  
PROJECT NO.: 1629

ENCL. NO.  
**A3.0A**

S.P.A. NO.:



WEST BUILDING

EAST 2nd STREET



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ISSUE	DATE
1. REVISION / OPA	07 AUGUST 2017
2. DESIGN PANEL	28 SEPTEMBER 2017
3. REC OPA APPROVAL	25 MARCH 2018

ISSUED FOR  
REZONING  
RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.

2500 1/2 STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
BIKE WORKSHOP  
P.1 MEZZANINE

DRAWING: 1629-A3.0.dwg  
SCALE: 1/8"=1'-0"  
PLOT DATE: MARCH 2018  
DRAWN: RJC/JJ  
CHECKED: PK

PROJECT NO.: 1629

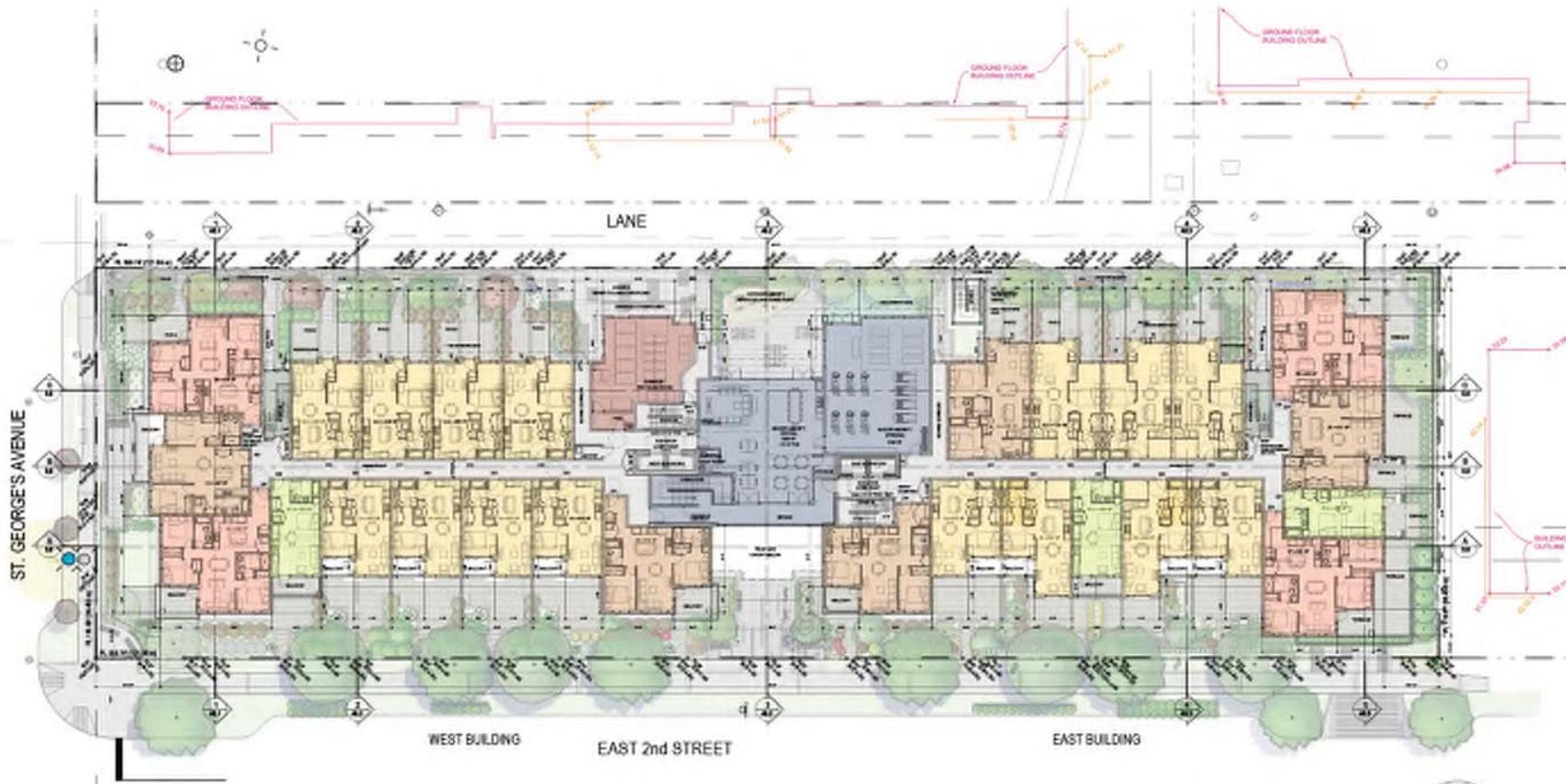
ENCL. NO.  
**A3.0C**

S.P.A. No. 1

RESUBMITTED  
REZONING  
RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL:



2nd floor floor plate	28663
No. Units	27
No. Level 2 adaptability Units	27
Exclusions:	By-Law Ref.
Accessibility	25
Garbage room	33
Stair 2W	35
Stair 2E	35
Credit for level 2	14
Total exclusions	167
2nd floor GFA	21585

AMENITY AREA 3% EXCLUSION (PLAN 1/0)
STAIR 6% EXCLUSION (PLAN 1/0 & 2/0)
DISPENSE AND RECYCLING 3% EXCLUSION (PLAN 1/0)

GENERAL NOTES:

- EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS (L.S., S.A.S. & J.A.M. S.S.).
- BUILDING SHAPE IS SHOWN AS ONE DRAWING.
- REFER TO CIVIL DRAWING FOR OFFSETS, ROCKS AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.

RESIDENTIAL NOTES:

- REFER TO THE 2ND FLOOR FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
- ALL KITCHEN SINKS AND BATHROOMS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVEL TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVEL OR PUSH/PULL HANDLE OF ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 4 OF "CONSTRUCTION WITH A VIEW TO FIRE, SMOKE AND NOISE".

PARKING NOTES:

- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPARKLER PROTECTION AS REQUIRED.

ST. GEORGE'S AVENUE

LANE



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ISSUE: DATE:  
1. REVISION / QPA 07 AUGUST 2017  
2. REVISION / QPA 18 FEBRUARY 2017  
3. REVISION / QPA 25 MARCH 2018

ISSUED FOR  
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RESUBMISSION**  
24 MARCH 2018

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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

2500 B STREET  
NORTH VANCOUVER, BC

DRAWING TITLE:  
2ND FLOOR PLAN WEST

DATABASE: 1829-A3.0.dwg  
SCALE: 1/8"=1'-0"  
PLOT DATE: MARCH 2018  
DRAWN BY: RAU/JJ  
CHECKED BY: PKH  
PROJECT NO.: 1629

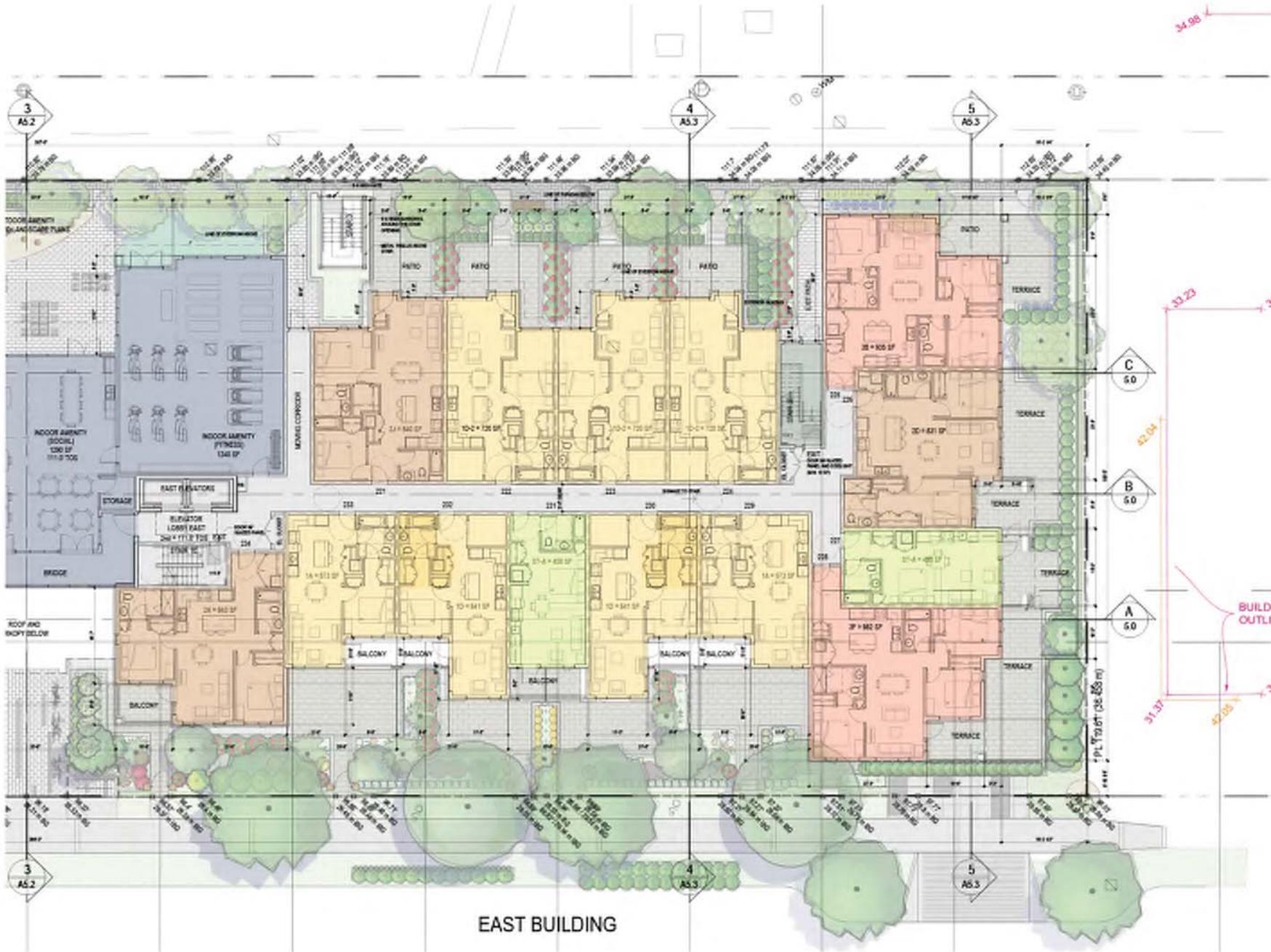
ENCL. NO.  
**A3.1A**

S.P.A. No. 1



WEST BUILDING

EAST 2nd STREET



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24 MARCH 2018

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ARCHITECTURAL SEAL:

REALTOR  
GWL REALTY ADVISORS

PROJECT  
E 2nd ST. & ST. GEORGE'S AVE.

2500 B STREET  
NORTH VANCOUVER, BC

DRAWING TITLE  
3RD FLOOR PLAN

DATABASE: 1629-A3-B.dwg

SCALE: 1/32"=1'-0"

PLANT DATE: MARCH 2018

DRAWN BY: RAU/JD

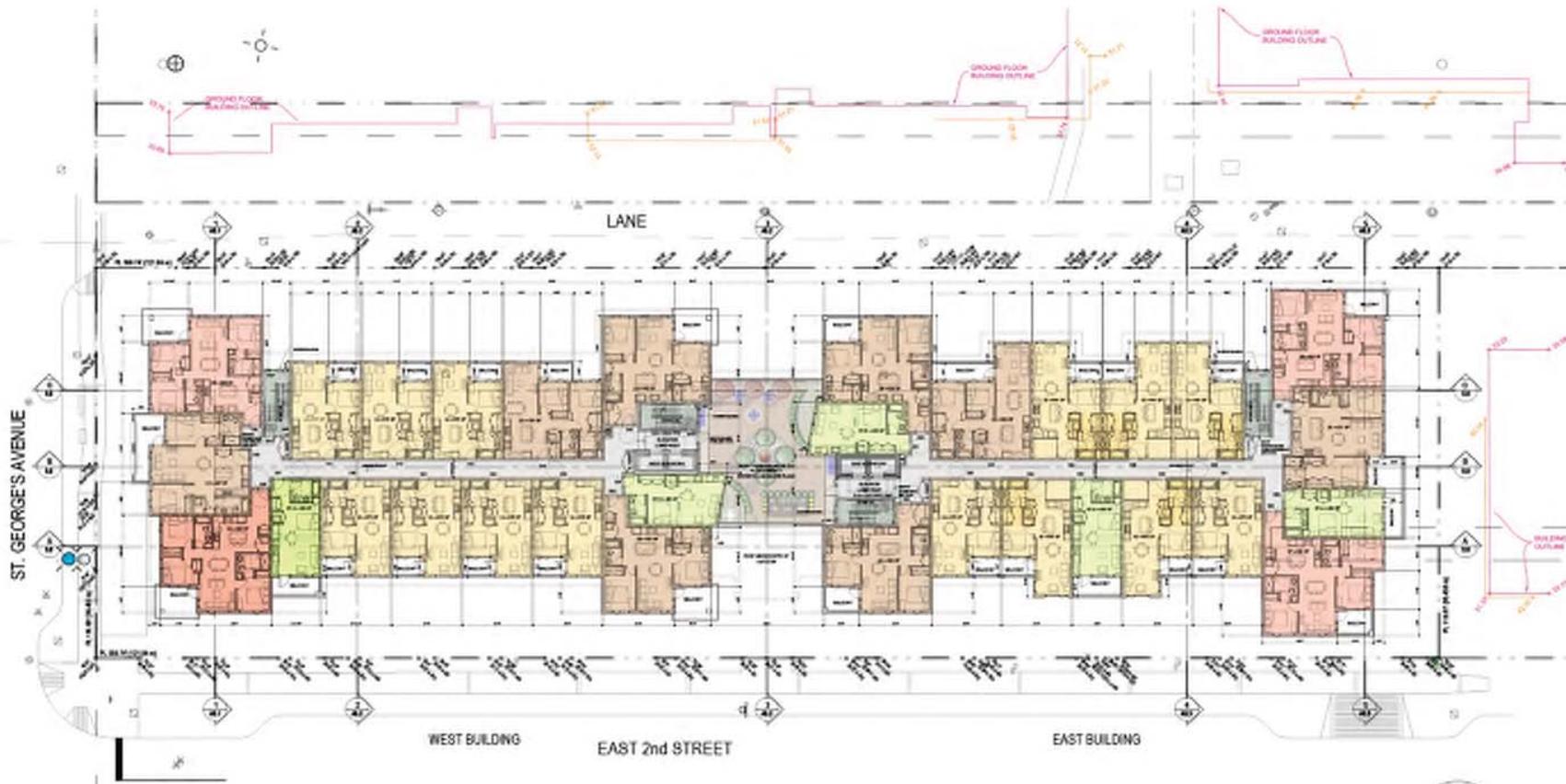
CHECKED BY: PK

PROJECT NO: 1629

ENCL. NO:

**A3.2**

S.P.A. NO.:



W 3rd floor Base plate		11694
No. Units		35
No. Level 2 adaptability Units		34
<b>Exclusions:</b>		
Stair 2W	18 (a)(b)(c)	175
Stair 1W	18 (a)(b)(c)	150
Credit for level 2	14 (a)	280
Total exclusions		600
<b>W 3rd floor GFA</b>		<b>11090</b>

E 3rd floor Base plate		12643
No. Units		50
No. Level 2 adaptability Units		50
<b>Exclusions:</b>		
Stair 2E	18 (a)(b)(c)	175
Stair 1E	18 (a)(b)(c)	250
Credit for level 2	14 (a)	300
Total exclusions		625
<b>E 3rd floor GFA</b>		<b>12058</b>

**GENERAL NOTES:**

- EXISTING SHADE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS (S, SAMES + ASSOCIATES).
- BUILDING SHADE IS SHOWN AS ONE DRAWING.
- REFER TO CIVIL DRAWING FOR OFF-GRADE ROADS AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

- REFER TO THE 2ND FLOOR FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
- ALL KITCHEN SINKS AND SINKHOODS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVEL TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVEL OR PULL/PUSH HANDLE OR ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9 OF THE BRITISH COLUMBIA FIRE CODE (BCFC), 2015, NO. 7007.

**PARKING NOTES:**

- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBORHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPARKLER PROTECTION AS REQUIRED.

ADAPTABILITY AREA SHA EXCLUSION BY PLAN (10)	
STAIRS SHA EXCLUSION BY PLAN (7.5, 20, 30, 40)	
HALLWAYS AND RESTROOMS SHA EXCLUSION BY PLAN (10)	

ST. GEORGE'S AVENUE

LANE

WEST BUILDING

EAST 2nd STREET



Roush Herppill Architects

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ISSUE	DATE
1. REVISION / OPA	07 AUGUST 2017
2. REVISION / PANEL	28 SEPTEMBER 2017
3. REC/CPA REVISIONS	25 MARCH 2018

ISSUED FOR  
REZONING  
RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL



PROJECT  
E 2nd ST. & St. GEORGE'S AVE.

2500 BUE INVERNESS  
NORTH VANCOUVER, B.C.

DRAWING TITLE  
3rd FLOOR PLAN WEST

DRAWING NO.	1829-AS-3-01ng
SCALE	1/8"=1'-0"
PLANT DATE	MARCH 2018
DESIGNER	RAU/JS
CHECKER	RH
PROJECT NO.	1629

ENCL. NO.  
**A3.2A**

S.P.A. No. 1





ISSUED FOR  
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24 MARCH 2018

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ARCHITECTURAL SEAL:



<b>W 4th floor base plate</b>	<b>11994</b>
No. Units	15
No. Level 2 adaptability Units	14
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Stair 2W	18 (a)(b)(c) 175
Stair 1W	18 (a)(b)(c) 150
Credit for level 2	14 (a) 300
Total exclusions	625
<b>W 4th floor GFA</b>	<b>13289</b>

<b>E 4th floor base plate</b>	<b>12643</b>
No. Units	16
No. Level 2 adaptability Units	15
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Stair 2E	18 (a)(b)(c) 175
Stair 1E	18 (a)(b)(c) 150
Credit for level 2	14 (a) 300
Total exclusions	625
<b>E 4th floor GFA</b>	<b>12018</b>

**GENERAL NOTES:**

- EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY DEVELOPER'S ASSIGNED LAND SURVEYOR (S, SAVED 1-JAN-01).
- BUILDING SHAPE IS SHOWN AS ONE DRAWING.
- REFER TO CIVIL DRAWING FOR OFF-POLE ROADS AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

- REFER TO THE 3RD FLOOR FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT & WALL ASSEMBLY ALIGNED TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE BRAB BARS.
- ALL KITCHEN SINKS AND SINKHOODS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVER TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVER OR PUSH/PULL HANDLE OF ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9.8 OF THE BRITISH COLUMBIA FIRE CODE, 2015, AND THE 2015.

**PARKING NOTES:**

- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBORHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPARKLER PROTECTION AS REQUIRED.

AGENCY AREA W/ EXCLUSION BYLAW 17C
STAIRS W/ EXCLUSION BYLAW 17C & 18(1)
STAIRS AND SERVICE AREAS W/ EXCLUSION BYLAW 17C

ST. GEORGE'S AVENUE

LANE

WEST BUILDING

EAST 2nd STREET



Roush Herruphill Architects

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REVISED	DATE
A. REVISION / QPA	27 AUGUST 2017
B. REVISION / PANEL	28 SEPTEMBER 2017
C. REC/CPA REVISION/ISSUE	25 MARCH 2018

ISSUED FOR  
**REZONING RESUBMISSION**  
24 MARCH 2018

NO REVISIONS DATE  
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ARCHITECTURAL SEAL



PROJECT  
E 2nd ST. & St. GEORGE'S AVE.

2500 CHESTNUT STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE  
4th FLOOR PLAN WEST

DRAWING NO.	1629-A3.3.dwg
SCALE	1/8" = 1'-0"
PLANT DATE	MARCH 2018
DESIGNER	RAU/JO
CHECKER	RH
PROJECT NO.	1629

ENCL. NO.  
**A3.3A**  
S.P.A. No. 1





EAST BUILDING



Routch Herrphill Architects

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Vancouver, BC Canada  
V6A 1G1

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1 604.689.3282  
www.rharchitects.ca

ISSUE	DATE
A. REVISION / OPA	07 MARCH 2017
B. REVISION / OPA	08 FEBRUARY 2017
C. REVISION / OPA	25 MARCH 2018

RESUBMITTED  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO REVISIONS DATE:  
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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.

2500 2ND STREET  
NORTH VANCOUVER, BC

DRAWING TITLE:  
4TH FLOOR PLAN EAST

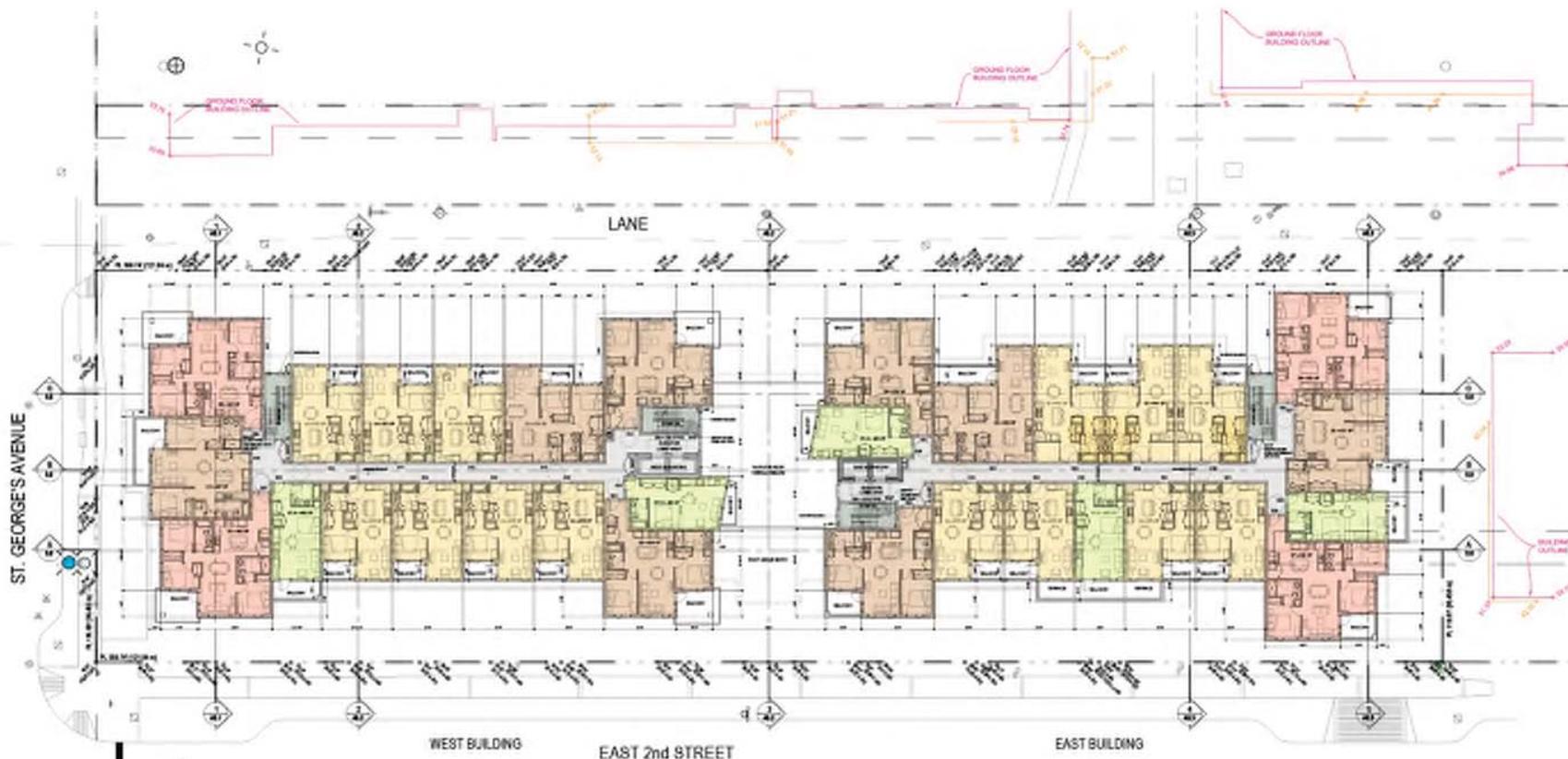
DRAWING NO.	1629-AS.3-ENG
SCALE	1/8"=1'-0"
PLANT DATE	MARCH 2018
DESIGNER	RAU/JJ
CHECKER	RH
PROJECT NO.	1629

ENCL. NO.  
**A3.3B**  
S.P.A. NO.

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RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL:



<b>W 5th floor Base plate</b>	<b>11694</b>
No. Units	15
No. Level 2 adaptability Units	14
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Stair 2W	18 (a)(b)(c)
Stair 1W	18 (a)(b)(c)
Credit for level 2	14 (a)
Total exclusions	60%
<b>W 5th floor GFA</b>	<b>11089</b>

<b>E 5th floor Base plate</b>	<b>12507</b>
No. Units	16
No. Level 2 adaptability Units	15
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Stair 2E	18 (a)(b)(c)
Stair 3E	18 (a)(b)(c)
Credit for level 2	14 (a)
Total exclusions	62%
<b>E 5th floor GFA</b>	<b>11882</b>

**GENERAL NOTES:**

- EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS (S, SAMES + ASSOCIATES).
- BUILDING SHAPE IS SHOWN AS ONE DRAWING.
- REFER TO CIVIL DRAWING FOR OFF-GRID ROADS AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

- REFER TO THE 2ND FLOOR FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
- ALL KITCHEN SINKS AND BATHROOMS WITH RESIDENTIAL UNITS TO BE PROVIDED WITH LEVEL TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVER OR PUSH/PULL HANDLE OR ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9.1 OF THE BRITISH COLUMBIA BUILDING ACT, 2011, AND THE BC BUILDING REGULATIONS.

**PARKING NOTES:**

- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPARKLER PROTECTION AS REQUIRED.

ARMED AREA OR EXCLUSION BYLAW 70
SPRINKLER OR EXCLUSION BYLAW 70
DANGER AND REPAIRING OR EXCLUSION BYLAW 70

ST. GEORGE'S AVENUE

LANE

WEST BUILDING

EAST 2nd STREET



Routch Herrphill Architects

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Vancouver, BC Canada  
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1 604.689.3282

www.rharchitects.ca

ISSUE	DATE
A. REVISION / OPA	27 MARCH 2017
B. REVISION / PANEL	28 FEBRUARY 2017
C. REC/CPA REVISIONS	25 MARCH 2018

ISSUED FOR  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO REVISIONS DATE  
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ARCHITECTURAL SEAL



PROJECT  
E 2nd ST. & ST. GEORGE'S AVE.

2500 BUELL STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE  
001 FLOOR PLAN WEST

DRAWING NO.	1629-A3.0.dwg
SCALE	1/8"=1'-0"
PLOT DATE	MARCH 2018
DESIGNER	RAU/JJ
CHECKER	RH
PROJECT NO.	1629

ENCL. NO.  
**A3.4A**

D.P.A. NO.





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ISSUE	DATE
A. REVISION / OPA	07 AUGUST 2017
B. REVISION / PANEL	08 SEPTEMBER 2017
C. REC/OPA REVISION/ISSUE	25 MARCH 2018

ISSUED FOR  
**REZONING  
 RESUBMISSION**  
 24 MARCH 2018

NO REVISIONS DATE  
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ARCHITECTURAL SEAL:



PROJECT:  
**E 2nd ST. & ST. GEORGE'S AVE.**

2500 STEELES STREET  
 NORTH VANCOUVER, B.C.

DRAWING TITLE:  
**6TH FLOOR PLAN EAST**

DRAWING NO.	1629-AS.3-01.dwg
SCALE	1/8"=1'-0"
PLANT DATE	MARCH 2018
DESIGNER	RAU/JJ
CHECKER	PKH
PROJECT NO.	1629

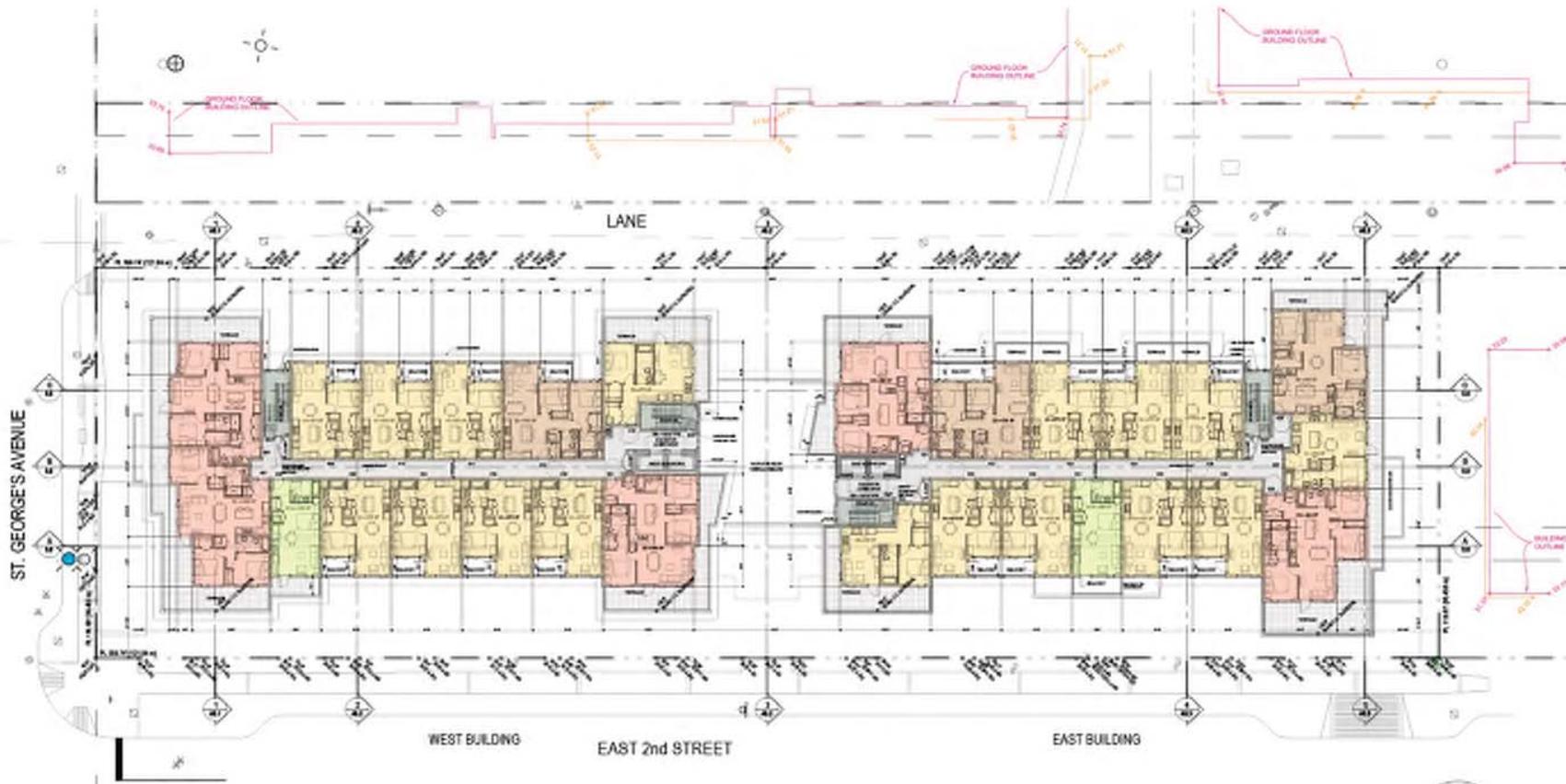
ENCL. NO.  
**A3.4B**

S.P. & A. 1

ISSUED FOR  
REZONING  
RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL:



<b>W 6th floor Base plate</b>	<b>10216</b>
No. Units	13
No. Level 2 adaptability Units	13
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Stair 2W	18(a)(b)(c)
Stair 1W	18(a)(b)(c)
Credit for level 2	14(a)
Total exclusions	505
<b>W 6th floor GFA</b>	<b>9631</b>

<b>E 6th floor Base plate</b>	<b>10671</b>
No. Units	14
No. Level 2 adaptability Units	13
<b>Exclusions:</b>	<b>Bylaw Ref.</b>
Stair 2E	18(a)(b)(c)
Stair 1E	18(a)(b)(c)
Credit for level 2	14(a)
Total exclusions	505
<b>E 6th floor GFA</b>	<b>10086</b>

**GENERAL NOTES:**

- EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS (S, SAMES + ASSOCIATES).
- BUILDING SHAPE IS SHOWN AS CIVIL DRAWING.
- REFER TO CIVIL DRAWING FOR OFF-SITE ROADS AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

- REFER TO THE 5TH FLOOR FOR LEVEL 2 ADAPTABILITY FEATURES.
- PROVIDE REINFORCEMENT & WALL ASSEMBLY ALIGNED TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE BRAB BARS.
- ALL KITCHEN SINKS AND SINKHOODS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVER TYPE TRUETS.
- ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVER OR PUSH/PULL HANDLE OR ADA APPROVED TYPE.
- THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9.10 OF THE BC BUILDING REGULATIONS (BCA, 2015, 9.10.10).

**PARKING NOTES:**

- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBORHOOD.
- UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPARKLER PROTECTION AS REQUIRED.

BASEMENT AREA (GFA EXCLUSION BY LAW (7))
STAIR (GFA EXCLUSION BY LAW (7) & (8) & (9))
GARAGE AND RECYCLING (GFA EXCLUSION BY LAW (7))

ST. GEORGE'S AVENUE

LANE



WEST BUILDING

EAST 2nd STREET



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ISSUE	DATE
1. REVISION / OPA	07 AUGUST 2017
2. REVISION / PANEL	28 SEPTEMBER 2017
3. REVISION / MODIFICATION	25 MARCH 2018

REVISION FOR  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO REVISION DATE  
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ARCHITECTURAL SEAL



PROJECT  
E 2nd ST. & ST. GEORGE'S AVE.

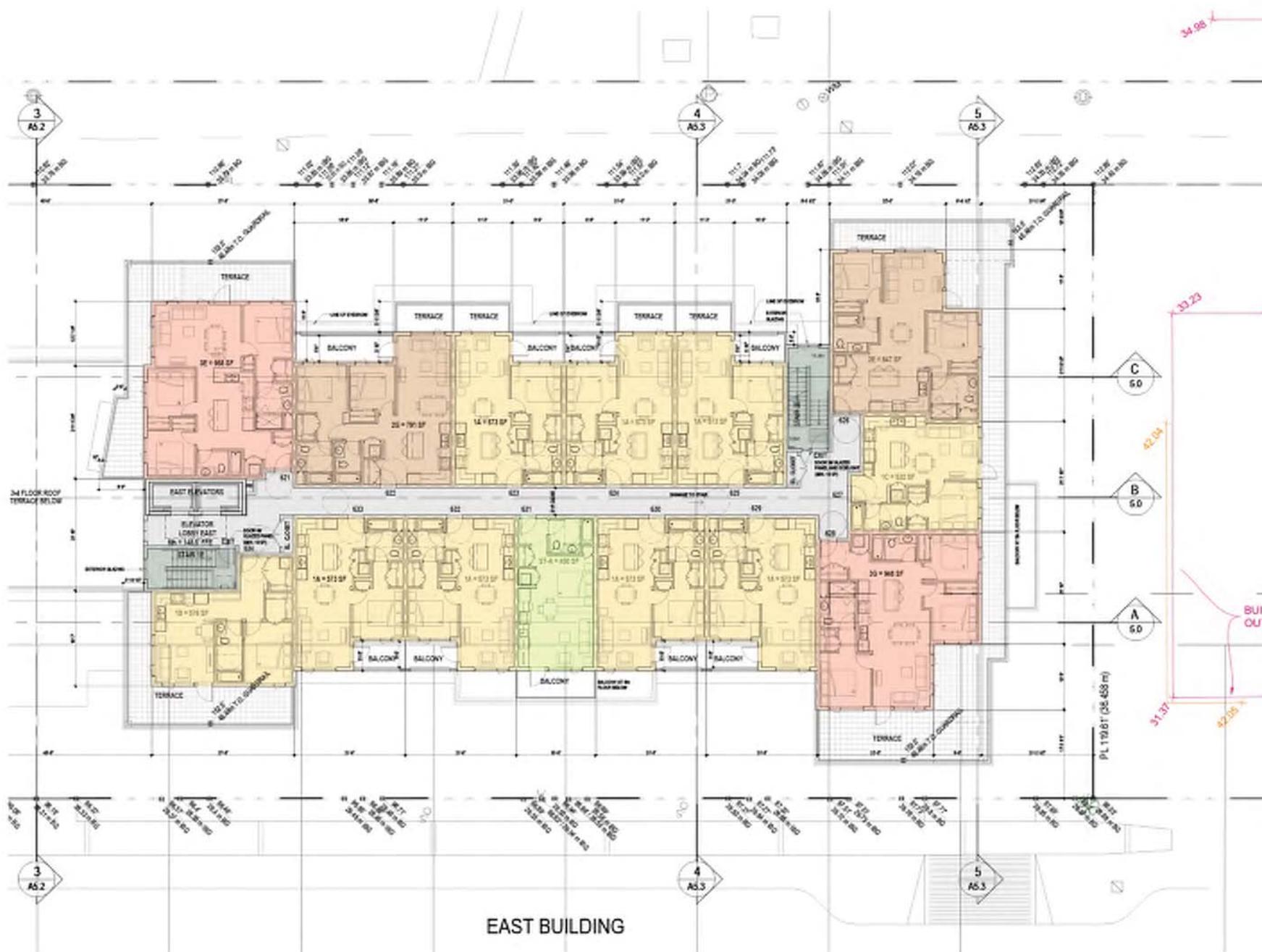
2500 10th STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE  
6TH FLOOR PLAN WEST

DRAWING NO.	1629-AS.5-01ng
SCALE	1/8"=1'-0"
PLANT DATE	MARCH 2018
DRAWN BY	RAU/JJ
CHECKED BY	RH
PROJECT NO.	1629

ENCL. NO.  
**A3.5A**

S.P.A. No. 1



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REVISION	DATE
A. REVISION / OPA	07 AUGUST 2017
B. REVISION / OPA	08 SEPTEMBER 2017
C. REVISION / OPA	25 MARCH 2018

REVISION FOR  
**REZONING RESUBMISSION**  
 24 MARCH 2018

NO REVISIONS DATE

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ARCHITECTURAL SEAL:



PROJECT:  
**E 2nd ST. & ST. GEORGE'S AVE.**

2500 STEELES STREET  
 NORTH VANCOUVER, BC

DRAWING TITLE:  
**6TH FLOOR PLAN EAST**

DRAWING NO.	1629-AS.5-ENG
SCALE	1/8"=1'-0"
PLANT DATE	MARCH 2018
DESIGNER	RAU/JJ
CHECKER	RH
PROJECT NO.	1629

ENCL. NO.  
**A3.5B**

S.P.A. No. 1

ISSUED FOR  
REZONING  
RESUBMISSION  
24 MARCH 2016

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ARCHITECTURAL SEAL:

REALTOR  
GWL REALTY  
ADVISORS

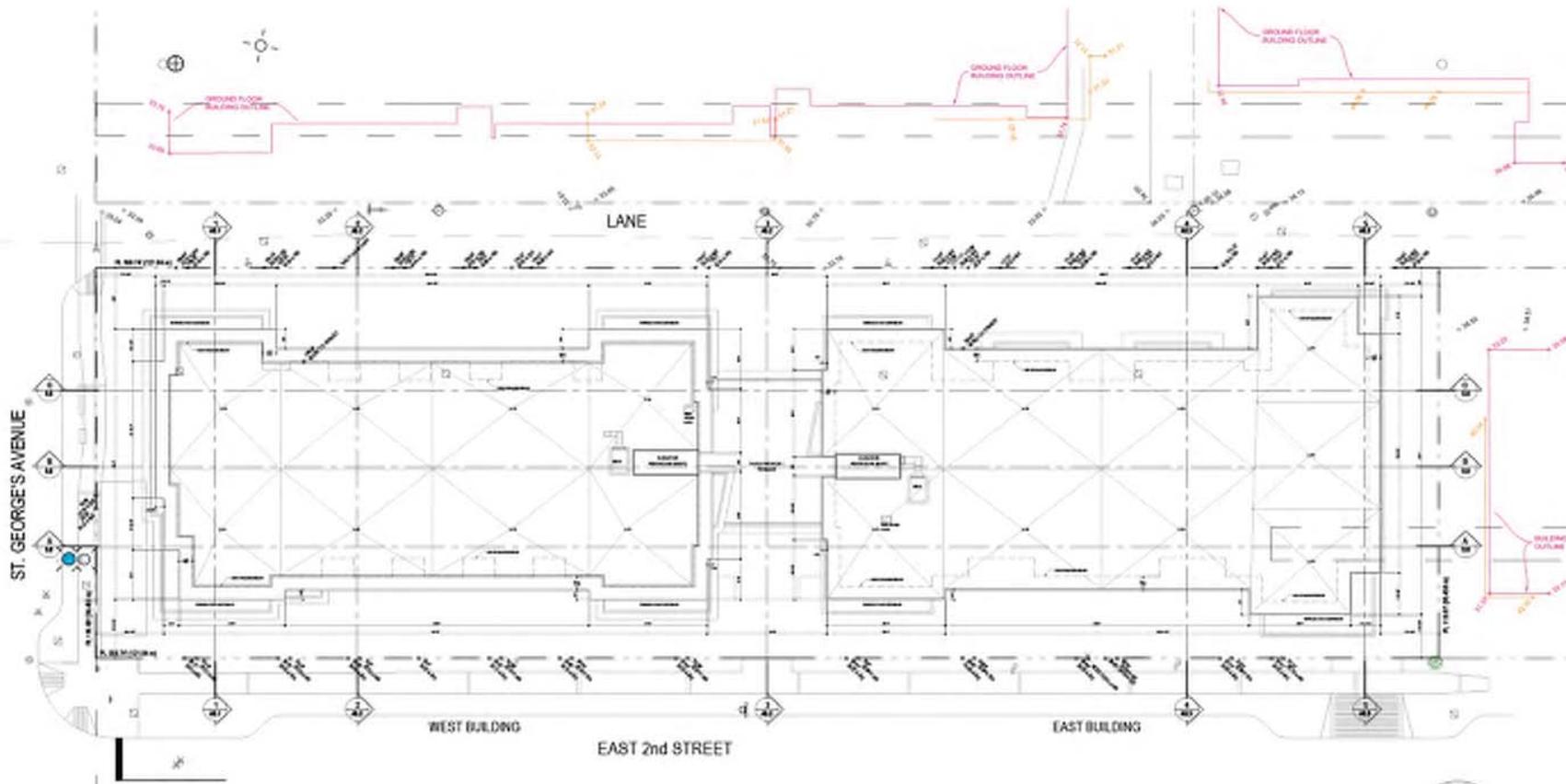
PROJECT:  
E 2nd ST. & ST. GEORGE'S AVE.  
7500 2ND STREET  
NORTH VANCOUVER, BC

DRAWING TITLE:  
ROOF PLAN

DRAWN BY: 1629-AS-B (mg)  
SCALE: 1/32"=1'-0"  
PLOT DATE: MARCH 2016  
DESIGNER: AR/JJ  
CHECKER: PK  
PROJECT NO: 1629

ENCL. NO.  
**A3.6**

S.P. & S.



**GENERAL NOTES:**

1. EXISTING SPACE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY INDEPENDENT REGISTERED LAND SURVEYORS (L.S.), DATES 1-JUNE 08/1.
2. BUILDING SHAPE IS SHOWN AS ONE DRAWING.
3. REFER TO CIVIL DRAWING FOR OFF-GITTS BOXES AND SERVICE CONNECTIONS.
4. REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTING, RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.

**RESIDENTIAL NOTES:**

5. REFER TO THE ROOF PLAN FOR LEVEL 2 ADAPTABILITY FEATURES.
6. PROVIDE REINFORCEMENT IN WALL ASSEMBLY ADJACENT TO A TOILET AND BATHROOM FOR ACCOMMODATION OF FUTURE GRAB BARS.
7. ALL KITCHEN SINKS AND BATHROOMS WITHIN RESIDENTIAL UNITS TO BE PROVIDED WITH LEVER TYPE TRUETS.
8. ALL DOOR EXCEPT SERVICE DOORS TO HAVE LEVER OR PUSH/PULL HANDLE OR ADA APPROVED TYPE.
9. THE DESIGN OF THE BUILDING REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH PART 9.8 OF THE BUILDING REGULATIONS (B.C. REG. 610, 2011).

**PARKING NOTES:**

10. MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
11. UNDERGROUND PARKING IS TO BE ABSOLUTELY VENTILATED.
12. ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, OR SPRINKLER PROTECTION AS REQUIRED.



ST. GEORGE'S AVENUE

LANE

WEST BUILDING

EAST 2nd STREET



Roush Herchhoff Architects

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1 604.689.3262  
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ISSUE	DATE
1. REZONING / OPA	07 AUGUST 2017
2. DESIGN PANEL	28 SEPTEMBER 2017
3. REC OPA RESUBMISSION	23 MARCH 2018

RESUBMITTED  
REZONING  
RESUBMISSION  
24 MARCH 2018

NO REVISIONS DATE:

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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

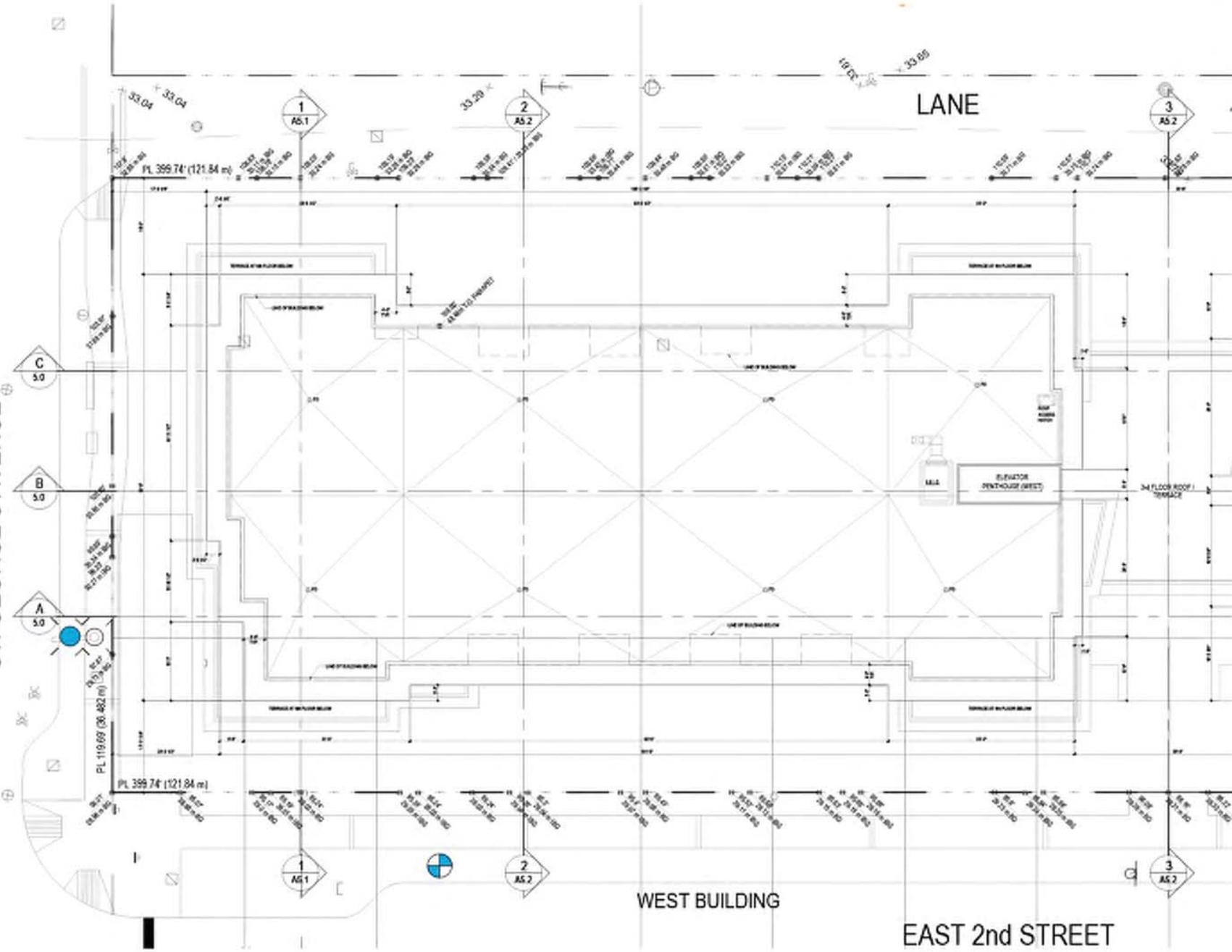
2500 BUELL STREET  
NORTH VANCOUVER, BC

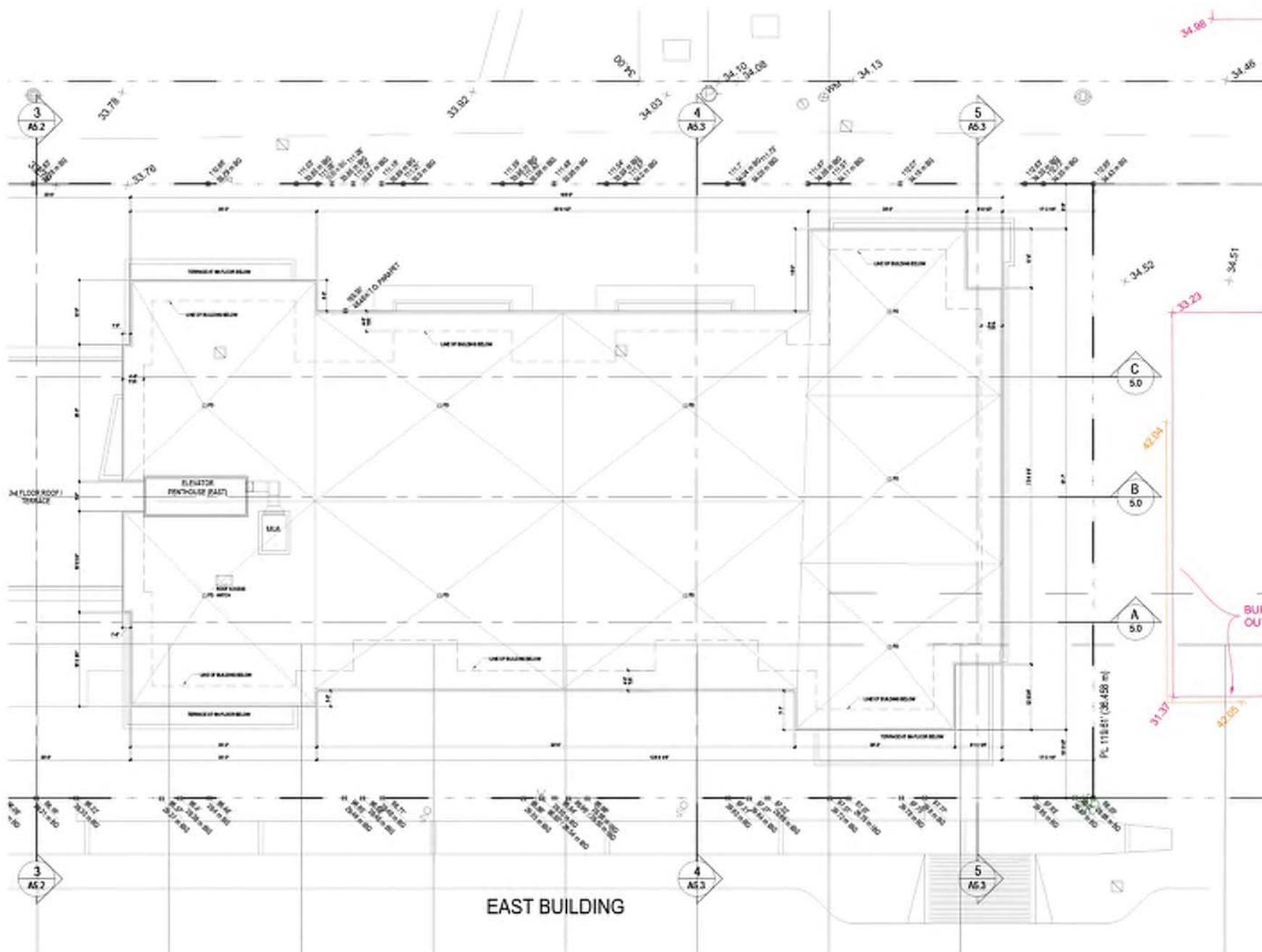
DRAWING TITLE:  
ROOF PLAN WEST

DRAWING:	1829-AS.3.dwg
SCALE:	1/8"=1'-0"
PLANT DATE:	MARCH 2018
DESIGNER:	RAU/JJ
CHECKER:	RH
PROJECT NO.:	1629

ENCL. NO.  
**A3.6A**

S.P.A. No. 1





Routch Herrphill Architects

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 Vancouver, BC Canada  
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ISSUE	DATE
A. REVISION / OPA	07 AUGUST 2017
B. REVISION / OPA	28 FEBRUARY 2017
C. REVISION / OPA	23 MARCH 2018

REVISION FOR  
**REZONING  
 RESUBMISSION**  
 24 MARCH 2018

NO REVISION DATE  
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ARCHITECTURAL SEAL



PROJECT:  
**E 2nd ST. & St. GEORGE'S AVE.**

2500 B STREET  
 NORTH VANCOUVER, BC

DRAWING TITLE:  
**ROOF PLAN EAST**

DRAWING NO.	1629-AS.3-01.dwg
SCALE	1/8"=1'-0"
PROJECT DATE	MARCH 2018
DESIGNER	RAJ/JS
CHECKER	PKH
PROJECT NO.	1629

ENCL. NO.  
**A3.6B**

S.P. A. No. 1

164'-0" TOP OF ELEVATOR  
 (49.98 m)  
 158'-0" FLOOR  
 (48.46 m)  
 148'-0" LEVEL 6  
 (45.26 m)  
 139'-0" LEVEL 5  
 (42.37 m)  
 129'-0" LEVEL 4  
 (39.47 m)  
 122'-0" LEVEL 3  
 (36.58 m)  
 112'-0" LEVEL 2  
 (33.63 m)  
 97'-0" LEVEL 1  
 (29.57 m)  
 88'-0" P1  
 (26.7 m)



WEST BUILDING

EAST BUILDING

SOUTH ELEVATION FACING EAST 2ND STREET

164'-0" TOP OF ELEVATOR  
 (49.98 m)  
 158'-0" FLOOR  
 (48.46 m)  
 148'-0" LEVEL 4  
 (45.26 m)  
 139'-0" LEVEL 3  
 (42.37 m)  
 129'-0" LEVEL 4  
 (39.47 m)  
 122'-0" LEVEL 3  
 (36.58 m)  
 112'-0" LEVEL 2  
 (33.63 m)  
 97'-0" LEVEL 1  
 (29.57 m)



EAST BUILDING

WEST BUILDING

NORTH ELEVATION FACING LANE

3/20/2018 10:48:50 AM  
E:\Users\jg20181201\2018-01-18\_Corridor\1623 Building DP Resubmission\1623



Rosich Hemphill Architects

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ISSUED	DATE
1. PRELIMINARY DPA	07 AUGUST 2017
2. DESIGN PHASE	18 OCTOBER 2017
3. REZONING DPA RESUBMISSION	MARCH 20 2018

ISSUED FOR REZONING/DPA RESUBMISSION MARCH 20 2018

No.	Description	Date
1	REVISION	DATE

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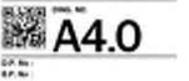
ARCHITECTURAL SEAL:



PROJECT: 2nd AVE & ST. GEORGE'S AVE.

1623 BUILDING  
 NORTH VANCOUVER, BC  
 DRAWING TITLE:  
 SOUTH & NORTH  
 OVERALL  
 ELEVATIONS

BASE FILE: 1623 Building.dwg  
 SCALE: 1/8" = 1'-0"  
 PLOT DATE: MARCH 21 2018  
 DRAWN: JH  
 CHECKED: JH  
 PROJECT NO: 1629



DP No:  
EP No:



SOUTH ELEVATION - WEST BUILDING



SOUTH ELEVATION - EAST BUILDING

**BUILDING MATERIAL LEGEND**

- 1 PAINTED ARCHITECTURAL CONCRETE WITH REVEALS (BM - ESCARPMENT 'CC-023')
- 2 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE
- 3 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK
- 4 SUITE STREET ENTRY DOORS (785)
- 5 ALUMINUM GURO RAILS (BLACK WITH GLASS INSERTS)
- 6 ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
- 7 C/W METAL BRILLE DOOR (BLACK)
- 8 C/W METAL SOLID DOOR (BLACK)
- 9 STEEL MAIN DOOR (BLACK)
- 10 METAL FENCE & GATES (BLACK)
- 11 ARCHITECTURAL CONCRETE PLANTER (SACRED)
- 12 ALUMINUM FRAMED EXIT DOOR (MODIFIED)
- 13 BEADED VINYL SOFFIT (DEXTER - LINEN 'CC-2')

**WEST BUILDING**

- W1 BRICK CLADDING (EX - CRIMSON CREEK)
- W2 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW 'CC-042')
- W3 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT 'CC-058')
- W4 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WHITE DOOR 'CC-17')
- W5 PAINTED WOOD FASCIA (BM - WILLOW 'CC-042')

**EAST BUILDING**

- E1 BRICK CLADDING (DIGITAL MATERIALS 'LIMESTONE SMOOTH')
- E2 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW 'CC-042')
- E3 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT 'CC-058')
- E4 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - MARITIME WHITE 'CC-0')
- E5 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WHITE DOOR 'CC-17')
- E6 PAINTED WOOD FASCIA (BM - WILLOW 'CC-042')



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ISSUED	DATE
1. REVISION: RFA	07 AUGUST 2017
2. DESIGN PANEL	14 OCTOBER 2017
3. REVISION: DPA RESUBMISSION	MARCH 20 2018

ISSUED FOR  
**REZONING / DPA  
 RESUBMISSION**  
 04/03/2018

No.	Description	Date
REVISION		DATE

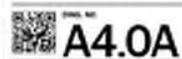
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ARCHITECTURAL SEAL:



PROJECT  
 @ 2nd AVE & ST. GEORGE'S AVE.  
 1011 BURNHAMTHORPE RD.  
 DRAWING TITLE  
**SOUTH ELEVATIONS**

DATE PLOT: 10/03/2018  
 SCALE: As Indicated  
 PLOT DATE: MARCH 21 2018  
 DRAWING TITLE: SOUTH ELEVATIONS  
 CHECKED: JH  
 PROJECT NO: 1629



D.P. No. 1629  
 R.P. No.



NORTH ELEVATION EAST BUILDING



NORTH ELEVATION WEST BUILDING

**BUILDING MATERIAL LEGEND**

- 1 PRINTED ARCHITECTURAL CONCRETE WITH REVEALS (BR - ESCARPMENT 'CC-518')
- 2 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE
- 3 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK
- 4 SUITE STREET ENTRY DOORS (TRD)
- 5 ALUMINUM GLASS RAILS (BLACK WITH GLASS INSERTS)
- 6 ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
- 7 0/1H METAL GRILLE DOOR (BLACK)
- 8 0/1H METAL SOLID DOOR (BLACK)
- 9 STEEL MAIN DOOR (BLACK)
- 10 METAL FENCE & GATES (BLACK)
- 11 ARCHITECTURAL CONCRETE PLANTER (BLACK)
- 12 ALUMINUM FRAMED EXIT DOOR (ANODIZED)
- 13 BEADED VINYL SOFFIT (GENTEK - LINEN '012')

**WEST BUILDING**

- W1 BRICK CLADDING (CL - CRIMSON CREEK)
- W2 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - WILLOW 'CC-542')
- W3 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - ESCARPMENT 'CC-518')
- W4 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - WHITE DOVE 'CC-13')
- W5 PRINTED WOOD FASCIA (BR - WILLOW 'CC-542')

**EAST BUILDING**

- E1 BRICK CLADDING (NATURAL MATERIALS - LIMESTONE SMOOTH)
- E2 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - WILLOW 'CC-542')
- E3 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - ESCARPMENT 'CC-518')
- E4 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - MARITIME WHITE 'CC-8')
- E5 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BR - WHITE DOVE 'CC-13')
- E6 PRINTED WOOD FASCIA (BR - WILLOW 'CC-542')



Rousch Hemphill Architects

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V6A 1G1

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www.rhaarchitects.ca

ISSUED	DATE
1. REVIEW / RFA	07 AUGUST 2017
2. DESIGN PANEL	14 OCTOBER 2017
3. REVISION / RFA	MARCH 20 2018
REVISIONS	

ISSUED FOR  
REZONING / DPA  
RESUBMISSION  
MARCH 20 2018

No.	Description	Date
1	REVISION	DATE

ARCHITECTURAL SEAL:



PROJECT  
6 2nd AVE & ST. GEORGE'S AVE.

100 HURONTARIO ST. TORONTO, ONT. M5S 1A5

DRAWING TITLE  
NORTH ELEVATIONS

DATE PLOT: 10/24/2018

SCALE: As Indicated

PLOT DATE: MARCH 21 2018

DESIGNER: JH

CHECKED: JH

PROJECT NO. 1629



D.P. No.

R.P. No.



WEST ELEVATION FACING ST. GEORGE AVENUE



EAST ELEVATION

**BUILDING MATERIAL LEGEND**

- 1 PRINTED ARCHITECTURAL CONCRETE WITH REVEALS (BR - ESCARPMENT 'CC-018')
- 2 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE
- 3 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK
- 4 SUITE STREET ENTRY DOORS (TRD)
- 5 ALUMINUM GUARD RAILS (BLACK WITH GLASS INSERTS)
- 6 ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
- 7 0.14 METAL GRILLE DOOR (BLACK)
- 8 0.14 METAL SOLID DOOR (BLACK)
- 9 STEEL MAN DOOR (BLACK)
- 10 METAL FENCE & GATES (BLACK)
- 11 ARCHITECTURAL CONCRETE PLANTER (SACKED)
- 12 ALUMINUM FRAMED EXIT DOOR (UNWOODED)
- 13 SEALED VINYL SOFFIT (BENTEK - LINEN '0112')

**WEST BUILDING**

- W1 BRICK CLADDING (BR - 'CRIMSON CREEK')
- W2 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - WILLOW 'CC-542')
- W3 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - ESCARPMENT 'CC-018')
- W4 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - WHITE DOVE 'CC-13')
- W5 PRINTED WOOD FASCIA (BR - WILLOW 'CC-542')

**EAST BUILDING**

- E1 BRICK CLADDING (INITIAL MATERIALS 'LIMESTONE SMOOTH')
- E2 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - WILLOW 'CC-542')
- E3 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - ESCARPMENT 'CC-018')
- E4 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - MARAFIRE WHITE 'CC-9')
- E5 CERAMITOUS PANEL W/ REVEALS & TRIM (BR - WHITE DOVE 'CC-13')
- E6 PRINTED WOOD FASCIA (BR - WILLOW 'CC-542')



Rosatch Hemphill Architects

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ISSUED:	DATE:
1. REVISION: DPA	07 AUGUST 2017
2. DESIGN PANEL	14 OCTOBER 2017
3. REVISION: DPA	MARCH 20 2018
REVISIONS:	

ISSUED FOR  
REZONING/DPA  
RESUBMISSION  
MARCH 20 2018

No.	Description	Date
Revisions:		

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ARCHITECTURAL SEAL:



PROJECT  
6 2nd AVE & ST. GEORGE'S AVE.

30-0164-0001  
NORTH VANCOUVER, BC

DRAWING TITLE

EXTERIOR SIDE  
ELEVATIONS

DATE PLOT: 10/26/2018 10:10:10 AM

SCALE: As Indicated

PLOT DATE: MARCH 21 2018

DESIGNER: JH

CHECKED: JH

PROJECT NO. 1629

DWG. NO.

**A4.1**

D.P. No.

E.P. No.



EAST BUILDING WEST ELEVATION



WEST BUILDING EAST ELEVATION

**BUILDING MATERIAL LEGEND**

- 1 PAINTED ARCHITECTURAL CONCRETE WITH REVEALS (BM - ESCARPMENT "CC-02B")
- 2 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE
- 3 DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK
- 4 SUITE STREET ENTRY DOORS (F&C)
- 5 ALUMINUM GUARD RAILS (BLACK WITH GLASS INSERTS)
- 6 ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
- 7 0/1" METAL GRILLE DOOR (BLACK)
- 8 0/1" METAL SOLID DOOR (BLACK)
- 9 STEEL MAN DOOR (BLACK)
- 10 METAL FENCE & GATES (BLACK)
- 11 ARCHITECTURAL CONCRETE PLANTER (BLACK)
- 12 ALUMINUM FRAMED EXIT DOOR (ANODIZED)
- 13 BEADED VINYL SOFFIT (DENTEX - LINEN "GL2")

**WEST BUILDING**

- W1 BRICK CLADDING (XL "DRINKING CREEK")
- W2 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-842")
- W3 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-02B")
- W4 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WHITE DOVE "CC-17")
- W5 PAINTED WOOD FACIA (BM - WILLOW "CC-842")

**EAST BUILDING**

- E1 BRICK CLADDING (MUTUAL MATERIALS "LIMESTONE SMOOTH")
- E2 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-842")
- E3 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-02B")
- E4 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - MARATIME WHITE "CC-0")
- E5 CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WHITE DOVE "CC-17")
- E6 PAINTED WOOD FACIA (BM - WILLOW "CC-842")



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ISSUED:	DATE:
1. PERMITS / DPA	07 AUGUST 2017
2. DESIGN PANEL	14 OCTOBER 2017
3. REZONING / DPA RESUBMISSION	MARCH 20 2018

ISSUED FOR  
REZONING / DPA  
RESUBMISSION  
MARCH 20 2018

No.	Description	Date
1	REVISION	DATE

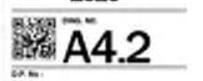
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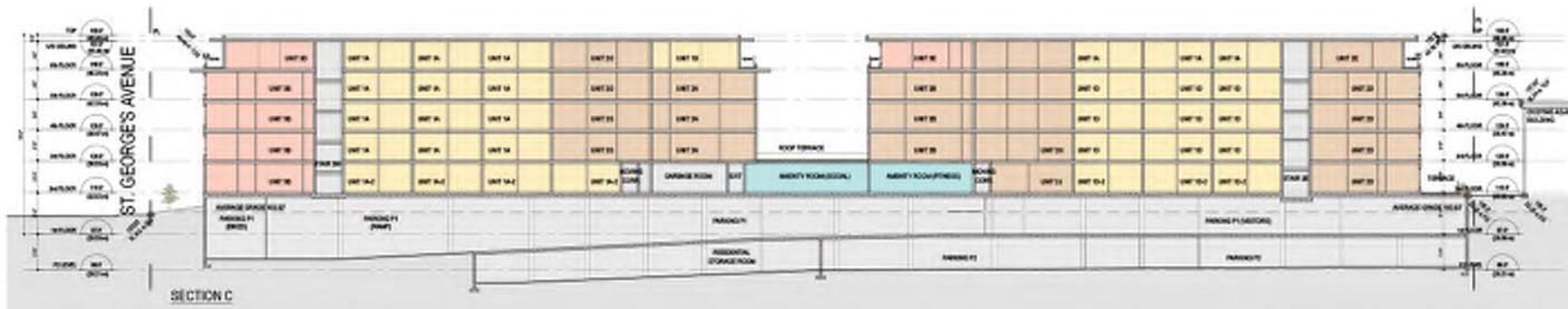
PROJECT: 2nd AVE & ST. GEORGE'S AVE.

PROPERTY: 10711 HUNTER ST, VANCOUVER, BC  
DRAWING FILE: COURTYARD ELEVATIONS

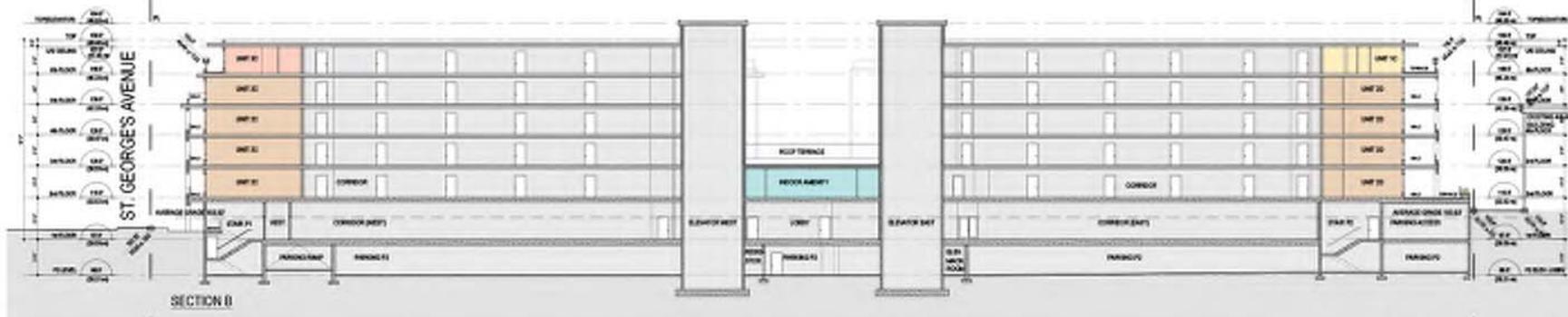
DATE PLOT: 10/26/2017  
SCALE: As Indicated  
PLOT DATE: MARCH 21 2018  
DESIGNER: JH  
CHECKER: JH/2018  
PROJECT NO: 1629



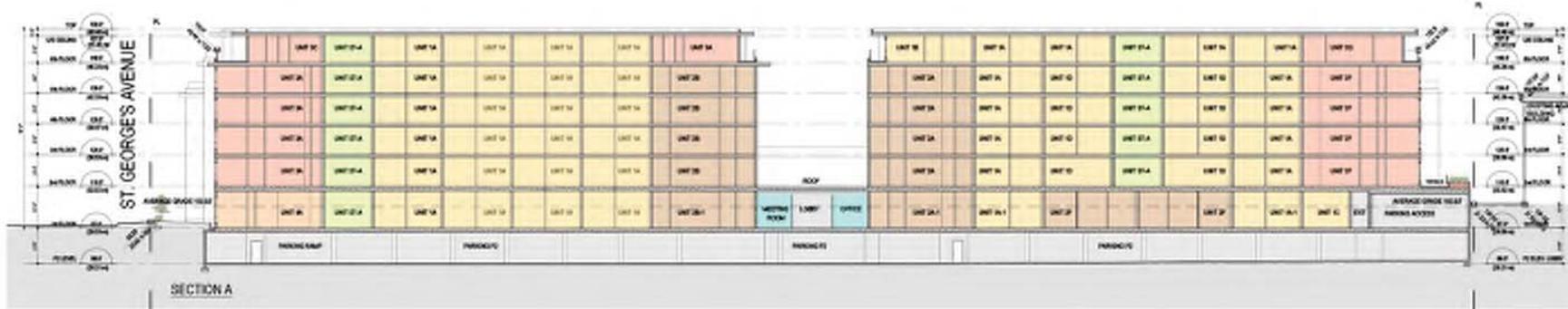
D.P. No. / S.P. No.



SECTION C



SECTION B



SECTION A



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ISSUE	DATE
1. REVISION / QPA	27 AUGUST 2017
2. DESIGN PANEL	28 SEPTEMBER 2017
3. REC/CPA APPROVAL	25 MARCH 2018

ISSUED FOR  
**REZONING / DP  
RESUBMISSION**  
24 MARCH 2018

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ARCHITECTURAL SEAL



PROJECT  
**E 2nd ST. & St. GEORGES AVE.**

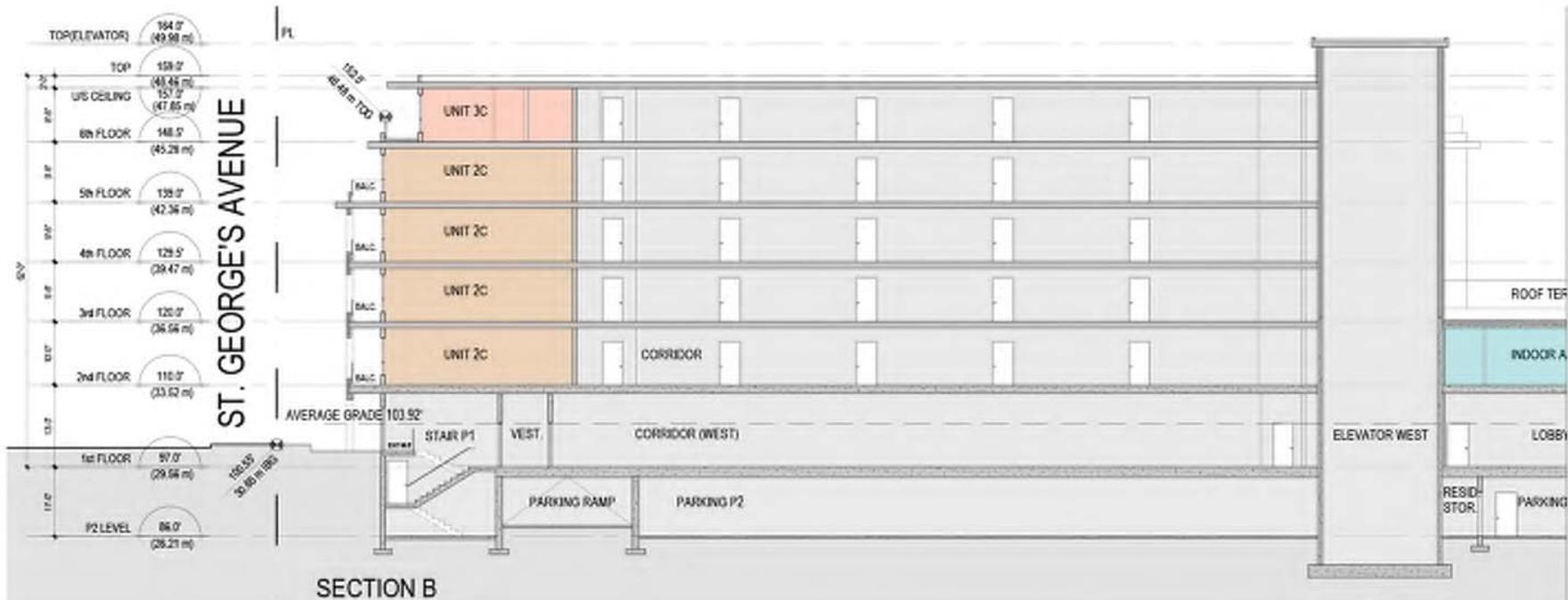
2500 W. 10TH STREET  
Vancouver, BC

DRAWING TITLE  
**BUILDING SECTIONS  
A, B & C**

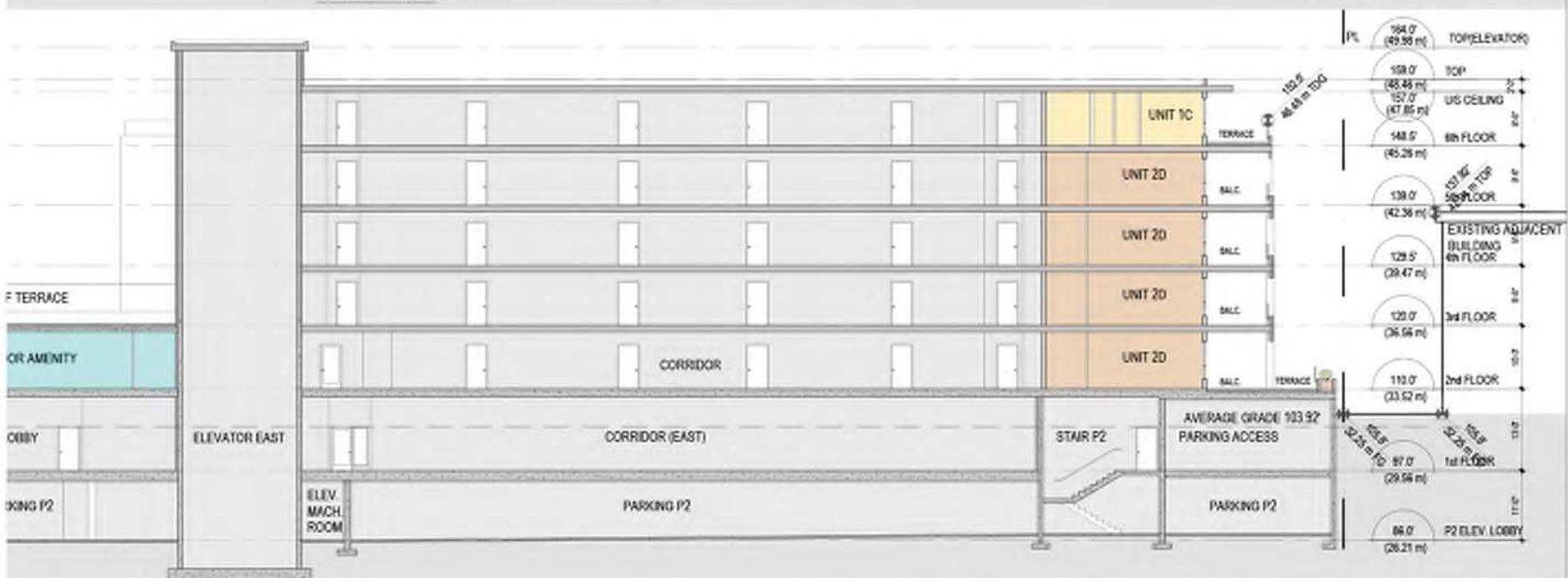
DRAWING NO. 1629-AS-B-04g  
SCALE: 1/32"=1'-0"  
PLOT DATE: MARCH 2018  
DESIGNER: RJK  
PROJECT NO. 1629

ENCL. NO.  
**A5.0**  
S.P. & N.L.





SECTION B



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REVISION	DATE
A. REVISION / QPA	27 AUGUST 2017
B. REVISION / P&E	28 SEPTEMBER 2017
C. REC/CPA REVISIONS	25 MARCH 2018

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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

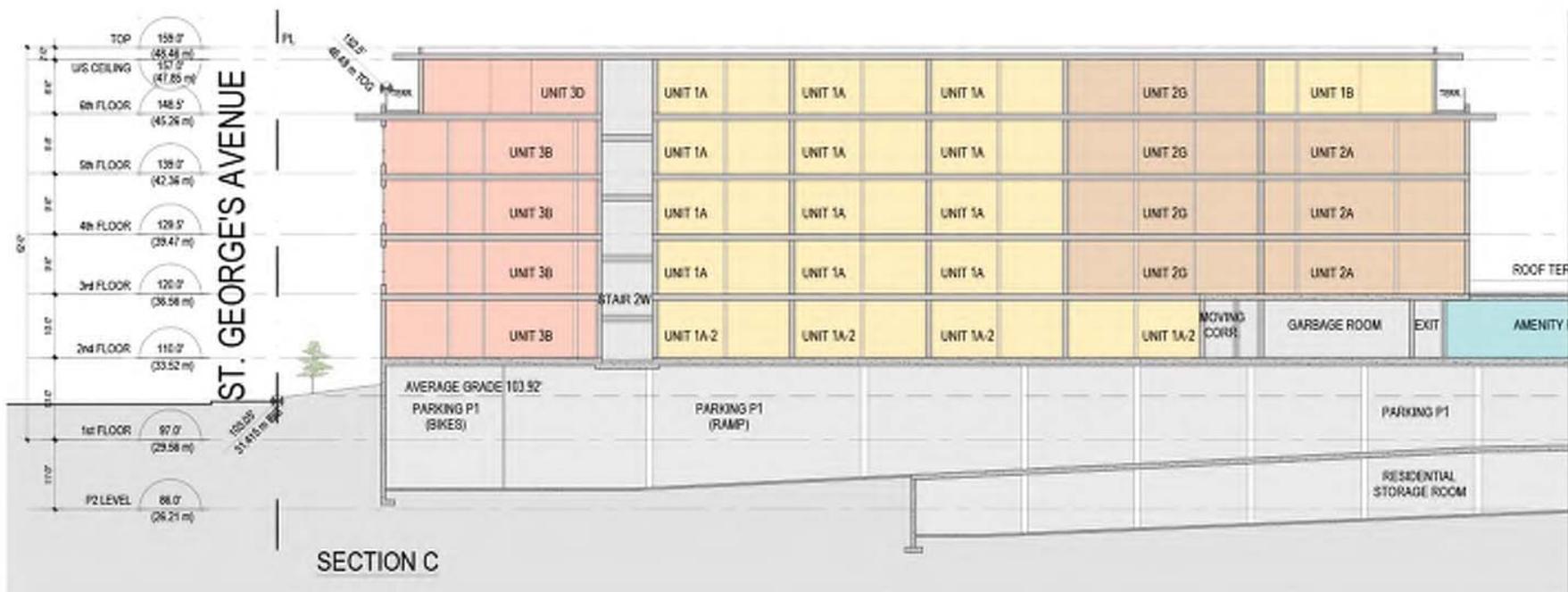
2700 BUELL STREET  
NORTH VANCOUVER, B.C.

DRAWING TITLE:  
BUILDING SECTION B

DRAWING NO.	1629-AS-B-010g
SCALE	1/8"=1'-0"
PLANT DATE	MARCH 2018
DRAWN BY	RJK
CHECKED BY	RJK
PROJECT NO.	1629

ENCL. NO.  
**A5.0B**

S.P. & S.L.



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DATE: 27 MARCH 2017  
 DRAWN BY: J. HARRIS  
 CHECKED BY: J. HARRIS

REVISION FOR  
 REZONING / DP  
 RESUBMISSION  
 24 MARCH 2016

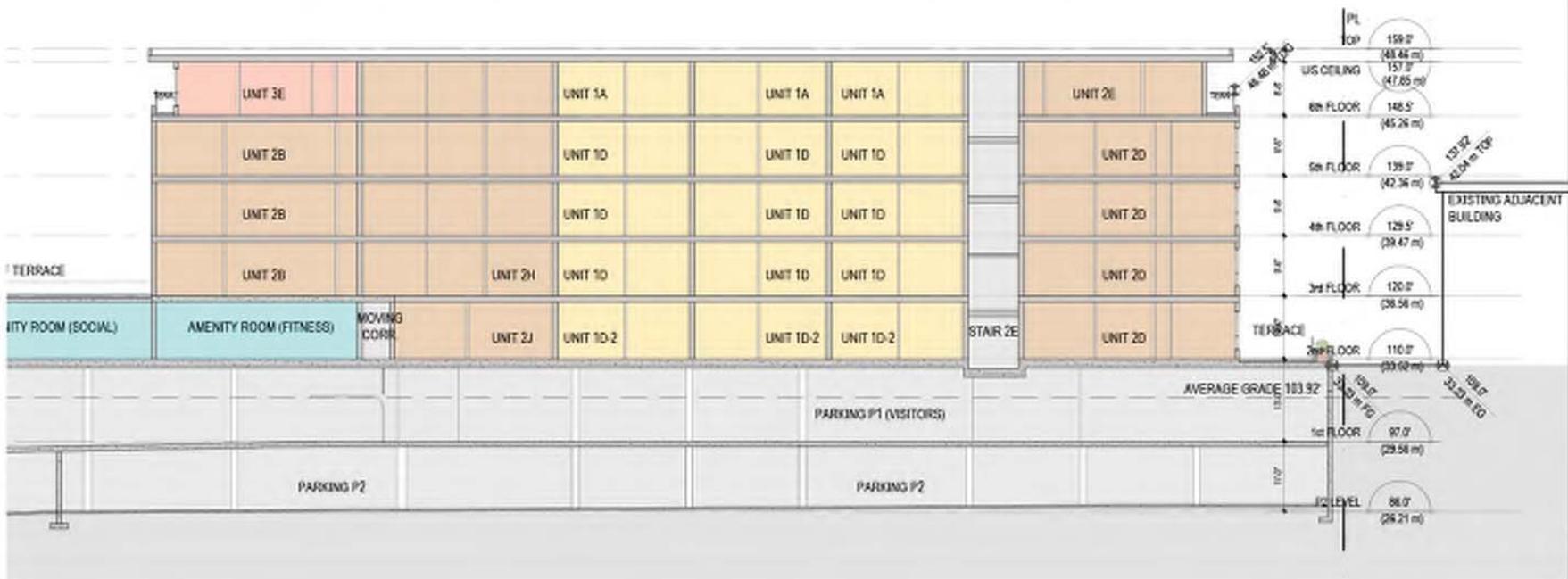
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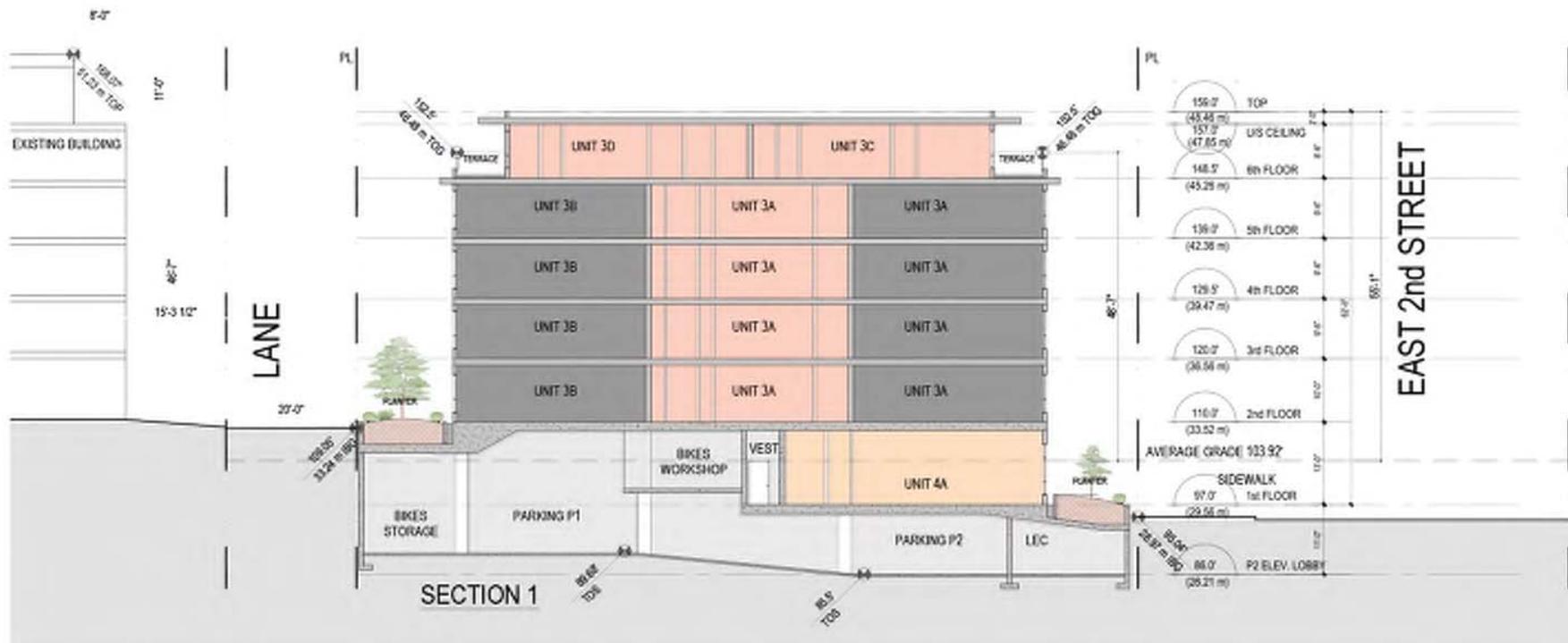


PROJECT:  
 E 2nd ST. & ST. GEORGE'S AVE.  
 2500 E 2ND STREET  
 NORTH VANCOUVER, BC  
 DRAWING TITLE:  
 BUILDING SECTION C

DRAWING NO.: 1629-AS-B-010  
 SCALE: 1/8"=1'-0"  
 PLOT DATE: MARCH 2016  
 DRAWN BY: JH  
 CHECKED BY: JH  
 PROJECT NO.: 1629

ENCL. NO.  
**A5.0C**  
 S.P.A. No. 1





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REVISED	DATE
A. REVISION / QPA	27 MARCH 2017
B. REVISION / QPA	28 FEBRUARY 2017
C. REVISION / QPA	25 MARCH 2016

REVISION FOR  
**REZONING / DP  
 RESUBMISSION**  
 24 MARCH 2016

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ARCHITECTURAL SEAL



PROJECT  
 E 2nd ST. & St. GEORGE'S AVE.

2500 10 STREET  
 NORTH VANCOUVER, B.C.

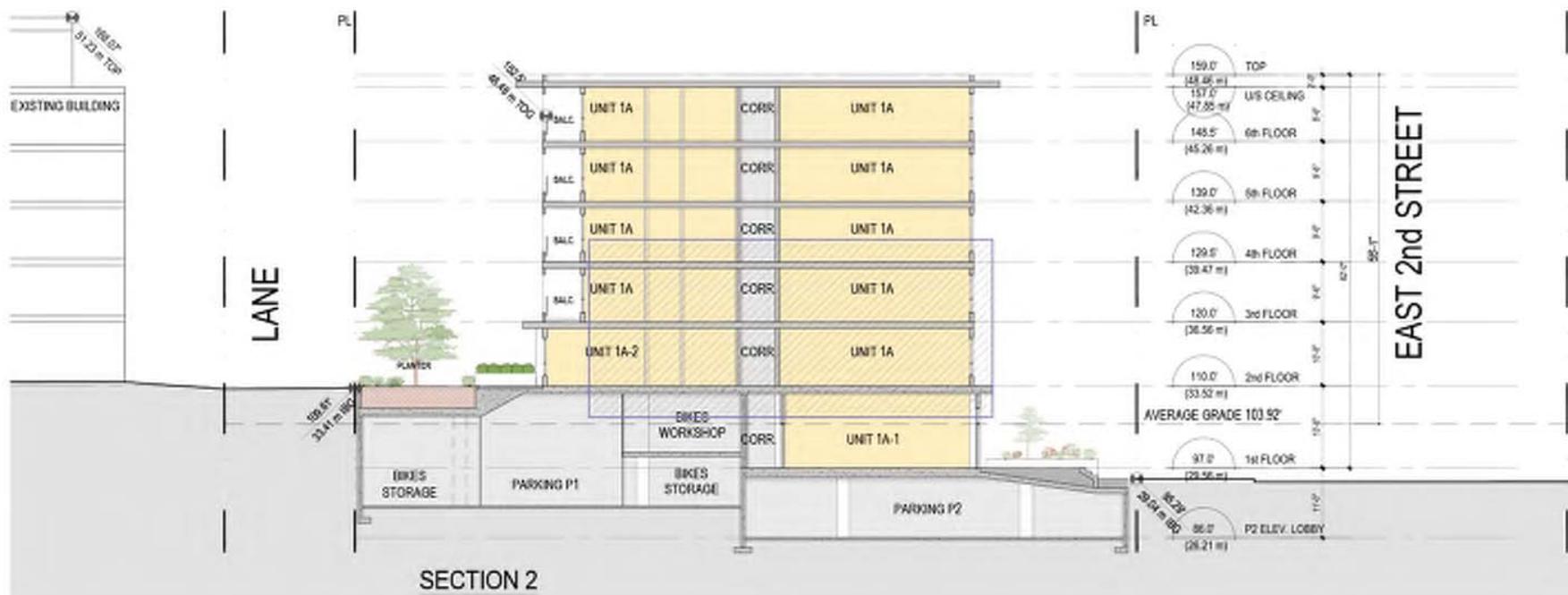
DRAWING TITLE  
**BUILDING SECTION 1**

DRAWING NO. 1629-AS-0-01mg  
 SCALE: 1/8"=1'-0"  
 PLOT DATE: MARCH 2016  
 DRAWN BY: JAC  
 CHECKED BY: PKH

PROJECT NO. 1629

ENCL. NO.  
**A5.1**

S.P.A. No.



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ISSUE: DATE:  
1. REVISION / QPA 07 AUGUST 2017  
2. REVISION / QPA 08 SEPTEMBER 2017  
3. REVISION / REVISION 25 MARCH 2018

ISSUED FOR  
REZONING / DP  
RESUBMISSION  
24 MARCH 2018

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ARCHITECTURAL SEAL



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

2500-100 STREET  
NORTH VANCOUVER, BC

DRAWING TITLE:  
BUILDING SECTIONS 2 & 3

DRAWING: 1629-AS-0.dwg

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

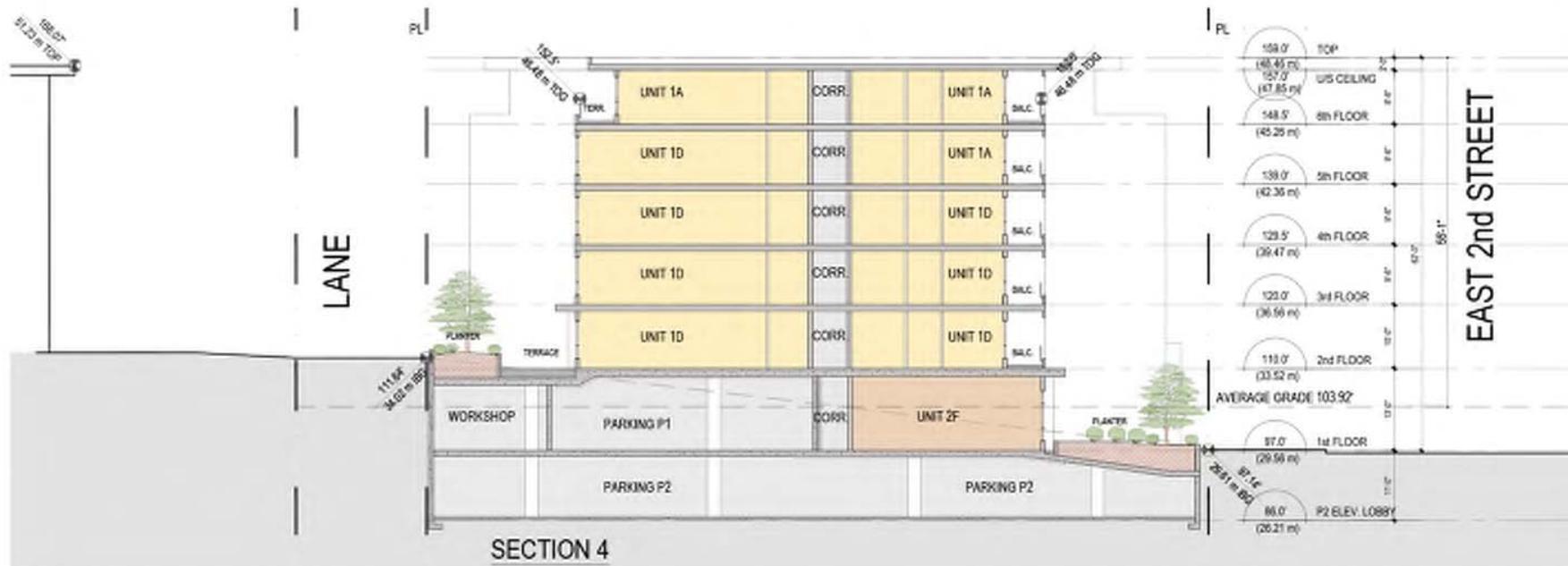
PLANT DATE: MARCH 2018

DESIGNER: RHA

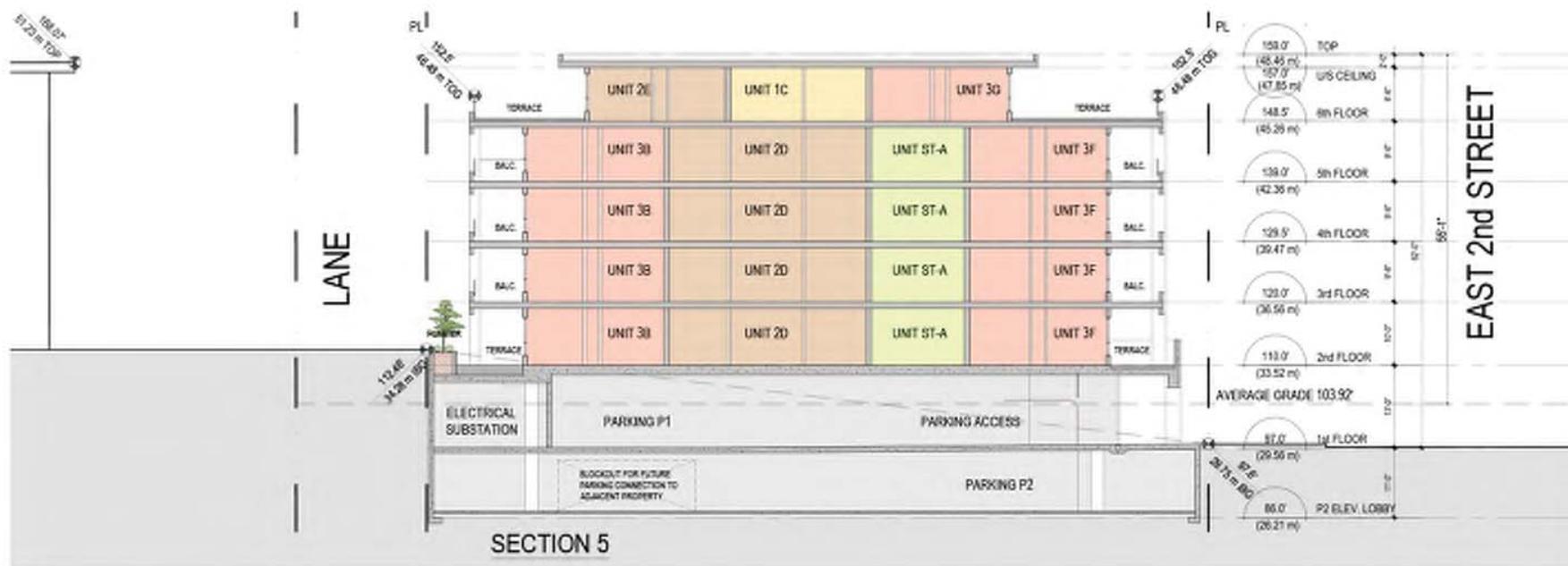
PROJECT NO.: 1629

ENCL. NO. A5.2

S.P.A. No. 1



SECTION 4



SECTION 5



Routch Herruphill Architects

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Vancouver, BC Canada  
V6A 1G1

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ISSUED: DATE:  
A. REVISION / QPA: 07 MARCH 2017  
B. REVISION / QPA: 08 FEBRUARY 2017  
C. REVISION / QPA: 03 MARCH 2018

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24 MARCH 2018

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ARCHITECTURAL SEAL:



PROJECT:  
E 2nd ST. & St. GEORGE'S AVE.

2500 STEELES STREET  
NORTH VANCOUVER, BC

DRAWING TITLE:  
BUILDING SECTIONS 4 & 5

DRAWING: 1629-AS-0-0mg

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

PLANT DATE: MARCH 2018

DESIGNER: RJK

PROJECT NO.: 1629

ENCL. NO.:  
**A5.3**

S.P.A. No. 1





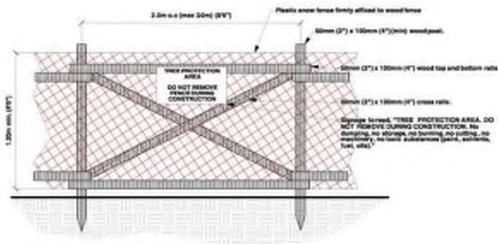
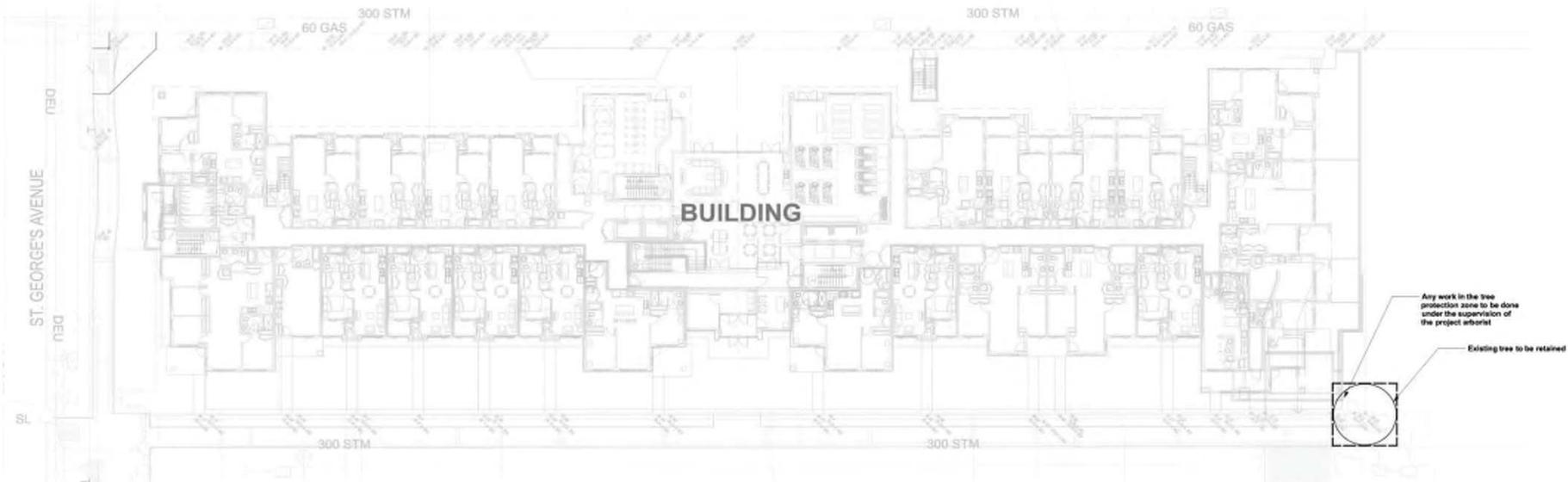












1 Tree Protection Fencing  
Scale: 1:25



March 25, 2018	EP Resubmission
Sept 28 17	ADP Review
Aug 18 17	For RZ Submittal
April 18 17	Preliminary Review

Revisions:

**Jonathan Lowe Ltd.**  
Landscape Architecture

4132 - 3663 W 2nd Ave.  
Vancouver, B.C. V6J 3N3  
Ph: 604-684-1004  
E-mail: info@jonathanelowe.com

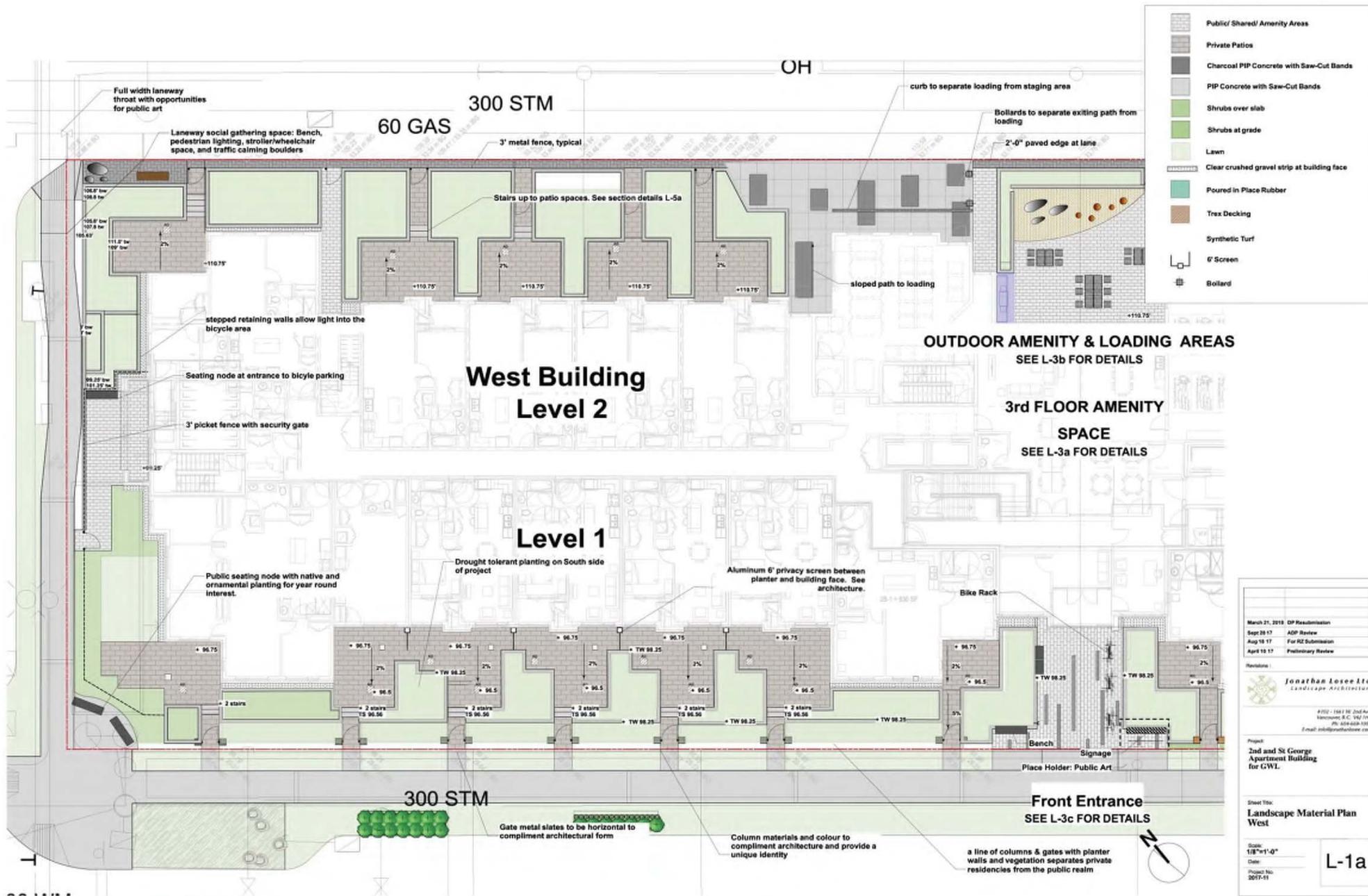
Project:  
**2nd and St George  
Apartment Building  
for GWL**

Sheet Title:  
**Tree Protection Plan  
Grading**

Scale:  
1:200

Date:  
February 2019-11

**L-0**



Full width laneway throat with opportunities for public art

Laneway social gathering space: Bench, pedestrian lighting, stroller/wheelchair space, and traffic calming boulders

60 GAS

300 STM

3' metal fence, typical

Stairs up to patio spaces. See section details L-5a

curb to separate loading from staging area

Bollards to separate exiting path from loading

2'-0" paved edge at lane

sloped path to loading

**OUTDOOR AMENITY & LOADING AREAS**  
SEE L-3b FOR DETAILS

**3rd FLOOR AMENITY SPACE**  
SEE L-3a FOR DETAILS

**West Building Level 2**

stepped retaining walls allow light into the bicycle area

Seating node at entrance to bicycle parking

3' picket fence with security gate

**Level 1**

Public seating node with native and ornamental planting for year round interest.

Drought tolerant planting on South side of project

Aluminum 6" privacy screen between planter and building face. See architecture.

Bike Rack

2 stairs

Bench

Signage

Place Holder: Public Art

300 STM

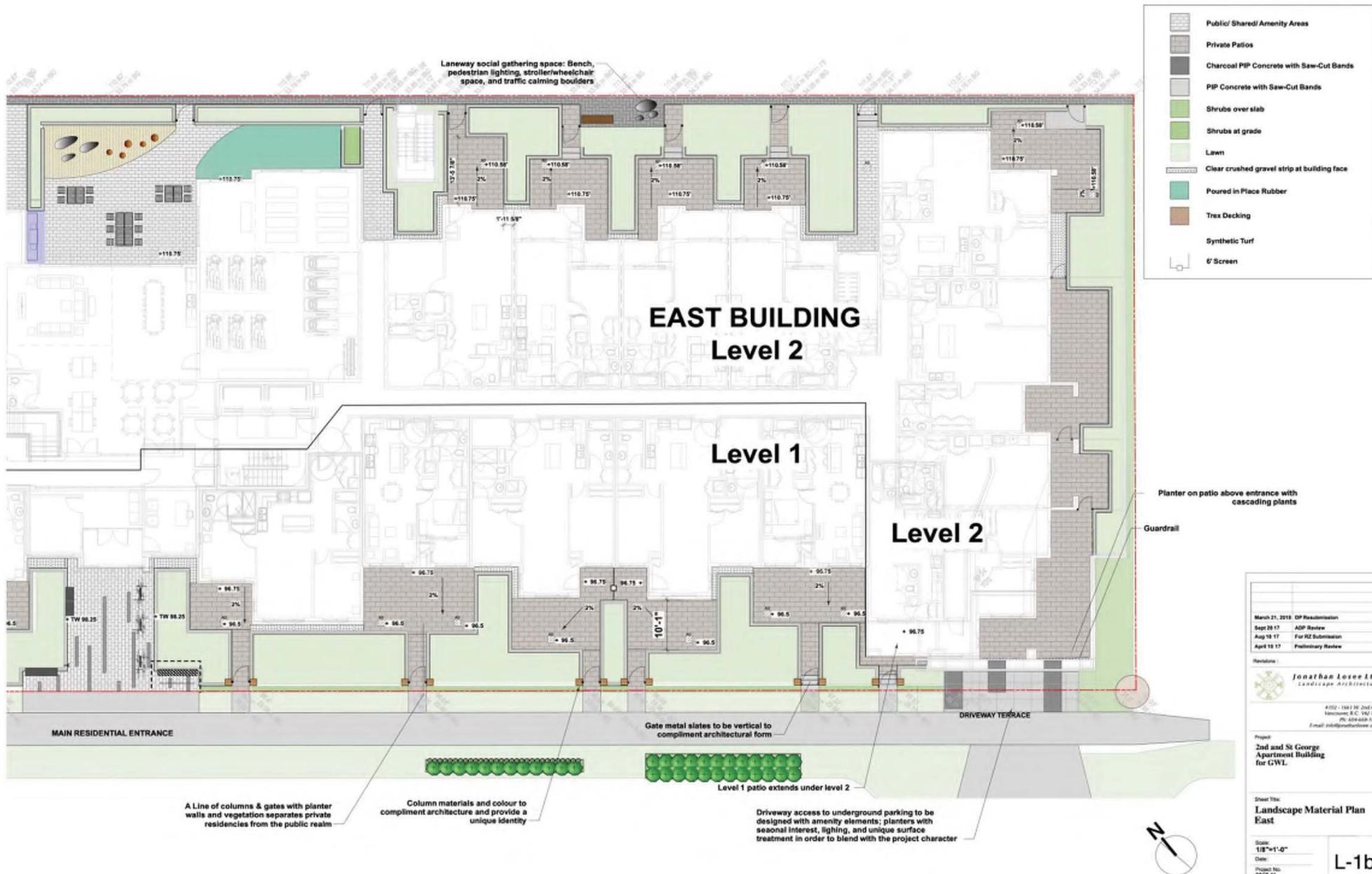
Gate metal slates to be horizontal to compliment architectural form

Column materials and colour to compliment architecture and provide a unique identity

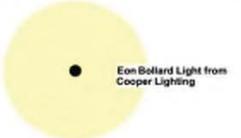
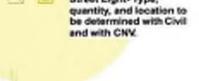
a line of columns & gates with planter walls and vegetation separates private residences from the public realm

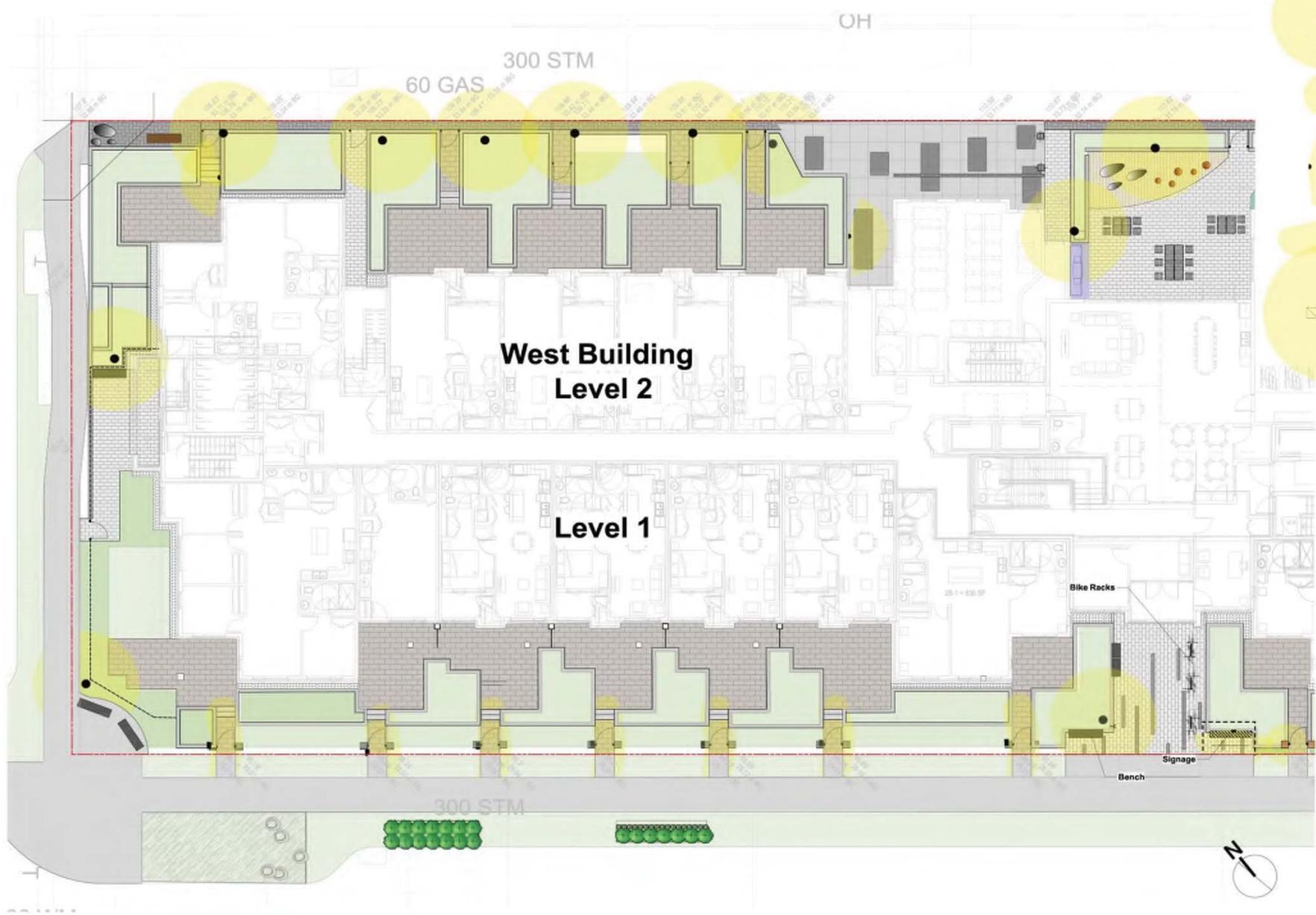
**Front Entrance**  
SEE L-3c FOR DETAILS





**MATERIALS**

-  Eon Bollard Light from Cooper Lighting
-  Ornamental Entry Lighting TBD
-  Zuma 1201 Square Step Light-coordinate lighting levels with Code for exiting requirements
-  Ornamental Entry Lighting TBD
-  Street Light- Type, quantity, and location to be determined with Civil and with CNV.



March 21, 2019	DP Resubmission
Sept 28 17	ADP Review
Aug 18 17	For R2 Submission
April 18 17	Preliminary Review

Revised by:

**Jonathan Loeve Ltd.**  
Landscape Architecture

#102 - 1047 St. David Ave.  
Vancouver, B.C. V6E 1V5  
PH: 604-689-1093  
Email: info@jonathanloeve.com

Project:  
2nd and St George  
Apartment Building  
for GWL.

Sweet Title:  
**Landscape Lighting Plan  
West**

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

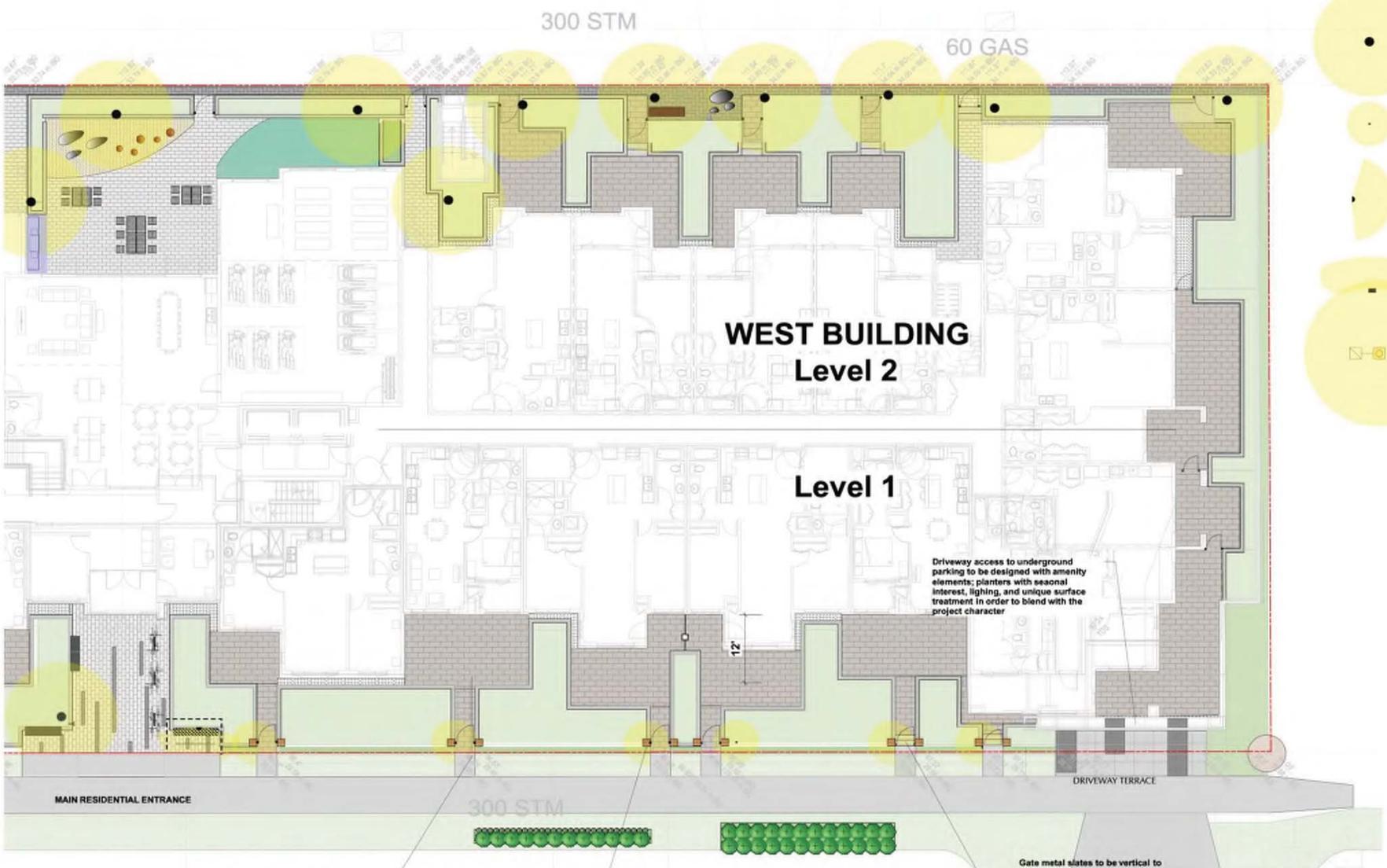
Date:

Project No:  
2017-11

**L-1c**

**MATERIALS**

-  Eon Bollard Light from Cooper Lighting
-  Westwood Overhead Light by Cooper Lighting
-  Zuma 1201 Square Step Light. Coordinate lighting levels with Code for exiting requirements
-  Eon Bollard Light with cut offs
-  Street Light- Type, quantity, and location to be determined with Civil and with CNV.



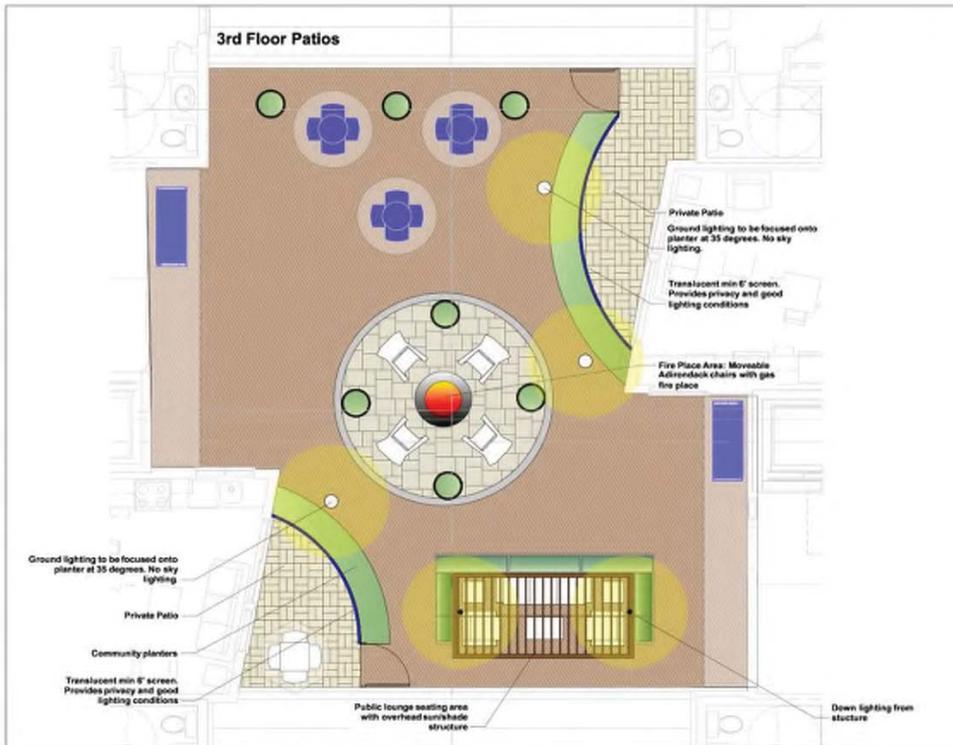
A Line of columns & gates with planter walls and vegetation separates private residences from the public realm

Column materials and colour to compliment architecture and provide a unique identity

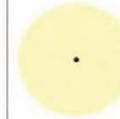
Gate metal slates to be vertical to compliment architectural form

March 21, 2019	DP Re-submission
Sept 28, 17	ADP Review
Aug 18, 17	For R2 Submission
April 18, 17	Preliminary Review
Revisions:	
<b>Jonathan Loeve Ltd.</b> Landscape Architecture	
#102 - 1847 St. 2nd Ave. Vancouver, B.C. V6L 1K5 PH: 604-689-1093 Email: jon@jonathanloeve.com	
Project: 2nd and St George Apartment Building for GWL	
Sheet Title: <b>Landscape Lighting Plan East</b>	
Scale: 1/8" = 1'-0"	<b>L-1d</b>
Date:	
Project No: 2017-11	





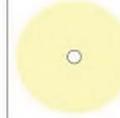
## MATERIALS



**Lanterra 1004 LED,  
Accent and Flood**



[http://www.cosparindustries.com/content/public/lighting/products/landscape\\_lighting/accent\\_flood\\_021183.html](http://www.cosparindustries.com/content/public/lighting/products/landscape_lighting/accent_flood_021183.html)



**Monaco 3002 inground lights  
@ 35 degrees-No direct sky  
light.**



[http://www.cosparindustries.com/content/dam/public/lighting/products/images/lanterra220x220\\_image031472.jpg](http://www.cosparindustries.com/content/dam/public/lighting/products/images/lanterra220x220_image031472.jpg)

March 21, 2019: DP Resubmission  
Sept 28, 17: ADP Review  
Aug 18, 17: For R2 Submission  
April 18, 17: Preliminary Review

Revisions:

**Jonathan Lasee Ltd.**  
Landscape Architecture

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Project:  
**2nd and St George  
Apartment Building  
for GWL**

Sheet Title:  
**Landscape Lighting Plan  
Patio Roof**

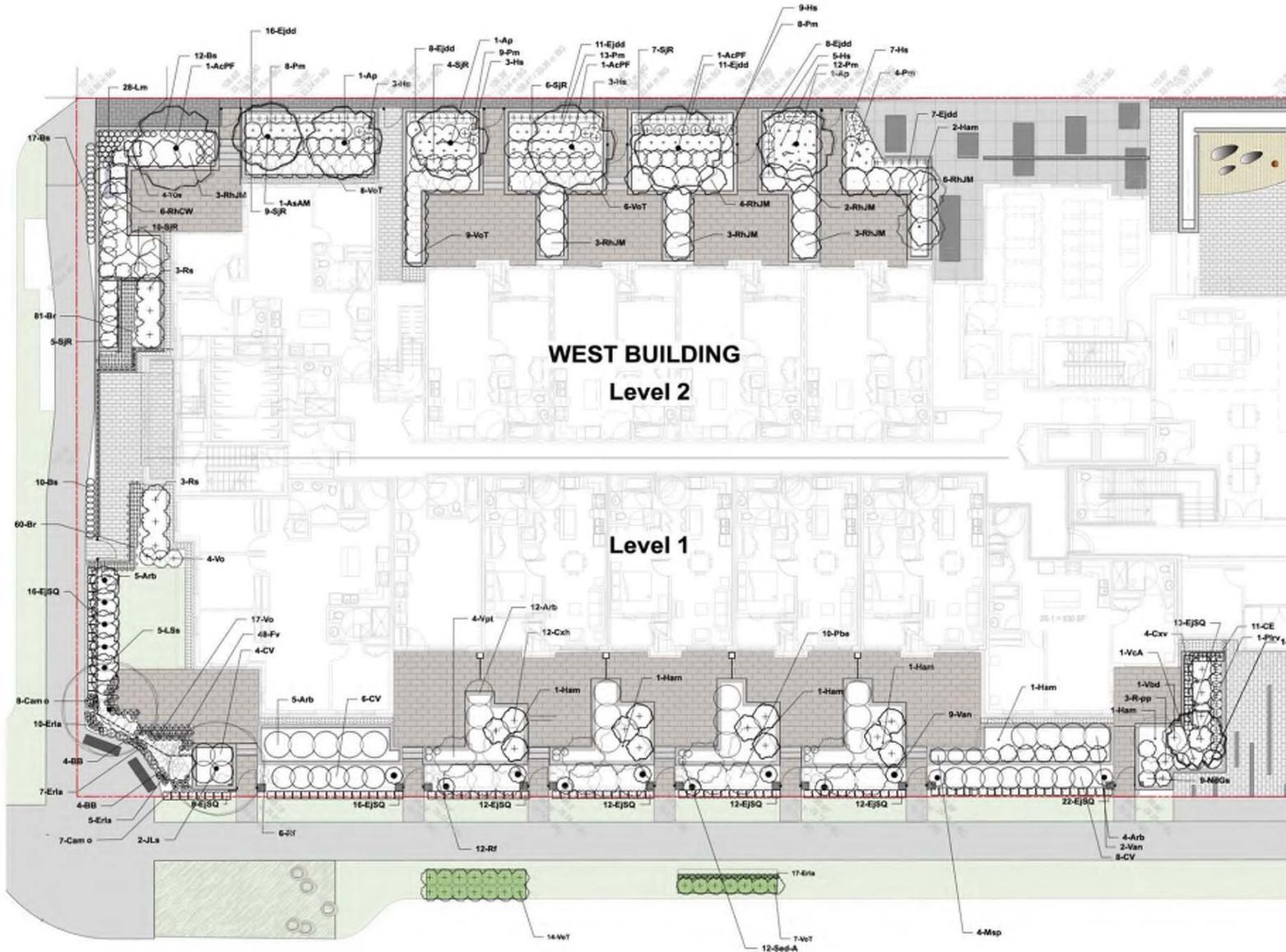
Scale:  
1/8" = 1'-0"

Date:

Project No:  
2017-11

L-1d





ID	Latin Name	Common Name	Quantity	Scheduled Size
<b>TREES</b>				
Ac	<i>Acer palmatum</i>	Japanese Maple	3,125m	#20 pot
AcP	<i>Acer palmatum 'Sango-kaku'</i>	Cont Bark Japanese Maple	3,125m	#20 pot
AcM	<i>Acer shirasawanum</i>	Autumn Moon Japanese Maple	1,15m	#10 pot
Lfo	<i>Liquidambar styraciflua 'Stern Ziemer'</i>	Sweet Gum	5,812	pot
Prv	<i>Parrotia persica 'Tiger's Ruby'</i>	Parrotia	1.5m cal	
J.a	<i>Juniperus reticulata</i>	Japanese Lace Juniper	2,85	pot
<b>SHRUBS</b>				
Arb	<i>Abutilon unedo 'Compact'</i>	Strawberry Tree	26,92	pot
Br	<i>Berberis 'Ruby Elf'</i>	Ruby Elf Berberis	141,81	pot
Bl	<i>Blackthorn sasanqui</i>	Deer Fern	39,81	pot
Cam o	<i>Camellia x acutifolia 'D'Vineyard'</i>	Red Grass	15,92	pot
Cx	<i>Camellia x vernalis 'Violet'</i>	Christmas Camellia	4,93	pot
Gr	<i>Carex 'Tiverton'</i>	Golden Sedge Grass	11,91	pot
Cv	<i>Ceanothus 'Victoria'</i>	California Lilac	18,93	pot
Ceh	<i>Osiris x hybridus</i>	White Rockrose	22,85	pot
Eria	<i>Eriophyllum lanatum</i>	wooly sunflower	12,10m	
Edd	<i>Euonymus japonicus 'Doris'</i>	Dark Green Variegated Boke	61,81	pot
ESQ	<i>Euonymus japonicus 'Silver'</i>	Euonymus	123,81	pot
Fv	<i>Fragaria vesca</i>	woodland strawberry	48,10	cm
Hem	<i>Hemamelis mollis 'Tidwell'</i>	Cherry Witchhazel	8,95	
Hs	<i>Hosta sibirica 'Empress'</i>	Sieboldiana Empress Hosta	30,81	pot
Lm	<i>Liriodendron 'Silver Drago'</i>	Silver Drago	28,81	pot
Ma s	<i>Miscanthus sinensis 'Gracill'</i>	Miscanthus Grass	3,93	pot
Mio	<i>Miscanthus sinensis var. auriflame</i>	Flame Grass	4,2	cal
Ndo	<i>Nandina domestica 'Golf Strik'</i>	Golf Strik Heavenly Bamboo	9,82	pot
Ple	<i>Philadelphus 'Belle Etoile'</i>	Mock Orange	10,93	pot
Pm	<i>Polygonatum multiflorum</i>	Sword Fern	54,81	pot
RHO	<i>Rhododendron 'Cunningham'</i>	Cunningham's White Rhodod	6,85	pot
RHM	<i>Rhododendron 'Jean Marie de Montague'</i>	Jean Marie de Montague Rhod	24,83	pot
Ra	<i>Ribes sanguineum</i>	Red flowering currant	6,82	pot
Rso	<i>Rosa 'varie pavement'</i>	Purple pavement rose	3,93	pot
RB	<i>Rubus idaeus 'Shortcake'</i>	Shortcake TM Dew	8,82	pot
Ry	<i>Rubus 'Faded'</i>	Black Eyed Susan	18,82	pot
Sed-A	<i>Sedum 'Autumn Joy'</i>	Autumn Joy Sedum	12,81	pot
SR	<i>Skimmia japonica 'Rubinetta'</i>	Rubinetta Skimmia	41,83	pot
TOS	<i>Thalictrum occidentale 'Smaragd'</i>	Emerald Solist	4,15m	M
Van	<i>Vaccinium 'Sunshine Blue'</i>	Lowland Blueberry	11,82	pot
Via	<i>Vaccinium ovatum</i>	Evergreen huckleberry	21,82	pot
Vit	<i>Vaccinium corymbosum 'Thunder'</i>	Thunderbolt Evergreen Huckle	23,82	pot
VoA	<i>Viburnum carlesii 'Yanara'</i>	Korean Spice Viburnum	1,83	pot
Vot	<i>Viburnum plicatum f. tomentosum</i>	Doublefile Viburnum	4,83	pot
Vsd	<i>Viburnum x bodnantense</i>	Pink Dawn Viburnum	1,83	pot

March 21, 2019: DP Reevaluation  
 Sept 28 17: ADP Review  
 Aug 16 17: For R2 Submission  
 April 18 17: Preliminary Review

Revisions:

**Jonathan Losen Ltd.**  
 Landscape Architecture

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Project:  
 2nd and St George  
 Apartment Building  
 for GWL

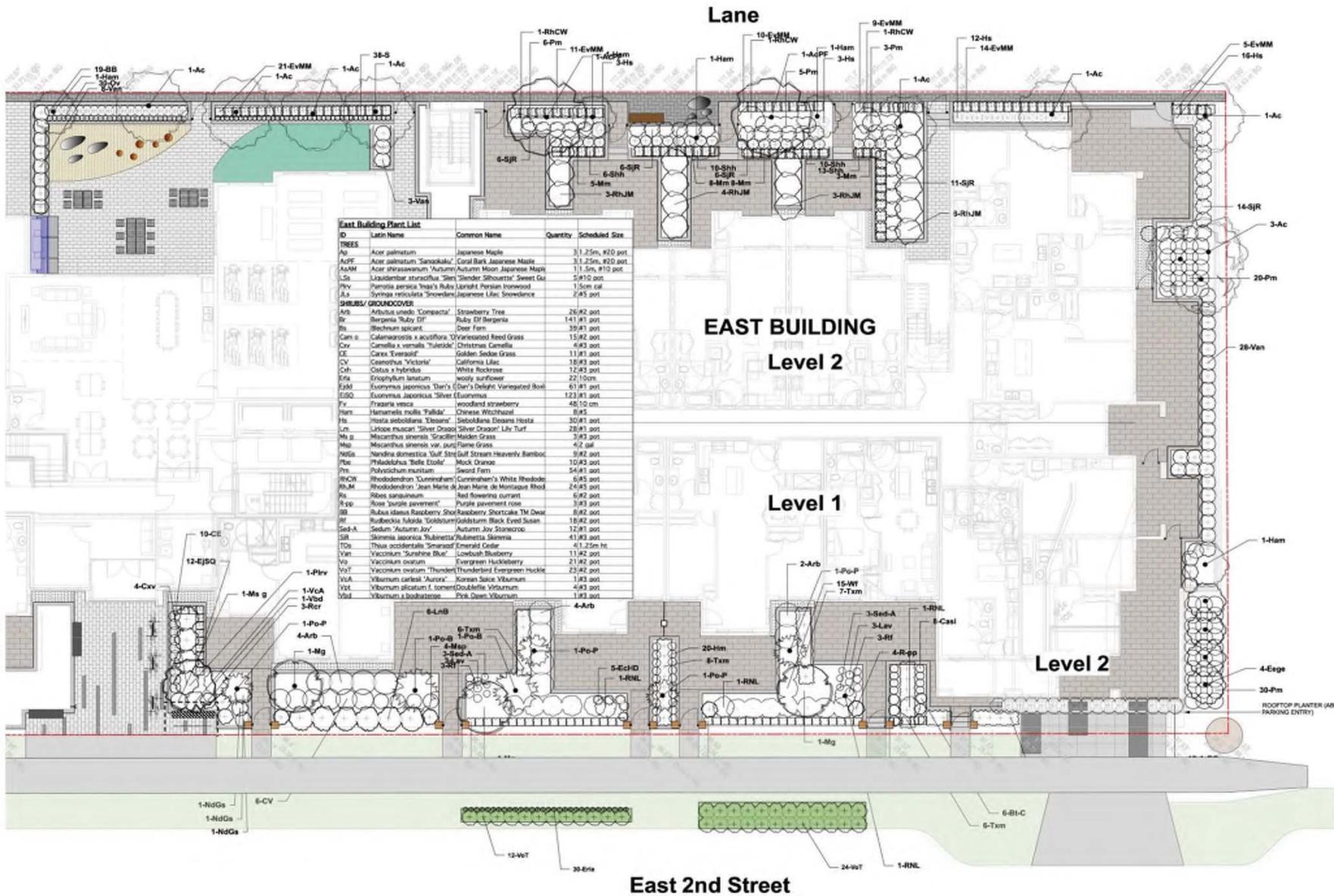
Sweet Title:  
 Landscape Planting Plan  
 East

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

Date:

Project No:  
 2017-11

L-2a



ID	Latin Name	Common Name	Quantity	Scheduled Size
<b>TREES</b>				
Ap	Acer palmatum	Japanese Maple	3	1.25m, #20 pot
ApF	Acer palmatum 'Saxifolium'	Carol Bark Japanese Maple	3	1.25m, #20 pot
AuAM	Acer shirasawanum 'Autumn/Autumn Moon Japanese Maple'		1	1.5m, #10 pot
Sa	Liquidambar styraciflua 'Slim Slender Silhouette'	Sweet Gum	5	#10 pot
PV	Parsonsia persea 'Tree's Halo'	Jarrah Persian Ironwood	1	1.5m cal
As	Syringa reticulata 'Snowflake'	Japanese Lilac, Snowflake	2	#5 pot
<b>SHRUBS/ GROUNDCOVER</b>				
ArS	Arbutus unedo 'Compacta'	Strawberry Tree	20	#2 pot
Ber	Berberis 'Ruby DF'	Ruby DF Berberis	14	#1 pot
Ba	Blechnum spicant	Deer Fern	39	#1 pot
Can g	Calamagrostis x acutiflora 'Viviparous Reed Grass'		12	#2 pot
Can v	Camellia x versicolor 'Faislaid'	Christmas Camellia	4	#2 pot
CE	Carex Evergold	Golden Sedge Grass	11	#1 pot
CV	Ceanothus 'Victoria'	California Lilac	10	#3 pot
Ch	Chamaecyparis 'White Rockrose'	White Rockrose	12	#2 pot
Eri	Eriophyllum lanatum	wooly sunflower	22	100m
EJd	Eustoma japonica 'Dan's Delight'	Variiegated Bell	6	#1 pot
EJQ	Eustoma japonica 'Silver Eustoma'		12	#1 pot
Fa	Fraxinus viridis	woolseed sycamore	48	10 cm
FaS	Hamelia mollis 'Palida'	Chinese Witchhazel	8	#5
Ha	Hosta nobilitata 'Xtreme'	Shepherdia Decora Hosta	30	#1 pot
Lm	Liriodendron 'Silver Dragon'	Silver Dragon Lily Turf	28	#1 pot
Mg g	Miscanthus sinensis 'Gracill'	Maiden Grass	3	#3 pot
Mg o	Miscanthus sinensis var. auriflame	Flame Grass	4	2 pot
NdS	Nandina domestica 'Suff. Star'	Star Nandina	9	#2 pot
NdO	Nandina domestica 'Suff. Star'	Star Nandina	10	#3 pot
Ph	Phlox subulata 'Mock Orange'	Mock Orange	10	#3 pot
PhM	Phlox subulata 'Carmichael's White'	White Phlox	5	#3 pot
RH	Rhododendron 'Jean Marie de Montague'	Red Rhododendron	2	#3 pot
Ri	Ribes sanguineum	Red flowering currant	6	#2 pot
RSP	Rosa 'Purple parchment'	Purple parchment rose	3	#3 pot
Rb	Rubus idaeus 'Raspberry'	Raspberry	10	#2 pot
Rb	Rubus idaeus 'Raspberry'	Raspberry	10	#2 pot
Sed-A	Sedum 'Autumn Joy'	Autumn Joy Sedum	12	#1 pot
Sed-B	Sedum 'Autumn Joy'	Autumn Joy Sedum	12	#1 pot
Sil	Silene acaulis 'Yuletide'	Yuletide Silene	4	1.25m ht
TDe	Thuja occidentalis 'Emerald'	Emerald Cedar	4	1.25m ht
Vib	Viburnum 'Sunshine Blue'	Lowbush Blueberry	11	#2 pot
Va	Vaccinium corymbosum	Evergreen Huckleberry	21	#2 pot
VaT	Vaccinium corymbosum	Thunderbolt Evergreen Huckle	23	#2 pot
VCA	Viburnum carlesii 'Aurora'	Korean Spice Viburnum	1	#3 pot
VCL	Viburnum cinnamifolium 'L. Isonem'	Doublefile Viburnum	4	#3 pot
Vib	Viburnum x bodinieri	Dark Green Viburnum	1	#3 pot

March 21, 2019: DP Re-submission  
 Sept 28, 17: ADP Review  
 Aug 18, 17: For RZ Submission  
 April 18, 17: Preliminary Review

Revised by:

**Jonathan Losen Ltd.**  
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Project:  
2nd and St George  
Apartment Building  
for GWL

Sweet Title:  
Landscape Planting Plan  
West

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

Date:  
Project No:  
2017-11

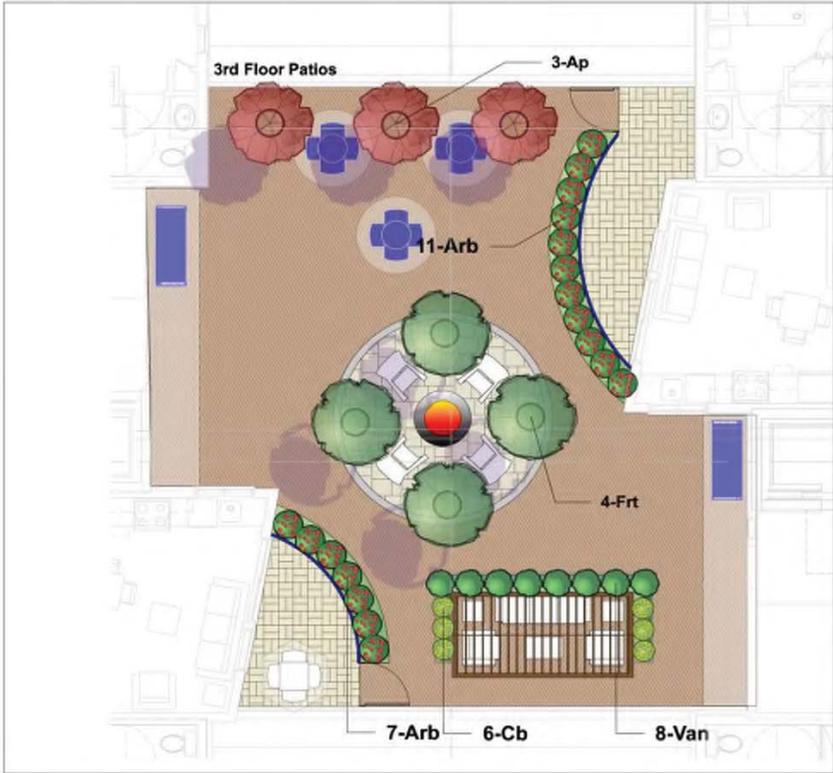
**L-2b**



PLANTERS FOR SHRUBS AND TREES



Private & Public Roof top Patios



**Materials**

-  (Trex) or equivalent) Patio Deck
-  Concrete Pavers, Colour: TBD

Plant List	Latin Name	Common Name	Quantity	Scheduled Size
<b>TREES</b>				
No.	Acer palmatum	Japanese Maple	3	1-2.5m, #20 pot
Frt	Fruit tree-apple, plum or pear	Assorted Dwarf Fruit Trees	4	2cm cal. min.
<b>SHRUBS/ GROUNDCOVER</b>				
Arb	Arctostaphylos 'Compacta'	Strawberry Tree	1	10.0FS pot
Cb	Calamagrostis brachytricha	Feather Reed Grass	6	#2 pot
Van	Vaccinium 'Sunshine Blue'	Lowbush Blueberry	8	#2 pot

March 21, 2019: DP Re-submission  
 Sept 28, 17: ADP Review  
 Aug 18, 17: For R2 Submission  
 April 18, 17: Preliminary Review

Revised by:  
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Project:  
**2nd and St George  
 Apartment Building  
 for GWL**

Sweet Title:  
**Rooftop Terrace Planting  
 Plan**

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

Date: \_\_\_\_\_  
 Project No: 2017-11

**L-2c**



**Planting Strategy:** Using nativescape design principals such as height stratification for birds, incorporating evergreen native plants with appropriate adaptive plants aiding in pollination and food supply. A diversity of trees are incorporated with generous shrubbery to reduce heat island effect.

**Resilient and low maintenance garden strategies** designed and applied for this project. Specifically: plants chosen for drought tolerance, low maintenance, and long term establishment.

**Stratified planting placement** creating both good habitat structure for songbirds and screening for neighbours while adding good street appeal. **Seasonal Interest:** Flowering plants for all seasonal interest including; spring, summer, fall, and winter. A mix of evergreen, perennial, and deciduous plant species are chosen.



EMERALD PAGODA JAPANESE SNOWBALL TREE



VENUS DOGWOOD  
Fruit attracts birds and butterflies



Viburnum plicatum f. tomentosum "Marioni"  
Fruit attracts birds



Viburnum plicatum f. tomentosum "Marioni"  
Fruit attracts birds



Privet Honeyuckle  
low maintenance shrub replacement for hedge/shrub requiring heavy pruning



Sedum Autumn Joy  
attracts butterflies and bees



Sheeta Daisy-Becky  
attracts butterflies and bees



Rudbeckia  
attracts butterflies and bees



Viola  
Ground cover. Attracts caterpillar larvae



## WOODLAND URBAN SHADE GARDEN

### LANDSCAPE NOTES

1. Sizes on the planting plan shall be considered minimum sizes.
2. All landscape construction to meet the current edition of the British Columbia Landscape Standards as a minimal acceptable standard. Plant material to the satisfaction of the Landscape Standards for nursery stock. Extend search for plant material to Washington, Oregon, California, and B.C.
3. Root balls to be free of pernicious weeds.
4. Top soil mixtures for the project shall be tested for particle size, PH, and Nutrient levels, and recommendations provided and amendments made to bring the soil up to acceptable horticultural quality for the desired plant material. Irrig. or fert. planting. Off also, min. soil depths are 6" for irrigated lawn areas, 12" for non-irrigated lawn areas, 18" for shrubs, beds and gardens cover plantings, 20" for small trees and 26" for large trees. Install 2 bales of composted organic mulch on all shrub beds after planting and rake smooth.
5. Provide positive grades away from buildings and toward lawn drains and ditch basins. Slope away from building at a minimum of 2%. The prepared sub-grade shall be approved by the Consultant prior to application of top soil mixtures and finish grading. Slope towards tree basins at min. 4%.
6. Landscape Contractor is to provide 90 days of maintenance after the date of Substantial Completion. Maintain to level 2 "Shoreline" as per British Columbia Landscape Standards. Contractor to provide a one year guarantee for all plant material. Plants installed prior to June (between Jan 1 and June 1) shall be under extended warranty until the June 1 of the following year.
7. Protection of existing trees/shrubs to remain: Install necessary tree protection fencing at drip line of existing hedges, trees, and shrub beds which are to remain. Maintain the fencing during construction. No storage of materials or equipment, or any other activities are allowed within the protection zone during construction until final landscape work is being done in the vicinity. Remove protective fencing and landscape as directed.
8. Planting material on City Boulevard to have the approval of the Parks Dept. prior to installation. Size, species and location require approval at the time of installation.
9. All landscaping to have high efficiency drip irrigation system to BASC standards.

March 21, 2019	DP Re-submission
Sept 28 17	ADP Review
Aug 18 17	For R2 Submission
April 18 17	Preliminary Review
Revisions:	
 <b>Jonathan Loeve Ltd.</b> Landscape Architecture #102 - 1842 St. Paul Ave. Vancouver, B.C. V6L 1V5 PH: 604-684-1033 Email: info@jloevelandscape.com	
Project: <b>2nd and St George          Apartment Building          for GWL</b>	
Sweet Title: <b>Landscape Planting          Details</b>	
Scale:	As Noted
Date:	
Project No:	2017-11
L-2d	



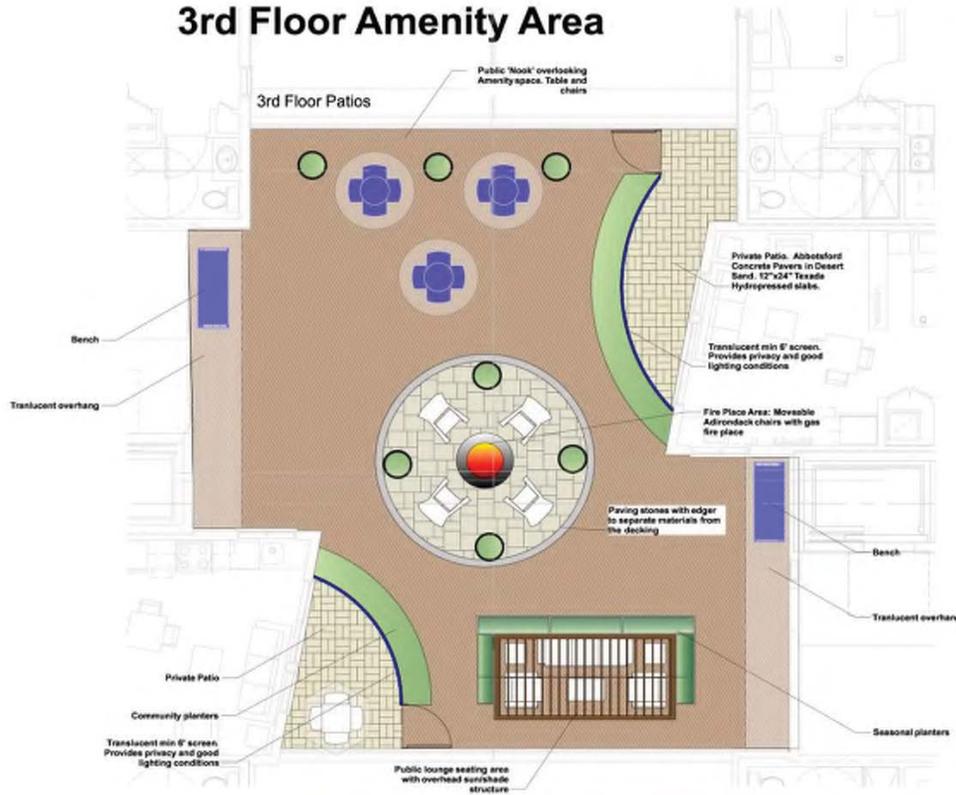
ROOFTOP FIREPLACE AREA: ADIRONDACK CHAIRS WITH GAS FIREPLACE



PLANTERS FOR SHRUBS AND TREES



### 3rd Floor Amenity Area



**Materials**

- (Trex/ or equivalent) Patio Deck
- Abbotsford Concrete Textade 12" x 24"



March 21, 2019: DP Re-submission  
 Sept 28 17: ADP Review  
 Aug 18 17: For I&E Submission  
 April 18 17: Preliminary Review

Revisions:

**Jonathan Lasee Ltd.**  
 Landscape Architecture

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Project:  
**2nd and St George  
 Apartment Building  
 for GWL.**

Sheet Title:  
**3rd Floor Amenity  
 Material Plan**

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

Date:

Project No:  
 2017-11

**L-3a**



Outdoor kitchen space with barbeque and dining tables for gatherings.



Moveable chairs and tables



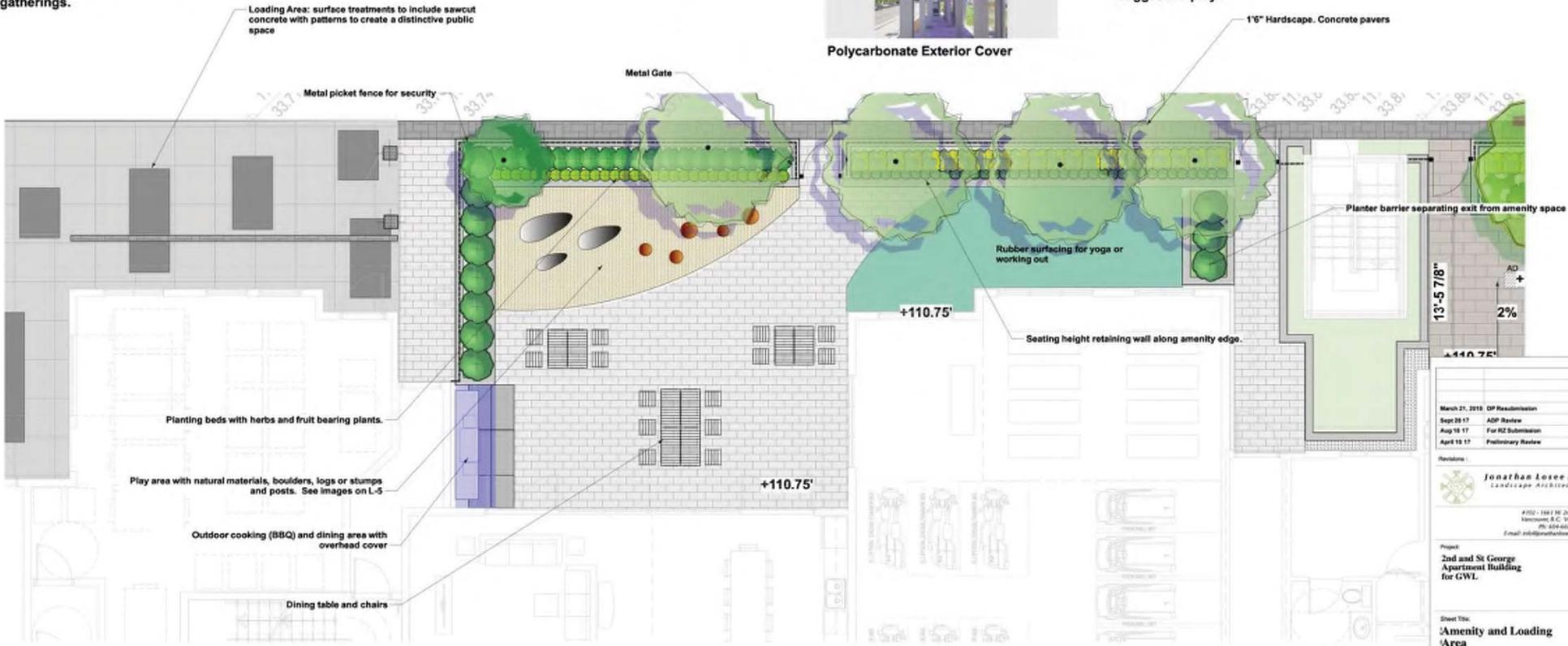
Concrete Paver Surfacing



Polycarbonate Exterior Cover



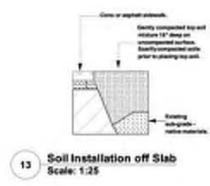
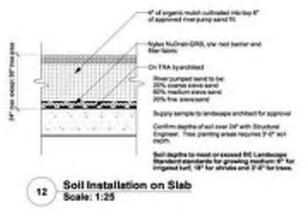
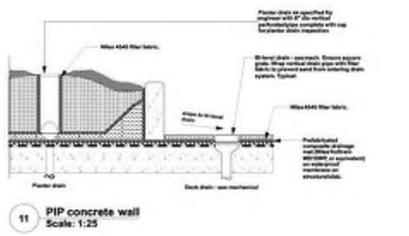
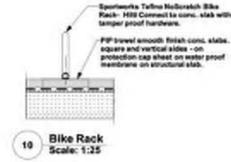
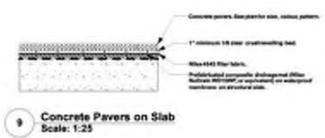
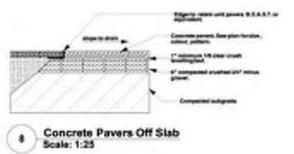
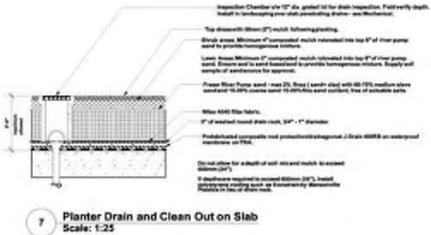
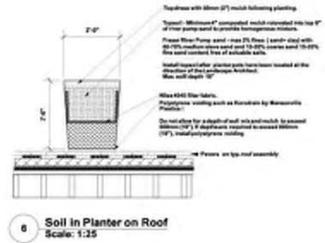
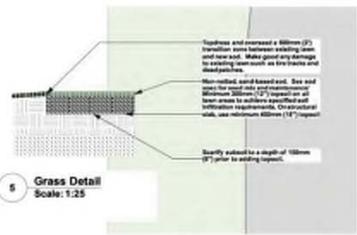
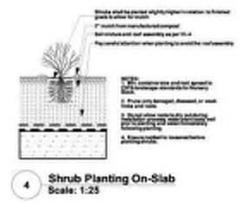
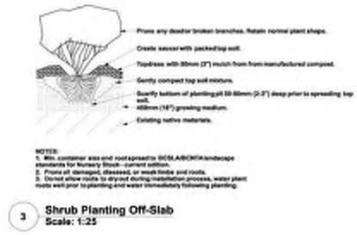
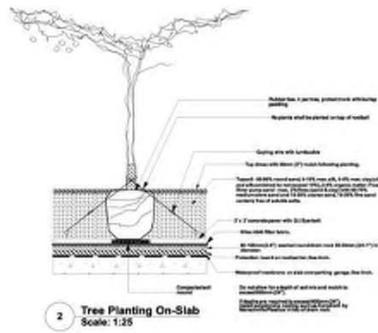
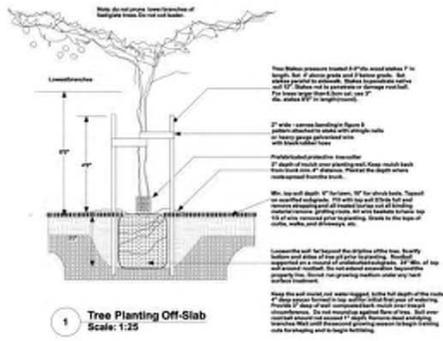
Outdoor flexible amenity space for exercise, play, and leisure. Recycled rubber surfaces with natural wood elements for suggestive play.



1'6" Hardscape. Concrete pavers

March 21, 2019	DP Re-submission
Sept 28 17	ADP Review
Aug 18 17	For R2 Submission
April 18 17	Preliminary Review
Revisions:	
 <b>Jonathan Loeve Ltd.</b> Landscape Architecture #102 - 184 E 36 2nd Ave. Vancouver, B.C. V6C 1K5 PH: 604-689-1033 Email: info@jonathanloeve.com	
Project: <b>2nd and St George          Apartment Building          for GWL</b>	
Sheet Title: <b>'Amenity and Loading          Area</b>	
Scale: 1/8"=1'-0"	L-3b
Date:	
Project No: 2017-11	





March 21, 2019	DP Reevaluation
Sept 18 17	ADP Review
Aug 18 17	For R2 Submission
April 18 17	Preliminary Review

Revisions:

**Jonathan Lusee Ltd.**  
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Project:  
**2nd and St George**  
Apartment Building  
for GWL.

Sweet Title:  
**Landscape Details**  
Grading

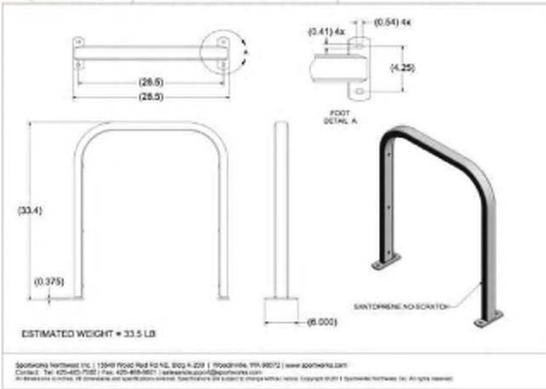
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As Noted

Date:

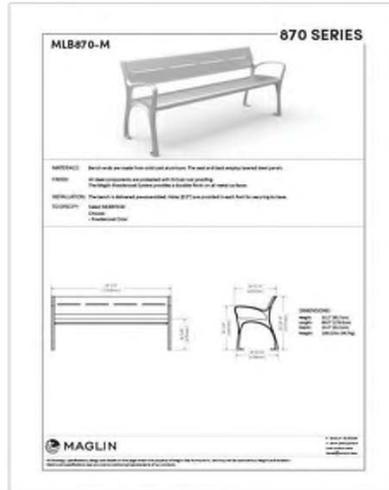
Project No:  
2017-11

**L-4a**





Bike Racks at Front Entry



Benches at Corner Seating Node



Benches at Entry and Bike Room Entrance

March 21, 2019	DP Re-submission
Sept 28, 17	ADP Review
Aug 18, 17	For R2 Submission
April 18, 17	Preliminary Review

Revisions:

**Jonathan Lasee Ltd.**  
 Landscape Architecture

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Project:  
**2nd and St George  
 Apartment Building  
 for GWL**

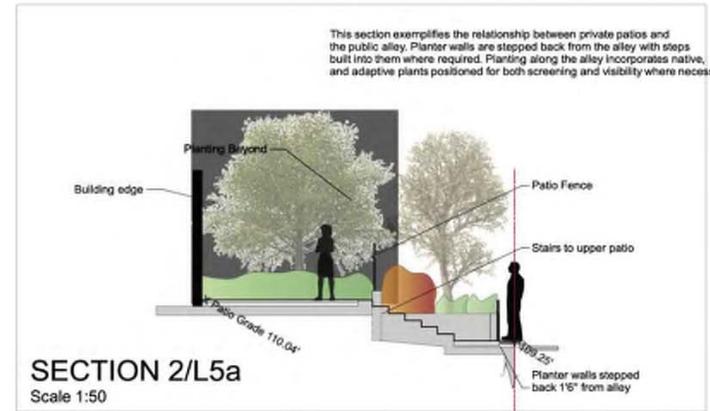
Sweet Title:  
**Landscape Details  
 Grading**

Scale: 1/4" = 1'-0"  
 Date:  
 Project No:  
 2017-11

**L-4c**



SECTION 1/L5a  
Scale 1:50



SECTION 2/L5a  
Scale 1:50



Entrances with Horizontal Gates at West Building



Entrances with Vertical Gates at East Building

March 21, 2019	DP Re-submission
Sept 28, 17	ADP Review
Aug 18, 17	For R2 Submission
April 18, 17	Preliminary Review

Revisions:

**Jonathan Loeve Ltd.**  
Landscape Architecture

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Project:  
**2nd and St George  
Apartment Building  
for GWL**

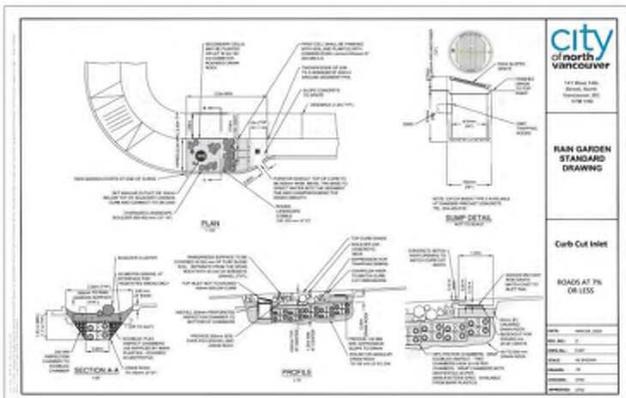
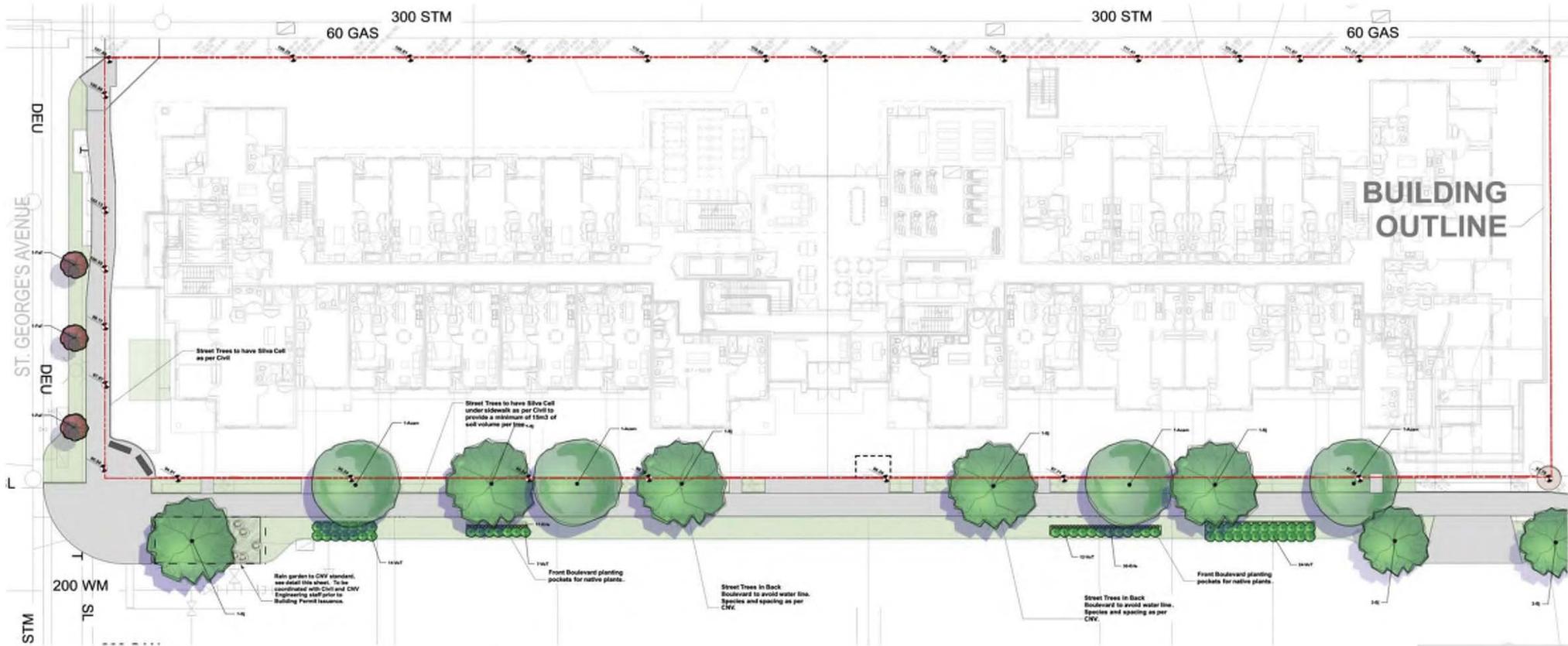
Sweet Title:  
**Landscape Sections  
Grading**

Scale: As Noted

Date:

Project No:  
2017-11

**L-5a**



OFF-SITE PLANT LIST				
ID	Latin Name	Common Name	Quantity	Scheduled Size
<b>TREES</b>				
Fst	<i>Fagus sylvatica 'Fastigiata'</i>	Fasciated Beech	3	6 cm cal
Acsm	<i>Acacia saligna</i>	Woods Wattle	4	6 cm cal
Sl	<i>Styrax japonicus 'Emerald Pinnac'</i>	Emerald Pinnacle Japanese Sm	5	6 cm cal
<b>SHRUBS</b>				
Erfa	<i>Eriogonum latatum</i>	woody sunflower	47	10cm
Ort	<i>Vaccinium oxycoccos</i>	Thunderbird Evergreen Huckle	52	R2.001

March 25, 2018 EP Resubmission  
 Sept 28 17 ADP Review  
 Aug 18 17 For RZ Submission  
 April 18 17 Preliminary Review

Revisions:

**Jonathan Lowe Ltd.**  
 Landscape Architecture

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 Email: info@jonathanlowe.com

Project:  
 2nd and St George  
 Apartment Building  
 for GWL

Sheet Title:  
**Landscape Offsite  
 Grading**

Scale:  
 1:150

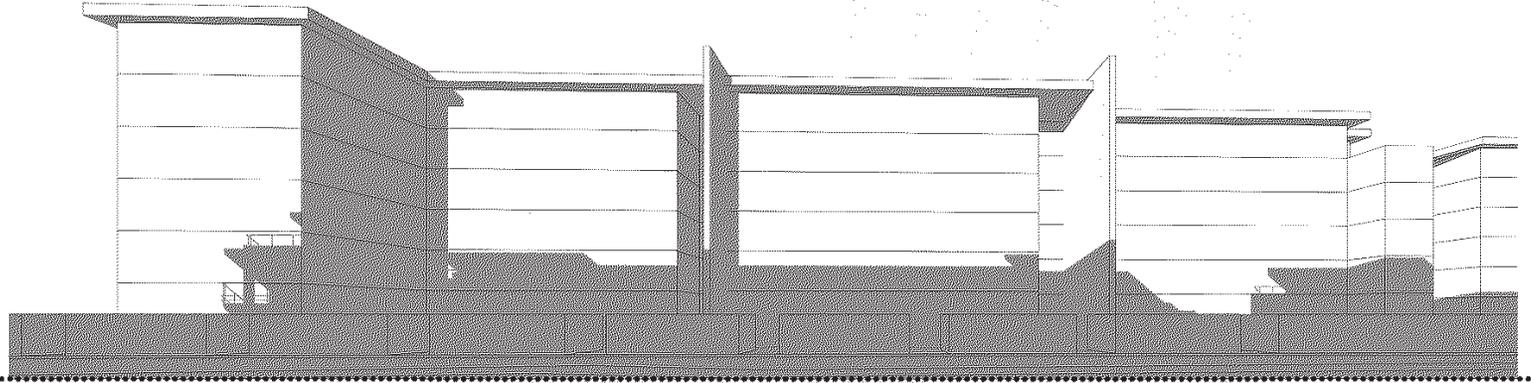
Date:  
 2017-11

L-6

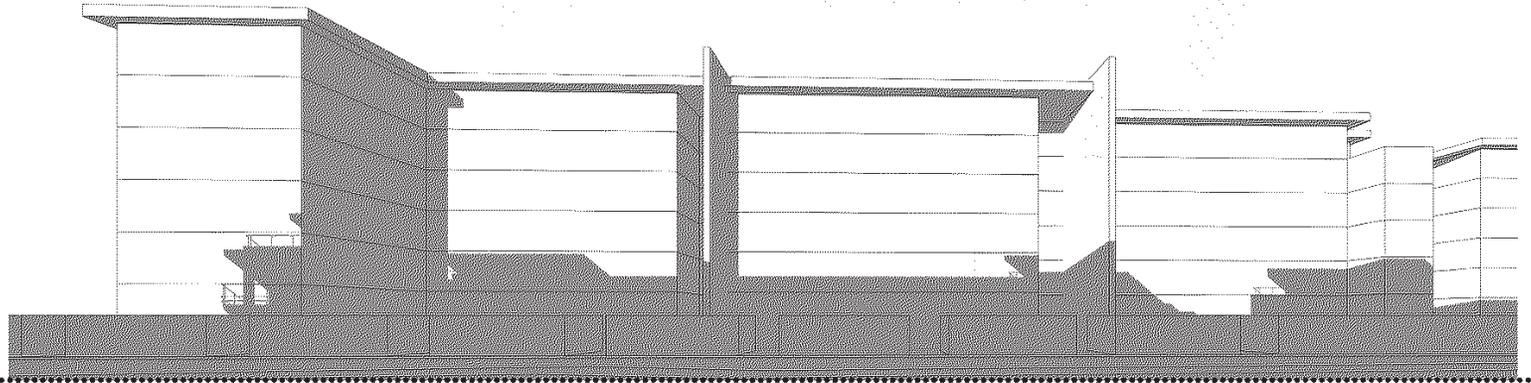


# SPRING / FALL 4PM SHADOW ANALYSIS

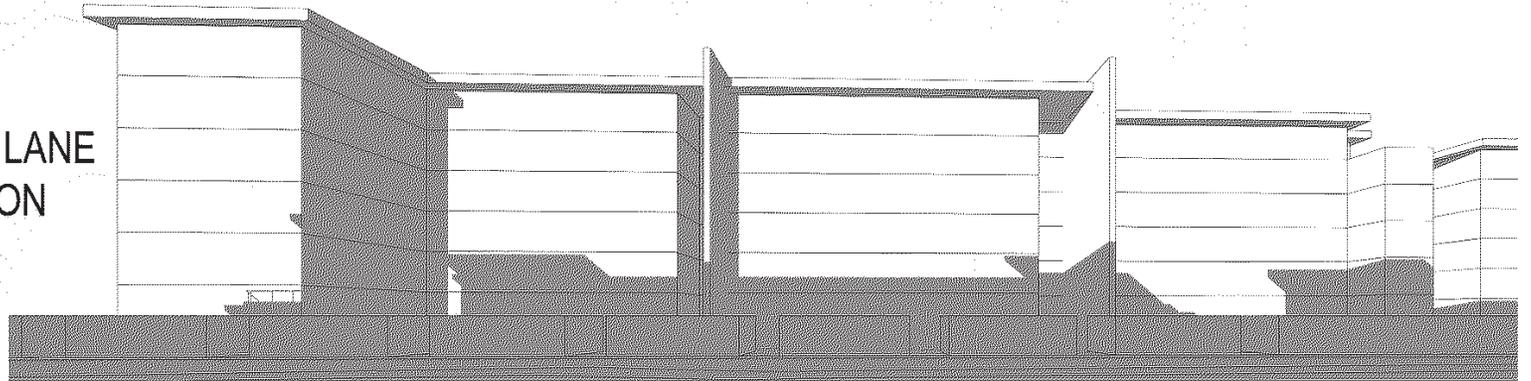
ORIGINAL  
BUILDING DESIGN

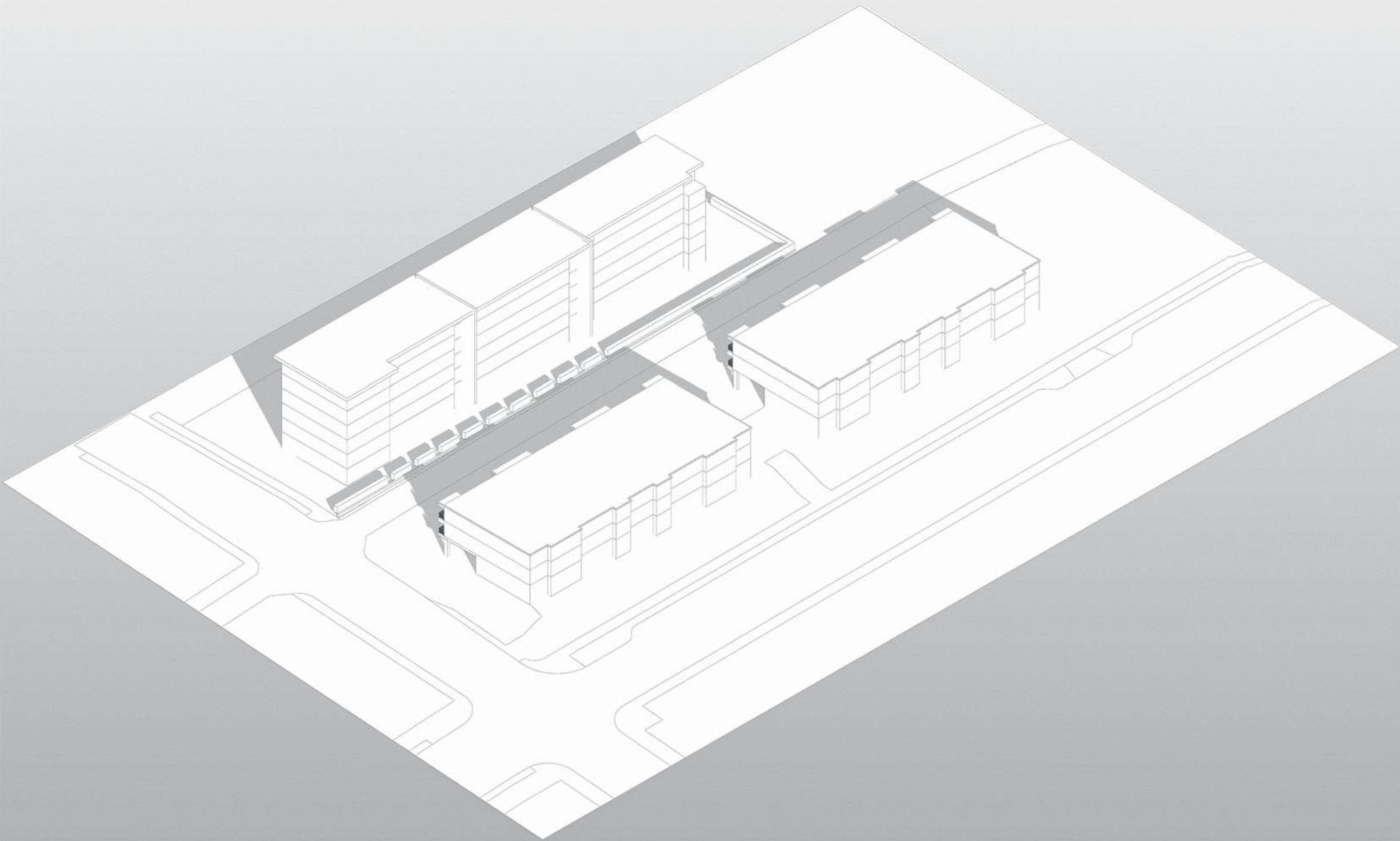


ADDITIONAL 5'  
SETBACK AT THE  
MIDDLE



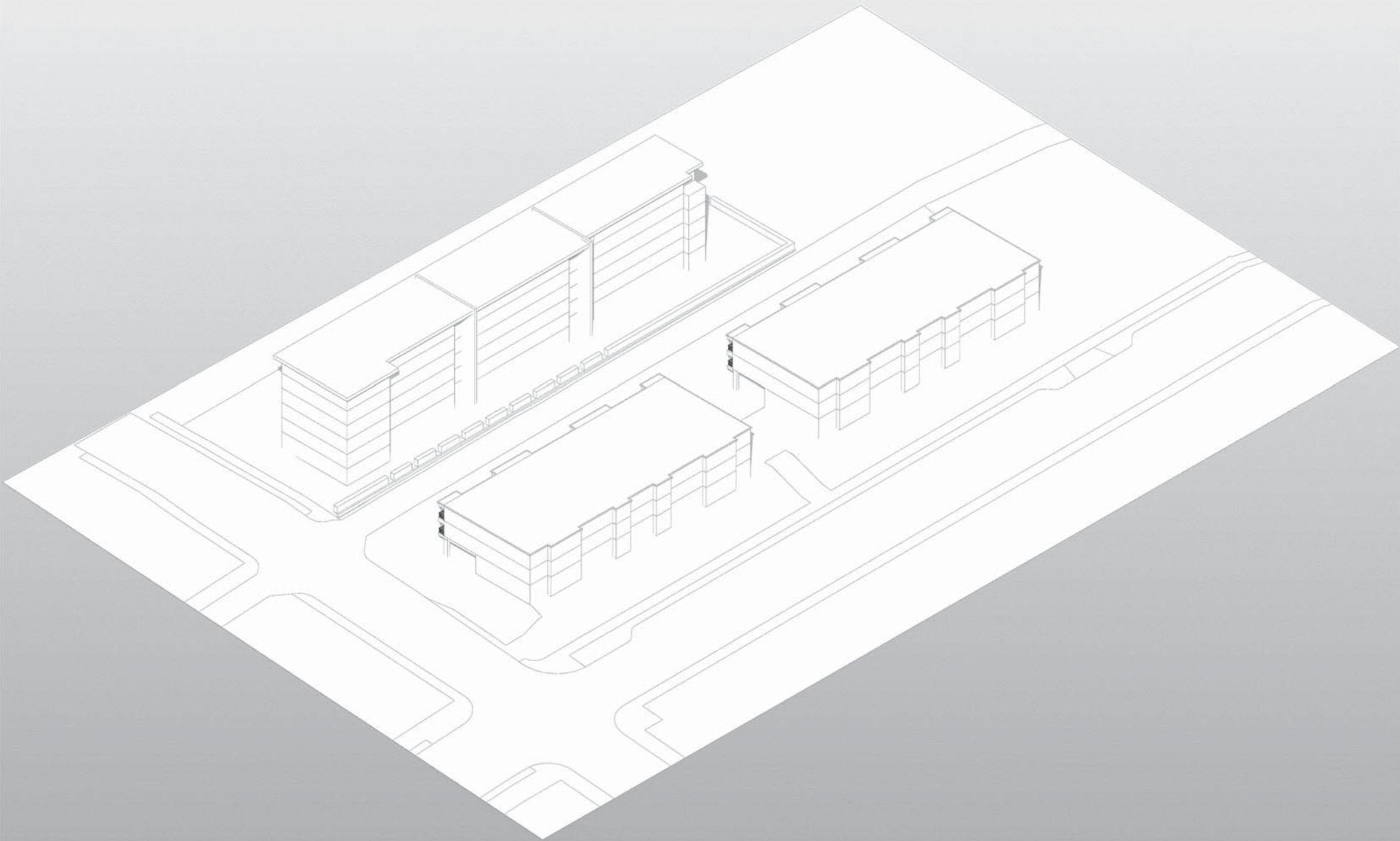
ADDITIONAL 5'  
SETBACK AT THE  
MIDDLE AND LEVEL 4 LANE  
CORNER MODIFICATION

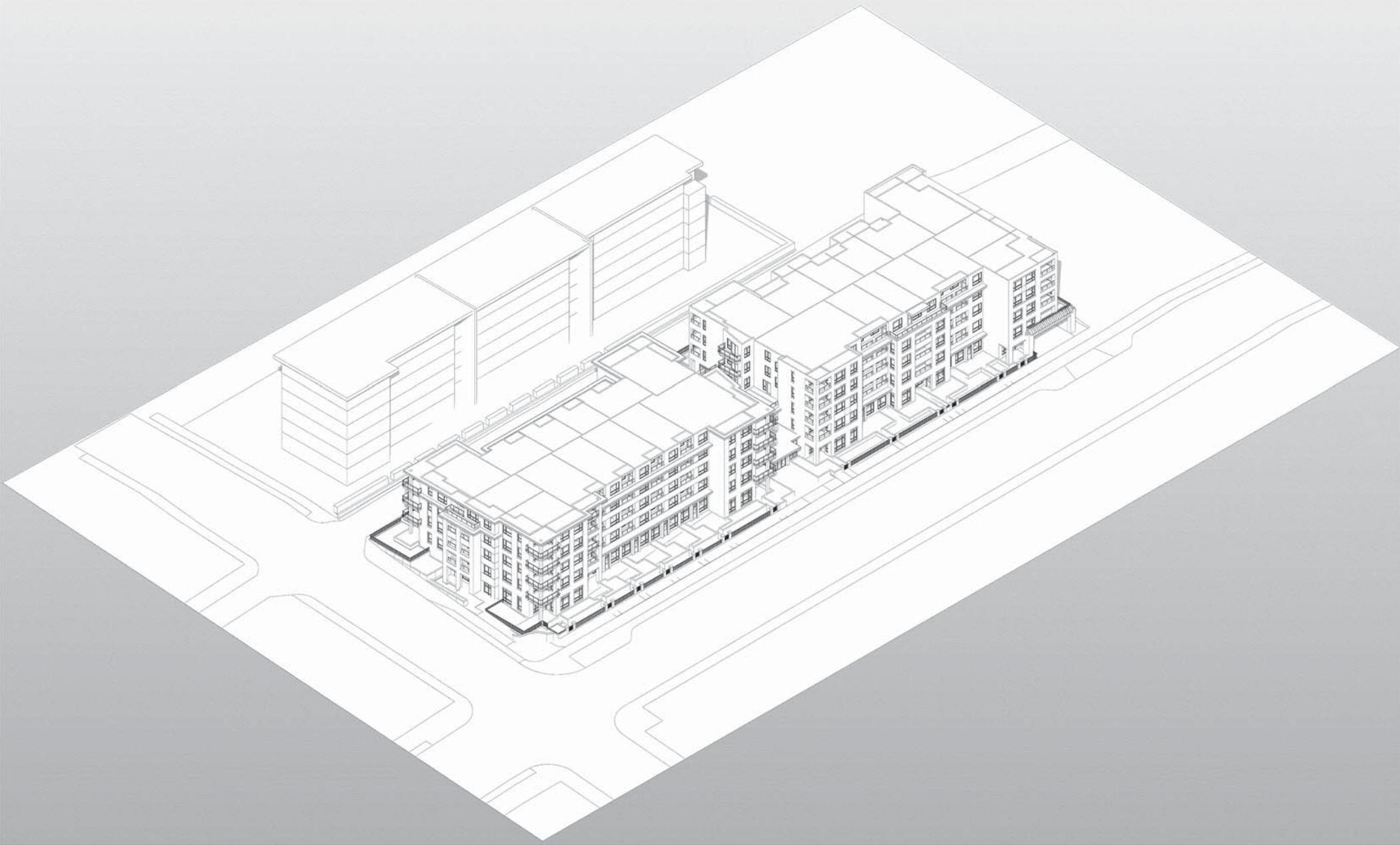


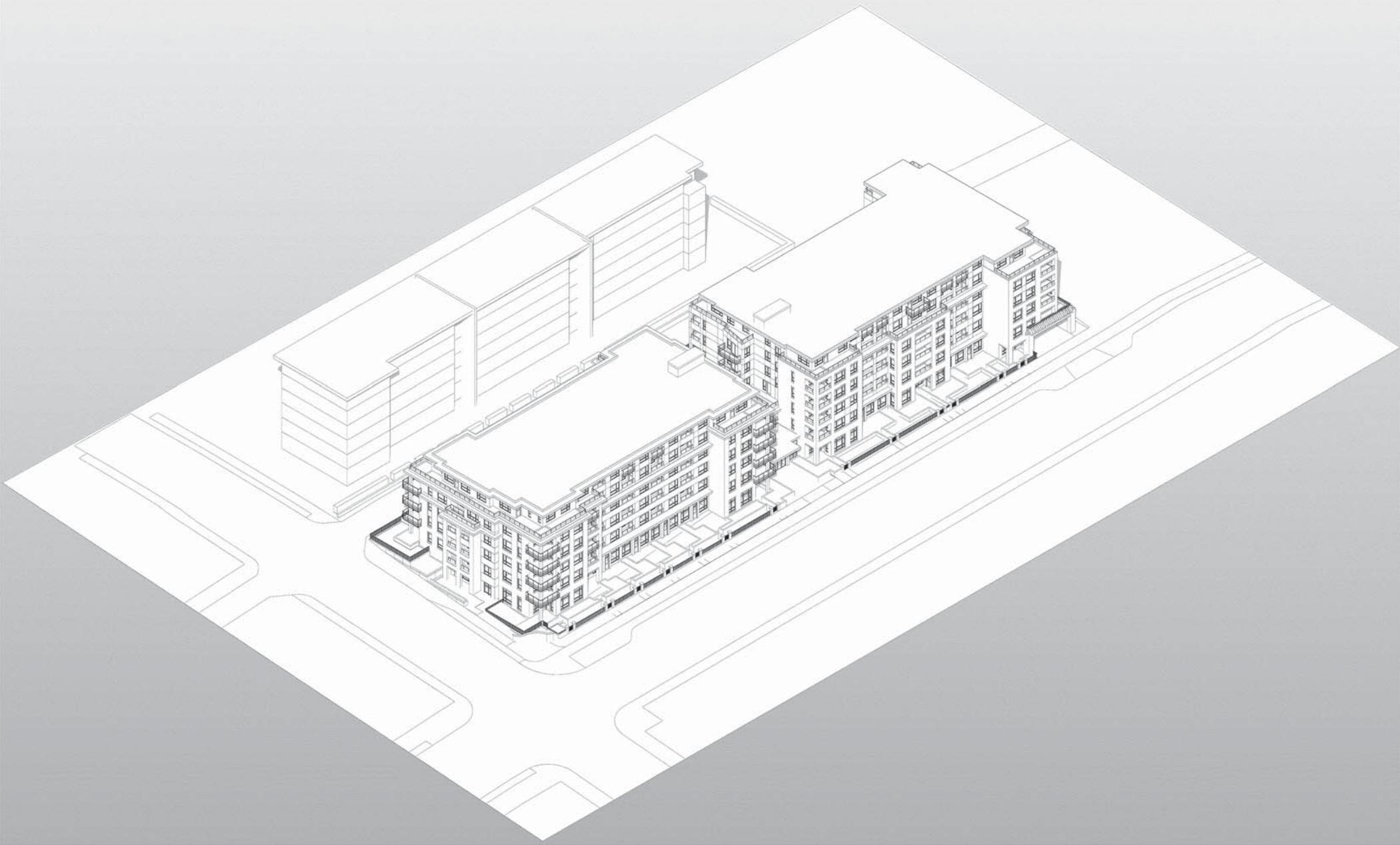


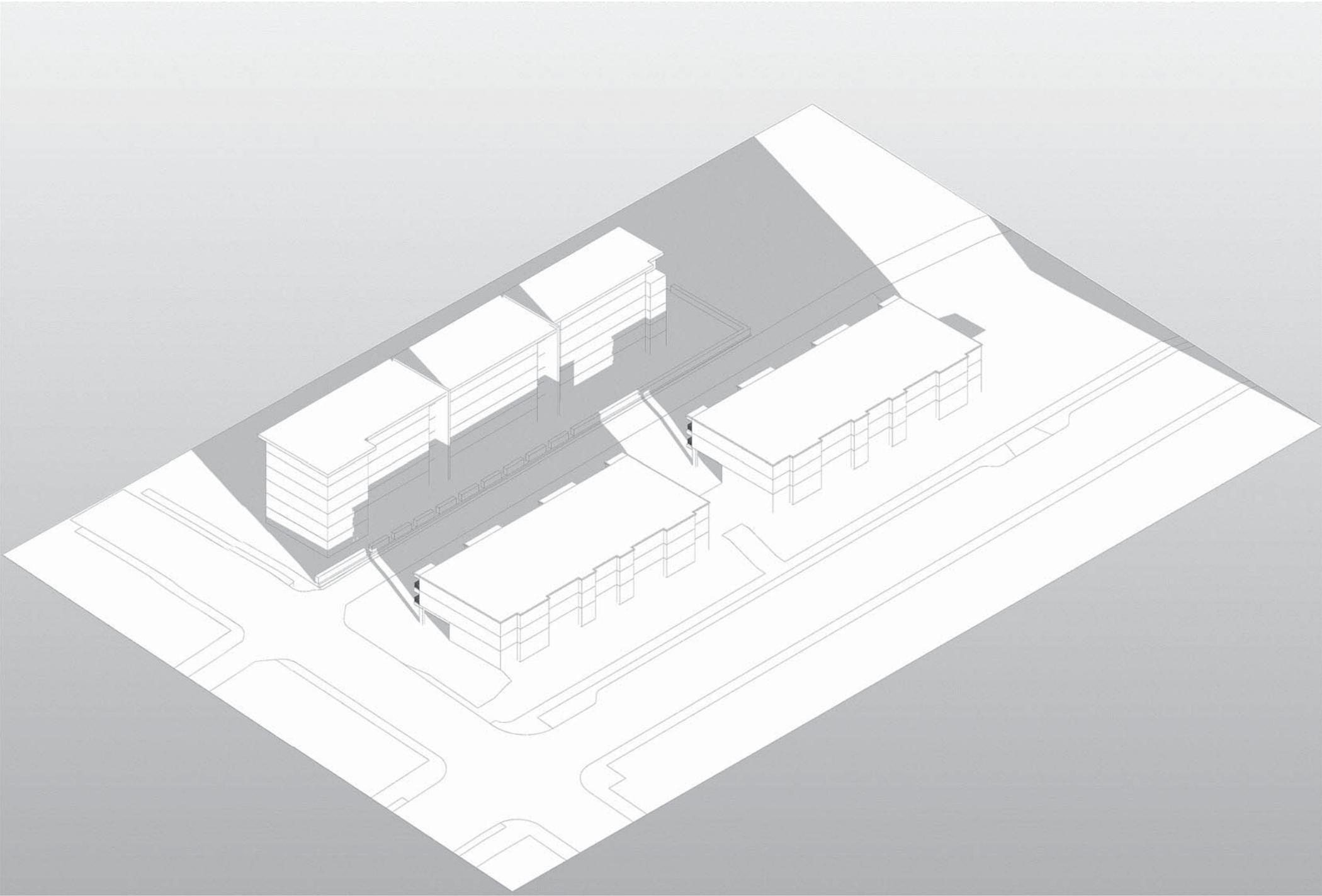




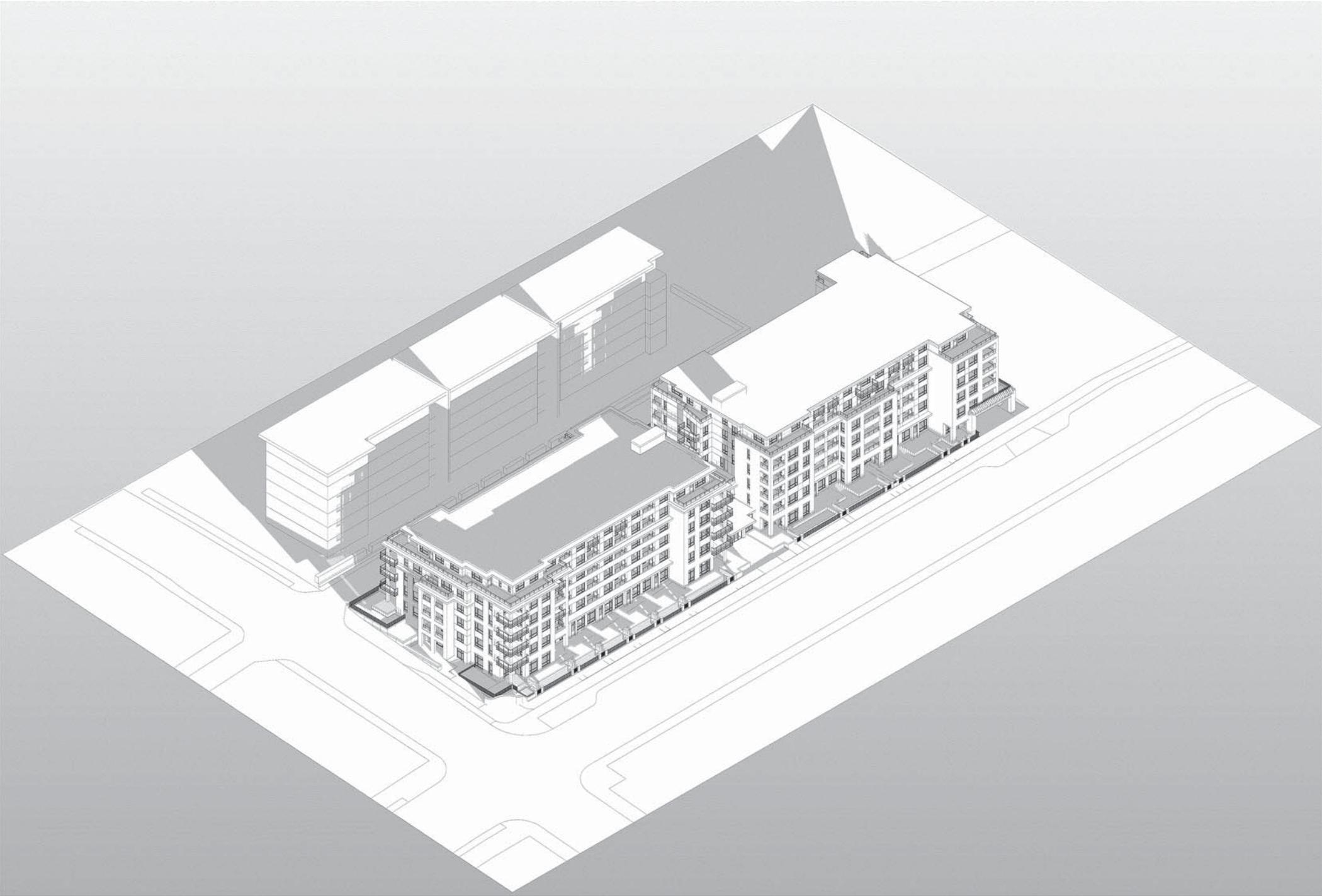














# 210 & 230 East 2<sup>nd</sup> Street

Public Engagement Summary Report

Prepared by: Brook Pooni Associates, Inc.  
October 18, 2017

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# 1.0 INTRODUCTION

GWL Realty Advisors Inc. (GWLRA) is a real estate investment and management company that creates stable investment returns for pension fund clients through long-term investment and proactive management of real estate assets. As a national real estate services firm, GWLRA's practice is to acquire, develop and maintain best-in-class buildings, as well as offer excellent service to the residents and tenants of those buildings.

GWLRA acquired 210 and 230 East 2<sup>nd</sup> Street in 2016. The site is currently occupied with two low-rise rental buildings, with a total of 64 rental suites ranging from studio to 2-bedroom. While this is GWLRA's first multi-family property in the City of North Vancouver, they manage 12,500 rental existing units across Canada including more than 250 units in the Greater Vancouver Region. GWLRA also has nearly 3,000 rental units currently under development across Canada, including approximately 300 in the Vancouver area.

GWLRA's is proposing to redevelop the site with approximately 160 new, market rental homes, including 2- and 3-bedroom family-oriented suites, with amenities for residents of all ages. The proposal complies with the Official Community Plan, which permits a density of 2.6 FSR with the provision of rental and a height of 6 storeys (proposed height is 5 storeys on the lane and 6 storeys on East 2<sup>nd</sup> Street).



## 2.0 EXECUTIVE SUMMARY

GWL Realty Advisors (GWLRA) is proposing to redevelop 210 & 230 East 2<sup>nd</sup> Street in North Vancouver to accommodate a purpose-built rental building with 160 apartment homes.

On September 7, GWLRA visited businesses in the Lower Lonsdale Business Improvement Area to provide an overview of the proposal, answer questions, and notify them of the upcoming Developer Information Session. Ninety-seven (97) businesses were canvassed, and the majority were supportive of more rental in the area.

On September 21, the project team hosted a Developer Information Session at the Fraternal Order of Eagles located at 170 West 3<sup>rd</sup> Street, North Vancouver, B.C. The Developer Information Session provided the opportunity for members of the public to meet the project team, learn about the proposal, ask questions, and provide input.

Forty-seven (47) people attended the Developer Information Session, and 20 comment forms were submitted. Of the 20 comment forms received: 10% noted support, 10% were neutral, and 80% expressed concerns and/or opposition. Of the respondents who were concerned and/or opposed, 94% are owners at the Orizon whose primary concerns are height, view loss, and shadowing. The following key themes emerged in the comment forms: support for purpose-built rental housing in the Lower Lonsdale area; general support for the building design; concerns about the proposed height and the impact it will have on views and shadowing on the south side of the Orizon building; and concerns about parking, traffic, noise, and dust during construction.

### Report Overview

The following report provides a summary of the public engagement for the 210 and 230 East 2<sup>nd</sup> Street proposal, including:

- An overview of the business canvass;
- Developer Information Session details including a description of the notification methods, the format of the Open House, and an overview of the information presented;
- A summary of the feedback received from comment forms;
- Transcription of all comments received; and
- Copies of all materials distributed (notification flyers and newspaper advertisement), or presented to the public (display boards and comment form).

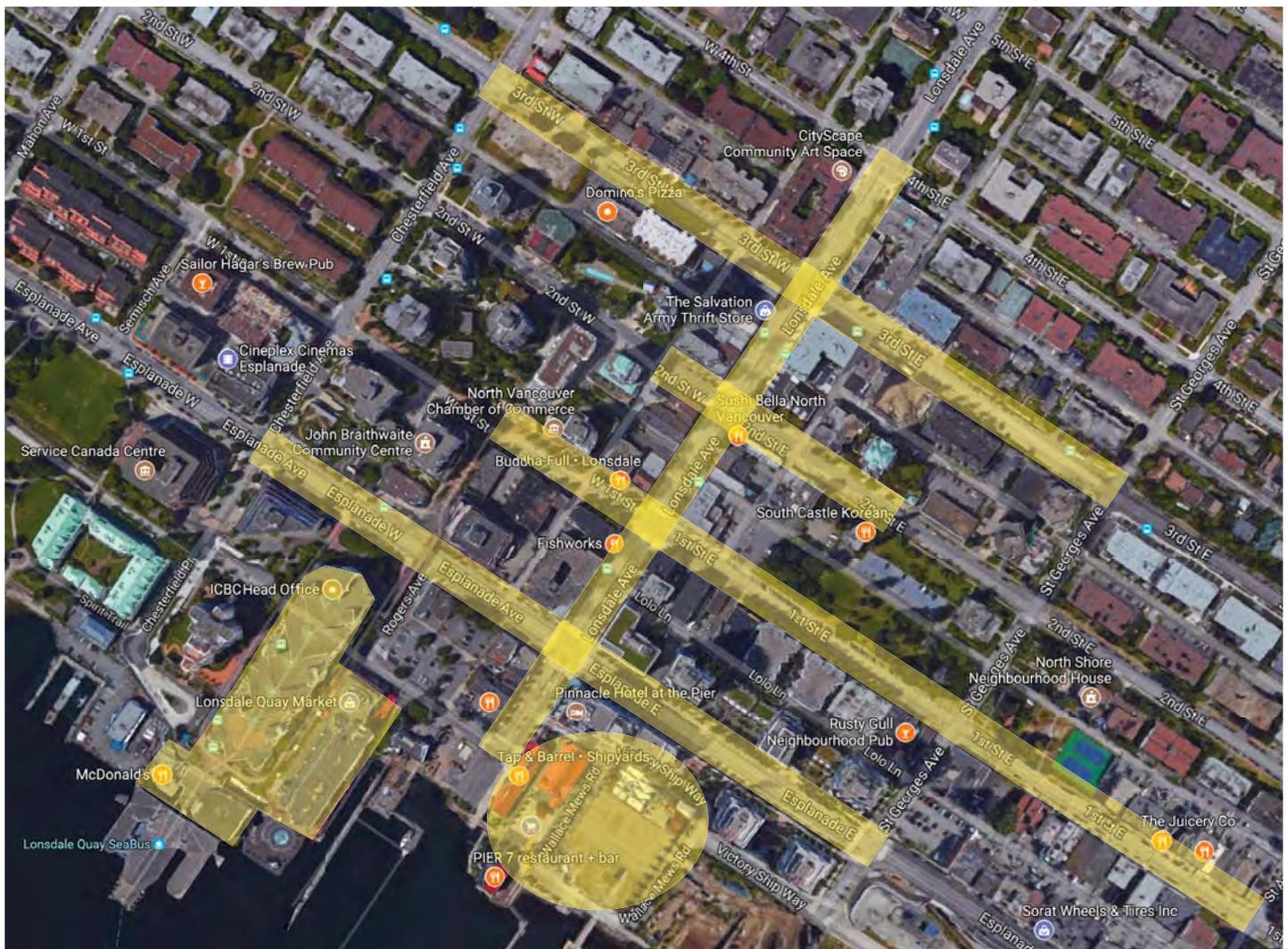
# 3.0 CANVASS DETAILS

## Business Canvass

A business canvass occurred from 11 am – 5 pm on Thursday, September 7<sup>th</sup>. A majority of the businesses in the Lower Lonsdale Business Improvement Area catchment were contacted (see Map below; yellow highlights indicate canvass route).

Total number of businesses canvassed	97
Total number of conversations	45 (46% of businesses)
1/2 rating (supportive)	37 (82% of conversations)
3 rating (neutral)	7 (16% of conversations)
4/5 rating (opposed)	1 (2% of conversations)

Map: September 7 Canvass Route (indicated in yellow)



## Business Canvass

The purpose of the canvass was to connect with local businesses to determine their general sentiments regarding the proposal, uncover any concerns related to the proposal, and invite them to attend the Developer Information Session on September 21.

A total of 97 businesses were canvassed. Of those 97 businesses, 45 businesses provided feedback. The majority of businesses were supportive of new purpose-built rental in the area. Many of the business owners did not live on the North Shore, despite owning businesses in the area.

The following key themes emerged in conversations with businesses:

- **Business Growth:** support for an increase in residents because more people living in the area will result in more business
- **General Support:** support for and excitement about the proposal
- **Rental is Needed:** strong support for the provision of purpose-built rental to help attract and retain staff (businesses are having trouble finding and retaining staff due to low rental vacancy rates on North Shore)
- **Appropriate Context:** support for building design because it complements the existing building forms in the neighbourhood
- **Pet Friendly:** support for buildings that are pet friendly
- **Family Suites:** support for the provision of larger suites for families
- **Concerns:** concerns related to increased traffic congestion, the availability of street parking for customers, insufficient transit capacity, and construction disruption and noise

**Overall, businesses canvassed were supportive of the proposal.**

# 4.0 DEVELOPER INFORMATION SESSION DETAILS

## Event Details

**Date:** Thursday, September 21, 2017  
**Time:** 6:00 pm – 8:00 pm (drop in)  
**Location:** The Fraternal Order of Eagles (170 West 3rd Street, North Vancouver, B.C.)

## Notification

GWLRA notified residents about the Developer Information Session via Canada Post unaddressed mail drop, newspaper ads in the North Shore News, and a business canvass.

### Canada Post Mail Drop

Approximately 2,159 flyer Invitations were distributed to neighbouring residents via Canada Post unaddressed mail drop two weeks before the Developer Information Session. See Appendix A for a copy of the notification flyer. See Appendix B for the notification area.

### North Shore News Advertisements

Advertisements notifying of the Developer Information Session ran in the September 15 and September 17 editions of the North Shore News.

### Business Canvass

On September 7, 2017, the project team delivered invitations to neighbourhood businesses in the Lower Lonsdale Business Improvement Area catchment and left stacks of notification flyers at various neighbourhood coffee shops.

## Attendees

Approximately 47 people attended the Developer Information Session.

## Project Team in Attendance

### GWL Realty Advisors (Developer)

*Michael Reed*

### Rostich Hemphill Architects (Architect)

*Anca Hurst, Japheth Bondoc*

### Jonathan Losee Ltd. (Landscape Architect)

*Alyssa Semczyszyn*

### Bunt & Associates (Transportation Engineer)

*Paul Dorby*

### CPA Development (Tenant Relocation Specialists)

*Doug Purdy, Kellie Lawson*

### Brook Pooni Associates (Planning Consultant)

*Laura Beveridge, Kara Matheson, Gabriel Lord*

## Presentation Material

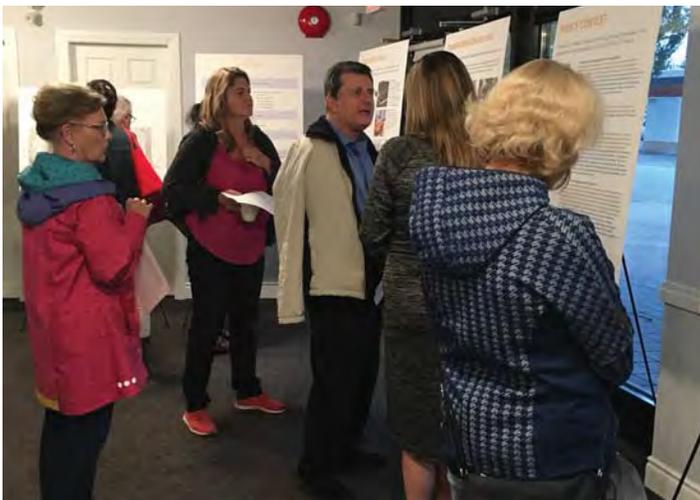
The Developer Information Session display board titles, which are representative of the material covered, are listed below.

1. Welcome
2. Project Team
3. Rental Experts
4. Why Rental? Why Now? Why North Vancouver?
5. Lower Lonsdale
6. Our Proposal
7. Site Context
8. Area Context and 3D Views
9. Policy Context
10. Transportation Review
11. Design Rationale
12. Project Statistics
13. Site Plan
14. Typical Floor Plans
15. Sections
16. Elevations
17. Shadow Studies
18. Landscape Plan
19. Design Concepts
20. Timeline



## Developer Information Session Format

The Developer Information Session took place on Thursday, September 21, 2017 from 6:00 pm to 8:00 pm at The Fraternal Order of Eagles. Upon arrival, attendees were invited to sign in, review the display boards, ask questions, and fill out a comment form. The display boards were arranged around the room. Two tables were placed in the middle of room to allow attendees to fill out comment forms before leaving. Members of the project team were available to answer questions throughout the event.



## 5.0 DEVELOPER INFORMATION SESSION COMMENT FORM SUMMARY

Comment forms were distributed to Developer Information Session attendees at the door, and they were encouraged to complete the forms before leaving the event. A total of 20 comment forms were received at the event; 0 comment forms were received via email in the weeks following the event.

### Comment Form Questions

The City of North Vancouver provided the GWLRA Project Team with the comment form questions, format, and layout. The comment form included the following questions:

1. Do you support the proposed project?
2. What do you like most about the proposed project?
3. Do you have any concerns about the proposed project?
4. What would you suggest to improve or enhance the proposed project?
5. Please provide any additional comments.

**See Appendix E for a copy of the comment form.**

### Summary of Comment Form Responses

Of the 20 comment forms received:

- 10% noted support (2 comment forms)
- 10% were neutral (2 comment forms)
- 80% expressed concerns and/or opposition (16 comment forms)
  - Of the respondents who were concerned/opposed, 94% are owners at the Orizon (15 comments) whose primary concerns are height, view loss, and shadowing.

The following key themes emerged in the comment forms:

- **Rental Housing Support:** support for the addition of new purpose-built rental housing in the Lower Lonsdale area
- **Design:** general support for the building design
- **Concerns from the Orizon included:**
  - **Height, Views, and Shadowing:** concerns about the proposed height and the impact it will have on views and shadowing on the south side of the Orizon building
  - **Construction Disruptions:** concerns about parking, traffic, noise, and dust during construction

**See Appendix F for comment form transcriptions.**

## 6.0 CONCLUSION

The business canvass and the Developer Information Session resulted in helpful community feedback that the Project Team will consider as they continue to refine their application.

The following key themes emerged through the public engagement activities:

- **General Support:** support for and excitement about the proposal
- **Rental is Needed:** strong support for the provision of purpose-built rental in the Lower Lonsdale area for residents and to help attract and retain staff
- **Design and Context:** general support for the building design because it complements the existing building forms in the neighbourhood
- **Business Growth:** support for an increase in residents because more people living in the area will result in more business
- **Family Suites:** support for the provision of larger suites for families
- **Pet Friendly:** support for buildings that are pet friendly
- **Concerns from businesses included:** increased traffic congestion; the availability of street parking for customers; insufficient transit capacity; and construction disruption and noise
- **Concerns from the Orizon included:** proposed height and the impact it will have on views and shadowing on the south side of the Orizon building; parking, traffic, noise, and dust during construction

# APPENDICES

**Appendix A - Notification Flyer**

**Appendix B - Notification Area**

**Appendix C - North Shore News Advertisement**

**Appendix D - Developer Information Session Display Boards**

**Appendix E - Comment Form**

**Appendix F - Comment Form Transcriptions**

# APPENDIX A - Notification Flyer

## PLEASE JOIN US



GWL Realty Advisors has submitted a Development Application for 210 and 230 E 2<sup>nd</sup> Street to permit 160 residential units and 120 underground vehicle parking spaces.

GWL Realty Advisors will be hosting a Developer Information Session at the Fraternal Order of Eagles on Thursday, September 21 from 6:00pm - 8:00pm.

Please join us to learn about the proposal, view proposed designs, meet the project team, and provide your feedback. City staff will also be available to answer questions.

### Event Details

Date: Thursday, September 21, 2017  
Time: 6:00pm - 8:00pm (drop-in only; no presentation)  
Place: Fraternal Order of Eagles, Banquet Hall  
170 West 3<sup>rd</sup> Street, North Vancouver

### Event Location



For more information, please contact:

Applicant Contact: [Laura Beveridge](#)  
Brook Pooni Associates  
e. [lbeveridge@brookpooni.com](mailto:lbeveridge@brookpooni.com) | t. 604.731.9053

City Contact: [David Johnson](#)  
Community Development, City of North Vancouver  
e. [djohnson@cnv.org](mailto:djohnson@cnv.org) | t. 604.990.4219

# 210 & 230 East 2<sup>nd</sup> Street

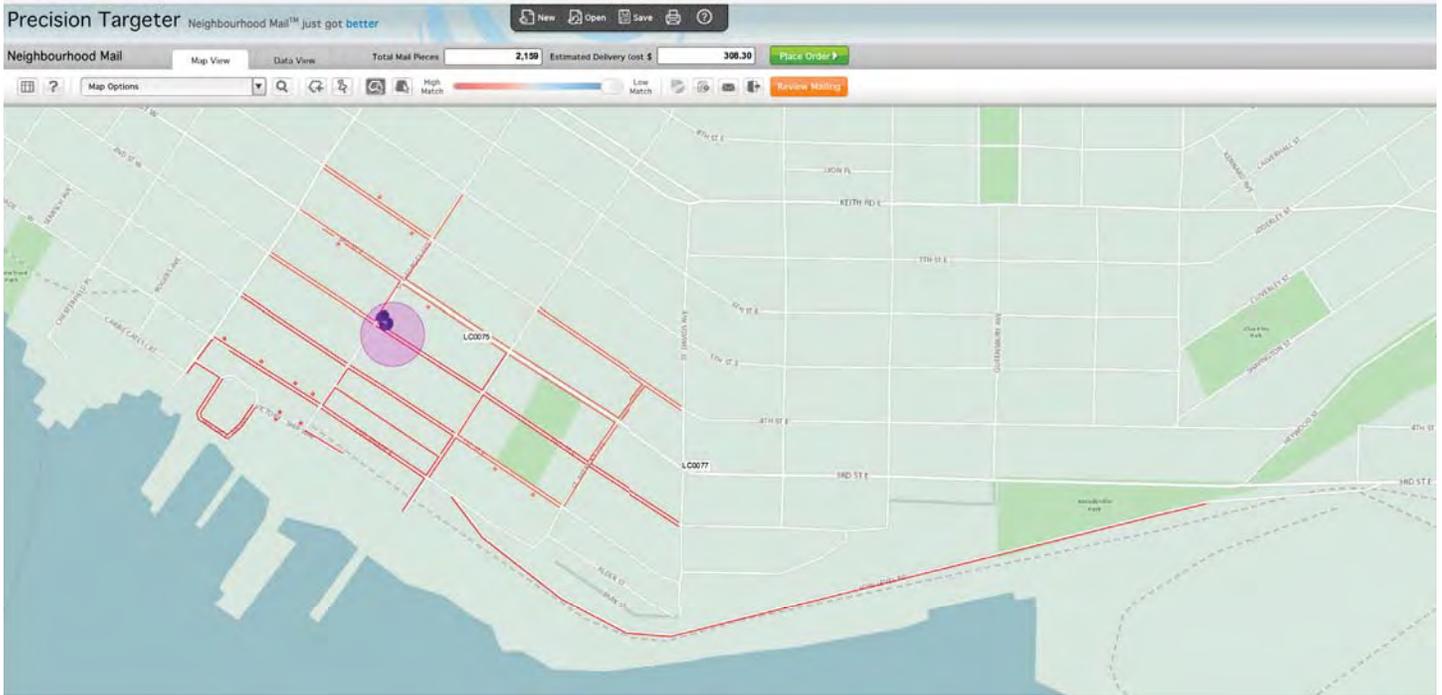
## Design Concepts



## Site Map



# APPENDIX B - Notification Area



# APPENDIX C - North Shore News Advertisement

## DEVELOPER'S INFORMATION SESSION



GWL Realty Advisors has submitted a Development Application for 210 and 230 E 2<sup>nd</sup> Street to permit 160 residential units and 120 underground vehicle parking spaces.

**GWL Realty Advisors is hosting a Developer Information Session on Thursday, September 21 from 6:00 to 8:00 at the Fraternal Order of Eagles.** Please join us to learn about the proposal, view proposed designs, meet the project team, and provide your feedback. City staff will also be available to answer questions.

### Developer Information Session Details

**Date:** Thursday, September 21, 2017 (drop-in only; no presentation)

**Time:** 6:00 - 8:00 p.m.

**Location:** Fraternal Order of Eagles, Banquet Hall  
(170 West 3<sup>rd</sup> St, North Vancouver)

### DESIGN CONCEPT



For more information, please contact:

Laura Beveridge (applicant contact)

Brook Pooni Associates

e. lbeveridge@brookpooni.com

t. 604.731.9053

David Johnson (city contact)

Community Development, City of North Vancouver

e. djohnson@cnv.org

t. 604.990.4219

**Please note:** this meeting is required by the City of North Vancouver as part of the rezoning process.

# APPENDIX D - Developer Information Session Display Boards

## WELCOME

GWL Realty Advisor's proposal for 210 and 230 East 2<sup>nd</sup> Street seeks to increase purpose-built rental housing in the Lower Lonsdale neighbourhood.

Thank you for attending our Developer Information Session. The purpose of this Meeting is to:

Share our design concepts



Convey our commitment to rental housing in the City of North Vancouver



Listen to your input and answer any questions you may have



Please take a moment to fill out a comment form before you leave. We look forward to your feedback.



# PROJECT TEAM

GWL Realty Advisors has assembled a highly qualified project team.



#### **GWL Realty Advisors Inc | Land Owner**

GWL Realty Advisors Inc. (GWLRA) is a real estate investment and management company that creates stable investment returns for pension fund clients through long-term investment and proactive management of real estate assets. As a national real estate services firm, their practice is to acquire, develop and maintain best-in-class buildings, as well as offer excellent service to the residents and tenants of those buildings. GWL has invested in communities with a long-term outlook, matching their clients' desire for long-term, stable, and predictable cash flow to help meet their pension plan obligations.



#### **Rositch Hemphill Architects | Architect**

Rositch Hemphill Architects (RHA) is a Vancouver-based architectural firm that has been active for more than 20 years and consistently ranks among the top firms in the city. RHA takes the lead role in coordinating all the myriad components that go into a project. They help clients develop their vision, guide them through the design and manage them in their decision making.

Jonathan Losee Ltd. LANDSCAPE ARCHITECTURE



#### **Jonathan Losee Ltd. | Landscape Architect**

Jonathan Losee Ltd. is a small landscape architectural firm that provides personal and efficient professional consulting services in park design, health care facilities, urban design, mixed use projects, multi-family residential, school and institutional, commercial, maintenance and operations, and restoration.



#### **Bunt & Associates | Traffic Engineers**

Bunt & Associates is a Canadian transportation planning and engineering consultant; they are able to provide enterprising solutions to transportation planning and traffic engineering problems to contribute to building connected and sustainable communities. Bunt was founded in 1993 in B.C. and has expanded to encompass B.C., Alberta, and Northern Alberta.



#### **Brook Pooni Associates | Urban Planning Consultant**

Brook Pooni Associates is a leading urban planning and land development consultancy based in Vancouver, Canada. Their team of skilled planners and professionals bring industry-leading knowledge, strong community relationships, and a solid understanding of local perspectives.



# RENTAL EXPERTS

GWL Realty Advisors currently manages 12,500 residential and commercial rental suites across Canada.



## Canadian Rental Experts

GWLRA has a significant portfolio of residential and commercial rental properties. This includes the management of 12,500 rental suites across Canada, and 250 in the Lower Mainland. We are also currently in the process of developing and / or building 3,000 rental suites, 300 of which are located in the Lower Mainland.

## North Shore Experience

We recently completed our first project on the North Shore: Northwoods Business Park and Northwoods Village (anchored by Stong's Market). Located at Dollarton Highway and Riverside Drive, the project has become a popular destination for the community. We also manage the Harbourside Centre, a commercial property located in the Auto Mall (788 Harbourside and 38 Fell).

## Vertica Resident Services

A wholly-owned subsidiary of GWL Realty Advisors, Vertica Resident Services is a multi-residential property management company with an award-winning collection of rental apartment communities in cities across Canada. Vertica manages over 11,000 suites in four provinces.

Vertica is dedicated to providing residents with personal, professional, and responsive service. Vertica buildings are impeccably clean, are well located next to services, amenities and transit, and continually strive to be environmentally efficient.

Vertica creates a sense of community within each property, while also connecting with the surrounding neighbourhood through social responsibility programs. All of this combines to deliver the best customer experience for the renter, making Vertica a place to truly call home.



# WHY RENTAL? WHY NOW? WHY NORTH VANCOUVER?

There is a shortage of purpose-built rental in the City of North Vancouver.



**Low vacancy rates:** The City of North Vancouver's rental vacancy rate is 0.3%; a healthy vacancy rate is 3-4%.



**Overcrowded rental:** The City has a shortfall of 2,035 rental bedrooms and 1,585 over-crowded rental homes (source: BC Non-Profit Housing Association).



**Imbalanced rental market:** The City's rental market ranks 510 out of 521 Canadian municipalities (source: BC Non-Profit Housing Association).



**Significant proportion of renters:** Approximately 46% of all households in the City of North Vancouver are renters (source: 2011 National Housing Survey, most recent data available).



**Older building stock:** a majority of the City's rental suites are in purpose-built rental buildings that were constructed in the 50s and 60s, and their maintenance and general upkeep is increasingly expensive.

## Our response:



**Increasing rental suites:** We are proposing to build 160 rental suites, a net increase of 96 rental homes on the property.



**Larger rental suites:** We are proposing to build 21 three-bedroom and 1 four-bedroom suites. The existing building does not have any three or four bedroom suites.



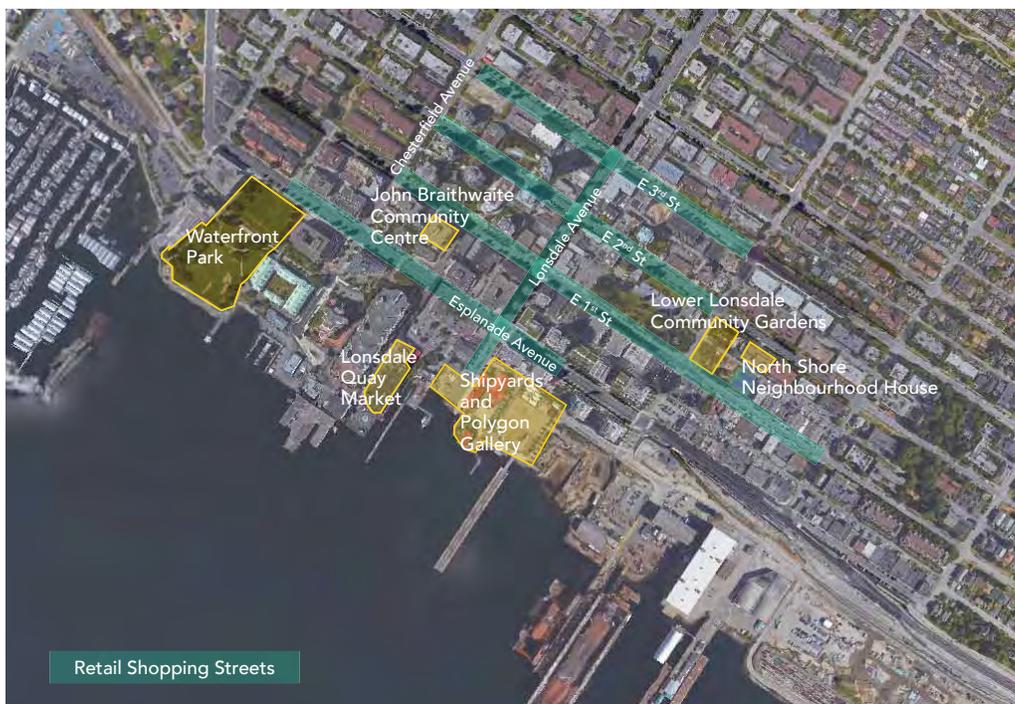
**More family-sized suites:** Over 35% of our suites will be family-sized (two-bedrooms or larger). Currently, 25% of the suites are two-bedrooms.



# LOWER LONSDALE

Lower Lonsdale is a lively neighbourhood, with many shops, restaurants, and amenities, as well as a range of housing options.

Lower Lonsdale is a central hub and gathering place, attracting people from across the City and the North Shore. It is home to the Lonsdale Quay Market and the Friday Night Summer Market, as well as many small shops and retailers. It offers a variety of restaurant and food store options, as well as community garden spaces. There are also many different forms of housing, ranging from single family homes to high rise apartment buildings.



# OUR PROPOSAL

We are proposing a 100% purpose-built rental residential building.

Our proposal is for a 5- to 6-storey building with 160 purpose-built rental suites, ranging from studio to four-bedroom.



### **New Rental for Families**

Our proposal includes 160 rental suites. This will include 36 two-bedroom, 21 three-bedroom, and 1 four-bedroom suite intended for families.



### **Ground-Oriented Suites**

Our proposal includes ground-oriented suites on 2nd Street and the lane to create greater visual interest for pedestrians and to provide ground-level living options for families. The ground-oriented suites will also create "eyes on the street", contributing to the safety in the area.



### **Public Realm Improvements**

Our proposal will result in public realm enhancements along 2nd Street and the lane, including new landscaping, "eyes on the street", and ground-level patio spaces, contributing to a sense of community.



### **New Amenity Spaces for Residents**

Our proposal includes indoor and outdoor amenity spaces for residents to encourage a sense of neighbourliness. These spaces are centrally located, and are designed to accommodate varying activities and group sizes.



### **Rental Close to Jobs**

Our property is located in one of the City's key economic hubs. Providing housing close to jobs reduces commute times, and also helps attract employees and young people to the area.



### **Rental on Transit and Bike Routes**

Our property is in close proximity to several key transit and cycling routes. Proximity to convenient and easily accessible transit, seabus commuting, and cycling infrastructure encourages residents to choose alternate modes of transit and reduces congestion.



### **Rezoning**

We are pursuing a rezoning to allow for a 5- to 6-storey rental building. Our proposal complies with the Official Community Plan.



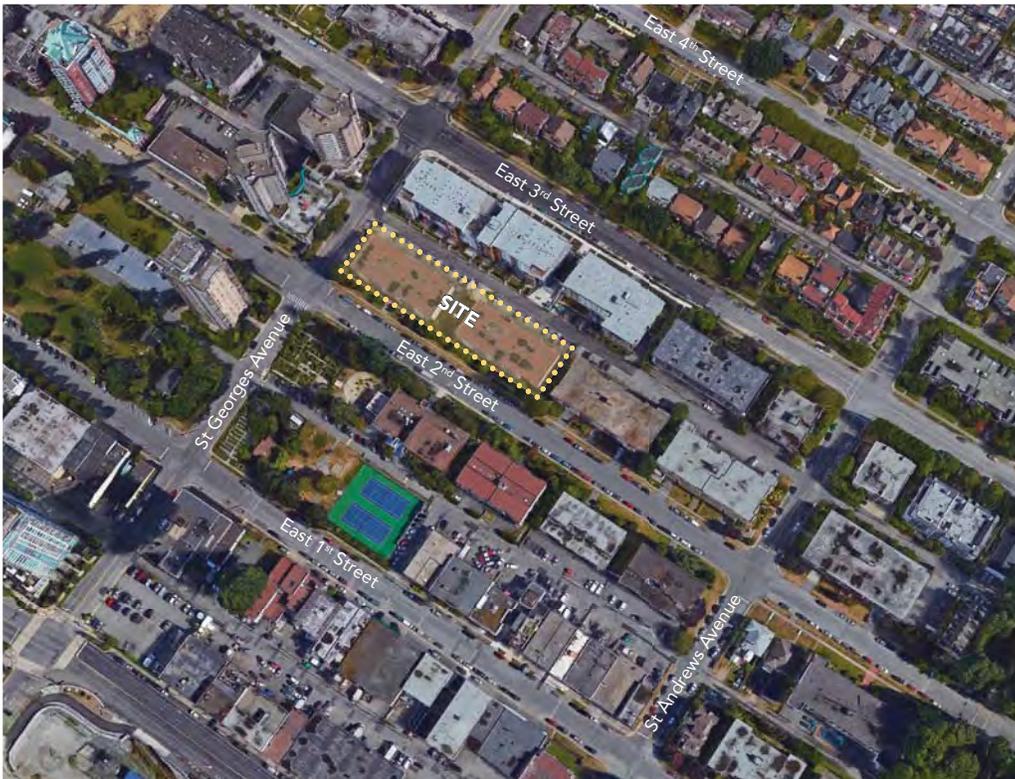
### **Compliance with Official Community Plan**

The proposal complies with the heights and density outlined in the Official Community Plan, which was approved in 2014.



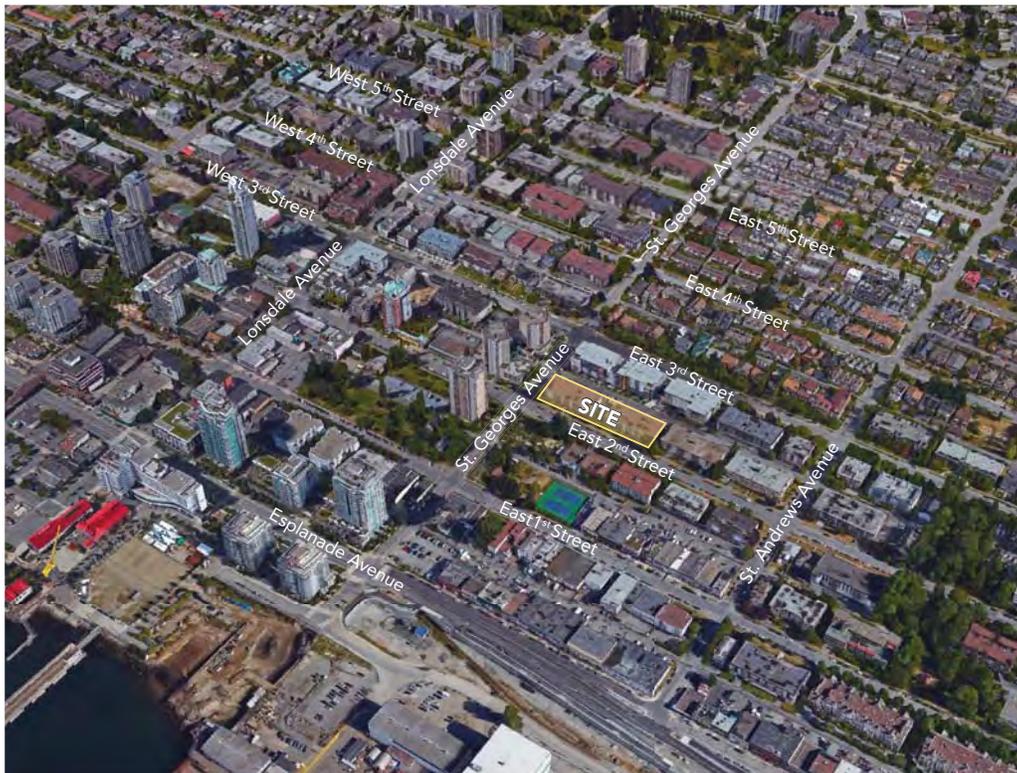
# SITE CONTEXT

210 & 230 East 2<sup>nd</sup> Street is located at the northeast corner of St. Georges Avenue and East 2<sup>nd</sup> Street.



# AREA CONTEXT

There are a variety of building heights and types in the area.



# AREA CONTEXT: 3D VIEWS



Aerial View Looking Northwest



Aerial View Looking Southwest



# POLICY CONTEXT

There are a number of regional and city policies that support our proposal for rental residential at 210 & 230 East 2<sup>nd</sup> Street.



## Metro Vancouver Regional Growth Strategy (2011)

The Regional Growth Strategy is the vision for all municipalities in the Lower Mainland to accommodate the projected growth of over 1 million people and 500,000 new jobs by 2040. The Strategy promotes compact urban areas and complete communities. **210 & 230 East 2nd Street are designated General Urban and are located within the City of North Vancouver's Urban Centre. General Urban areas are home to residential neighbourhoods supported by shopping, services, institutions, recreational facilities, and parks. Higher density trip-generating development is to be directed to Urban Centres.**



## Official Community Plan (2014)

The Official Community Plan (OCP) guides planning and development decisions in the City of North Vancouver, and outlines overarching goals and objectives. **Our proposal for a 5- to 6-storey building with 2.6 FSR aligns with the OCP's vision for the area.**



## Housing Action Plan (2016)

The City of North Vancouver's Housing Action Plan (HAP) defines the City's role in addressing community housing needs and achieving greater housing diversity and affordability. The HAP Vision is to ensure there are diverse and appropriate housing options for current and future residents of all ages, incomes, and abilities. **Our proposal for 160 purpose-built rental suites, ranging from studio to 4-bedroom supports the vision and goals of the City's Housing Action Plan. Our proposal will comply with the Mid-Market Rental Units Policy by providing 10% of all rental units at 10% below CMHC average market rents secured for 10 years. Our proposal has also been designed with families in mind, and includes shared indoor and spaces, as well as an outdoor children's play area. In addition, 14% of our suites will be 3-bedrooms or larger.**



## Residential Tenant Displacement Policy (2015)

The Residential Tenant Displacement Policy was created to support the protection of renters who are displaced through the redevelopment of purpose-built rental apartments by requiring developers to provide enhanced notice and assistance to these affected individuals. This Policy is applicable to all development applications seeking Council approval to redevelop or demolish an existing purpose-built rental building on properties designated Level Four or higher in the Official Community Plan. **We are committed to our tenants, and we want to ensure that they are supported throughout the redevelopment process. We are working with third-party Tenant Relocation Specialists who are providing our tenants with relocation support and services throughout the process. Our Tenant Compensation Package also includes compensation based on tenure as well as a moving allowance.**



# TRANSPORTATION REVIEW

Bunt and Associates conducted a Transportation Review for our proposal.

Bunt is a leader in the transportation industry. They conducted a Transportation Review for 210 & 230 East 2<sup>nd</sup> Street to help us better understand how our proposal fits within the transportation context for the area. Bunt had the following findings about transportation and our site:



### Transit and Cycling Networks

Our property is well-served by several transit, cycling, and walking connections, including east-west connections on 3<sup>rd</sup> Street, north-south connections on Lonsdale Avenue, and downtown connections with the seabus.



### Transit Oriented Development

The City of North Vancouver encourages development on transit hubs and corridors to concentrate residential and employment growth, while minimizing congestion. Our property is located on several transit and cycling routes and supports this City initiative.



### Walkable

Our property is located within walking distance to services, shops, employment, parks, transit, schools, and a community centre. Our proximity to these amenities encourages walking and reduces dependence on cars.



### Transportation Demand Management (TDM)

Key TDM measures that will help reduce the dependency of single-occupancy private vehicles include: proximity to transit services, an abundance of bicycle parking spaces, neighbourhood walkability, and a 'welcome package' for new residents highlighting the availability of sustainable transportation modes.



### Site Trips

The increase in vehicle trips associated with the new development is expected to be minimal. In addition, it is not anticipated to have a significant impact on the St Georges and East 2nd intersection (the expected change is less than 5% of the current volume in the peak-hour periods).



### Parkade on 2<sup>nd</sup> Street

Parkade access on 2<sup>nd</sup> Street is preferred to parkade access on the lane because vehicle volumes on 2<sup>nd</sup> Street are less than St. Georges. Locating the parkade access on 2<sup>nd</sup> Street will have the least impact.



### Bike and Vehicle Parking

We are meeting the parking requirements outlined in the City of North Vancouver's Parking Bylaw.



# DESIGN RATIONALE

Our design is based upon shared spaces, neighbourliness, and community, and has been designed according to the following principles.



**Outdoor Spaces**  
Large patios with street or lane access are provided for the ground floor suites and all mid level suites have balconies.



**Green Spaces**  
Native and adaptive plants have been used to minimize water requirements and maintenance and maximize success. In addition, the second floor amenity area contains edible landscaping, such as blueberries and herbs, and the third floor amenity area has community gardens.



**Welcoming Spaces**  
The entry plaza is open and welcoming with seating-height walls. Bike racks and seating make it easy for visitors and residents to come and go.



**Eyes on the Street**  
Our design includes ground-oriented suites with outdoor space on both the lane and 2<sup>nd</sup> Street to encourage eyes on the street and promote safety and community connections.



**Spaces for Informal Play**  
The second floor outdoor amenity area has an informal play area for kids.



**Gathering Spaces**  
Our proposal focuses on shared amenity spaces. The second floor amenity area offers an outdoor covered BBQ and seating area allows for outdoor cooking, eating, and socializing. The open space allows residents to take their workouts outside in nice weather, with flexible space for yoga or other activities. The third floor amenity area acts as a hub including community gardens, a gas fire pit, and informal seating for residents to visit and connect.



**Two Distinct Buildings**  
Our design highlights different architectural styles. The two buildings have been designed as a compatible pair, each having its own character, architectural expression and material palette.

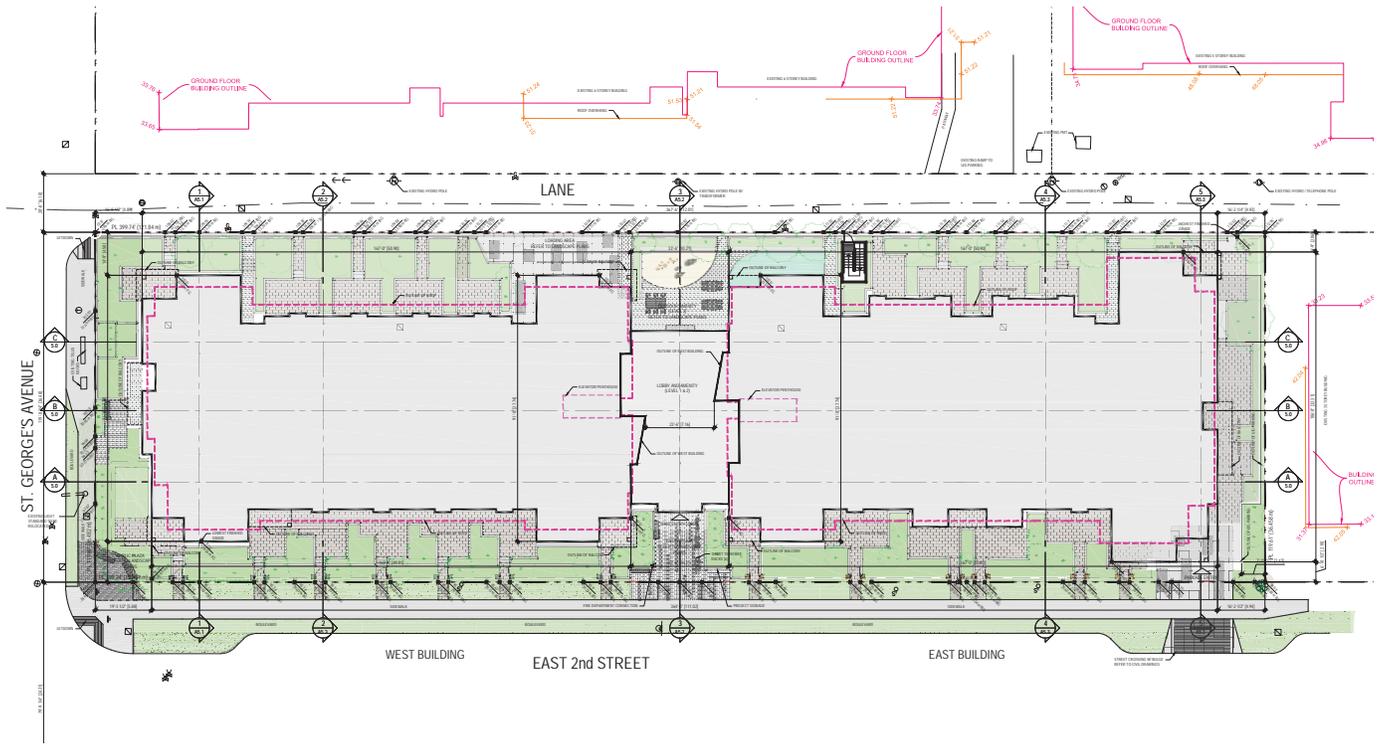


# PROJECT STATISTICS

Proposed Use	Rental residential
Total Number of Homes Proposed	<p>160 rental suites, including:</p> <ul style="list-style-type: none"> <li>• 22 studio</li> <li>• 80 one-bedroom</li> <li>• 36 two-bedroom</li> <li>• 21 three-bedroom</li> <li>• 1 four-bedroom</li> </ul>
OCP Permitted Height	6 storeys
Proposed Height	5 – 6 storeys
OCP Permitted Density	2.6 FSR
Proposed Density	2.6 FSR
Parking Required by Parking Bylaw	<ul style="list-style-type: none"> <li>• 0.5 - 0.75 parking stalls per unit</li> <li>• 80 - 120 underground parking stalls</li> </ul>
Proposed Parking	<ul style="list-style-type: none"> <li>• 0.85 parking stalls per unit</li> <li>• 136 underground parking stalls</li> <li>• 258 bike stalls</li> </ul>

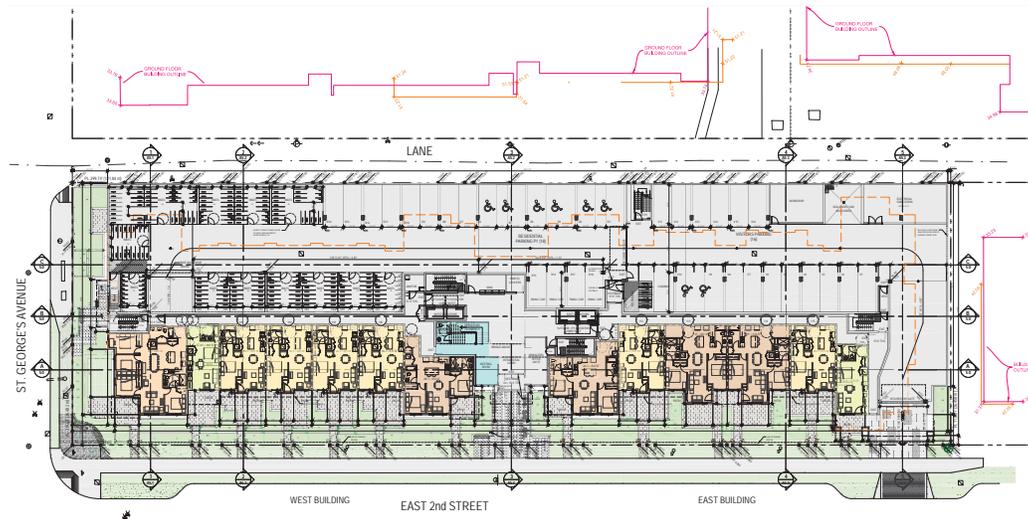


# SITE PLAN

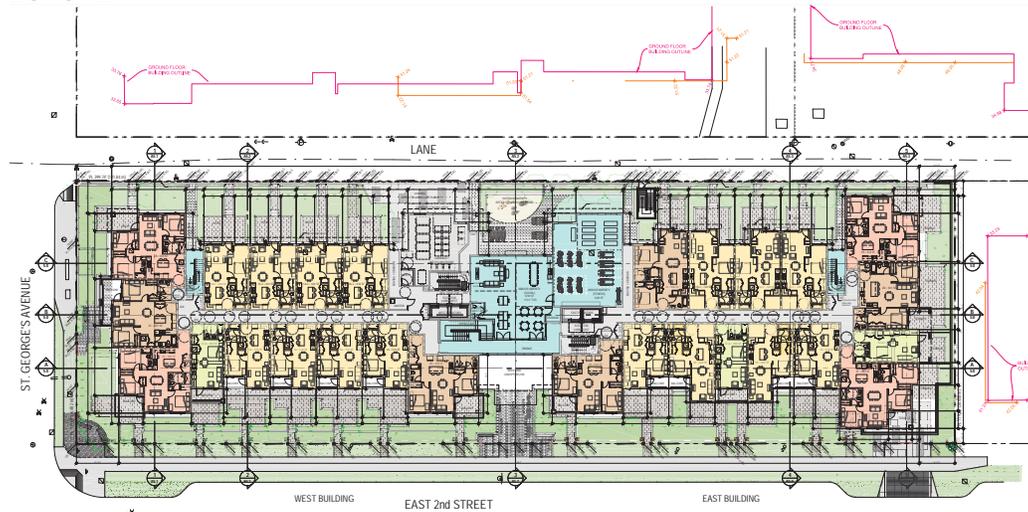


# TYPICAL FLOOR PLANS

## Level 1



## Level 2

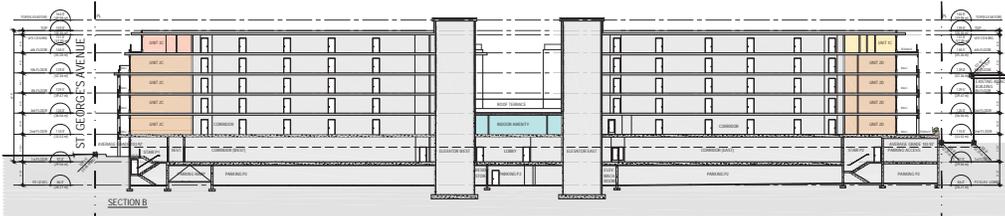


# SECTIONS

## West - East Section: the Lane



## West - East Section: mid-building

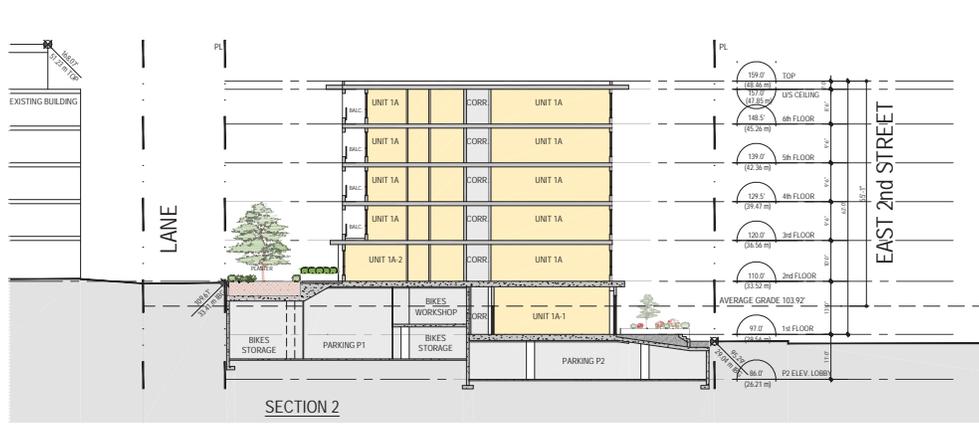


## West - East Section: 2nd Street

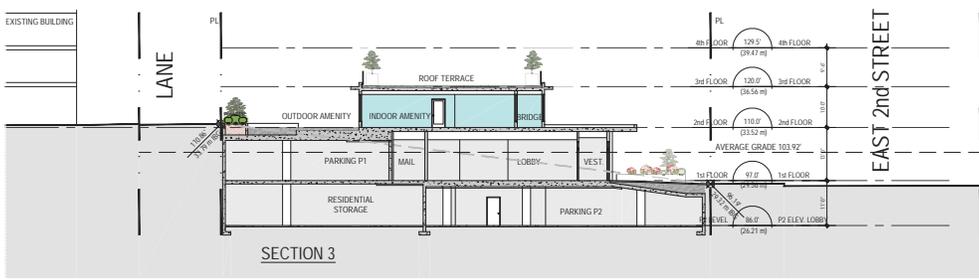


# SECTIONS

## North - South Section: Lane to 2<sup>nd</sup> Street



## North - South Section: mid-building



# ELEVATIONS

South Elevation: Facing East 2<sup>nd</sup> Street



North Elevation: Facing the Lane



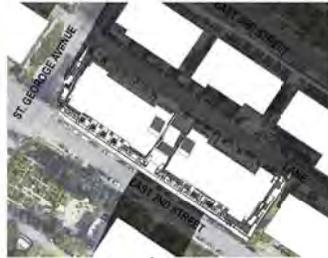
# SHADOW STUDIES



21 March / September 2 PM



21 June 2 PM



21 December 2 PM



21 March / September 12 PM



21 June 12 PM



21 December 12 PM



21 March / September 10 AM



21 June 10 AM



21 December 10 AM

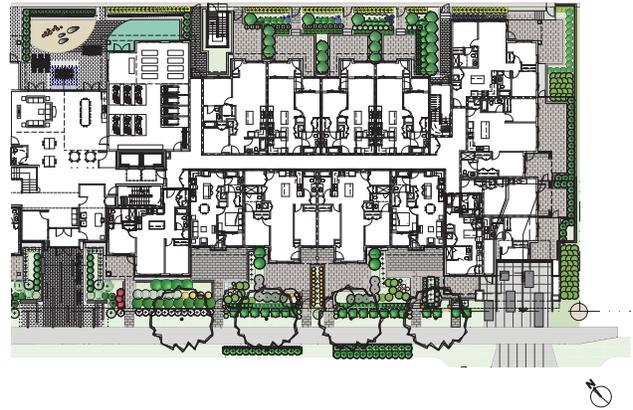


# LANDSCAPE PLAN

West Building



East Building



Third floor outdoor amenity space



# DESIGN CONCEPT



View along East 2<sup>nd</sup> Street



View along lane



# DESIGN CONCEPT



Entrance view



Outdoor amenity space on the Lane



# DESIGN CONCEPT



View from corner of East 2<sup>nd</sup> Street and St. Georges Avenue

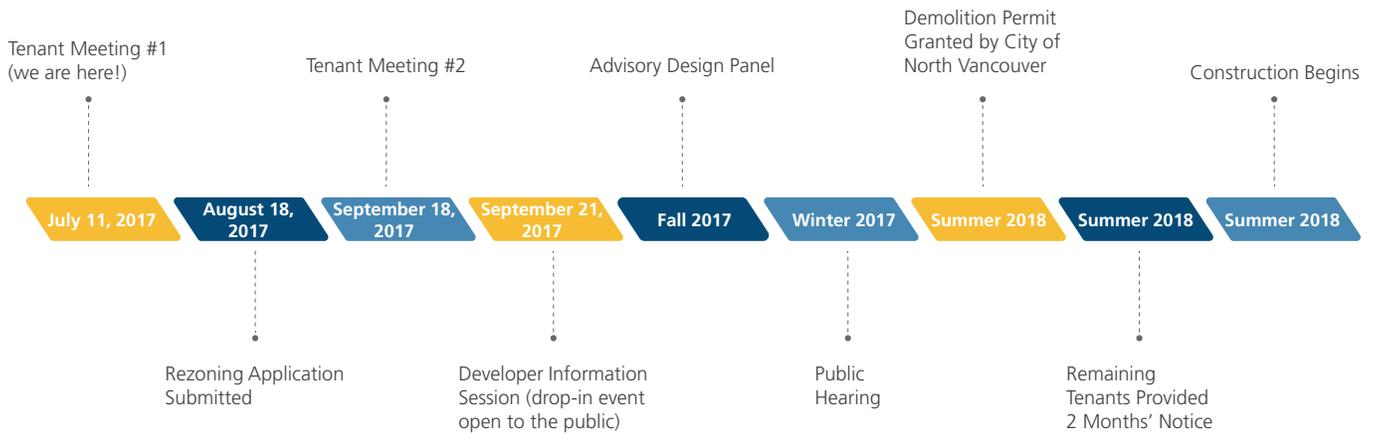


View from the Lane



# TIMELINE

The image below provides a summary of our current timelines. These dates may change as GWLRA continues to move through the City of North Vancouver approvals process.



# SHARE YOUR IDEAS

Please take a moment to share your comments with us.



Thank you for coming. We appreciate your attendance and your feedback.



# APPENDIX E - Comment Form

## 210 and 230 East 2nd Street Development Information Session | 6 – 8pm, September 21, 2017

**Please Note:** Should you provide your name and address, this form will become part of the staff report to City Council on this development proposal and will be publically available. If you do not wish to be identified, please do not include your name on the form, only your address. Your comments will be taken into consideration by City staff in its review of the application; however it will not be viewed by City Council or the public.

<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	
2. What do you like most about the proposed project?	
3. Do you have any concerns about the proposed project?	
4. What would you suggest to improve or enhance the proposed project?	
5. Please provide any additional comments.	

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the developer. All comments will be forwarded to the City.

**CONTACTS:**

Applicant: Michael Reed

Telephone: 604-713-8919

E-Mail: michael.reed@gwra.com

City of North Vancouver: David Johnson

Telephone: 604-990-4219

E-Mail: djohnson@cnv.org

# APPENDIX F - Comment Form Transcriptions

## TRANSCRIPTIONS

210 and 230 East 2<sup>nd</sup> St Development Information Session (Sept. 21, 2017)

### 1. Do you support the proposed project?

1. Absolutely not.
2. No.
3. Yes.
4. Not in its current form. Although I support rentals, the height of the building will severely limit sun exposure in the alley and greatly diminish the roof top view.
5. No. When I purchased at 221 3<sup>rd</sup> St. E. I was informed that the building would never lose the view.
6. No.
7. No.
8. Yes
9. No because I have many questions that weren't necessarily answered, but side-stepped responses.
10. No- not as planned. Needs to be set back more from lane.
11. Absolutely not (at least as it is proposed).
12. No.
13. My concern is your city's responsibility for replacing the renters.
14. NO!
15. No.
16. Yes- for community sake. No- for the residents who live on 3<sup>rd</sup> St.
17. No!
18. No.
19. No.
20. N/A.

### 2. What do you like most about the proposed project?

1. I hope this project will be responsive to our concerns!
2. I reject the project. It is too tall for its location.
3. Providing much needed rental for the community.
4. Parking off 2<sup>nd</sup> [...] preferred over alley
5. N/A
6. Nothing.
7. Very nice design- just 1 storey too high.
8. The replacement of older rental buildings with newer (now probably better built to more stringent regulations) buildings to accommodate more renters.
9. I would be happy to see a new building but not of this size (height + depth).
10. Not much. I realize construction will happen but it's to the detriment of value of our retirement home- disruption for 2 years- dust, noise.

11. N/A.
12. Nil.
13. N/A.
14. Nothing.
15. Not much.
16. Beautiful building.
17. Nothing.
18. I support more rental development.
19. Nothing.
20. Revitalization of 2<sup>nd</sup> street.

### 3. Do you have any concerns about the proposed project?

1. It's too close to the alley on the north side. New natural light access for our owners + residents is harmful. Our building (221) is not settled yet: constructed in 2014. This density to our neighbourhood is too high. Big corporate business interests are coming before tax payers. It is too high, wide + too many units for our neighbourhood. Rental rights coming at the expense of owners of our building.
2. The rental idea is awful. It will erode the quality of life for homes north of the building.
3. No, fits in with existing developments.
4. Ruin views. Lack of sunlight in alley. Parking concerns. Loss of value in my property due to project.
5. Height of building- people who invested in south side of 221 3<sup>rd</sup> st E will lose their view.
6. Yes. I live in 221 on 3<sup>rd</sup> St. The proposed heights will block my view and create many shadows for our building.
7. Yes- concerned about the height of the buildings. Concerned it is setting a precedent for east 200 block.
8. More traffic on east 2<sup>nd</sup> St near north shore neighbourhood.
9. Yes, the noise pollution, traffic congestion, excess dust, reduction of natural light, construction damage to Orizon, height of project, depth of the project on the lot (lot-size).
10. Density too high- building too high. 221 Orizon building not settled- construction damage will happen. Shading of Orizon building.
11. The height is a problem for our building behind you.
12. Loss of view. Loss of light. Constant shade for months given the height. Lack of [...]. Proximity to building across lane. Density- way too big!!!
13. You do seem to have a sense of the needs of the current situation in rental climate.
14. Concerned about my apartment at 221 Orizon Building. The outdoor amenity space on the lane, sunlight.
15. Construction noise, dust, pollutants in the air, reduced natural light, losing the water view. Being hostage to developers!! When we purchased our home not very long ago, we were told "no intentions of being developed!!". Developers lie. Loss of street parking for 2-3 years due to builders parking here! Also the +++++ car congestion on top of what we already have going off the N/S/ to suburbs! More traffic in N.V.!! What is the area

currently zoned for? Will our city get their palms greased to go over the proposed height?

16. Blocks our views from 3<sup>rd</sup> St.
17. Obstruction of views in Orizon building. Proximity of development to Orizon building. Creates a dark shadowed alley. 2-3 years of construction noise, dust, traffic.
18. 221 E 3<sup>rd</sup> residents are losing their views and value on their investment.
19. What happens to people in the building- Dust Dust Dust!
20. Parking. Access off lane. Not enough parking for all residents / visitors.

#### **4. What would you suggest to improve or enhance the proposed project?**

1. Need to see a “view” impact study. Our rooftop patio (common to all owners) will have a view of what? This is our building area for community gathering of owners + residents.
2. Reduce the building height. Reduce the number of units.
3. As many shared amenities as possible to promote interaction.
4. Lower the height of the building.
5. Increase number of parking spots to at least 170 parking in the area- will become impossible if this proposal comes through.
6. Lower the proposed height. Increase parking spaces.
7. Shorten by 1 storey.
8. N/A
9. Push back the project so it doesn't push up against the lane and lower the height of the building to allow for more light to filter through.
10. Lower by one or two floors.
11. Reduce the height.
12. Lower the building.
13. N/A.
14. Only build a 3 storey.
15. 3-4 storey.
16. Lower stories.
17. 3 floors max building height. No rezoning!
18. It should be 3 stories. No rezoning.
19. Is there any low income units?
20. Outdoor green space.

#### **5. Please provide any additional comments**

1. N/A
2. I truly reject the project. It will cause damage to the nearby buildings. Reduces quality of life in the nearby building. Please do more shadow study.
3. Looks great!
4. With a lower profile I would support this project. Otherwise I oppose it and am very concerned with a lowered property value. Community spaces are only outdoor- in Vancouver that's only good for community gathering 3 months a year.

5. The benefits for new construction will primarily go to the developers. (I estimate at least double the rent now). In the meantime, the current tenants will need to move and the rents will be at least 60% higher- more people will be forced to leave North Vancouver due to affordability. In my opinion, the whole real estate management issue by the BC government has been very poorly handled. Profits mainly go to developers and foreign buyers. We have the next generation to worry about. The housing market will either crash or this will become a city for the very rich only. Is there a public record of payments made by development companies to politicians?
6. N/A
7. This project will erode the water view from my home. At the time I purchased, the maximum building height was 4 stories. My enjoyment of life and home value will be depreciated. Very concerned about precedent set for 6 storey buildings- development on north side of 3rd St E is my main concern.
8. More rental units are definitely “desperately” needed in North Vancouver.
9. I am pro rental but don’t understand the argument for little parking given the large suites and the likely high rental cost would mean the demographics of renters have high salaries.
10. Fresh air intakes on Orizon building will be impacted. Reduces quality of life for retirees who downsized to a lovely unit- now losing views + sunlight.
11. N/A.
12. This significantly hurts the pleasure and value of my unit across the lane. I value improvement to the area, but this is beyond reasonable + puts an unfair burden on me as an owner.
13. N/A.
14. More noise, more traffic, less privacy for my unit across the lane.
15. We are the tax payers of this community- we will not go easy.
16. N/A.
17. More density with no improvement to traffic and transportation.
18. This is pointless. The project is already approved without neighbouring resident input.
19. N/A.
20. We live in the Orizon and find that the laneway is already busy- it would be better to have the parking off of 2<sup>nd</sup> Street.

## 210 and 230 East 2nd Street Development Information Session Sign in Sheet

**Please Note:** This form will become part of the staff report to City Council on this development proposal and will be publically available. If you do not wish to be identified, please do not include your name on the form, only your address.

**DEVELOPMENT:** 210 and 230 E 2nd Street

**DATE:** 9/21/2017

**TIME:** 6 – 8 pm

**DIS LOCATION:** Fraternal Order of the Eagles, 170 West 3rd Street, North Vancouver

No.	Name	Address	Time
1	IAN, KELLY JACKSON PROUDFOOT	3-221 3RD ST E N. VANCOUVER	6
2	NICOLE KRAL	209-250 E 2nd ST. N. VAN.	6
3	Isabelad Pardoza	2931 Mountain Hwy	6
4	Helen SKODLAND	401 - 221 E 3RD ST.	6
5	SEVIN ATILLA	320-221 E. 3 <sup>RD</sup> ST.	6
6	Mike Cerka Alyssa Ruthven	9-221 3rd St E	6
7	Kavch Jamshid	221 3 <sup>rd</sup> St E.	6
8	Sandra Borson	221 E. 3rd St	6
9	Charlene Cox	307-310 E 3rd St	6:15
10	Nancy Chou	18-221 E. 3rd St.	6:20
11	BRAD FORSTER	#513 - 221 3 <sup>RD</sup> ST E	6:25
12	Jesse Godin	#514 - 221 E. 3 <sup>RD</sup> Street	6:25
13	Christine Brown Kevin	<del>#51</del> <sup>515</sup> - 221 E 3 <sup>rd</sup> St.	6:30

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**DEVELOPMENT:** 210 and 230 E 2nd Street

**DATE:** 9/21/2017

**TIME:** 6 - 8 pm

**DIS LOCATION:** Fraternal Order of the Eagles, 170 West 3rd Street, North Vancouver

No.	Name	Address	Time
1	Deb Cuthbert	1-221 East 3rd Street North Van	6:33 pm
2	TIM IRELAND	2-221 EAST 3RD STREET NORTH VAN	6:30 PM
3	ANDREW HALBY	# 303 & 309 221 E 3rd ST N. VAN	6:40
4	Amir Kadra	255 E 2nd St	6:40
5	IVAN LEONARD	215 ST ANDREWS AVE	6:45
6	Sandra Tapanj	402-221 3rd <sup>rd</sup> East N. VAN	6:45
7	DONNA SMITH	504-221 3rd St E, N Van	6:55
8	Roda MAGGIE DICKIE	505-221 3rd St E N Van	6:58
9	IAN STABLER	221 East 3rd Street	
10	nazli vahid	Montroyal Blvd. N. Vancouver	7:00
11	Shiva Panah	" " "	7:00
12	Don Kumbhar	151 N. 5th St N. Van	7:15
13	Suresh Kestur	310-250 East 2nd	7:15

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**DEVELOPMENT:** 210 and 230 E 2nd Street

**DATE:** 9/21/2017

**TIME:** 6 – 8 pm

**DIS LOCATION:** Fraternal Order of the Eagles, 170 West 3rd Street, North Vancouver

No.	Name	Address	Time
1	LESUE WATSON	B-241 4th St. East, N. VAN	6:00 pm
2	BOB BUNTING	655 E 4TH ST.	6:00pm
3	Cathy Lewis	655 E 4TH ST	6:00
4	TRISH FORSTER	513-221 3rd St. E.	6:00.
5	Daryl Ternowski	1-221 <del>West</del> East 3rd	6:30
6	JIM SMITH	504 221- 3RD ST. EAST.	6:55
7	BARBARA PANMAN	WEST VANCOUVER	6:55
8	Karen McKenna	311-221 3rd St. E	6:58
9	Shirley Jones	3-238 4th St	7:00 pm
10	Cam B	221 2nd St E	7:00pm
11	Caylee Sampson	221 E. 3rd Street	7:05pm
12	Justin Beveridge	Bob-151 W. 2nd St.	7:30.
13	PETER JESSEN	THC 186 Esplanade	7:30

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**DEVELOPMENT:** 210 and 230 E 2nd Street

**DATE:** 9/21/2017

**TIME:** 6 – 8 pm

**DIS LOCATION:** Fraternal Order of the Eagles, 170 West 3rd Street, North Vancouver

No.	Name	Address	Time
1	Rhys Jenson	188 esplanade east TH 6	7:30
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			

### 210 and 230 East 2nd Street Development Information Session | 6 – 8pm, September 21, 2017

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Name: <u>Deb Cuthbert</u>	
Address: <u>1-221 East 3rd Street North Vancouver</u>	
1. Do you support the proposed project?	<u>Absolutely not.</u>
2. What do you like most about the proposed project?	<u>It's too close to the alley on the north side.</u> <u>I hope this project will be responsive to our concerns!</u> <u>New Natural light access for our owners + residents is harmful.</u> <u>our building (221) is not settled yet: constructed in 2014</u>
3. Do you have any concerns about the proposed project?	<u>this density to our neighbourhood is too high</u> <u>- Big corporate business's interests are coming before tax payers</u> <u>- it is too high, wide + too many units for our neighbourhood</u>
4. What would you suggest to improve or enhance the proposed project?	<u>it's a rental building and renters don't invest in the neighbourhood.</u> <u>- rental rights coming at the expense of owners of our building.</u>
5. Please provide any additional comments.	<u>Need to see a "view" impact study.</u> <u>our Rooftop patio (common to all owners) will have a view of what?</u> <u>This is our building area for community gathering of owners + residents.</u>

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the developer. All comments will be forwarded to the City.

**CONTACTS:**

Applicant: Michael Reed  
City of North Vancouver: David Johnson

Telephone: 604-713-8919  
Telephone: 604-990-4219

E-Mail: michael.reed@gwlra.com  
E-Mail: djohnson@cnv.org

(2)

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	NO
2. What do you like most about the proposed project?	I reject the project right. It is too tall for its location.
3. Do you have any concerns about the proposed project?	The rental idea is awful. It will erode the quality of life for homes North of the building
4. What would you suggest to improve or enhance the proposed project?	reduce the building height. reduce the number of units.
5. Please provide any additional comments.	I truly reject the project. it will cause damage to the nearby building. reduces quality of life in the nearby building. → please do more shadow study.

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the developer. All comments will be forwarded to the City.

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<b>Name:</b>	
<b>Address:</b> 151 - W. 2 <sup>nd</sup> St.	
1. Do you support the proposed project?	Yes
2. What do you like most about the proposed project?	Providing much needed rental for the community.
3. Do you have any concerns about the proposed project?	No, fits in with the existing developments.
4. What would you suggest to improve or enhance the proposed project?	As many shared amenities as possible to promote interaction
5. Please provide any additional comments.	Looks great!

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(4)

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	NOT IN ITS CURRENT FORM. ALTHOUGH I SUPPORT RENTALS, THE HEIGHT OF THE BUILDING WILL <del>BE</del> SEVERELY LIMIT SUN EXPOSURE IN
2. What do you like most about the proposed project?	PARKING OF 2ND FLOOR PREF. OVER ALLEY THE ALLEY AND GREATLY DIMINISH THE ROOF TOP VIEW.
3. Do you have any concerns about the proposed project?	<ul style="list-style-type: none"> <li>• RUN VIEWS</li> <li>• LACK OF SUNLIGHT IN ALLEY</li> <li>• PARKING CONCERNS</li> <li>• LOSS OF VALUE IN MY PROPERTY DUE TO PROJECT</li> </ul>
4. What would you suggest to improve or enhance the proposed project?	• <u>LOWER</u> THE <del>BE</del> HEIGHT OF THE <u>BUILDING</u>
5. Please provide any additional comments.	• WITH A LOWER PROFILE I WOULD SUPPORT THIS PROJECT. OTHERWISE I OPPOSE IT AND AM MOST CONCERNED WITH A LOWERED PROPERTY VALUE.

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the developer. All comments will be forwarded to the City.

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	No, when I purchased at 221 3rd St E I was informed that the building would never lose the view
2. What do you like most about the proposed project?	
3. Do you have any concerns about the proposed project?	- height of building - people who invested in South Side of 221 3rd St E will lose their view
4. What would you suggest to improve or enhance the proposed project?	- increase number of parking spots to AT LEAST 170 - parking in the area will become impossible if this proposal comes through.
5. Please provide any additional comments.	- community spaces are only outdoor - in Vancouver that's only good for community gathering 3 months a year.

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the benefits for new construction will primarily go to the developers (I estimate at least double the rent now). In the meantime the ~~ex~~ current tenants will need to move & in the bank will be interest 6.99% higher - more people →

### 210 and 230 East 2nd Street Development Information Session | 6 – 8pm, September 21, 2017

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	NO
2. What do you like most about the proposed project?	NOTHING
3. Do you have any concerns about the proposed project?	YES, I LIVE ON 221 & 2nd. THE PROPOSED HEIGHT WILL BLOCK MY VIEW & CREATE MANY SHADOWS FOR OUR BUILDING.
4. What would you suggest to improve or enhance the proposed project?	LOWEN THE PROPOSED HEIGHT. INCREASE PARKING SPACES
5. Please provide any additional comments.	

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<b>Name:</b> LESLIE WATSON	
<b>Address:</b> 3-241 EAST 4TH STREET, NORTH VAN V7L 1J1	
1. Do you support the proposed project?	NO
2. What do you like most about the proposed project?	VERY NICE DESIGN - JUST 1 STOREY TOO HIGH.
3. Do you have any concerns about the proposed project?	YES - CONCERNED ABOUT THE HEIGHT OF THE BUILDINGS. - CONCERNED IT IS SETTING PRECEDENT FOR EAST 200 BLOCK.
4. What would you suggest to improve or enhance the proposed project?	SHORTEN BY 1-STOREY.
5. Please provide any additional comments.	THIS PROJECT WILL BLOCK THE WATER VIEW FROM MY HOME. AT THE TIME I PURCHASED, THE MAXIMUM BUILDING HEIGHT WAS 4 STORIES. MY ENJOYMENT OF LIFE AND HOME VALUE WILL BE DEPRECIATED. VERY CONCERNED ABOUT PRECEDENT SET FOR 6 STOREY BUILDINGS - DEVELOPMENT ON N. SIDE OF 3RD ST. E. IS MY MAIN CONCERN.

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<b>Name:</b>	
<b>Address:</b> 3 - 238 4 <sup>TH</sup> STREET WEST	
1. Do you support the proposed project?	YES
2. What do you like most about the proposed project?	THE REPLACEMENT OF OLDER RENTAL BUILDINGS WITH NEWER (NOW PROBABLY BETTER BUILT TO MORE STRINGENT REGULATIONS) BUILDINGS TO ACCOMMODATE MORE RENTERS.
3. Do you have any concerns about the proposed project?	MORE TRAFFIC ON EAST 2ND ST. NEAR NORTH SHORE NEIGHBOURHOOD HOUSE.
4. What would you suggest to improve or enhance the proposed project?	
5. Please provide any additional comments.	MORE RENTAL UNITS ARE DEFINITELY 'DESPERATELY' NEEDED IN NORTH VANCOUVER.

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Name: <u>Sawba TORANI</u>	
Address: <u>462-221 3rd ST EAST, N. VAN BC</u>	
1. Do you support the proposed project?	No because I have <del>many</del> many questions that weren't necessarily answered, but side-stepped responses
2. What do you like most about the proposed project?	I <del>am</del> would be happy to see a new building but not of this size (height + depth).
3. Do you have any concerns about the proposed project?	Yes, the noise pollution, traffic congestion, excess dust, reduction of natural light, construction damage to arizon, height of project, depth of the project on the lot (lot size)
4. What would you suggest to improve or enhance the proposed project?	push back the project so it doesn't push up against the lane and lower the height of the building to allow for more light to filter through
5. Please provide any additional comments.	I am pro rental, but don't understand the argument for little parking given the large suites and the likely high rental cost would mean the demographics of renters have high salaries

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<b>Name:</b> DONNA SMITH	
<b>Address:</b> 504-221 3rd St E. N.V.	
1. Do you support the proposed project?	no - not as planned. Needs to be set back more from lane
2. What do you like most about the proposed project?	<del>Density</del> not much. I realize construction will happen but its to the detriment of value of our retirement home - disruption for 2 years - dust, noise
3. Do you have any concerns about the proposed project?	Density too high - building too high. 221-Orizon - building not settled - construction damage will happen. Shading of Orizon building.
4. What would you suggest to improve or enhance the proposed project?	lower by one or two floors.
5. Please provide any additional comments.	Fresh air intakes in Orizon bldg. will be impacted. Reduces quality of life for retirees who downsized to a lovely unit - now losing views & sunlight

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<b>Name:</b>	JIM & DONNA SMITH
<b>Address:</b>	504 221-3RD ST. EAST. N. VANCO.
1. Do you support the proposed project?	Absolutely not (at least as it is proposed)
2. What do you like most about the proposed project?	
3. Do you have any concerns about the proposed project?	The height is a problem for our building behind you.
4. What would you suggest to improve or enhance the proposed project?	Reduce the height
5. Please provide any additional comments.	

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<b>Name:</b> Daryl Feinowski	
<b>Address:</b> 1-271 East 3rd St NV	
1. Do you support the proposed project?	No
2. What do you like most about the proposed project?	Nil
3. Do you have any concerns about the proposed project?	- Loss of view - loss of light - Constant shade for months given the height - Density - way to big !! - lack of parking - proximity to building across lane.
4. What would you suggest to improve or enhance the proposed project?	- lower the buildings
5. Please provide any additional comments.	- This significantly hurts the pleasure & value of my unit across the lane. I value improvement to the area, but this is beyond reasonable & puts an unfair burden on me as an owner

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	MY CONCERN IS YOUR <del>AND</del> CITY'S RESPONSIBILITY FOR REPLACING THE PRESENT RENTERS.
2. What do you like most about the proposed project?	
3. Do you have any concerns about the proposed project?	YOU DO SEEM TO HAVE A SENSE OF THE NEEDS OF THE CURRENT SITUATION IN THE RENTAL CLIMATE.
4. What would you suggest to improve or enhance the proposed project?	
5. Please provide any additional comments.	

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	NO!
2. What do you like most about the proposed project?	Nothing
3. Do you have any concerns about the proposed project?	Concerned about my apartment @ 221 orizon Building The outdoor amenity space on the lane, sunlight
4. What would you suggest to improve or enhance the proposed project?	Only build a 3 storey.
5. Please provide any additional comments.	More noise, More Traffic, Less privacy for my unit across the lane.

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	<u>No</u>
2. What do you like most about the proposed project?	<u>Not much</u> .
3. Do you have any concerns about the proposed project?	Construction noise, dust, pollutants in the air, reduced natural light, loosing the water view. Being hostage to developers !! →
4. What would you suggest to improve or enhance the proposed project?	<u>3-4 STORY</u>
5. Please provide any additional comments	We are the tax payers of this community - we will not go easy.

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	Yes → for community sake. No → for the residents who live on 3rd st.
2. What do you like most about the proposed project?	Beautiful building.
3. Do you have any concerns about the proposed project?	Blocks our view from 3rd st.
4. What would you suggest to improve or enhance the proposed project?	Lower stories
5. Please provide any additional comments.	

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<b>Name:</b> Michael Cerka	
<b>Address:</b> 221 3rd St. E, North Van	
1. Do you support the proposed project?	No!
2. What do you like most about the proposed project?	Nothing.
3. Do you have any concerns about the proposed project?	Obstruction of views in Orizon building. Proximity of development to Orizon building. Creates a dark shadowed alley. 2-3 years of construction noise, dust, traffic.
4. What would you suggest to improve or enhance the proposed project?	3 Floors max building height. No rezoning!
5. Please provide any additional comments.	More density <del>than</del> with no improvements to traffic and transportation.

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	NO.
2. What do you like most about the proposed project?	I SUPPORT MORE RENTAL DEVELOPMENTS
3. Do you have any concerns about the proposed project?	221 E. 3 <sup>RD</sup> RESIDENTS ARE LOSING THEIR VIEWS AND VALUE ON THEIR INVESTMENT
4. What would you suggest to improve or enhance the proposed project?	IT SHOULD BE 3 STOREIES. NO REZONING
5. Please provide any additional comments.	THIS IS POINTLESS. THE PROJECT IS ALREADY APPROVED WITHOUT NEIGHBOURING RESIDENT INPUT.

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	No
2. What do you like most about the proposed project?	Nothing
3. Do you have any concerns about the proposed project?	what happens to people in the buildings Dust Dust Dust!
4. What would you suggest to improve or enhance the proposed project?	is there any low income units?
5. Please provide any additional comments.	

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<b>Name:</b>	
<b>Address:</b>	
1. Do you support the proposed project?	
2. What do you like most about the proposed project?	Revised version of 2nd street
3. Do you have any concerns about the proposed project?	parking access off lane / Not enough parking for all residents / visitors
4. What would you suggest to improve or enhance the proposed project?	more outdoor green space
5. Please provide any additional comments.	We live in the orizon and find that the laneway is already busy - It would be better to have the parking off of 2nd street

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### XIII. SUSTAINABLE DEVELOPMENT GUIDELINES

**Staff Use**

Case Number \_\_\_\_\_

**CIVIC ADDRESS** \_\_\_\_\_

**APPLICANT NAME** \_\_\_\_\_

#### I. INTRODUCTION

These Guidelines have been developed to help applicants prepare a successful Development Application submission. All Development Applications must include a response to the Sustainable Development Guidelines, which will be reviewed by Advisory Bodies, staff and, ultimately, City Council who will give serious consideration to the sustainability achievements of a project.

Applicants must demonstrate how their development will contribute to the current and future needs of the community by highlighting sustainability achievements of an application.



The Guidelines challenge applicants to advance the sustainability objectives of the City, as outlined in the 2014 Official Community Plan (OCP), which guides community development in our city with the following Vision:

**In 2031, the City of North Vancouver will be a vibrant, diverse, and highly livable community that is resilient to climate or other changes, and sustainable in its ability to prosper without sacrifice to future generations.**

**Sustainability** in the City means balancing the natural, physical (human-made), human, social, cultural and local economic implications of our activities in order to meet the needs of people today without compromising the ability of future generations to meet their own needs.

One of the key ways that the community vision will be realized is through property development. Buildings house us, provide employment centres and frame our streets. They remain with us for many decades with significant ongoing impacts, including generating approximately 50% of our community greenhouse gas emissions. Buildings now need to adapt to the impacts of climate change to help the City become resilient to that new reality. Building forms and densities also have significant effects on housing cost and diversity, transportation choices, and the liveability of our community.

## **II. PREPARING THE SUSTAINABLE DEVELOPMENT GUIDELINES**

Applicants are required to submit a response to the Guidelines as a key part of their development application package. Projects are not expected to incorporate all measures in the Guidelines.

For information on underlying City goals and objectives, it is recommended that applicants refer to other relevant City policies such as the OCP, Social Plan, Economic Development Strategy, Transportation Plan, Community Energy and Emissions Plan, Food Strategy and Food Action Plan, as well as others.

The Guidelines address the six capacities that comprise the OCP's Sustainable City Framework, including Natural Systems, Physical Structures / Infrastructure, Local Economy, Human Potential, Social Connections, and Cultural Diversity.



**1. Natural Systems:** The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.

	Y	N	N/A	Please Provide Comments:
<b>LANDSCAPE</b>				
Private Trees Retained or Added (indicate number)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	85 new trees
Green Roof / Wall	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Majority Native Species Landscaping	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Habitat Restoration (butterfly, bird-friendly, naturalized areas)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Community Gardens*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Community garden on rooftop area, 18 planter size
50% or More Edible Landscaping for Common Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Water Efficient Irrigation System (drip hose, low-flow nozzles)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rainwater Collection (rain barrel)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rain barrel provided on rooftop for community garden
Reuse of Wastewater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>HARDSCAPE</b>				
Permeable Paving for Hardscape	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
40%+ Open Site Space (see Zoning Bylaw definition)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Other Sustainability Achievements:</b>				

\*See *City of North Vancouver Active Design Guidelines* for recommended compliance paths.

**2. Physical Structures/Infrastructure:** The ability to effectively deliver basic services, shelter and physical amenities required to sustain the health and well-being of the community. This includes water supply, sanitary sewer, stormwater drainage, solid waste management, roads, telecommunications, and energy efficiency and conservation including district energy. As well, this category includes attractive streetscapes, durable buildings, provision of a range of housing types and adequate community amenities.



	Y	N	N/A	Please Provide Comments:
<b>HIGH PERFORMANCE CONSTRUCTION</b>				
Durable Building (modular / deconstructable)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Building Reuse / Recycled Content / Use of Repurposed materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Concrete used for the foundations will target a minimum 25% supplementary cementitious materials. interior finish materials will incorporate recycled content
Majority Use of Environmentally Friendly Materials (non-toxic, wood)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Low VOC paints and NAUF finish materials will be used. Primary structure above grade is wood frame.
Certified by a Third Party Green Building Rating System	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>ENERGY EFFICIENCY AND HEALTHY BUILDINGS</b>				
Energy Performance (% better than Building Code or energy use / m <sup>2</sup> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Achieve energy performance 15% greater than ASRAE 90.1-2010
Superior Insulation (thick wall exclusion in Zoning Bylaw sought for insulation above BC Building Code)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Airtightness (1.5+ blower door test and appropriate ventilation strategy)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
High-performance Windows e.g. Energy-Star, Passive House Certified (whole project)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Heat Recovery Ventilator (75% or better recovery)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
LED Lighting (whole building)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy-Star Appliances (whole building)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Renewable Energy Fixtures Installed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Water Efficient Fixtures (whole building)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Greywater Reuse	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>TRANSPORTATION</b>				

End of Trip Bicycle Infrastructure (beyond Zoning Bylaw requirements)

A bike workshop and washing area will be provided for resident cyclists

Car-Share Program

**Electric Vehicle Supply Equipment:**

20% of all residential parking spaces include an electrical outlet, a receptacle or electric vehicle supply equipment, and are supplied by a branch circuit rated not less than 40A at the nominal voltage of 208 V or 240V as applicable.

**Electric Vehicle Supply Equipment:**

Adequate space in the electrical room or electrical vault to support future electric vehicle charging for the remaining 80% of parking spaces.

**Other Sustainability Achievements:**

**3. Local Economy:** The ability to maintain and grow a healthy local economy. A strong economy brings employment and a solid tax base to support services without compromising other areas of capacity. A stronger economy has been shown to support healthier lifestyles for community members and greater opportunities for personal fulfillment and overall quality of life.



	Y	N	N/A	Please Provide Comments:
Net New Jobs Generated (long term, full time)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 full time position for caretaker and up to 5 part time positions for property management / rental management
Commercial floor space (net increase, indicate area)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Neighbourhood-Scale Commercial (unit frontages ≤6m (20ft))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Non-Market / Lower-End of Market Commercial	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Commercial Relocation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Other Sustainability Achievements:**



**4. Human Potential:** The ability of our local community to support our residents in their pursuit of individual livelihood objectives including access to education, healthy food, active transportation and affordable housing. Meeting these basic needs is essential for the maintenance and growth of human capacity.

	Y	N	N/A	Please provide comments:
Market Rental Housing (net increase, indicate number of units)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	90% of residential units will be market rental housing
Non-Market / Lower-End of Market Rental Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10% of residential units will be non-market rental housing
10%+ Three+ Bedroom Units (in multi-unit residential buildings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	13.7% of residential units are 3 and 4 bedroom
Micro-units ~37.16m <sup>2</sup> (~400 ft <sup>2</sup> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Childcare Facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Community Space for Food Preparation, Storage and Processing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Indoor amenity space includes a shared kitchen with sink, refrigerator and dishwasher. Outdoor amenity space includes a shared BBQ
Green Building Educational / Interpretive Features	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Primary and Secondary Stair Design*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Residential lobby incorporates an open stair from 1st to 2nd floor. All stairs have natural daylight
Outdoor Circulation*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Outdoor amenity at 2nd floor provides common outdoor circulation
Storage space for residents in units and storage rooms (multi-unit residential buildings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Separate storage and bike storage rooms are provided in the secure underground parking area.
<b>Other Sustainability Achievements:</b>				

\*See City of North Vancouver Active Design Guidelines for recommended compliance paths.



**5. Social Connections:** The ability of our community to foster communication, interaction and networks to respond effectively to community issues. These may include supporting community members with low incomes, lone-parent families, and matters specific to children, youth, seniors and people with disabilities.

	Y	N	N/A	Please provide comments:
Design Features for People with Disabilities (beyond Zoning Bylaw requirement)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	96% of the units are designed to Level 2 adaptability requirement
Communal Cooking Amenities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Communal BBQ is provided in the outdoor amenity space
Indoor Amenity*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Indoor amenity space is provided on the 2nd floor
Outdoor Recreation*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Outdoor children play area is provided on the 2nd floor
Amenities for Senior Users	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fitness room will provide a variety of equipment for adult residents of all ages
Crime Prevention Through Environmental Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to Design Rationale
<b>Other Sustainability Achievements:</b>				

\*See City of North Vancouver Active Design Guidelines for recommended compliance paths.

**6. Cultural Diversity:** The ability of our community to support and celebrate a diversity of cultural backgrounds. This includes recognition of the traditions of the Squamish Nation and the many cultures of residents who make the City their home. With both tangible and intangible elements, cultural capacity has economic implications and is strongly connected to social traditions. Manifestations of cultural practices can range from spiritual practices to heritage buildings.



	Y	N	N/A	Please provide comments:
Formal and Informal Gathering Spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Indoor amenity can be booked for private functions or be used in informal seating
Retention of Heritage Building	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Public Art Reflecting Local Culture	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Streetscape Improvements (benches, planters, lighting)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Landscape areas provide informal gathering space. New sidewalks, lighting and street trees will be provided to the streetscape areas,
<b>Other Sustainability Achievements:</b>				

### III. SUMMARY

The Sustainable Development Guidelines are important in both shaping and processing development applications. Applicants are advised to consider these issues at the outset of a project and to contact planning staff for more information on sustainable design strategies.



Endorsed by Council October 5, 2015

The background of the slide is a photograph of a waterfront. In the foreground, there is a wooden pier with metal railings. The water is a deep blue, and in the distance, a large white boat is docked. The sky is a clear, light blue.

# Public Hearing

210-230 East 2<sup>nd</sup> Street

Zoning Amendment Bylaw 8665

Housing Agreement Bylaw 8666

**Presented January 21, 2019**

Planning Department

# Introduction

For Council's consideration:

- A five to six storey Mixed-Use building at 210-230 East 2<sup>nd</sup> Street.
  - 160 rental apartment units
  - One and one-half levels of underground parking.
- To replace two existing three-storey walkup apartment buildings.



Front View

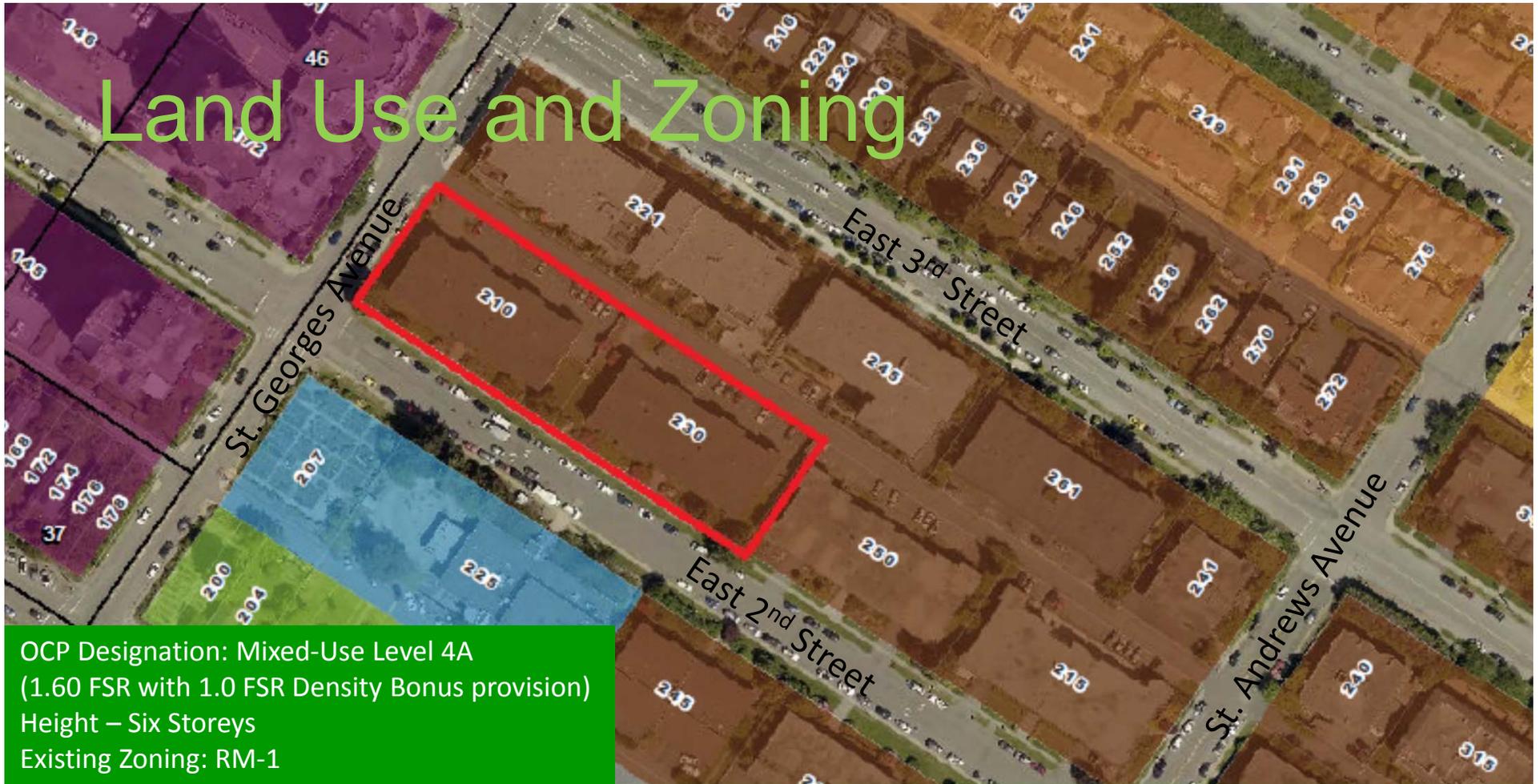


Lane View

# Site Location



# Land Use and Zoning



OCP Designation: Mixed-Use Level 4A  
(1.60 FSR with 1.0 FSR Density Bonus provision)  
Height – Six Storeys  
Existing Zoning: RM-1

# Area Context



# Proposal

- Two separate buildings.
- 160 units total.
- Connected by a one to two storey link to be used as the main pedestrian entrance as well as common amenity space for residents.
- Over one and one-half levels of underground parking.



Front View



Lane View

# Proposal

- The building has a presence with a strong base, middle and top to help limit the appearance of building height.
- The ground floor units have direct access to the street that gives a good street level presence.



# Proposal

- Slope of the site gives the building the appearance of five storeys along the rear lane.
- The slope of the site exposes the sixth floor fronting the East 2<sup>nd</sup> Street Frontage.



St. Andrews View

# Residential Unit Breakdown

The unit breakdown:

22 Studio units;

80 One Bedroom and One Bedroom plus Den units;

36 Two Bedroom and Two Bedroom plus Den units;

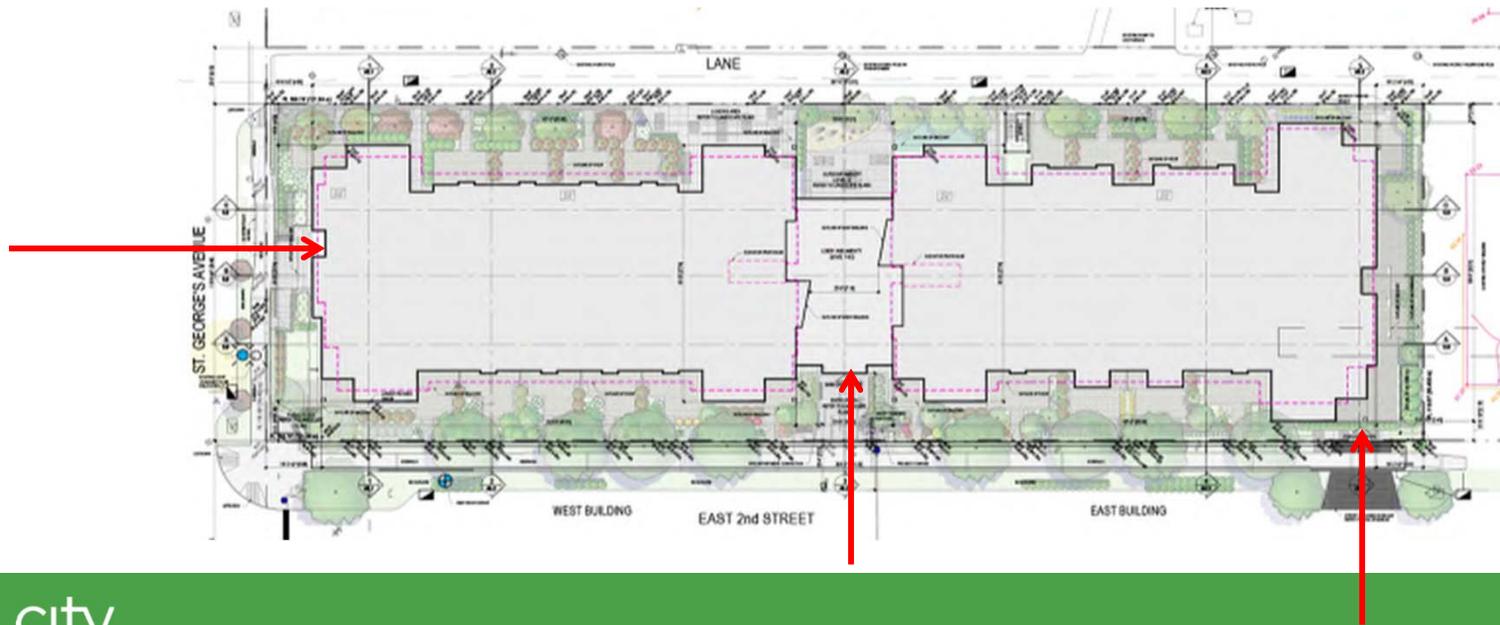
21 Three Bedroom units; and

1 Four Bedroom unit

All the apartment units will be rental, with 16 proposed to be mid-market units for a period of 20 years.

# Site Design

Main access is located off of East 2<sup>nd</sup> Street.  
Bicycle Access is off of St. Andrews Avenue.



# Proposal – Transportation and Parking

## Off-street parking levels:

- Resident and visitor parking stalls, as well as unit storage.
- Secured bike storage, mechanical and LEC, as well as a common workshop that can be used for repairing items, including bicycles.

# Policy Analysis – OCP and Zoning

- Complies with the OCP.
- Required Zoning Bylaw amendments include:
  - Allow a maximum density of up to 2.60 FSR;
  - Increase the allowable Building Height;
  - Site coverage;
  - Allow access to be off of East 2<sup>nd</sup> street; and
  - Building setbacks to suit the proposal.

## Policy Analysis – Housing Action Plan

1.0 FSR density bonus is supported through:

- Supply of 100% rental apartment units; and
- 10% of the apartment units to be mid-market units for a period of at least 20 years.
- 96% of the units will be built at Level 2 adaptability for future wheelchair access.

# Policy Analysis – Active Design

Elements include:

- Indoor amenity spaces, including a fitness, meeting and common social rooms to encourage social interaction.
- An open stairwell in the main lobby to the second floor in the main amenity link to encourage use.
- Easy to view stairwells at the end of each building.

# Advisory Panels

- The applicant appeared before the Advisory Design Panel at their October 18, 2017 meeting.
- The Panel unanimously supported the proposal.
- Staff worked with the applicant to satisfy all the comments raised by the Panel.

# Tenant Relocation

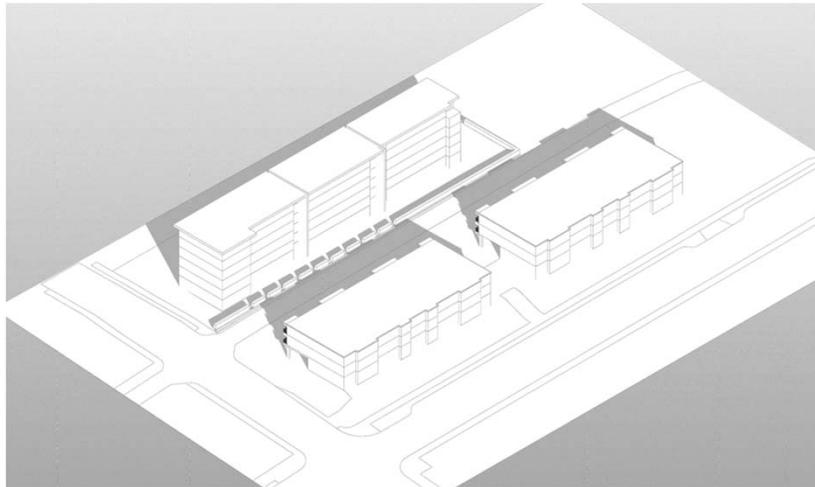
- The applicant has worked with a consultant prior to making their application and have been in communication with the tenants on their relocation package.
- Some have opted to relocate on their own, while others have been using the service.
- The two buildings have 5 tenants remaining out of the total 64 total.
- Staff is satisfied that the applicant has met the intent of the City's Tenant Relocation Policy.

# Sustainability

- The subject site is a redevelopment site with easy walking distance to public transit and local commercial amenities.
- Other features include:
  - Connecting to the LEC system;
  - Achieve a building energy performance of 15% better than ASHRAE90.01-2010; and
  - Providing at least 20% of all residential stalls to have electrical plug-ins, with the ability to expand to 100% at a future date.

# Shadowing

spring/fall equinox



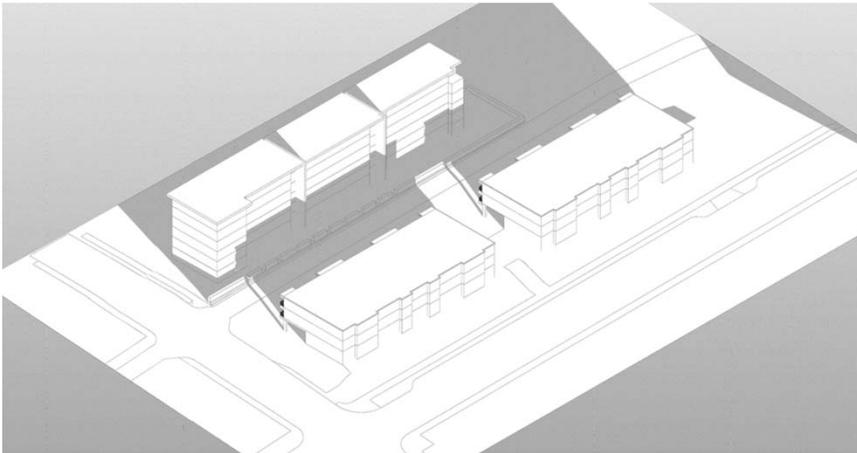
Existing buildings



Proposed development

# Shadowing

winter solstice



Existing buildings



Proposed development

# Public Consultation and Feedback

- The applicant held their Developer Information Session (DIS) on September 21, 2017.
- 47 people signed in at the meeting with 20 comment sheets submitted. Additional comment sheets were submitted later.
- Opposition to the proposal with the main concern:
  - Allowable Height creating shadowing onto neighbouring properties;
- The applicant also reached out to the local business community where they received support to their proposal.

# Development Summary

- Complies with the OCP in terms of use, allowable density and building height.
- The residential units will be rental. Secured through the Housing Agreement.
- 16 units will be available at below market rental for a period of 20 years. Secured through a Housing Agreement.
- Meets minimum parking requirements of the Zoning Bylaw.
- The Zoning Amendment Bylaw to allow the increase in allowable density, building height, lot coverage, vehicle access and allowable building setbacks.
- Main opposition to the proposal is the extent of shadowing the proposal will have on neighboring properties.



Thank you.

Proposal for **Secured Rental Housing**  
at 210 & 230 East 2<sup>nd</sup> Street  
North Vancouver

Public Hearing Presentation  
January 21, 2019



# Team



**Developer and Manager**



Rositch Hemphill Architects

**Architect**



**Tenant Relocation  
Specialists**

## GWL Realty Advisors

- ✓ Invest in, manage, and develop real estate on behalf of pension funds and institutions
- ✓ Investing in communities for the long-term
- ✓ Sustainability is core to our business
- ✓ Our tenants are important to us





# Our Proposal: Area Context



Aerial View Looking Northwest

# Our Proposal: New Rental Homes in Lower Lonsdale

- ✓ Secure rental homes ranging from studios to 4 bedrooms
- ✓ Subsidized rental homes for 20 years
- ✓ Housing for families and seniors
- ✓ Official Community Plan compliant
- ✓ 96% of units meet Level 2 adaptability guidelines



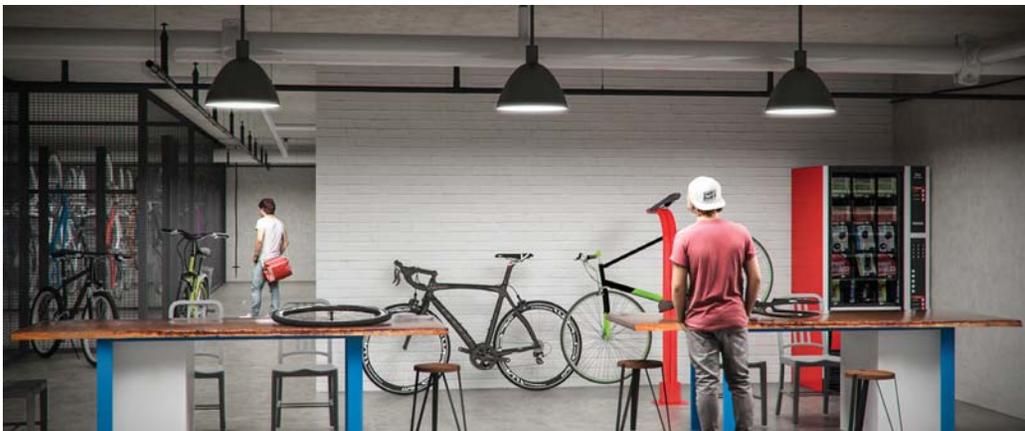
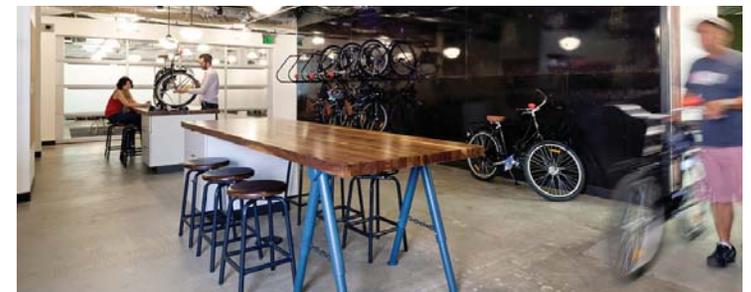
## Why Now? The City's rental vacancy rate is 0.8%.

- ✓ Increase 3- and 4-bedroom rental homes in the City of North Vancouver by almost 50%
- ✓ Create 160 purpose built rental homes and provide long-term housing security for tenants
- ✓ Subsidize 16 rental suites for 20 years



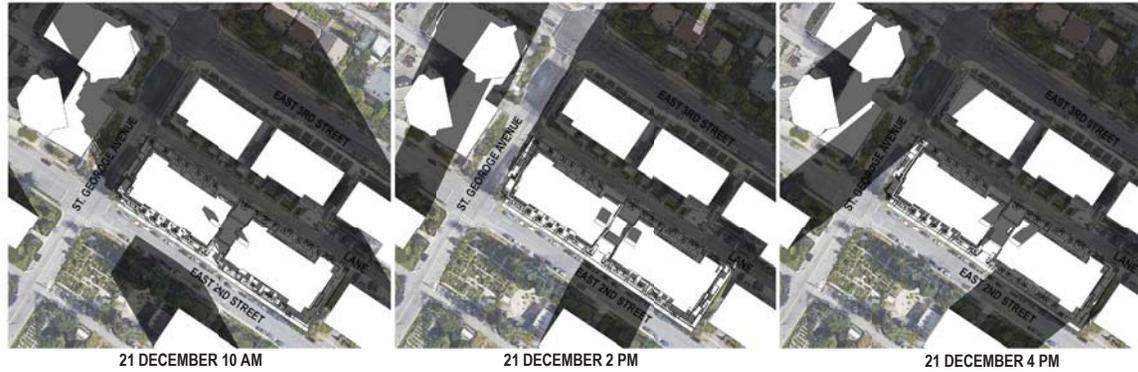
# Alternative Transportation

- ✓ We're providing a first class bike storage and maintenance facility.



# Shadowing Context

## Winter



## Spring / Fall



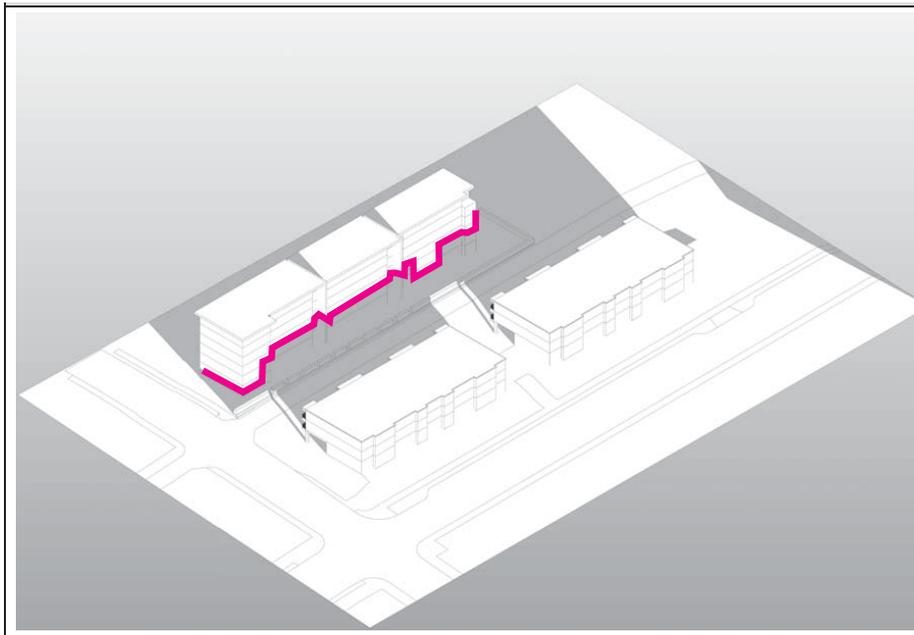
## Summer



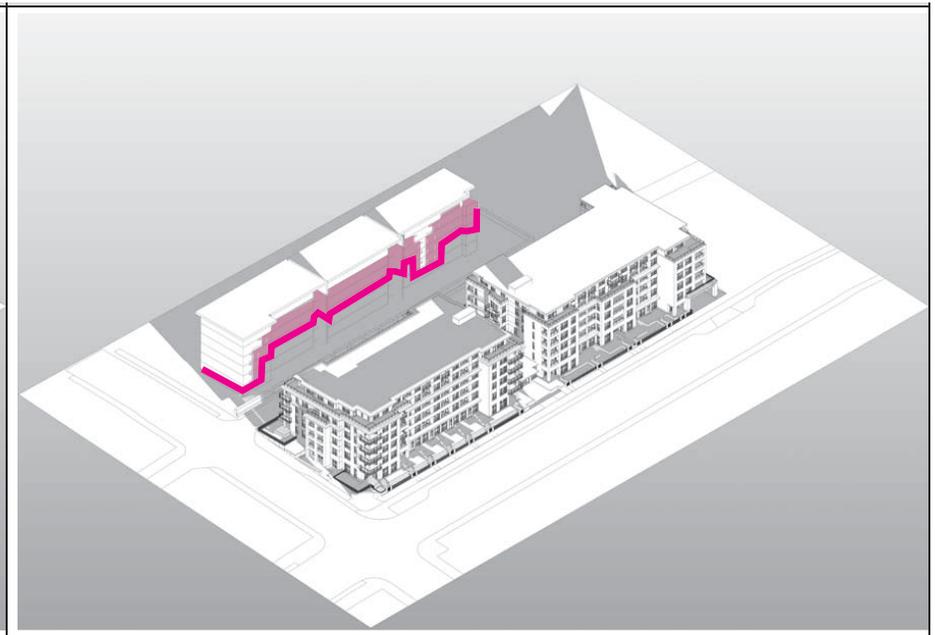
# What We Heard: Winter Shadows

- ✓ There is a minimal impact to the Orizon on Third building across the lane.

Existing



Proposed



□ Existing shadows

■ Additional shadows

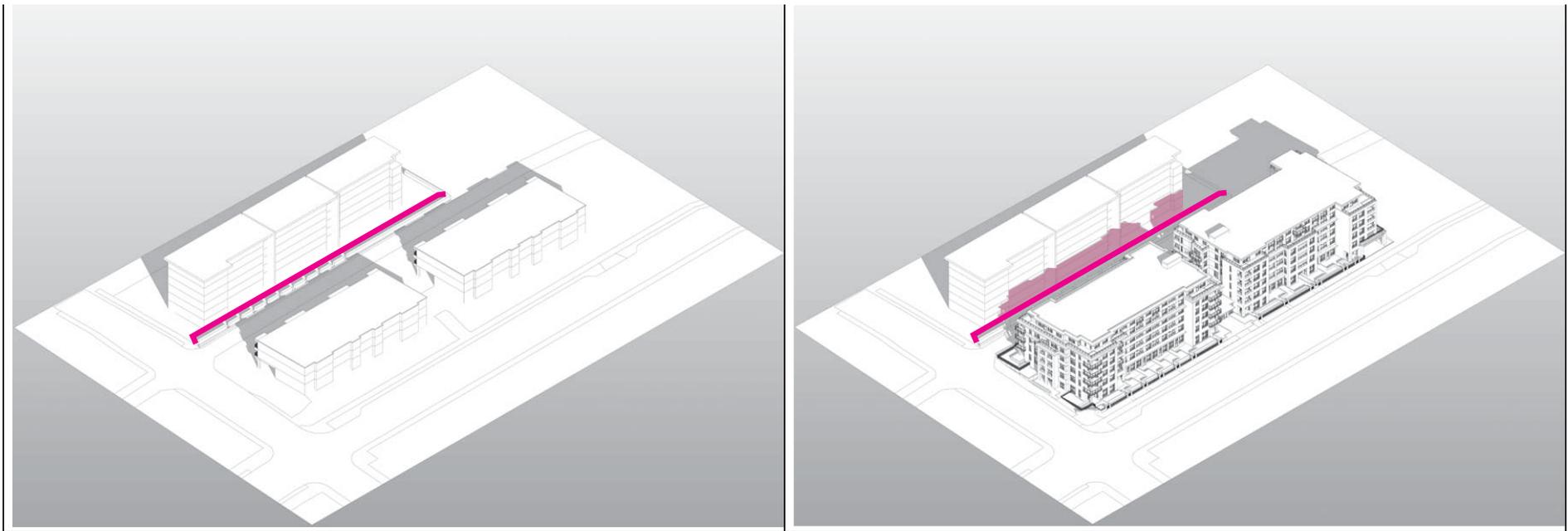
Out of 102 suites, 12 more will be affected during Winter Solstice.

# What We Heard: Spring & Fall Shadows

- ✓ There is a minimal impact to the Orizon on Third building across the lane.

Existing

Proposed



□ Existing shadows

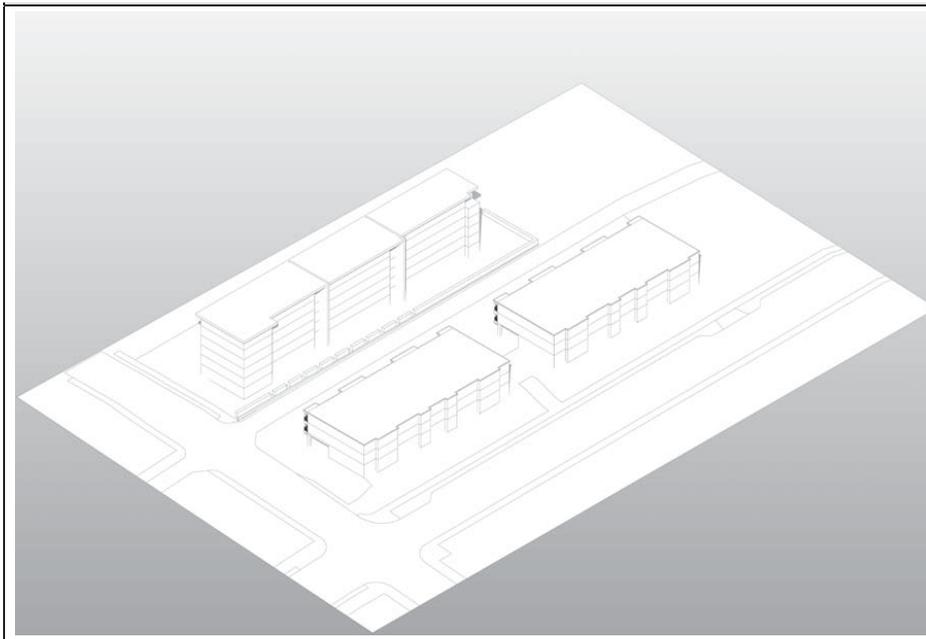
■ Additional shadows

Out of 102 suites, 6 more will be affected in the Spring/Fall.

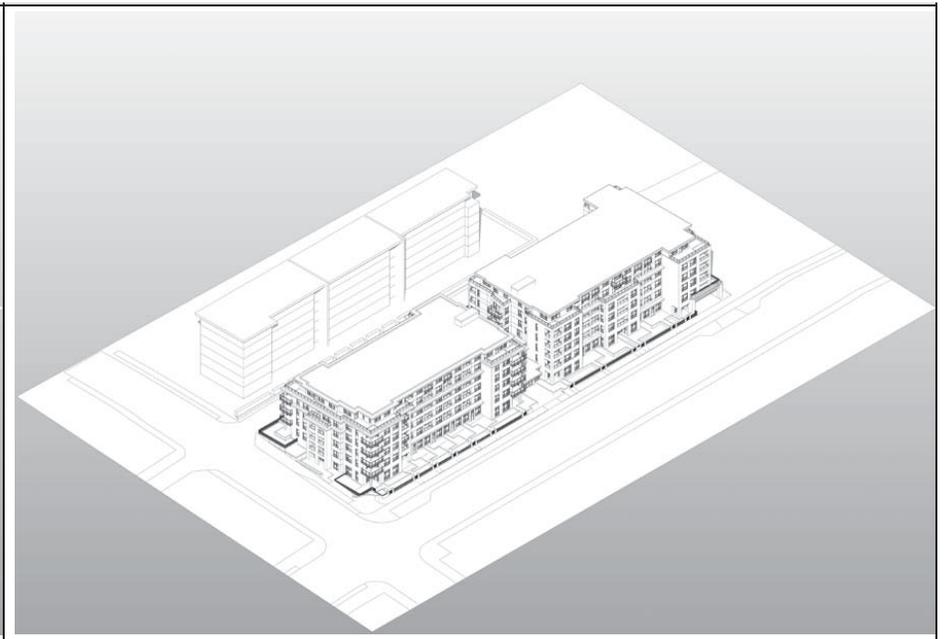
## What We Heard: Summer Shadows

- ✓ There is no impact to the Orizon on Third building across the lane during the Summer.

**Existing**



**Proposed**



## What We Heard: Parking

- ✓ We are providing more parking than recently approved rental projects.
- ✓ Parking access will be from East 2<sup>nd</sup> Street to minimize traffic in the lane and activate the laneway.

Building	Unit Count	Parking Provided	Parking Required (0.6 per dwelling)	Parking Ratio
154 East 18 <sup>th</sup> Street	96	56 stalls	57 stalls	0.58
1549 Chesterfield Ave	34	20 stalls	20 stalls	0.59
1730 Chesterfield Ave	87	56 stalls	52 stalls	0.64
141-147 East 21 <sup>st</sup> St	107	89 stalls	53 stalls	0.83
<b>210-230 East 2<sup>nd</sup> St</b>	<b>160</b>	<b>138 stalls</b>	<b>96 stalls</b>	<b>0.86</b>

## What We Heard: Views

- ✓ We reduced our building height to preserve views from the Orizon's fifth floor outdoor amenity space.



## Our Tenants are Important to Us



- ✓ **Tenant compensation exceeds City requirements**
- ✓ **Relocation assistance with a dedicated service team**
- ✓ **Key points of contact for questions or concerns**
- ✓ **Compensation based on length of tenure**
- ✓ **Moving allowance based on size of existing home**
- ✓ **93% of our tenants have been successfully relocated**
- ✓ **Of the tenants who wished to remain on the North Shore, most were able or assisted to find homes here**

# Summary

- ✓ Investing in the community
- ✓ Desperate need for rental housing
- ✓ Family-oriented rental housing
- ✓ High quality tenant amenities
- ✓ Subsidized rental homes
- ✓ Central and transit-oriented location
- ✓ More parking than required
- ✓ Minimal view and shadow impacts
- ✓ Rental and moving compensation
- ✓ Tenants successfully relocated



**Subject:** FW: 210 & 230 E 2 Street

**From:** Ryan Vanderham <>  
**Sent:** April-24-18 11:14 AM  
**To:** CNV Council Members <[cnvcouncilmembers@cnv.org](mailto:cnvcouncilmembers@cnv.org)>  
**Subject:** 210 & 230 E 2 Street

Dear mayor and council,

Please accept this letter supporting GWL's proposed redevelopment on East 2nd. As a renter in an older building on lower Lonsdale, I want to see the area's rental stock and variety increase so I can stay in the neighbourhood for the long term. There are a lot of buildings in the City that will need to be redeveloped in the short to medium term - approving projects that increase the overall stock in the City will allow individuals from subsequent projects to be relocated into finished rental buildings and help alleviate a very low vacancy rate.

The project complies with the community plan, adds affordable units and the new building will improve the look of the neighbourhood. In addition, GWL has shown a commitment to "doing the right thing" by hiring LPA to help with tenant relocation.

Thanks for your consideration,

Ryan Vanderham  
250 E 2nd Street  
North Vancouver

**Subject:** FW: Support: East 2nd Street 100% rental project

**From:** Jennifer Bradshaw <>

**Sent:** July-05-18 4:04 PM

**To:** CNV Council Members <[cnvcouncilmembers@cnv.org](mailto:cnvcouncilmembers@cnv.org)>

**Subject:** Support: East 2nd Street 100% rental project

Hello Council and Mayor of City of North Van,

I'm writing in early to express my heartfelt support of the 100% Purpose-Built Rental project proposed on East 2<sup>nd</sup> Street. I used to live in North Van, for over 20 years, but have recently moved to East Van because there were no rental options in the former (and buying, of course, is a myth for anyone under 30 and no family wealth).

The vacancy rate of 0.3% has a real cost to renters such as myself. Finding apartments is an enormous time drain. It took months of searching, and my situation is far from ideal. My current place is 500 sqft, has no dishwasher, and the hallways smell of stale cigarette smoke. I am 30, both my partner and I are tech employees, and we cannot afford to have children at this rate. We'd be extremely lucky to even find a pet-friendly apartment.

Metro Vancouver is in dire need of more purpose-built rental buildings. We've had a backlog for decades. Now is not the time to prioritize "views" or "traffic" or the "neighbourhood character" perceptions of the few and already comfortably housed. Housing insecurity is a real and pressing issue. Now is the time to prioritize homes, most particularly rental homes, and encourage developments like this that have 10% subsidized-rate homes. The replacement of old rental stock is eventually a necessity, and I would much, much rather that it's replaced by bigger, accessible, and fully rental projects such as this, instead of another condo project.

Please promote housing security for the vulnerable and approve this project, without scaling it down. We need homes more than views right now.

Best,  
Jennifer Bradshaw  
Data Analyst | Epic Story Interactive  
2-2250 Dundas Street  
Vancouver, BC



650 West Georgia Street  
Suite 1600  
P.O. Box 11505  
Vancouver, BC  
V6B 4N7

**Telephone:** (604) 713-6450  
**Fax:** (604) 683-3264  
www.gwlra.com

November 26, 2018

Mayor Linda Buchanan  
City of North Vancouver  
141 West 14<sup>th</sup> Street  
North Vancouver, BC V7M 1H9  
c/o Ms. Karla Graham, City Clerk

**Received November 27, 2018**  
**PH 210-230 East 2nd St**  
**File: 01-0550-20-0294/1**

Dear Mayor Buchanan,

**RE: Introduction and Progress Update – Multifamily Rental Proposal  
210 & 230 East 2<sup>nd</sup> Street (at St. Georges)  
GWL Realty Advisors**

Following the recent election we wished to re-introduce, ourselves to Council and provide an update on the progress of our ongoing rezoning application, in advance of our application being forwarded for your consideration in early December.

**About our Project:**

We are pleased to provide the enclosed Project Summary which will give you more detail on who we are, our rezoning proposal for 160 purpose-built rental homes, and our communications with stakeholders including current residents of the existing buildings, and our neighbours.

**Timeline to date:**

- On July 11, 2017 we met with the existing tenants of 210-230 East 2<sup>nd</sup> to notify them of the upcoming rezoning application and outline the services and compensation we are offering to assist them. We have since managed a very successful program to find each individual resident an appropriate and affordable alternative accommodation based on their unique individual needs. This is due to the tireless work and personal care provided by our Tenant Relocation Coordinators Doug Purdy and his team at LPA Development Consultants. As of the date of this letter, 5 units remain occupied out of the total 64.
- On August 18, 2017, we submitted our rezoning and development application to the City.
- On September 21, 2017 we hosted the public at a Developer Information Session at the Eagles Club.
- On October 18, 2017 our application was reviewed by the City's Advisory Design Panel and approved with only minor recommendations.
- On February 21, 2018 we received our rezoning application review letter from Staff, and we provided our revised submission on March 20, 2018.
- We anticipate our project being presented for referral to Public Hearing on December 3<sup>rd</sup> or December 10<sup>th</sup>, and we look forward to seeing you there.

We are very excited to be able to bring 160 new rental homes (including 58 family homes) to the vibrant Lower Lonsdale neighbourhood. While many rental buildings have been proposed or approved in Central and Upper Lonsdale, few are located in the Lower Lonsdale area, where the inventory of multi-family

buildings is in large part reaching the end of its useful life. The two buildings we are replacing are nearly 60 years old and do not provide many of the life safety measures required in new buildings today, nor any accessible units for people with mobility challenges.

The proposed development will supply many new, safe, accessible homes for renters of all demographics including families. With 96% of the units proposed to meet the City's Adaptable Design Level 2 guidelines, the building will allow for safe ageing-in-place for seniors and adaptability for residents with disabilities. And finally, we have proposed a package of resident amenities unlike anything currently being provided on the North Shore.

**About us:**

GWL Realty Advisors Inc. ("GWLRA") is a real estate investment and management company who creates stable investment returns for pension fund clients through long-term investment, and proactive management of real estate assets. As a national real estate services firm, our practice is to acquire, develop and maintain sustainable buildings, as well as to offer first-class service to the residents and tenants of those buildings. When we invest in a community, it is with a long-term outlook, matching our clients' desire for long-term, stable and predictable cash flow to help meet their pension obligations.

Though GWLRA invests in all classes of commercial real estate assets, we are strong proponents, and have a substantial portfolio, of multi-family rental housing, with over 12,500 suites currently under management nationally and another 3,000 suites under development. We have regional and local property management offices, and employ managers directly within our multifamily rental buildings, to offer residents consistent and professional service on a personal basis.

GWLRA is committed to environmental, social and governance factor investing and management, and we were recently recognized for the 5<sup>th</sup> year in a row as a leader in sustainability under the Global Real Estate Sustainability Benchmark (GRESB), placing fourth worldwide - up from last year. Considering our footprint on the communities in which we live and work is a core factor in our business practices. More information is available at [www.gwlrealtyadvisors.com](http://www.gwlrealtyadvisors.com).

We will call to arrange an appointment at your convenience to discuss the proposed application and answer any questions you may have. In the mean time, please do not hesitate to contact the undersigned with any questions.

Yours truly,

**GWL REALTY ADVISORS INC.**



Michael Reed  
Senior Development Manager

Direct Line:  
Email:



Geoff Heu  
Vice President, Development, Western Canada

Direct Line:  
Email:

**Encl.**



**210 & 230 East 2<sup>nd</sup> Street  
North Vancouver**

**Project Summary &  
Response to Neighbour Feedback**

**November 2018**

***Bringing rental opportunities to Lower Lonsdale***

## Who We Are



GWL Realty Advisors, the developer, acts on behalf of pension funds and institutional investors to create stable investment returns through real estate. We have nearly \$13 billion of assets under management across Canada in more than 230 properties. Multifamily rental communities are an integral part of our portfolio. We currently manage over 8,000 rental homes with an additional 3,000 units under development. We are recognized for creating communities and consistently elevating multifamily rental standards to new heights through direct and professional service, quality and innovation. We work hard to create a sense of community within each property, while also connecting with the surrounding neighbourhood through social-responsibility programs.

## City of North Vancouver's need for rental

There is a shortage of purpose built rentals in the City of North Vancouver. Currently, the City's rental vacancy rate has averaged 0.6% over the past four years, whereas a healthy vacancy rate is 3-4%. Approximately 46% of all households in the City are renters (2011 National Housing Survey). As a result, the City is in desperate need for more rental housing, both today and in the years to come.

Over the last 5 years, a number of new rental projects have been approved in Central Lonsdale; however, Lower Lonsdale has a very low stock of new, purpose-built rental. **This proposal will bring much needed rental to the Lower Lonsdale neighbourhood.**



The site is currently occupied by two low-rise rental buildings (Cheryl Manor & Shelley Court) with a total of 64 rental suites ranging from studio to two-bedrooms. Built in 1969, the existing buildings pre-date any seismic codes and lack elevators, making them inaccessible to people with disabilities or evolving physical challenges.



# Our Proposal

Our proposal aims to address the rental housing crisis currently faced by the City by providing a 100% rental project at 210 & 230 East 2nd Street, which includes:

- Two distinct 5- to 6-storey buildings linked by a 1.5-storey central node;
- A total of 160 rental suites, including 16 units offered at subsidized rents for 10 years (as per the City's 10/10/10 Policy);
- A range of unit types from studios to four-bedroom homes to meet the needs of young working people, families, and downsizers;
- A safe and accessible building with adaptable units to meet the changing needs of residents over time, and to allow for aging in place;
- On-site amenities include a gym, indoor gathering space, outdoor social space and play area for children, underground parking, and bike storage and repair facility; and
- On-site management office and maintenance workshops.



**Our proposal complies with the height and density outlined in the OCP.**

Our intention is to retain and operate the project for the long-term. We are committed to investing and building a positive and long-lasting relationship with the North Vancouver community.

# Project Benefits

The proposal will bring a number of benefits to the Lower Lonsdale neighbourhood and the City of North Vancouver.



### More rentals in Lower Lonsdale

The proposal will bring a much needed rental project to Lower Lonsdale with a total of 160 rental homes and variety of unit types. In addition, 16 suites will be offered at subsidized rents for 10 years (as per the City's 10/10/10 Policy).



### New rental housing close to services, amenities, & transit

The rental homes will be located within walking distance to transit, employment opportunities, shops and services, and community amenities.



### New rental housing for families & seniors

The project includes family-sized homes, amenities for all ages, and accessible suites.



### Sense of community & on-site amenities

The project's design is based around the concept of community, including social, fitness and recreation spaces on the second floor, and an outdoor patio on the third floor. The building will be pet-friendly and includes storage and bike lockers for residents.



### 'Best in Class' management services

GWLRA provides local professional management services and building maintenance with an on-site management and leasing office.



### Laneway activation

Ground-oriented rental suites along the lane, contributes to "eyes on the street", laneway safety, improved aesthetic condition for neighbours, and an enhanced pedestrian experience.

# Tenant Relocation & Assistance Commitment



We are committed to our residents, and want to ensure that they are supported throughout the redevelopment process. We are working with third-party Tenant Relocation Specialists who are providing our tenants with relocation support and services throughout the process.

We recognize every resident has unique individual needs and constraints and our team is working with them on a one-on-one basis to help them find appropriate and affordable solutions to their housing requirements. Over 90% of the units have been vacated as of November 2018.

## We have developed a Tenant Compensation Package that exceeds the requirements set out in the City’s Tenant Relocation Policy:

There are three important distinctions between the GWLRA Tenant Compensation Package and the requirements outlined in the City of North Vancouver Tenant Relocation Policy:

1. City policy requires rent compensation of 3 months only, whereas **GWLRA is providing a minimum of 4 months compensation, which will increase based on length of tenure;**
2. City policy requires that Tenant Compensation Packages be offered based on when the Rezoning Application is submitted (August 2017), whereas **GWLRA offered compensation at the time of the first tenant meeting (July 2017);** and
3. City policy does not require a moving allowance, whereas **GWLRA is providing a moving allowance.**

## Compensation

Tenure	Years	Rent Compensation in Months
2013 - 2017	0-4	4
2008 - 2012	5-9	5
2003 - 2007	10-14	6
1998 - 2002	15-19	8
1993 - 1997	20-24	10
1988 - 1992	25-29	11
1983 - 1987	30+	12

## Moving Expenses

Apartment Type	Compensation
Studio	\$500
1-Bedroom	\$750
2-Bedroom	\$1,000

## Our Response to Neighbour's Concerns

The Orizon is a 6-storey, multi-family building located at 221 East 3rd Street, directly north of our site. Following the Developer Info Session in September 2017, we met with three members from the building's strata council on the following dates:

- Monday, October 30, 2017; and
- Thursday, December 21, 2017.

The intent of the meetings was to address the strata's questions and concerns regarding our proposal. These were the primary concerns expressed:



### How will my view be impacted?

- Our proposal complies with the heights permitted in the Official Community Plan (adopted in 2014), which allows for buildings up to 6-storeys in this area, including our property on E 2<sup>nd</sup> St and the Orizon on E 3<sup>rd</sup> St.
- Our proposal is for a 5-storey building on the lane (high side of the site) and a 6-storey building on E 2<sup>nd</sup> St. This is the same building form as the Orizon, but on the down slope.
- Rostich Hemphill Architects (RHA) has conducted view analyses from the Orizon building looking south towards Downtown Vancouver, with and without our proposed building in place, and shows a modest impact.
- We have designed a break between our buildings to allow the water and Downtown skyline to still be visible from the Orizon building.

### View Analysis: Existing



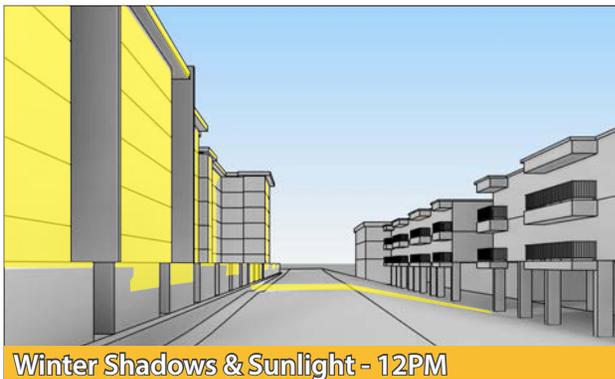
### View Analysis: Proposed



## What are the shadow impacts on the Orizon from your proposed buildings?

- We have studied the shadow impacts of our proposal in relation to the existing building. The Orizon is already shadows by the existing 3-storey building, and studies show that the only time of year when there would be increased shadows on the balconies of the lower floors of the Orizon is during the afternoon in the short days of the Fall and Winter.

### Shadow & Sunlight Analysis: Existing



### Shadow & Sunlight Analysis: Proposed



Only approximately 20-25% of Orizon's units will be impacted by any shadowing when the sun is at its lowest.

## Is enough parking being provided?

- The City's Parking Bylaw requires 0.65 parking stalls/unit in rental buildings (for a total of 96 stalls including 16 visitor stalls). We are providing 0.85 stalls/unit (for a total of 136 underground stalls including 16 visitors stalls - 40 more stalls than required).
- Bunt & Associates has prepared a Transportation Study, which indicates that the Lower Lonsdale area is well served by public transit (bus and Seabus), and many residents who live in this area use public transit to get to work.
- On-site high quality bike storage and repair facilities and convenient dedicated access point for bike commuters to promote cycling as an alternative means of transportation and a reduce car dependence.

## Will construction impact the integrity of the Orizon building?

- Our contractor will prepare a Construction Management Plan (CMP).
- Our construction should have no impact on the structural integrity of the Orizon building or any other neighbours.
- Our contractor will undertake photographic surveying and monitoring prior to, during, and after construction to make sure there are no negative impacts on surrounding buildings.

## What will be done to mitigate against noise, dust, and traffic impacts during construction?

- The CMP will include a key contact person who will be in charge of addressing questions and concerns from neighbours.
- Construction work will be undertaken within the permitted bylaw hours established by the City.
- Dust control measures, such as the use of water and silkscreen fences, will be implemented in order to minimize the amount of dust that leaves the construction site.
- Parking for the trades will be provided to minimize impact on street parking.



## **Summary:**

- **We have reached out and consulted with our neighbours on a number of occasions;**
- **Our proposal is at the same height and similar density as the Orizon building, but down slope;**
- **The Orizon building is already shadowed by the existing 3-storey - the only time of year when there would be increased shadows on the balconies of the lower floors is during the later afternoon in the short days of the Fall and Winter;**
- **The break between our buildings allow the water and Downtown skyline to still be visible from the Orizon building; and**
- **Our proposal complies with the height and density outlined in the OCP.**

**Subject:** FW: Rental project at 210 and 230 East 2nd Street

**From:** Jennifer Bradshaw <>  
**Sent:** November-29-18 10:32 AM  
**To:** CNV Council Members <cnvcouncilmembers@cnv.org>  
**Subject:** Rental project at 210 and 230 East 2nd Street

Hello Mayor Buchanan and CNV council,

I'm one of many young ex-North Vancouverites that cannot afford to live there any more. My brother used to rent on Lonsdale which he too cannot afford any more.

This is a new fully rental development that could add housing stock to an area that already has mid-rise rental buildings. There are 16 subsidized units, for 20 years, and 160 market rentals. I believe the city and district of NV has to do its part to densify and support the growing Metro region. Productivity in this day and age is increasingly concentrated in the cities. Pushing young professionals out of it by refusing to build much needed rental units is unsustainable.

I will note that the incumbent renters have been offered generous compensation packages, but if there are still very low-income folks that need long-term rental assistance, that is another, bigger problem - that there are no renters' subsidies, while there are many subsidies for homeownership (mostly) at higher levels of government, a regressive problem that we should be coming together to address.

The City has been generally much better than the District in terms of adding these kinds of much-needed, much-cheaper-than-the-status-quo-single-detached-houses rental units. I hope that this trajectory continues.

Best,  
Jennifer Bradshaw  
2-2250 Dundas Street  
Vancouver, BC

**Subject:** FW: 210&239 E 2nd St

-----Original Message-----

From: Susan Wark < >

Sent: December-02-18 6:01 PM

To: Submissions <input@cnv.org>; CNV Council Members <cnvcouncilmembers@cnv.org>

Subject: 210&239 E 2nd St

Mayor and Council,

I am writing as I'm hoping 210 and 239 E 2nd St moves forward to a public hearing soon. I've been following this project for a while and am excited to see it come forward. I live a few blocks away at 255 W 1st Ave.

I've written you before noting the need for more rental housing in this neighbourhood. This project provides 116 new rental homes for people like our children and grandchildren to live in. Not to mention the 16 subsidized units for 20 years is a huge plus. There is a huge population of the "missing middle" and while this proposal alone isn't the solution, it will be a huge help in getting there.

Thank you,  
Susan Wark  
255 W. 1st St.

**Subject:** FW: 210-230 E 2nd St Development

**From:** Ryan Vanderham < >  
**Sent:** January-09-19 9:28 AM  
**To:** Submissions <input@cnv.org>  
**Subject:** Fwd: 210-230 E 2nd St Development

Resubmitting this as I understand a public hearing date has been set. Thank you.  
Ryan

----- Forwarded message -----

**From:** **Ryan Vanderham** < >  
**Date:** Wed, Dec 5, 2018 at 6:32 PM  
**Subject:** 210-230 E 2nd St Development  
**To:** <[input@cnv.org](mailto:input@cnv.org)>

Dear Mayor and Council,

Please accept this letter supporting GWL's proposed redevelopment for 210 and 230 East 2<sup>nd</sup> Street. As a renter in an older building on lower Lonsdale, I want to see the area's rental stock and variety increase so I can stay in the neighbourhood for the long term. There are a lot of older buildings in the City of North Vancouver that will need to be redeveloped in the short term; approving projects that increase the rental stock will allow individuals from subsequent projects to be relocated into finished rental buildings and help alleviate a very low vacancy rate.

This is the right area for density - Lower Lonsdale is unique on the North Shore in that the public transit is excellent, meaning residents can live comfortably while driving very little. The project complies with the community plan, adds affordable units, and the new building will improve the look of the neighbourhood. In addition, GWL has shown a commitment to doing things the right way by hiring LPA to help with tenant relocation.

Thanks for your consideration,

Ryan Vanderham  
250 E 2<sup>nd</sup> Street  
North Vancouver

**Subject:** FW: Rezoning at 210 & 230 E 2 Street

**From:** lg <>  
**Sent:** January-10-19 1:33 PM  
**To:** Submissions <input@cnv.org>  
**Subject:** Rezoning at 210 & 230 E 2 Street

Dear Mayor and Council,

My name is Ela Yanova and I am a friend of Ian Mullen's, a previous tenant of 210 E 2 Street. I am submitting his feedback on the rezoning by GWL on his behalf because he does not have an email account. His feedback is provided below:

Dear Mayor and Council,

My name is Ian Mullen and I lived in unit #311 at 210 E 2 Street (Cheryl Manor). I have since relocated and was able to find accommodation within the City of North Vancouver. I am writing to let you know that I found the tenant relocation process that was led by GWL to be smooth and efficient. The plan and process was well communicated to me, and I appreciated the compensation and the efforts made to help me find suitable accommodation.

As a renter, I understand the importance of rental projects like the one proposed by GWL in contributing to the rental stock in the City, to allow myself and other renters to live in this great city.

Thank you,  
Ian Mullen  
#311 - 210 E 2 Street

**Subject:** RE: C/o Michael Reed 210-230 East 2nd Street

**From:** Deb Cuthbert < >  
**Sent:** Tuesday, January 15, 2019 8:24 PM  
**To:** [devel@cnv.org](mailto:devel@cnv.org)  
**Subject:** C/o Michael Reed 210-230 East 2nd Street

Dear Michael Reed,

I am writing to you with our concerns as my spouse and I are travelling outside of the country currently and will not be able to attend City Hall on January 21st 2019 at 6:30pm

Firstly, I beg that you and council consider the tax payers and constituents of North Vancouver before that of fat cat developers and corporations who will financially gain directly at the cost of North Vancouver's livability. The time for laying down to developers is over.

The 210-230 East 2nd project is a mega building stretching the width of more than 1/2 of one block. As it will be joined together in the middle its impact is far greater than the original twin buildings that sit at its site currently. This must be a consideration in this decision.

Furthermore, the shadow effect that will cascade from the added height of a 6 storey building of 14.9 metres is unjustly high and close to the current 221 East 3rd building which is already sizeable. This rental building will put seniors, veterans, families (all voting tax payers) who have recently just worked and saved a lifetime (not 4 years ago) for a sunny south-facing exposure. Here included is our valued Veterans, in the Anavets building who have a sunny ground level patio to enjoy currently. It is not bourgeoisie view that concerns us, it is the health bringing light and sun which readily effect mental and physical well-being for one and all.

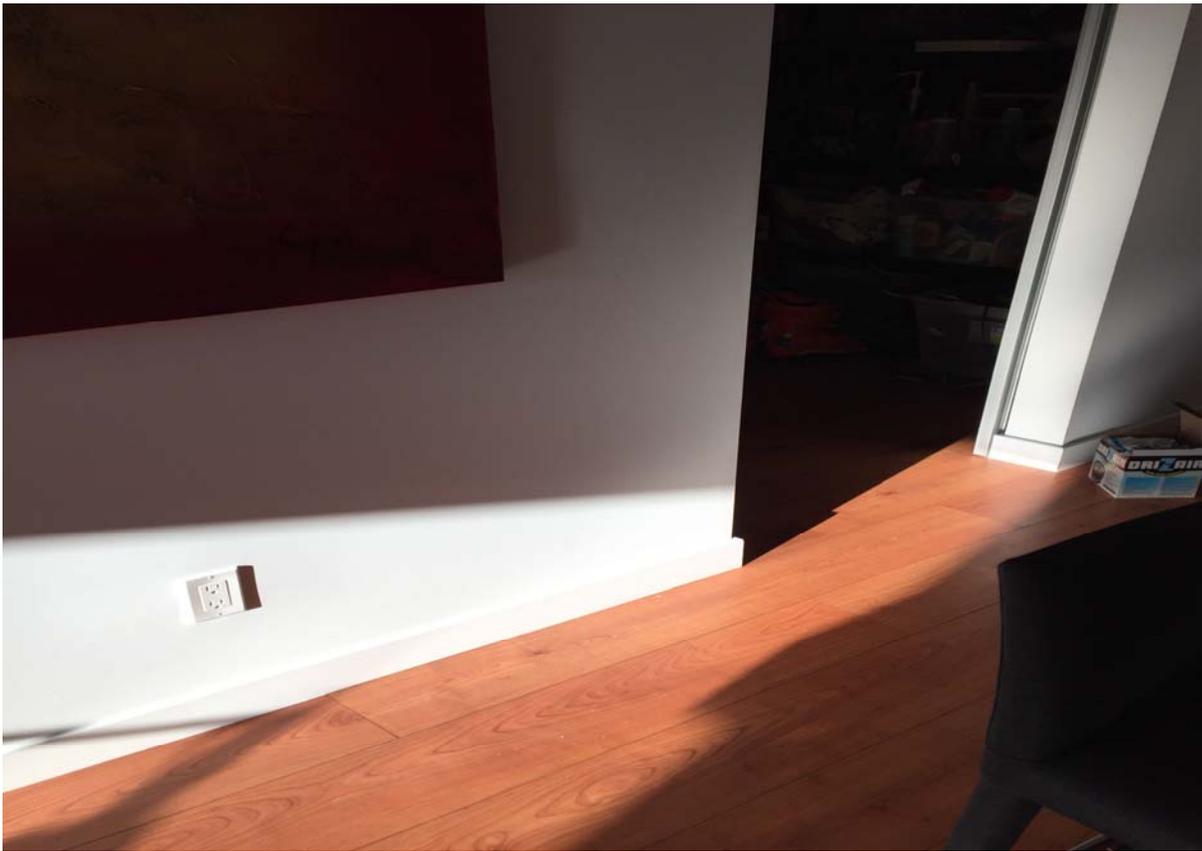
The slope of north Vancouver has the advantage (when planned smartly and accordingly) to accommodate light/sun exposure for most due to its south facing bank. If city hall would just concerntrate on using a natural stepping down effect of the buildings as they move towards the water (and/or allow greater space or whole streets and roads between them) more sunny floors and roof top patios could be preserved and enjoyed by more people young and old. But when you allow taller buildings in close proximity (across laneways and back to back) below shorter or the same height buildings, this effect is completely lost. This is NOT Lonsdale avenue, it is not the street for soaring and ever growing new buildings. Nor is wise density to place such large buildings back to back like this only 2 blocks east of Lonsdale especially when one of them does not represent your tax payers or citizens but money hungry commercial corporations and an appropriate number of parking spaces are not allocated.

In conclusion, we are requesting further set back of this building from 221 East 3rd Street (Orizon and Anavets buildings), only 5 floors maximum and that the buildings remain separate and not joined in the middle.

I have attached photos of cascades of sun that were taken December 24th 2017 because the building are two separate entities and not joined as one as is the case of the mega-building. This will most certainly be lost if this decision goes ahead in favour of the developers. Put yourself in our shoes and please make the decision to protect your citizens and tax payers.

Sincerely, Deb Cuthbert and Daryl Ternowski  
1-221 3rd Street East  
North Vancouver BC





**Subject:** FW: Meeting re development

**From:** Donna Smith <>

**Sent:** January-15-19 12:49 PM

**To:** David Johnson <djohnson@cnv.org>; Kaveh Jamshidi <>; Joyce Tang <>; Aaron Loy <>; Karen McKenna <>; Submissions <input@cnv.org>

**Subject:** Meeting re development

To: David. Johnson / City Clerk

I'm writing in regards to the proposed development at 210-230 East 2nd Street.

Our main concerns are the height of the proposed buildings and the offset to the lane. This results in major shadowing of the Orizon building and the Anavets building next door.. With the reduction of the building lane offset from 6.1 meters to 2.1 meters, the lane will be a dark tunnel, especially in winter. This also can be a safety issue as this is a narrow lane to begin with and a pedestrian walkway. We have met with GWL regarding these issues but no changes have been made to the "proposed development"

These two buildings seem to be well kept up with balcony railings replaced recently, landscaping done and a clean looking exterior.

Do council members ever look at buildings to be torn down which do have "affordable" rents? Do they consider the neighborhoods and the incredible building being done in the North Van area from Capilano to the Moodyville - 3rd Street developments and the Harry Jerome area with, I believe 840 new units proposed. Traffic is already bad and the interchange by Mountain Highway isn't going to solve the issue. Extra money from developers shouldn't be a consideration to rubber stamp every proposal.

Thank you  
Donna Smith

504 221 3rd Street East  
North Vancouver, BC V7L 0C1

**Subject:** FW: Information for the prosal at 210-230 East 2nd Street

**From:** Stan Masse < >

**Sent:** January-15-19 9:35 PM

**To:** David Johnson <[djohnson@cnv.org](mailto:djohnson@cnv.org)>

**Subject:** FW: Information for the prosal at 210-230 East 2nd Street

David, In 2017 I sent you many emails about the above title project, including many photos.

My concerns are still current, especially the fact that my unit is

- A) On the ground floor and will be most affected by the shadow of a building that is twice the height of the existing.
- B) Closer to the lane than the vast majority of the other units in Orizon, and the proposed building is very much closer to the lane than the existing building.

The lane will be like being in a Dark Canyon, and I am already affected by the shadows from the existing towers on St Georges, and the new project will exasperate this.

Unfortunately I will be out-of-town on Jan 21, so will not be able to add my voice to the outrage of this project. I am very concerned about my life style with the shadows and closeness of my new neighbours and the impact on the value of my unit. The West End of this project it is approved, should be moved further South so that my unit, and the others above me, are no closer to the new building than the rest of Orizon.

Regards

**Stan Masse**

Masse Sales Ltd.

#501– 2071 Kingsway Avenue,

Port Coquitlam, BC, V3C 6N2

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**From:** Stan Masse

**Sent:** Monday, September 11, 2017 9:49 PM

**To:** 'David Johnson' <[djohnson@cnv.org](mailto:djohnson@cnv.org)>

**Subject:** RE: Information for the prosal at 210-230 East 2nd Street

David,

I do not see the Shadow of this building – can you please send me the link to this document. In addition to this I feel that the shadow effect of the tall buildings on the West side of St Georges should be taken into account since these buildings drastically effect the sunlight falling on the Orizon Building on the north side of the lane (221 E 3<sup>rd</sup> St NV). My unit is on the SW Corner Ground Floor so will be effected the most by the shadow of this Proposal.

**Stan Masse**

Masse Sales Ltd.

#501– 2071 Kingsway Avenue,

Port Coquitlam, BC, V3C 6N2

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**From:** David Johnson [<mailto:djohnson@cnv.org>]  
**Sent:** Monday, September 11, 2017 2:56 PM  
**To:** Stan Masse  
**Subject:** Information for the prosal at 210-230 East 2nd Street

Hi Stan.

Following up on our earlier conversation, I've attached a link (below) to our website that has the proposal.

<http://www.cnv.org/property-and-development/projects-and-developments/current-developments/210-230-e-2nd-street>

We suggest you check this page from time-to-time to keep in touch with any updates on this application.

Feel free to contact me if you have any questions.

Regards,

**David Johnson**

Development Planner, Planning Department  
t: 604.990.4219 | e: [djohnson@cnv.org](mailto:djohnson@cnv.org)

**City of North Vancouver**

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



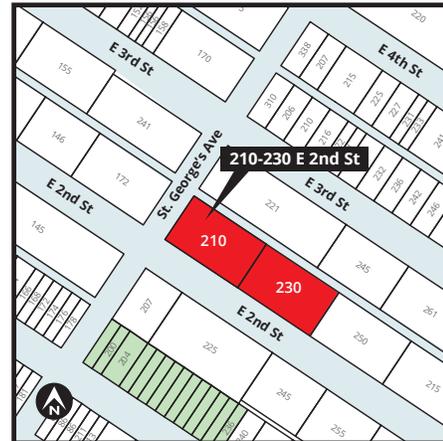
# NOTICE OF PUBLIC HEARING

**WHO:** GWL Realty Advisors  
**WHAT:** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665 (CD-715)  
Housing Agreement Bylaw, 2018, No. 8666  
**WHERE:** 210-230 East 2<sup>nd</sup> Street  
**WHEN:** Monday, January 21, 2019 at 6:30 pm  
Council Chamber, City Hall  
141 West 14<sup>th</sup> Street, North Vancouver

Notice is hereby given that Council will consider:

**Zoning Amendment Bylaw, 2018, No. 8665**  
**Housing Agreement Bylaw, 2018, No. 8666**

to rezone the subject property from a Medium Density Apartment Residential 1 (RM-1) Zone to a Comprehensive Development 715 (CD-715) Zone to permit the development of a 6-storey apartment building, containing 160 rental units over 2 separate buildings, connected by a 2-storey common amenity building. Parking is provided underneath to support 132 vehicles. The proposed density is 2.60 times the lot area, with a maximum building height of 14.9 meters measured from the rear lane.



All persons who believe they may be affected by the proposal will be afforded an opportunity to be heard in person and/or by written submission. Written or email submissions must include your name and address and should be sent to the City Clerk, at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, January 21, 2019, to ensure their availability to Council at the Public Hearing. Once the Public Hearing has concluded, no further information or submissions can be considered by Council.

The proposed Zoning Amendment and Housing Agreement Bylaws and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from January 11, 2019, and online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings).

Please direct any inquiries to **David Johnson**, Development Planner, at [djohnson@cnv.org](mailto:djohnson@cnv.org) or **604-990-4219**.

141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9  
T 604 985 7761 / F 604 985 9417 / [CNV.ORG](http://CNV.ORG)



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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**BYLAW – THIRD READING**

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”  
(GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”  
(GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street,  
CD-715) be given third reading.

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

**BYLAW NO. 8665**

**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, 2018, No. 8665” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715)**.
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-715 (Comprehensive Development 715 Zone):

<b>Lot</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
D	142	274	878	from RM-1
E	142	274	878	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-714 Comprehensive Development 714 Zone”:

“CD-715 Comprehensive Development 715 Zone”
  - B. Adding the following to Section 1101, thereof, after the “CD-714 Comprehensive Development 714 Zone”:

“CD-715 Comprehensive Development 715 Zone”

In the CD-715 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 14.9 metres (48.79 feet);
- (4) The Principal Building shall be sited as follows:
  - (a) 2.10 meters (6.83 feet) from the lot line adjacent to East 2<sup>nd</sup> Street;
  - (b) 4.89 metres (16.0 feet) from the lot line adjacent to St. Georges Avenue;
  - (c) 4.93 metres (16.17 feet) from the East Lot Line;
  - (d) 2.06 meters (6.75 feet) from the Rear Lot Line.
- (5) The Lot Coverage of the Principal Building shall not exceed a maximum of 58.0 percent;
- (6) Section 510(3) *Building Width and Length* shall be waived to permit vehicle access from East 2<sup>nd</sup> Street;
- (7) Section 906(4)(c)(i) *Limitation of Access* shall be waived;
- (8) All exterior finishes, design and landscaping is subject for approval by the Advisory Design Panel.

READ a first time on the 3<sup>rd</sup> day of December, 2018.

READ a second time on the 3<sup>rd</sup> day of December, 2018.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**BYLAW – THIRD READING**

7. “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments)

**RECOMMENDATION:**

THAT “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments) be given third reading.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8666

**A Bylaw to enter into a Housing Agreement (210-230 East 2<sup>nd</sup> Street)**

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

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

1. This Bylaw shall be known and cited for all purposes as “**Housing Agreement Bylaw, 2018, No. 8666**” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, 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 GWL Realty Advisors with respect to the lands referenced as 210 and 230 East 2<sup>nd</sup> Street, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715).
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 3<sup>rd</sup> day of December, 2018.

READ a second time on the 3<sup>rd</sup> day of December, 2018.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

## RENTAL HOUSING AGREEMENT

**THIS AGREEMENT** dated for reference the <> day of <>, 20<>.

BETWEEN:

**2281140 Ontario Inc., Inc. No. A0092343**  
C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

and

**2278372 Ontario Inc., Inc. No. A0082985**  
C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

(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: 015-077-535  
 Lot D (Reference Plan 9961)  
 Block 142  
 District Lot 274  
 Plan 878;

and

Parcel Identifier: 015-077-543  
 Lot E (Reference Plan 10003)  
 Block 142  
 District Lot 274  
 Plan 878;

- (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 160 Dwelling Units, of which 144 Dwelling Units will be Market Rental Units and 16 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, 2018, No. 8665”; 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, 2018, No. 8666” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments), (the **“Commencement Date”**) and will continue until the earlier of:
  - (a) the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c); and
  - (b) the 20<sup>th</sup> anniversary of the Commencement Date,(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 one four-bedroom unit, 21 three-bedroom units, 36 two-bedroom units, 80 one-bedroom units and 22 studio units or as otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 The 16 Mid-Market Rental Units shall be provided in the following unit mix: two studio units, nine one-bedroom units, four two-bedroom units, and one three-bedroom unit. The Owner may only change this mix with the approval in writing by the Director of Planning with such approval to be granted in his or her discretion. The Owner shall be entitled to determine the locations of the 16 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. After the Term has elapsed, when a tenancy of the Mid-Market Rental Unit is terminated in accordance with the RT Act, the Owner may rent the Mid-Market Rental Unit out at a market rental rate.
- 4.4 The Owner will notify the City when a tenancy of the Mid-Market Rental Unit is terminated in accordance with the RT Act and will notify the City when the Owner intends to rent the Mid-Market Rental Unit out at market 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 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

2281140 Ontario Inc., Inc. No. A0092343  
C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

and

2278372 Ontario Inc., Inc. No. A0082985  
C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

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, 2018, No. 8666".
- 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

**2281140 ONTARIO INC., INC.NO. A0092343      2278372 ONTARIO INC., INC.NO. A0082985**  
**and**

\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Authorized Signatory

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Printed Name

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Printed Name

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 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: Wendy Tse, Planner 2

SUBJECT: ZONING BYLAW LIVABILITY REVIEW – ONE-UNIT AND TWO-UNIT  
RESIDENTIAL MINOR AMENDMENTS

Date: December 5, 2018 File No: 10-5040-20-0001/1

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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 2, dated December 5, 2018, entitled “Zoning Bylaw Livability Review – One-Unit and Two-Unit Residential Minor Amendments”:

**THAT** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692 (Livability RS and RT Minor Amendments) be considered and given first and second readings;

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

**THAT** the Public hearing for “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692,” be waived.

**AND THAT** the Mayor and City Clerk be authorized to sign the necessary documentation to give effect to this motion.

**ATTACHMENTS:**

1. Staff Report to Council dated June 20, 2018 re: Zoning Bylaw Amendments to Enhance Livability and Attainability of Properties Zoned One-Unit and Two-Unit Residential with Attachment #13 only (Doc#[1725777](#))

2. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692 (Livability Housekeeping Amendments) (Doc#[1722499](#))

## PURPOSE

The purpose of this report is to propose amendments to the Zoning Bylaw to resolve minor omissions and points of clarification arising from recent changes brought forth by the Zoning Bylaw Livability Review.

## DISCUSSION:

On July 23, 2018, Council unanimously supported amendments to the Zoning Bylaw to enhance livability and attainability of properties zoned One-Unit (RS) and Two-Unit (RT) Residential. A copy of the staff report is included as Attachment #1 for reference.

In applying the Zoning Bylaw amendments, staff have become aware of clauses which have the potential to cause confusion. To rectify this situation, staff propose the following corrections and clarifications to the Zoning Bylaw:

- 1. Correcting the Two-Unit Residential 1 (RT-1) Gross Floor Area (GFA) maximum to 0.5 Floor Space Ratio (FSR) to ensure alignment between the Zoning Bylaw and Official Community Plan (OCP).**

*The current calculation of GFA in the RT-1 zone, which allows for the lesser of 0.35 times the lot area plus 92.9 square metres (1,000 square feet) or 408.8 square metres (4,400 square feet), may permit buildings that exceed the maximum FSR of 0.5 permitted for Residential Level Two designated properties in the OCP;*

- 2. Revising the definition of basements in coach houses to enable full compliance with the BC Building Code, while ensuring this space is used for storage purposes only.**

*The use of the words “unheated” and “unfinished” in the current definition presents challenges in meeting the energy efficiency and indoor environmental quality requirements under the BC Building Code. As such, the words “unheated” and “unfinished” are proposed to be removed and replaced with the words “used only for storage.”*

- 3. Removing the prohibition of mechanical equipment in coach house basements.**

*The prohibition of mechanical equipment in coach house basements was applied to align with a similar prohibition in cellars under garages, but is now recognized to be a limiting factor in functional coach house designs.*

**4. Clarifying that sunken patios are allowed for each dwelling unit, as opposed to dwelling units below grade only.**

*The current wording is unclear in explaining that any dwelling unit, principal or secondary, with access located partially or fully below the first storey of the building may have a sunken patio to promote outdoor living.*

**5. Correcting references to eliminated zones in individual Comprehensive Development Zones.**

*Certain Comprehensive Development Zones were not corrected during the Zoning Bylaw Livability Review and now erroneously reference eliminated zones in the Zoning Bylaw.*

The proposed Zoning Bylaw amendments can be reviewed in Attachment #2. The proposed amendments do not change the intent of the Zoning Bylaw Livability Review, which was to modernize regulations that control how single family dwellings and duplexes are design and built in the City. The suggested changes are intended to clarify and reduce confusion in interpreting the Zoning Bylaw only. For these reasons, staff recommend waiving the Public Hearing.

**FINANCIAL IMPLICATIONS:**

None.

**INTER-DEPARTMENTAL IMPLICATIONS:**

This report was reviewed and endorsed by the Civic Projects Team.

**SUSTAINABILITY COMMENTS:**

Not Applicable.

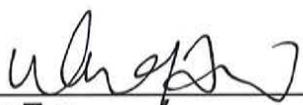
**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

None.

**STRATEGIC PLAN IMPLICATIONS:**

None.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Wendy Tse  
Planner 2

WT:eb



 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 Darrell R. Mussatto and Members of Council

From: Wendy Tse, Planner 2

SUBJECT: ZONING BYLAW AMENDMENTSTO ENHANCE LIVABILITY AND  
ATTAINABILITY OF PROPERTIES ZONED ONE-UNIT AND TWO-UNIT  
RESIDENTIAL

Date: June 20, 2018 File No: 10-5040-20-0001/1

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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 2 and Planning Technician 2, dated June 20, 2018, entitled "Zoning Bylaw Amendments to Enhance Livability and Attainability of Properties Zoned One-Unit and Two-Unit Residential":

**THAT**, as per Option #1 of the report, "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8642" (Zoning Bylaw Livability Amendments) be considered and referred to a Public Hearing;

**THAT** staff be directed to implement the streamlining measures outlined in the report to improve processing efficiency for development applications pertaining to One-Unit and Two-Unit Residential Uses;

**AND THAT** staff be directed to identify One-Unit Residential areas that may be appropriate to zone for smaller lot developments with a minimum frontage of 7.5 metres (24.6 feet) and report back to Council.

## ATTACHMENTS:

1. Information Report to Council dated November 16, 2017 re: Zoning Bylaw Livability Review for One-Unit and Two-Unit Residential Uses – Start of Process (Doc#[1589314](#))
2. Council-Approved Smaller Lot Development Applications – 2010-2017 (Doc#[1665362](#))
3. Current Housing Prices and Impacts on Younger Canadians (Doc#[1669015](#))
4. Comparison of Zoning Regulations for Select Municipalities in Metro Vancouver (Doc# [1669305](#))
5. Examples of Potential Lot Subdivision Patterns in the City (Doc#[1669016](#))
6. Consultant Report on Recommended Height Envelope Amendments (Doc#[1666969](#))
7. Visual Comparison of Cellars and Basements in the City (Doc#[1669020](#))
8. Excerpt from City of North Vancouver Housing Action Plan –Visitability in Ground-Oriented Housing (Doc#[1661673](#))
9. Revised Accessory Coach House Development Permit Guidelines (Doc#[1667352](#))
10. Resolutions from City Advisory Bodies re: Zoning Bylaw Livability Review (Doc#[1666253](#))
11. Zoning Bylaw Livability Review Display Boards (Doc#[1665911](#))
12. Feedback for Zoning Bylaw Livability Review (Doc#[1669260](#))
13. Zoning Amendment Bylaw No. 8642 (Doc#[1645712](#)) ~~1669426~~

## PURPOSE

The purpose of this report is to present for Council's consideration amendments to the Zoning Bylaw to modernize regulations pertaining to properties zoned One-Unit and Two-Unit Residential Uses to improve the design and functionality of housing in lower density neighbourhoods, while also facilitating more attainable housing options. The proposed amendments would apply to ground-oriented housing forms, including single family dwellings, duplexes, accessory secondary suites, accessory coach houses, and accessory dwelling units. In particular, this report introduces proposed changes which would:

- Enable smaller lot single family and duplex developments;
- Simplify the height envelope calculation and remove constraints on modern building designs;
- Moderately increase the height envelope to enhance access to natural light and air for accessory suites;
- Permit basements beneath coach houses to increase storage opportunities;
- Modify setback requirements to promote outdoor living areas and enhance the streetscape; and
- Improve visitability and accessibility in ground-oriented housing.

Recommendations for streamlining and improving processing efficiency of development applications for One-Unit and Two-Unit Residential Uses are further proposed in this report.

## **BACKGROUND**

In November 2017, an Information Report was provided to Council to announce the start of a process to review the Zoning Bylaw to improve livability for One-Unit (RS) and Two-Unit (RT) Residential Uses in the City. This effort stems from actions within the City of North Vancouver Housing Action Plan (HAP) to review minimum lot sizes and height envelope allowances for RS and RT zoned properties. In consideration of the broader housing continuum, the review also includes accessory units, including secondary suites, coach houses, and accessory dwelling units (suites in duplexes). Based on the 2016 Census, the City has one of the highest percentage of renter households in Metro Vancouver at 47 percent, many of whom reside in the secondary rental market in lower density neighbourhoods. A copy of the Information Report, including the project scope and regulations proposed to be reviewed, is included in Attachment #1.

## **DISCUSSION**

Zoning is a tool utilized by local governments to regulate the use, size, shape, and siting of buildings to help establish neighbourhood character and to provide predictability to residents regarding future developments. The review of the Zoning Bylaw serves as an opportunity to examine current regulations for RS and RT Residential Uses to ensure appropriate urban design principles that support the development of livable dwellings and neighbourhoods are enabled, and not restricted, by the regulatory framework. The ability of the Zoning Bylaw to facilitate appropriate and attainable housing options that meet current and emerging housing needs, without dramatically changing existing neighbourhood character, was further analyzed.

The significant affordability crisis faced by residents today require progressive actions on the part of local governments to ensure land use regulations promote a range of housing options. Specifically, efforts to create housing options suitable for entry-level homeowners and households seeking to downsize were explored to ensure a diversity of residents can live in the City and age in place. A healthy variety of housing options further allow residents to stay in their desired neighbourhoods through all stages of life, helping to foster communities that are socially resilient, inclusive, and connected.

The proposed Zoning Bylaw amendments outlined below pertain to all RS and RT Residential Uses in the City, except the RS-4B zone. The RS-4B zone was a new zone created in 2016 to enable fee-simple rowhouse developments in areas designated Residential Level 3 or higher in the Official Community Plan (OCP) with densities up to 0.75 Floor Space Ratio (FSR). For the purpose of this review, only RS and RT zones for single family dwellings and duplexes, respectively, with a maximum OCP density of 0.5 FSR were considered. In addition, while the proposed amendments are anticipated to improve livability of RS and RT neighbourhoods, the majority of regulations within the current Zoning Bylaw are not suggested to change, including lot coverage, open site space, and parking requirements.

## Proposed Zoning Bylaw Amendments

### Minimum Lot Sizes

Minimum lot size regulations determine the smallest area into which a lot may be subdivided. The current minimum lot size requirements for RS and RT zoned properties, as outlined in Table #1, date back to the City's 1967 Zoning Bylaw. Since that time, significant changes have occurred in the City that warrant the review and modernization of lot size requirements, including almost a doubling of the population, demographic and societal changes that have resulted in smaller household sizes, and dramatic increases in the cost of homeownership.

Since 2010, Council has approved 33 development applications to permit a total of 71 smaller lot developments for RS and RT Residential Uses (Attachment #2). The interest in smaller lot developments has grown in response to market demand for more 'right-sized' properties as housing prices have continued to rise, particularly for detached single family dwellings. The rise in housing prices and other living costs are noted to be especially difficult for younger individuals trying to enter the homeownership market today (Attachment #3). In addition, the average household size in the City has been steadily declining due to changing trends, including seniors living longer and shifting family formation patterns, where more individuals are having children later in life, not having children, or not forming families and living alone. According to the 2016 Census, the average household size in the City is 2.1 individuals. Based on changing demographic and societal norms, the desire for larger properties is anticipated to decline in coming years. In response, many municipalities in Metro Vancouver permit smaller lot developments as documented in Attachment #4.

**Table #1: Current Minimum Lot Size Requirements for RS and RT Residential Uses**

Zone	Current Number of Lots	Current Required Minimum Lot Size	Current Required Minimum Front Lot Line Length	Maximum Gross Floor Area based on Minimum Lot Size
RS-1	4,199	557.4 sq. m. (6,000 sq. ft.)*	10 m. (32.81 ft.)	260.1 sq. m. (2,800 sq. ft.) + Cellar
RS-2	15	464.5 sq. m. (5,000 sq. ft.)	N/A	232.3 sq. m. (2,500 sq. ft.) + Cellar
RS-3	28	334.4 sq. m. (3,600 sq. ft.)	N/A	167.2 sq. m. (1,800 sq. ft.) + Cellar
RT-1	569	548.1 sq. m. (5,900 sq. ft.)	10 m. (32.81 ft.)	284.7 sq. m. (3,065 sq. ft.) + Cellar
RT-1A	127	548.1 sq. m. (5,900 sq. ft.)	10 m. (32.81 ft.)	284.7 sq. m. (3,065 sq. ft.) + Cellar
RT-2	10	548.1 sq. m. (5,900 sq. ft.)	10 m. (32.81 ft.)	284.7 sq. m. (3,065 sq. ft.) + Cellar
RT-3	1	548.1 sq. m. (5,900 sq. ft.)	10 m. (32.81 ft.)	284.7 sq. m. (3,065 sq. ft.) + Cellar

\*Zoning Bylaw allows for exceptions to permit smaller lots in some circumstances based on existing conditions and neighbouring context.

To ensure minimum lot size regulations meet current and emerging community needs and facilitate more attainable homeownership options, staff recommend eliminating minimum lot size requirements for RS and RT Residential Uses. Instead, minimum front lot line length would be used to regulate neighbourhood character and lot size. This control is used in many municipalities to maintain a continuous street rhythm, while increasing flexibility in lot size. The relative consistency in lot depth on individual blocks in the City would assist in creating regularity in new lots. Permitted lot subdivision patterns in the City are illustrated in Attachment #5.

The current minimum front lot line length requirements for RS and RT Residential Uses were introduced into the Zoning Bylaw in 2016 as part of the area-wide rezoning of Moodyville and are recommended to remain largely unchanged (Table #1). To enable smaller lot developments through the Council approval process, staff recommend using the RS-2 and RT-2 zones as small lot zones with a minimum front lot line length of 7.5 metres (24.6 feet) and 9 metres (29.5 feet), respectively. With the limited number of existing lots in these zones, lots that would be eligible to subdivide as-of-right are minimal. Instead, these zones would become the base zones for smaller lot development applications, minimizing the need for site-specific Comprehensive Development zones. Staff further recommend conducting a study of areas in the City that may be appropriate to zone to smaller RS-2 lots, with findings from this study returning to Council at a later date.

Gross Floor Area (GFA) allowances for RS and RT Residential Uses would continue to be based on lot size, ensuring new buildings are built to a scale appropriate to the size of the lot. The GFA allowances for RS and RT Residential Uses are proposed to change slightly, as shown in Table #2, for the following reasons:

- Eliminate redundant zones based on the proposed change to a required minimum front lot line length versus a minimum lot area requirement;
- Ensure alignment between the Zoning Bylaw and OCP (e.g. RS and RT developments shall not exceed OCP maximum of 0.5 FSR);
- Minimize confusion regarding GFA allowances in smaller lot zones by eliminating the non-viable GFA option; and
- Streamline the coach house development approval process by eliminating the need for larger lots to seek Council approval to achieve a maximum of 0.5 FSR.

With the elimination of certain zones, all sections of the Zoning Bylaw regulating RS and RT Residential Uses, including Comprehensive Development Zones, were reviewed to ensure all existing properties continued to comply with City regulations.

The change to a minimum required front lot line length only, without an additional minimum lot area requirement, is anticipated to increase the number of smaller lot developments in the City. Table #3 indicates the potential number of new lots that may be created over time as-of-right through subdivision.

**Table #2: Current and Proposed RS and RT Residential Use Zones**

Current Zone / Minimum Lot Area / Front Lot Line Length	Proposed Zone	Proposed Minimum Front Lot Line Length	Typical Lot Size / Maximum Gross Floor Area Allowance
<b>RS-1</b> 557.4 sq. m. (6,000 sq. ft.) / 10 m. (32.8 ft.)	<b>RS-1</b>	10 m. (32.8 ft.)	455.2 sq. m. (4,900 sq. ft.) / Lesser of 0.3 x lot area + 92.9 sq. m. (1,000 sq. ft.) or 0.5 x time area
<b>RS-2</b> 464.5 sq. m. (5,000 sq. ft.) / N/A			
<b>RS-3</b> 334.5 sq. m. (3,600 sq. ft.) / N/A	<b>RS-2</b>	7.5 m. (24.6 ft.)	320 sq. m. (3,444 sq. ft.) / Maximum of 0.5 x lot area
<b>RT-1</b> 548.1 sq. m. (5,900 sq. ft.) / 10 m. (32.8 ft.)	<b>RT-1</b>	10 m. (32.8 ft.)	426.6 sq. m. (4,592 sq. ft.) / Maximum of 0.5 x lot area
<b>RT-1A</b> 548.1 sq. m. (5,900 sq. ft.) / 10 m. (32.8 ft.)			
<b>RT-2</b> 548.1 sq. m. (5,900 sq. ft.) / 10 m. (32.8 ft.)			
<b>RT-3</b> 548.1 sq. m. (5,900 sq. ft.) / 10 m. (32.8 ft.)	<b>RT-2</b>	9 m. (29.5 ft.)	402.9 sq. m. (4,337 sq. ft.) / Maximum of 0.5 x lot area

**Table #3: Potential New Properties based on Existing Properties with Ability to Subdivide As-of-right based on Proposed Minimum Front Lot Line Length**

Zone	Proposed Required Minimum Front Lot Line Length	Number of Existing Lots	Number of New Lots
RS-1	10 m. (32.81 ft.)	4,214	349
RS-2	7.5 m. (24.6 ft.)	28	7
RT-1	10 m. (32.81 ft.)	706	58
RT-2	9 m. (29.5 ft.)	1	0

The number of new lots outlined in Table #3 should be considered maximum thresholds. In practice, fewer lots are anticipated due to the following limiting factors:

- Age of the building on the existing property (newer developments are unlikely to be demolished due to the relatively high value of the building);
- Heritage buildings that are wider than the proposed minimum front lot line length or cannot be moved;
- Properties within the Streamside Development Permit Area that may have reduced development potential due to its proximity to protected riparian areas;
- Irregular shaped lots that may not have an overall lot area large enough to build an economically-viable development; and

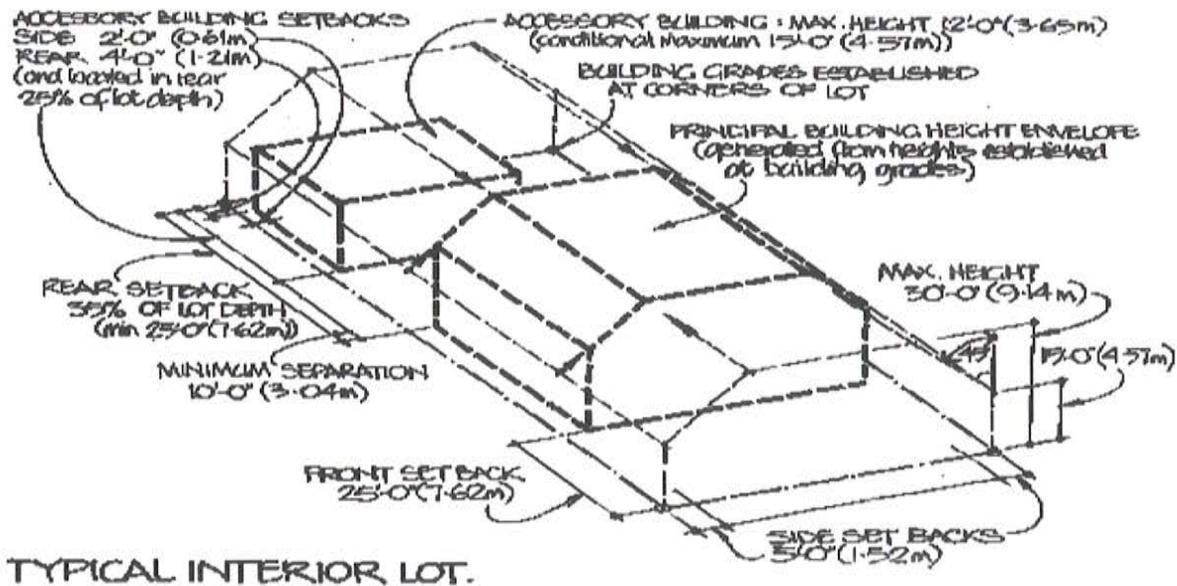
- Capacity for processing subdivision applications (average of 10 subdivision applications are processed annually since 2015).

Additional new lots could be created through larger lot consolidations. The number of new lots that could be generated through lot consolidations is difficult to determine since that number will depend on the front lot line lengths of the consolidated properties. As the lot consolidation process takes time, the impact of lot consolidations is not anticipated to be as immediate as as-of-right subdivisions.

### Height Envelope

The height envelope is a tool used by the City to control building height and massing for RS and RT zone properties. As shown in Figure #1, the current height envelope is a complex calculation which uses the grades at the four corners of a property to interpolate the grades of the building from the lot lines to create an imaginary three-dimensional envelope, establishing the maximum allowable height for the site. To control building massing on the upper storey, the height envelope increases at an inward angle of 45 degrees after a certain height, up to the maximum allowable height. The current height allowances for RS and RT Residential Uses are provided in Table #4.

**Figure #1: Current Height Envelope for RS Residential Uses**

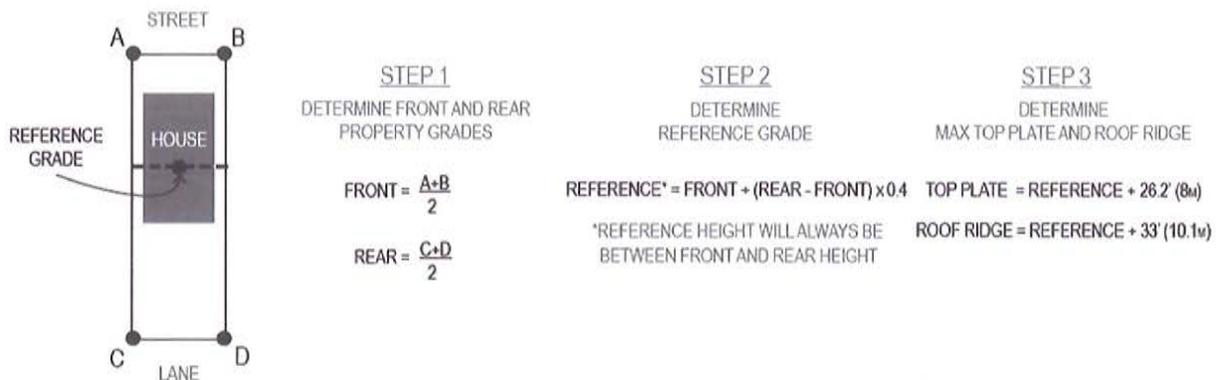


Due to the complexity of the current height envelope with the need to interpolate grades and to respond to the inward angle requirement, confusion amongst homeowners and the development community often result in delays in the permitting process. To help simplify the height envelope, a consultant was retained to compare the City's current height envelope with comparable jurisdictions and to test various development scenarios. Based on the consultant's analysis, a revised height envelope calculation is proposed in Figure #2. The consultant's full analysis is available for review in Attachment #6.

**Table #4: Current and Proposed Maximum Height Envelope Allowances for RS and RT Residential Uses**

Current Zone	Current Maximum Height Envelope	Proposed Zone	Proposed Maximum Height Envelope
RS-1, RS-2, and RS-3 (Principal Dwelling)	4.6 m. (15 ft.) to Top of Plate 9.1 m. (30 ft.) to Ridge	RS-1 and RS-2 (Principal Dwelling)	8 m. (26.2 ft.) to Top of Plate 10.1 m. (33 ft.) to Ridge
RS-1, RS-2, and RS-3 (Coach House)	3.05 m. (10 ft.) to Top of Plate 6.7 m. (22 ft.) to Ridge	RS-1 and RS-2 (Coach House)	6.7 m. (22 ft.) to Ridge
RT-1, RT-2, and RT-3	4.6 m. (15 ft.) to Top of Plate 9.1 m. (30 ft.) to Ridge	RT-1 and RT-2	320 sq. m. (3,444 sq. ft.) / Maximum of 0.5 x lot area
RT-1A	5.18 m. (17 ft.) to Top of Plate 10.1 m. (33 ft.) to Ridge		

**Figure #2: Proposed Height Envelope Calculation\* for RS and RT Residential Uses**



\*Analysis is shown in Attachment #6.

To further simplify the height envelope, the consultant recommends the removal of the inward angle requirement. While this requirement helps to control massing on the second storey, the inward angle requirement is particularly challenging for modern architectural designs, which due to flat roofs, cannot respond to the angling. The inward angle requirement may further limit construction of higher energy efficiency buildings, such as Passive House buildings, which often favour continuous building massing to limit the loss of energy via thermal bridging. To encourage greater flexibility and creativity in building designs, the proposed height envelope is envisioned as a 'box' with a maximum top of plate and roof ridge height, each measured from the reference grade. Variation will continue to be achieved since buildings will not be able to fill their envelopes as the overall size of the building will continue to be regulated by permitted GFA allowances.

The consultant was further asked to explore potential new top of plate and roof ridge height maximums to help improve the quality and condition of accessory suites, which are commonly located partially or completely underground in the lowest level of single family and duplex developments. In conjunction with other amendments proposed in this

report, the increased height envelope is designed to help “pull” suites out of the ground to increase access to natural light and ventilation. Greater accessibility of suites may also be achieved on certain properties. Based on the consultant’s analysis, the new height envelope maximums, as measured from the reference grade, is proposed to be 8 metres (26.2 feet) to the top of plate and 10.1 metres (33 feet) to the roof ridge for all principal buildings in RS and RT Residential Uses (Table #4). The proposed roof ridge height aligns with the RT-1A zone, which was created in 2014 in conjunction with the Duplex Development Permit Area to allow a taller height envelope to provide more natural light and air to secondary suites without impacting existing streetscapes and neighbourhood character. The revised height allowances are consistent with other Metro Vancouver municipalities (Attachment #4).

The height calculation for coach houses currently utilizes the same height envelope methodology as for principal buildings, but with reduced top of plate and roof ridge height allowances (Table #4). To simplify the height calculation for coach houses, staff recommend using the City’s height calculation for accessory buildings, which is determined by averaging the property grades at the rear lot line and adding the maximum height allowance to that averaged grade. The current maximum height allowance of 6.7 metres (22 feet) for accessory coach houses is not proposed to change. In addition, the massing on the second storey would continue to be limited to a maximum of 60 percent of the total area of the floor beneath it, as per the Accessory Coach House Development Permit Guidelines.

The Zoning Bylaw currently allows height exceptions for green building features, such as solar collectors and green roofs. To better accommodate buildings seeking to achieve compliance with the BC Energy Step Code or other enhanced energy performance standards, staff propose permitting a height exception for any roof thickness in excess of 0.3 metres (1 foot), provided the additional roof thickness is required to achieve compliance with an enhanced energy standard. This height exception is anticipated to have minimal impact on overall height and is consistent with other City efforts to encourage enhanced energy performance in new buildings.

### Better Suites

#### *Accessory Secondary Suites and Accessory Dwelling Units*

The City has permitted accessory secondary suites in single family dwellings and accessory dwelling units in duplexes since 1993 and 2013, respectively. Accessory suites provide much needed rental housing, particularly ground-oriented rental units, in the City’s lower density neighbourhoods. Accessory suites also provide homeowners with the ability to earn rental income to help offset the high cost of homeownership, in addition to enabling flexible living arrangements as housing needs change over time.

Accessory suites are typically constructed in the lowest floor level of a single family dwelling or duplex, often partially or completely underground, with direct access at the exterior of the building. In the past, when the Zoning Bylaw permitted a GFA exclusion for basements, defined as a floor level more than 0.3 metres (1 foot) but less than 1.5 metres

(5 feet) below average grade, suites tended to be partially above ground with good access to natural light and air. In 2011, the Zoning Bylaw was amended and a GFA exclusion was provided for cellars, instead of basements, in exchange for the development of higher energy efficient dwellings. The majority of new buildings constructed since this time have incorporated accessory suites within the cellar level, defined as more than 1.5 metres (5 feet) below average grade, resulting in suites sunken deep into the ground. While the City's requirement for higher energy efficient buildings was removed from the Zoning Bylaw in 2017 with the introduction of the Energy Step Code in the BC Building Code, the GFA exclusion for cellars in RS and RT zoned properties remains.

To ensure new suites are constructed with greater access to natural light and ventilation, staff suggest changing the GFA exclusion from cellar back to basement. Staff further recommend establishing a minimum height for the first storey of a principal building at 0.76 metres (2.5 feet) above the reference grade defined by the height envelope, if a basement is present. By establishing a minimum height for the first storey, as opposed to defining a basement based on average grade, stronger neighbourhood character can develop over time, while also creating suites that are less buried underground. Attachment #7 provides a visual illustration of the difference between a basement and a cellar, as well as the benefit of a minimum height requirement.

The Zoning Bylaw currently allows basements issued a building permit prior to 1960 to be exempt from GFA calculations as a way to ensure existing buildings that do not qualify for a cellar exclusion are not demolished prematurely. Staff propose extending this provision to include both basements and cellars issued a building permit prior to the adoption of Zoning Amendment Bylaw No. 8642 to ensure existing buildings continue to receive the GFA exclusion for current basements and cellars.

Staff further analyzed ways to improve private outdoor space provisions for accessory suites. Currently, the Zoning Bylaw allows a maximum exclusion of 9.29 square metres (100 square feet) for sunken patios, if a cellar is present. In recognition that sunken patios are often an integral part of the available private open space for suite occupants, staff propose permitting a sunken patio up to a maximum of 18.6 square metres (200 square feet) for each dwelling unit below the reference grade of the height envelope. This ensures accessory suites have the ability to have larger, more functional outdoor living areas.

### *Accessory Coach Houses*

The City has permitted accessory coach houses on RS zoned properties since 2010. Coach houses are a popular option for residents seeking detached rental housing options, in addition to providing flexible accommodations for extended families on the same lot. To date, over 80 Coach House Development Permits have been issued in the City. While this program has been successful, the uptake is relatively low compared to other municipalities, such as Vancouver, where over 3,300 permits for laneway houses have been issued to date.

On October 2, 2017, a Notice of Motion from Council directed staff to explore permitting cellars in accessory coach houses:

**WHEREAS** the City currently allows storage space under garages that does not count towards Floor Space Ratio (FSR);

**THEREFORE BE IT RESOLVED THAT** City staff report to Council on the advisability of allowing storage space under Coach Houses within the City.

Based on staff analysis and feedback from the public, staff recommend allowing full-height storage areas beneath accessory coach houses to maximize opportunities for storage within smaller dwelling units. Currently, the Zoning Bylaw limits coach houses to have crawl spaces only, which may be a maximum height of 1.2 metres (4 feet) below the coach house.

The limitations on this proposed storage area are recommended to be the same as the regulations that currently apply to cellars beneath detached garages on RS zoned properties. To avoid confusion with cellars beneath detach garages and to align with the proposed basement exclusion for single family dwellings, staff recommend calling the lower level of an accessory coach house a basement and apply the following definition:

**“Basement (Accessory Coach House Use)”** means an unheated and unfinished space directly below the First Storey of an Accessory Coach House, without windows or plumbing, the area of which does not exceed the area of the First Storey, and where Cooking Facilities are prohibited.

Similar to cellars beneath garages, staff support excluding this area from GFA due to its limited impact on massing and the fact that this space cannot be inhabited. Staff do not anticipate major impact on the form, scale, and character of coach houses based on this allowance.

As mentioned earlier in the report, staff propose permitting a maximum GFA of up to 0.5 times the lot area for all lots incorporating an accessory coach house. This change would allow a coach house, in conjunction with a principal dwelling, to be constructed up to, but not exceeding, the maximum density of 0.5 FSR as-of-right, providing greater flexibility in maximizing the development potential on the site without having to seek Council approval. Staff further recommend removing the limitation on the size of the coach house from the lesser of 0.17 the lot area or 92.9 square metres (1,000 square feet) to allow all coach houses to achieve the latter, provided the combined GFA of the principal dwelling and accessory coach house does not exceed 0.5 FSR.

#### Setbacks and Siting Exceptions

Setbacks are the required separation between various lot lines and a building or structure. The current required minimum front yard setback for RS and RT zoned properties are outlined in Table #5. A comparison of setback requirements between the City and other Metro Vancouver municipalities is available in Attachment #4.

Currently, the required minimum setback between a principal building and a front lot line is 7.62 metres (25 feet) for all RS and RT zoned properties, except for the RT-1A zone,

which has a reduced front lot line setback of 6.1 metres (20 feet). Based on observations of the RT-1A zone, staff propose a further decrease to the minimum setback requirement between the principal building and the front lot line to 4.6 metres (15 feet) for all RS and RT zoned properties. While this may result in greater variability in building siting in the short term, the long term benefits of moving buildings closer to the street are:

- Larger private outdoor areas in the rear yard to be shared between dwelling units;
- Stronger neighbourhood character with more defined street walls;
- Increased visual and social connections between the private and public spaces, which can result in reduced crime and increases in the social fabric; and
- More walkable neighbourhoods as a result of decreased car speeds due to the visual "narrowing" of wider streets.

**Table #5: Current and Proposed Front Lot Line Setback for RS and RT Residential Uses**

Current Zone	Current Minimum Front Lot Line Setback	Proposed Zone	Proposed Minimum Front Lot Line Setback
RS-1, RS-2, and RS-3	7.62 m. (25 ft.)	RS-1 and RS-2	4.6 m. (15 ft.)
RT-1, RT-2, and RT-3	7.62 m. (25 ft.)	RT-1 and RT-2	4.6 m. (15 ft.)
RT-1A	6.1 m. (20 ft.)		

In addition to amending the front lot line setback, staff further recommend reducing the interior side lot line minimum requirement from 1.5 metres (5 feet) to 1.2 metres (4 feet) to align with the BC Building Code building separation requirement. This change will particularly benefit smaller lots and allow buildings to be slightly wider to enable more functional interior designs. With the proposed reductions to both the front and interior lot line setback requirements, staff have reviewed and amended permitted siting exceptions in the Zoning Bylaw to ensure projections do not extend beyond current allowances.

Visitable Housing

The City was the first municipality in Metro Vancouver to require Adaptable Design units in all new multi-unit developments in 1999 to ensure suitable units were available for individuals with mobility challenges, as well as to enable residents to age in place. One of the "big moves" identified in the Housing Action Plan was to explore strategies to encourage accessibility in the City's ground-oriented housing stock (Attachment #8). To enable this goal, staff recommend incorporating the concept of "visitability" into the Zoning Bylaw, which requires the provision of the following features on the main level of a dwelling unit:

1. A no-step, accessible entry;
2. Clear passageways throughout the main level; and
3. An adaptable bathroom on the main level, as defined by the City's Adaptable Design Guidelines.

To incentivize homeowners and the development community to incorporate visitability features into new construction or renovations of existing homes, staff recommend permitting the following GFA exemptions in return for a visitable dwelling unit:

- 4.65 square metres (50 square feet) per principal dwelling unit; and
- 2.32 square metres (25 square feet) per accessory suite or accessory coach house.

In addition, staff propose amending the Zoning Bylaw to allow accessibility and mobility features, such as ramps and wheelchair lifts, to be permitted siting exceptions. A minor GFA exclusion for elevators within RS and RT Residential Uses, up to maximum of 2.32 square metres (25 square feet), is also recommended. If approved, staff anticipate these new visitability and accessibility provisions would be an effective first step towards increasing general awareness amongst the public and the development community about the importance of accessible residential design in ground-oriented housing.

### **Changes to Development Application Review Process**

In conjunction with the proposed Zoning Bylaw amendments listed above, staff seek Council support to implement the following measures to streamline and simplify the development approvals process for RS and RT development applications:

1. Eliminate the requirement for a Duplex Development Permit, and the corresponding Duplex Development Permit Guidelines, to expedite duplex developments in the City;
2. Amend the Accessory Coach House Development Permit Guidelines as proposed in Attachment #9 to remove guidelines that are currently not effective in creating sensitive coach house developments; and
3. Pilot a registry of coach house designs that have been vetted for compliance with the Accessory Coach House Development Permit Guidelines, for a fee, to reduce processing time.

### **ADVISORY BODY AND COMMUNITY CONSULTATION**

#### Advisory Body Input

The Zoning Bylaw amendments and streamlining measures proposed in this report were reviewed by the following Advisory Bodies:

- Advisory Planning Commission (APC) - February 14, 2018;
- Advisory Design Panel (ADP) - February 21, 2018; and
- Advisory Committee on Disability Issues (ACDI) - April 5, 2018.

Resolutions from the Advisory Bodies are summarized in Attachment #10. All three Advisory Bodies were in general support of the proposed amendments. Based on the

feedback received, staff have incorporated the following revisions or additions to the proposed Zoning Bylaw amendments:

- Revised height envelope calculation which eliminates the inward angle constraint;
- Reduction to the minimum required front and interior side lot line setbacks;
- Removal of size requirement for the exterior landing area providing access to basements in coach houses;
- Allowance of accessibility and mobility features, such as lifts and ramps, as siting exceptions; and
- Increased sunken patio size allowances to enable manoeuvring room for someone in a mobility device.

### Community Consultation

To engage City residents on this review of the Zoning Bylaw, the follow efforts were undertaken:

- A dedicated City webpage, [www.cnv.org/livability](http://www.cnv.org/livability), to allow members of the public to provide comments directly to staff and to stay involved with the process;
- Two focus group sessions with local builders, designers, and developers of ground-oriented developments to gain insight and feedback on how the proposed changes would impact the design, development, and construction of single-family dwelling and duplex neighbourhoods. The two sessions on February 21 and 26, 2018 were attended by a total of 10 individuals, including a representative from the Urban Development Institute;
- A public Open House on February 28, 2018 at City Hall from 4pm to 8pm to engage with the public. The display boards from the Open House are provided for reference in Attachment #11. A total of 9 individuals attended, with positive feedback received for the proposed amendments. The display boards were on display at City Hall for an additional week following the Open House.

All of the comments received to date are provided as Attachment #12.

## **OPTIONS**

The following options on how to proceed are provided for Council consideration:

### Option #1 – Proceed to Public Hearing (RECOMMENDED)

Option #1 would enable all of the amendments proposed in this report, formally drafted under Zoning Amendment Bylaw No. 8642 (Attachment #13), to proceed to Public Hearing. The amendments proposed have been carefully analyzed by staff and a consultant for the revised height envelope calculation and allowances, and were generally well received by City advisory bodies, the development community, and members of the public who provided comment at the Open House and online via the City's website. The proposed amendments are envisioned to facilitate enhanced livability of the City's RS and

RT zoned properties, in addition to creating more attainable options by allowing greater flexibility in overall lot sizes.

### Option #2 – Direct Staff to Revise and/or Conduct Further Analysis

Should Council desire specific changes or additional analyses of Zoning Bylaw regulations to better enhance livability in RS and RT Residential Uses, Option #2 would direct staff to continue exploration of amendments to the Zoning Bylaw.

Should Council wish to pursue Option #2, the following resolution could be considered:

**THAT**, as per Option #2 of the report, staff be directed to conduct further analysis on the following regulations in the Zoning Bylaw:

- \_\_\_\_\_;
- \_\_\_\_\_;

**AND THAT** staff be directed to re-engage with stakeholders and the general public to obtain feedback on the proposed Zoning Bylaw amendments prior to returning to Council for direction.

### **FINANCIAL IMPLICATIONS**

There are no anticipated financial costs to the City as a result of the proposed Zoning Bylaw amendments. Any new development, subdivision, and building permit applications are anticipated to be processed by existing staff resources. All required servicing upgrades as per the City's Subdivision and Development Control Bylaw will be paid for by the applicant at subdivision. In addition, City and Metro Vancouver Development Cost Charges (DCCs) will be collected on all new lots created through subdivision for the purpose of funding general road and infrastructure projects, acquiring parkland, and sewerage projects within the region. The current DCC rates are as follows:

- City: \$14,749 per new single family dwelling lot;
- Metro Vancouver: \$2,300 per new residential dwelling unit (up to three units).

The proposed change to allow smaller lots is considered an effective use of land from a public perspective in that it would deliver more attainable housing options due to the reduced size of the property. A diversity of housing forms will also enable a diversity of residents to live in the City, and to remain within their preferred neighbourhood over time. The potential new lots generated by the proposed amendment is anticipated to help expand and strengthen the City's residential tax base.

### **INTER-DEPARTMENTAL IMPLICATIONS**

This report was reviewed and endorsed by the Civic Projects Team on June 19, 2018.

## SUSTAINABILITY COMMENTS

The proposed amendments would support the City's sustainability goals as follows:

- Optimize the use of existing municipal servicing infrastructure and other amenities and services (e.g. public transit, pedestrian and active transportation routes) by encouraging densification and a diversity of housing options in lower density neighbourhoods;
- Accommodate the development of more energy-efficient buildings;
- Encourage less site excavation during new construction with the provision of a basement GFA exclusion;
- Reduce the requirement for sump pumps and potential flooding of basements with the minimum first storey height requirement; and
- Advance social sustainability objectives by supporting the development of more attainable and accessible housing to allow individuals of all incomes, ages, and abilities to live in their preferred neighbourhood.

## CORPORATE PLAN AND/OR POLICY IMPLICATIONS

The proposed amendments are in keeping with the following goals and objectives of the 2014 Official Community Plan:

- 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location; and
- 3.5.1 Ensure the implementation of design features in new developments, and in overall community planning that will facilitate the ability of older community members to age in place.

The proposed amendments further aligns with the vision of the Housing Action Plan:

*To ensure there are diverse and appropriate housing options for current and future residents of all ages, incomes, and abilities.*

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Wendy Tse  
Planner 2

WT/eb/rf

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8642

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, 2018, No. 8642**” (Livability Amendments).
2. Division I: Administration of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

- A. In Part 2: Interpretation, adding the definition for “Basement (Accessory Coach House Use)” as follows:

“**Basement (Accessory Coach House Use)**” means an unheated and unfinished space directly below the First Storey of an Accessory Coach House, without windows or plumbing, the area of which does not exceed the area of the First Storey, and where Cooking Facilities are prohibited;

- B. In Part 2: Interpretation, adding the definition for “Basement (One-Unit and Two-Unit Residential)” as follows:

“**Basement (One-Unit and Two-Unit Residential)**” means the space directly below the First Storey of a Principal Building in a One-Unit or Two-Unit Residential Use, partially below grade, and the area of which does not exceed the area of the First Storey;

- C. In Part 2: Interpretation, replacing the definition of “Gross Floor Area (One-Unit and Two-Unit Residential)” as follows:

“**Gross Floor Area (One-Unit and Two-Unit Residential)**” means the total areas of all the floors of the Principal Building on a Lot, measured to the extreme outer limits of the Building, including all Basements, Cellars, Habitable Rooms, bathrooms, utility rooms, furnace rooms, attached Parking garages and carports, storage areas, internally accessible attic space, workshops, hallways, landings, stairwells, mezzanines, but excluding:

- (1) Exterior Wall thickness in excess of 0.165 (6.5 inches) provided:

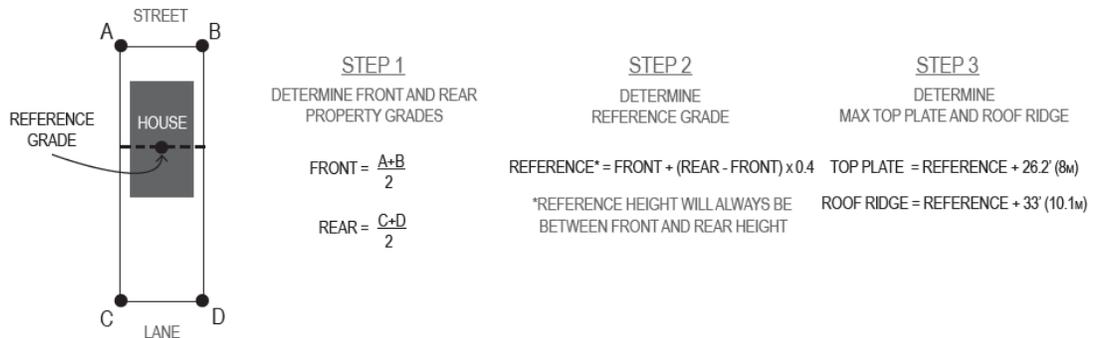
- (a) a maximum exclusion of 0.25 (9.8 inches); and,
- (b) the excluded wall thickness is utilized for the provision of insulating materials and/or for the protection against wind, water and vapour; [Bylaw 8464, May 30, 2016]

- (2) Any portion of a crawl space or internally accessible attic space with a height of 1.22 metres (4 feet) or less, measured from the floor to the joists or slab directly above it;

- (3) Deleted in its entirety by [Bylaw 8122 December 6, 2010];
- (4) Architectural features containing no floor area which are permitted as projections into required yards;
- (5) Balconies and Porches that are Open Appendages to the Principal Building and are at least 40% unenclosed; [Bylaw 8441, November 23, 2015]
- (6) Unenclosed swimming pool;
- (7) Any portion of a Basement or Cellar which was issued a Building Permit prior to January 1, 2019;
- (8) Open to below areas except when they are double height with a dimension exceeding 4.57 metres (15 feet) measured from the floor to the ceiling directly above, at which point the open to below area will be counted twice in Gross Floor Area (One-Unit and Two-Unit Residential [Bylaw 8464, May 30, 2016]) calculations; [Bylaw 8227, July 23, 2012]
- (9) Any portion of a mechanical room containing a Green Building System, up to a maximum of 9.3 square metres (100.1 square feet) provided that:
  - (a) the system is located in an accessible location within the building; and,
  - (b) has a minimum headroom clearance of 2 metres (6.6 feet); [Bylaw 8464, May 30, 2016]
- (10) Recycling and garbage storage on a Lot with:
  - (a) an Accessory Coach House Use:
    - (i) connected to, but with no access from, the interior of the Accessory Coach House Building; and,
    - (ii) up to a maximum of 4.6 square metres (49.5 square feet);
  - (b) two or more Principal Dwelling Units:
    - (i) provided for common use and held in common ownership;
    - (ii) located on any floor level; and,
    - (iii) up to a maximum floor area in accordance with Figure 4-3; [Bylaw 8464, May 30, 2016]
- (11) For provision of Visitability Features as follows:
  - (a) 4.7 square metres (50 square feet) for each principal Dwelling Unit;
  - (b) 2.3 square metres (25 square feet) for each Accessory Secondary Suite Use, Accessory Coach House Use or Accessory Dwelling Unit;
- (12) Floor area permanently occupied by elevators, to a combined maximum of 2.3 square metres (25 square feet), provided that this equipment is used to enhance accessibility and mobility;

D. In Part 2: Interpretation, replacing the definition of “Height Envelope” as follows:

**“Height Envelope”** means a three-dimensional space that a Principal Building in a One-Unit or Two-Unit Residential Use Zone may not project beyond, that is calculated using the following methodology:



E. In Part 2: Interpretation, adding the definition for “Reference Grade” as follows:

**“Reference Grade”** means an interpolated grade that is calculated by multiplying the slope of a site by a factor of 0.4 to estimate the grade at 40 percent of the lot depth, measured from the averaged grade at the Front Lot Line, for the purposes of determining the Height Envelope for a Principal Building in a One-Unit or Two-Unit Residential Use;

F. In Part 2: Interpretation, adding the definition for “Top of Plate” as follows:

**“Top of Plate”** means the horizontal plane where the exterior walls meet the roof rafters or trusses;

G. In Part 2: Interpretation, adding the definition for “Visitability Features” as follows:

**“Visitability Features”** means the following accessibility features that are incorporated in full in a Dwelling Unit within a One-Unit or Two-Unit Residential Use:

- (1) minimum one no-step entry with a maximum flush threshold of 13mm (0.6 feet) and a minimum doorway width of 0.814 metre (2.67 feet) that is wheelchair-accessible from the Street;
- (2) clear passageways throughout the main level which are a minimum of 0.91 metre (3 feet) wide;
- (3) minimum one adaptable three-piece bathroom on the main level, built in accordance with Level 2 Adaptable Design Guidelines;

H. In Part 3: Basic Provisions, deleting the following general zone designations under Section 302(4):

**SHORT FORM**

RS-3  
RT-1A  
RT-3

**DESIGNATION**

One-Unit Residential 3  
Two-Unit Residential 1A  
Two-Unit Residential 3

2. Division II: General Zoning Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

A. In Part 4: General Regulations, adding Subsection (6) to Section 409: Height Exceptions as follows and renumbering the following subsections accordingly:

(6) Roof thickness in excess of 0.3 metres (1 foot) provided that the excluded roof thickness is required to achieve compliance with the BC Energy Step Code, Passive House energy standard or other enhanced energy performance standard;

B. In Part 4: General Regulations, replacing Section 410(1) as follows:

(1) Siting Exceptions for One-Unit and Two-Unit Residential Zones

For development in the RS-1, RS-2, RT-1 and RT-2 zones, the following siting exceptions shall apply: *[Bylaw 8521, December 12, 2016]*

(a) Exterior Wall thickness in excess of 0.165 metres (6.5 inches) provided:  
(i) a maximum exclusion of 0.25 metres (9.8 inches); and,  
(ii) the excluded wall thickness is utilized for the provision of insulating materials and/or for the protection against wind, water and vapour;  
*[Bylaw 8464, May 30, 2016]*

(b) Where eaves, cornices, leaders, gutters, canopies or Sunlight Control Projections project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:  
(i) 0.46 metres (1.5 feet) from an abutting Interior Side Lot Line;  
(ii) 1.524 metres (5.0 feet) from an abutting Exterior Lot Line;  
(iii) 2.13 metres (7 feet) from an abutting Front or Rear Lot line.

(c) Where chimneys project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:  
(i) 0.46 (1.5 feet) from an abutting Interior Side Lot Line;  
(ii) 0.762 metres (2.5 feet) from an abutting Front, Rear or Exterior Lot Line;

(d) Where Bay Windows project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:  
(i) 0.915 metres (3.0 feet) from an abutting Front, Rear, or Exterior Lot Line;

(e) Where Unenclosed balconies, Unenclosed Porches or steps project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:  
(i) 0.46 metres (1.5 feet) from an abutting Interior Side Lot Line;  
(ii) 1.524 metres (5.0 feet) from an abutting Exterior Lot Line;  
(iii) 2.13 metres (7 feet) from an abutting Front or Rear Lot Line;

- (f) Where eaves **or gutters** [Bylaw 7481, May 5, 2003] project beyond the face of an Accessory Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:
    - (i) 0.457 metres (1.5 feet) from an abutting Interior Side Lot Line;
    - (ii) 1.219 metres (4.0 feet) from an abutting Front, Rear, or Exterior Lot Line;
  - (g) An Underground Structure may be sited in any portion of a Lot with the exception of any portion of the Lot within a Special Setback scheduled in Section 411 of this Bylaw; [Bylaw 8464, May 30, 2016]
  - (h) Where a Green Walls or a Solar Collector projects beyond the face of the Principal Building or Accessory Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced to that required by the British Columbia Building Code, as amended from time to time; [Bylaw 8391, October 27, 2014]
- C. In Part 4: General Regulations, adding Subsection (1)(i) to Section 410: Siting Exceptions as follows:
- (i) Where exterior ramps, lifts or similar mobility and/or accessibility-enhancing equipment project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:
    - (i) 0.46 metres (1.5 feet) from an abutting Interior Side Lot Line;
    - (ii) 1.52 metres (5.0 feet) from an abutting Exterior Lot Line;
    - (iii) 2.13 metres (7 feet) from an abutting Front or Rear Lot Line;
3. Division III: Zone Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:
- A. In Part 5: Residential Zone Regulations, deleting RS-3 from 501: Uses in One-Unit Residential Zones;
  - B. In Part 5: Residential Zone Regulations, deleting RT-1A and RT-3 from 502: Uses in Two-Unit Residential Zones;
  - C. In Part 5: Residential Zone Regulations, deleting Subsections (1)(a) and (1)(b) from Section 506: Minimum Lot Area, renumbering the following subsections accordingly, and replacing Subsection (2)(a) as follows:
    - (a) One-Unit Residential Use and Two-Unit Residential Uses shall not be permitted on a Lot with a Front Lot Line length less than 10 metres (32.81 feet), except:
      - (i) where such a Lot was existing at the effective date of this bylaw;
      - (ii) where curvilinear road design and linear Lot design necessitates the introduction of Lots based on a radial design the minimum Front Lot Line length shall be 7.5 percent of the sum of the lengths of the perimeter Lot Lines;
      - (iii) in the RS-2 Zone, where the minimum Front Lot Line length shall not be less than 7.5 metres (24.6 feet);

- (iv) in the RT-2 Zone, where the minimum Front Lot Line Length shall be not less than 9 metres (29.5 feet)

D. In Part 5: Residential Zone Regulations, adding Subsection (3) to Section 507: Special Provisions for Uses in Residential Uses as follows and renumbering the following subsections accordingly:

(3) Sunken Patio

A sunken patio is permitted, up to a maximum of 18.6 square metres (200 square feet), for each Dwelling Unit below the average Building Grades on the Street or the Rear Lot Line;

E. In Part 5: Residential Zone Regulations, replacing Subsection (13)(a) in Section 507: Special Provisions for Uses in Residential Uses as follows:

- (a) it is only permitted where the owner resides on the property;

F. In Part 5: Residential Zone Regulations, amending Section 509 as follows:

(1) Replacing Subsection (2)(b) and adding Subsection (2)(c) follows:

(b) notwithstanding subsection 509(2)(a), on a Lot with Accessory Coach House Use, Gross Floor Area (One-Unit and Two-Unit Residential), combined and in total, may be increased to, but shall not exceed, 0.5 times the Lot Area;

(c) notwithstanding subsection 509(2)(a) and (b):

- (i) Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);
- (ii) of the total allowed in Section 509(2), the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 square feet);
- (iii) Basement (Accessory Coach House Use) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) subject to Section 509(6)(f).

(2) Deleting Figure 5-2, 5-3, and 5-4;

(3) Replacing Subsection (4) as follows:

(4) Building Height

- (a) a Principal Building shall not exceed a Top of Plate height of 8 metres (26.2 feet) as measured by the Height Envelope;
- (b) notwithstanding 509(4)(a), a Principal Building roof may project above the Top of Plate height to a maximum overall Building Height of 10.1 metres (33.1 feet) as measured by the Height Envelope;
- (c) the First Storey of the Principal Building shall be a minimum 0.76 metres (2.5 feet) above the reference grade determined by the Height Envelope if a Basement (One-Unit and Two-Unit Residential) is present.

(4) Replacing Subsection (5) as follows:

(5) Siting (Principal Building)

- (a) 4.6 metres (15 feet) from the Front Lot Line;
- (b) 8 metres (26.2 feet) or 0.35 times the Lot depth, whichever is greater, from the Rear Lot Line;
- (c) 1.2 metres (4 feet) from the Interior Side Lot Line;
- (d) 3.048 metres (10 feet) or 0.2 times the Lot width, whichever is less, from the Exterior Side Lot Line.

(5) Replacing Subsection (6) as follows:

(6) Accessory Coach House Standards (Accessory Coach House Use)

Accessory Coach House Use should comply with the applicable Accessory Coach House Development Permit Guidelines and:

- (a) shall not be permitted on a Lot with a width of less than 10 metres (32.81 feet);
- (b) shall not exceed a maximum overall Building Height of 6.7 metres (22 feet) as measured from the average Building Grades on the Rear Lot Line;
- (c) Deleted;
- (d) a maximum of one enclosed or covered parking space is permitted within the Accessory Coach House Use;
- (e) a Basement (Accessory Coach House Use) may be permitted subject to the following:
  - (i) floor to ceiling height is equal to or less than 2.6 metres (8.5 feet);
  - (ii) the Basement (Accessory Coach House Use) is used only for the storage of personal goods or things; or for workshop or gardening uses. Residential Uses, Habitable Rooms, laundry facilities, and mechanical rooms are prohibited;
  - (iii) no interior access and a single exterior access landing is permitted.

G. In Part 5: Residential Zone Regulations, amending Section 509A as follows:

(1) Replacing Subsection (2)(b) as follows:

- (b) Notwithstanding subsection 509A(a), Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);

(2) Deleting Figure 5-5;

(3) Replacing Subsection (4) as follows:

(4) Building Height

- (a) a Principal Building shall not exceed a Top of Plate height of 8 metres (26.2 feet) as measured by the Height Envelope;
- (b) notwithstanding 509(4)(a), a Principal Building roof may project above the Top of Plate height to a maximum overall Building Height of 10.1 metres (33.1 feet) as measured by the Height Envelope;
- (c) the First Storey of the Principal Building shall be a minimum 0.76 metres (2.5 feet) above the reference grade determined by the Height Envelope if a Basement (One-Unit and Two-Unit Residential) is present.

(4) Replacing Subsection (5) as follows:

(5) Siting (Principal Building)

- (a) 4.6 metres (15 feet) from the Front Lot Line;
- (b) 8 metres (26.2 feet) or 0.35 times the Lot depth, whichever is greater, from the Rear Lot Line;
- (c) 1.2 metres (4 feet) from the Interior Side Lot Line;
- (d) 3.048 metres (10 feet) or 0.2 times the Lot width, whichever is less, from the Exterior Side Lot Line.

H. In Part 5: Residential Zone Regulations, amending Section 509B as follows:

(1) Replacing Subsection (2)(b) as follows:

- (b) Notwithstanding Subsection 509B(2)(a), Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);

(2) Replacing Subsection (4) as follows:

(4) Building Height

- (a) a Principal Building shall not exceed a Top of Plate height of 8 metres (26.2 feet) as measured by the Height Envelope;
- (b) notwithstanding 509(4)(a), a Principal Building roof may project above the Top of Plate height to a maximum overall Building Height of 10.1 metres (33.1 feet) as measured by the Height Envelope;
- (c) the First Storey of the Principal Building shall be a minimum 0.76 metres (2.5 feet) above the reference grade determined by the Height Envelope if a Basement (One-Unit and Two-Unit Residential) is present.

(3) Replacing Subsection (5) as follows:

(5) Siting (Principal Building)

- (a) 4.6 metres (15 feet) from the Front Lot Line;
- (b) 8 metres (26.2 feet) or 0.35 times the Lot depth, whichever is greater, from the Rear Lot Line;
- (c) 1.2 metres (4 feet) from the Interior Side Lot Line;

- (d) 3.048 metres (10 feet) or 0.2 times the Lot width, whichever is less, from the Exterior Side Lot Line.”
- I. In Part 5: Residential Zone Regulations, deleting Sections 509D and 509E;
- J. In Part 5: Residential Zone Regulations, amending Section 552 as follows:
  - (1) Replacing Subsection (4)(a)(ii) as follows:
    - (ii) notwithstanding subsection 552(4)(a)(i) above:
      - (a) Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);
      - (b) of the total allowed in Section 552(4)(a)(i), the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 square feet);
- K. In Part 5: Residential Zone Regulations, amending Section 562 as follows:
  - (1) Replacing Subsection (5)(a)(ii) as follows:
    - (ii) notwithstanding subsection 562(5)(a)(i) above:
      - (a) Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);
      - (b) of the total allowed in Section 562(5)(a)(i), the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 square feet);
- L. In Part 5: Residential Zone Regulations, amending Section 563 as follows:
  - (1) Replacing Subsection (5)(a)(ii) as follows:
    - (ii) notwithstanding subsection 563(5)(a)(i) above:
      - (a) Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);
      - (b) of the total allowed in Section 562(5)(a)(i), the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 square feet);
- M. In Part 5: Residential Zone Regulations, amending Section 564 as follows:
  - (1) Replacing Subsection (5)(a)(ii) as follows:
    - (ii) notwithstanding subsection 564(5)(a)(i) above:
      - (a) Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);

- (b) of the total allowed in Section 562(5)(a)(i), the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 square feet);

N. In Part 5: Residential Zone Regulations, amending Section 572 as follows:

(1) Replacing Subsection (5)(a)(ii) as follows:

(ii) notwithstanding subsection 572(5)(a)(i) above:

- (a) Basement (One-Unit and Two-Unit Residential) may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential);
- (b) of the total allowed in Section 562(5)(a)(i), the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 square feet);

4. Division VI: Zone Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

- A. Reclassify all lots zoned RS-2 (One-Unit Residential 2) as henceforth being transferred, added to and forming part of the RS-1 (One-Unit Residential 1) Zone;
- B. Reclassify all lots zoned RS-3 (One-Unit Residential 3) as henceforth being transferred, added to and forming part of the RS-2 (One-Unit Residential 2) Zone;
- C. Reclassify all lots zoned RT-1A (Two-Unit Residential 1A) and RT-2 (Two-Unit Residential 2) as henceforth being transferred, added to and forming part of the RT-1 (Two-Unit Residential 1) Zone;
- D. Reclassify all lots zoned RT-3 (Two-Unit Residential 3) as henceforth being transferred, added to and forming part of the RT-2 (Two-Unit Residential 2) Zone;

5. Division V: Comprehensive Development Zones of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

A. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, deleting the following Comprehensive Development Zones and reclassify as follows:

<b>Delete:</b>	<b>Reclassify to:</b>
Comprehensive Development 154 Zone	RS-1
Comprehensive Development 182 Zone	RS-1
Comprehensive Development 220 Zone	RS-1
Comprehensive Development 237 Zone	RT-1
Comprehensive Development 241 Zone	RT-1
Comprehensive Development 275 Zone	RS-1
Comprehensive Development 278 Zone	RS-1
Comprehensive Development 283 Zone	RS-1
Comprehensive Development 303 Zone	RS-1
Comprehensive Development 342 Zone	RT-1
Comprehensive Development 375 Zone	RS-1

Comprehensive Development 379 Zone	RS-1
Comprehensive Development 402 Zone	RS-1
Comprehensive Development 405 Zone	RT-1
Comprehensive Development 433 Zone	RS-1
Comprehensive Development 434 Zone	RT-1
Comprehensive Development 438 Zone	RT-1
Comprehensive Development 446 Zone	RS-1
Comprehensive Development 484 Zone	RT-1
Comprehensive Development 487 Zone	RT-1
Comprehensive Development 522 Zone	RT-1
Comprehensive Development 538 Zone	RT-1
Comprehensive Development 542 Zone	RT-1
Comprehensive Development 556 Zone	RT-1
Comprehensive Development 566 Zone	RT-1
Comprehensive Development 582 Zone	RT-1
Comprehensive Development 585 Zone	RS-2
Comprehensive Development 593 Zone	RS-2
Comprehensive Development 607 Zone	RT-1
Comprehensive Development 620 Zone	RT-1
Comprehensive Development 621 Zone	RS-1
Comprehensive Development 636 Zone	RT-1
Comprehensive Development 637 Zone	RT-1
Comprehensive Development 678 Zone	RS-1
Comprehensive Development 696 Zone	RT-1

- B. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 293 Zone as follows:

In the CD-293 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 RS-2 Zone, except that:

- C. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 329 Zone as follows:

In the CD-329 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 RS-2 Zone, except that:

- D. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 611 Zone as follows:

In the CD-329 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 RS-2 Zone, except that:

- E. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 623 Zone as follows:

In the CD-623 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 RS-2 Zone, except that:

- F. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 633 Zone as follows:

In the CD-633 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 RS-2 Zone, except that:

- G. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 682 Zone as follows:

In the CD-682 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 RS-2 Zone, except that:

- H. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 675 Zone as follows:

In the CD-675 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- I. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 687 Zone as follows:

In the CD-687 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- J. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 695 Zone as follows:

In the CD-695 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- K. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 135 Zone as follows:

In the CD-135 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- L. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 140 Zone as follows:

In the CD-140 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- M. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 162 Zone as follows:

In the CD-162 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- N. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 196 Zone as follows:

In the CD-196 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- O. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 208 Zone as follows:

In the CD-208 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- P. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 210 Zone as follows:

In the CD-210 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- Q. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 605 Zone as follows:

In the CD-605 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

- 6. Division VII: Development Permit Guidelines of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

- A. Replacing “Accessory Coach House Development Permit Guidelines” as attached in this Bylaw; and,

- B. Deleting “Duplex Development Permit Guidelines” and re-lettering subsequent sections accordingly.

READ a first time on the 25<sup>th</sup> day of June, 2018.

READ a second time on the 25<sup>th</sup> day of June, 2018.

READ a third time on the <> day of <>, 2018.

ADOPTED on the <> day of <>, 2018.

---

MAYOR

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CITY CLERK



Updated July 2018

# Accessory Coach House Development Permit Guidelines



Document: 1669426

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# Part I – General Regulations

## 1 Introduction

Coach Houses are detached non-strata units also known as granny suites, lane way housing, garden suites and carriage houses. Coach houses have been present in the community over the last century. In the early 1900s, a coach house was sometimes the first unit built on a lot to house the owners while the principal residence was constructed. The coach house sometimes survived afterwards at the rear of the lot. Usually they were replaced by a garage. Other times they were built to provide housing for expanding or extended families.

All lots zoned RS or lots with a zoning designation that permits one-unit residential are allowed to have one principal dwelling unit and one accessory secondary suite which is contained within the existing dwelling. Coach houses are similar to secondary suites except they are detached from the principal residence usually located at the rear of the lot.

### **COACH HOUSE BENEFITS**

There are a number of benefits that coach houses can offer to the community including:

- Additional diversity and choice in the housing stock;
- More opportunities for rental housing units;
- Greater privacy and independence for both the owner and the tenant;
- Ground-oriented living with garden access;
- A more livable alternative to basement suites;
- Potential accommodation for extended family or caregivers;
- Rental income for homeowners;
- Opportunities for people to age in place and stay on their properties as their lifestyles change over time;
- Rental housing for young people, seniors and families;
- Improvement to the “streetscape” and character of our existing laneways.

### **ACCESSORY COACH HOUSE UNITS VS. INFILL UNITS**

The City distinguishes between accessory coach houses and infill units. An “infill unit” is a full principal dwelling unit in a duplex or higher density zoning category that is detached, and may be stratified. A “coach house” is detached unit that is subordinate in size to the principal home, and must be non-stratified (both units under common ownership). The owner must reside on the property. In effect, an Accessory Coach House is a detached accessory secondary suite.

## 1.1 INTENT AND USE OF THE GUIDELINES

These Guidelines apply to Accessory Coach House development applications on Lots with a One-Unit Residential Use as designated in Zoning Bylaw 1995, No. 6700 for the purpose of establishing objectives for the form and character of Intensive Residential Development. Accessory Coach Houses may be up to 1,000 square feet and two storeys (plus an uninhabitable cellar level) / 6.7 metres (22.0 feet) high and may contain a toilet, bathroom, sleeping and living areas and cooking facilities. Coach Houses should be subordinate in size to the one-unit principal residence on the property and may not be stratified. Applications are reviewed against these Guidelines. Applications which are not consistent with the guidelines may require revisions or a Development Variance Permit or Rezoning at Council's discretion.

The objective is to introduce detached accessory secondary suites into the housing mix in a way that integrates and blends these buildings into existing one unit neighbourhoods as secondary buildings that add value and provide a new form of rental housing. Applicants and designers are asked to consider the appropriate size and massing, and potential impact on adjacent neighbours, in order to achieve this integration into the existing residential fabric.

These Guidelines have been created to guide applicants through the design process for developing Accessory Coach Houses. Related Zoning Bylaw requirements have also been included (in italics and bold) for the convenience of an applicant and designer. Refer to Divisions II - IV of Zoning Bylaw 1995, No. 6700 for all applicable regulations.

## 1.2 GUIDING PRINCIPLES

Coach houses introduce more detached accessory secondary suites into the housing mix in a way that integrates and blends into existing single family neighbourhoods. A variety of coach house sizes and forms is encouraged to optimize choices for extended families, aging-in-place, and to serve as possible mortgage helpers.

Coach Houses should:

- Be subordinate in size to the principal or future residence on the property;
- Compliment but not replicate the principal residence;
- Respect the scale and built form of neighbouring properties;
- Respect the privacy of adjacent neighbours by trying to minimize overlook and shadowing impacts;
- Animate the lane and/or adjacent streets by locating habitable space at ground level and providing articulation in the facades;
- Respect prominent existing trees and landscape features;
- Incorporate sustainable design elements into site and building design and construction;
- Exhibit design excellence.

## 2 Approval Process

### 2.1 EXEMPTIONS

Minor exterior renovations to existing coach houses which do not significantly alter the footprint or character of the building may be exempted from Development Permit requirements at the discretion of the Director of Planning.

### 2.2 PRE-APPLICATION REQUIREMENTS

Prior to application submission, a pre-application proposal summary must be provided to the Planning Department for preliminary review. Staff will work with the applicant to submit a formal application.

### 2.3 APPLICATION REQUIREMENTS

Every application for a Development Permit must be accompanied by relevant development information in the form prescribed by the City. This information includes, but is not limited to:

- 1) Plans demonstrating:
  - a. the proposed location of all buildings and structures;
  - b. the proposed siting of parking areas;
  - c. the extent and nature of existing and proposed landscaping, including details of trees to be maintained or proposed to be planted;
  - d. the proposed exterior finish, materials, and colour of buildings and roofs;
  - e. the proposed locations of all exterior lighting.
- 2) Supporting information demonstrating that neighbours within 40 metres have been notified;
- 3) A checklist indicating how the proposal complies with the Guidelines. Where some element of the design does not comply with a Guideline, a justification describing the divergence and the reason must be provided.

### 2.4 AMENDMENTS

A Development Permit amendment may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Planning.

# Part II – Environmental Guidelines

## 3 Energy Conservation

**Guideline 3.1** Consider incorporating solar energy systems or pre-plumbing for future installation.

*“Any portion of a mechanical room containing a Green Building System, up to a maximum of 9.29 square meters (100 square feet) for each building, provided that the system be located in an accessible location within the building, having a minimum headroom clearance of 2.0 meters (6.5 feet);” [Part II: Interpretation Gross Floor Area (Coach House, Accessory)]*

## 4 Rainwater Management

**Guideline 4.1** Natural filtration of rainwater into the site is encouraged.

**Guideline 4.2** All uncovered parking areas should be constructed of permeable materials.

**Guideline 4.3** For hard surface areas (other than roofs) where discharge to infiltration facilities is not practical, permeable paving materials that allow rainwater to filter into the ground should be used.

## 5 Waste and Recycling

**Guideline 5.1** Waste and recycling bins should be provided for each unit.

**Guideline 5.2** Bins should be screened and secured within an enclosed structure that is set back a minimum of 1.5 metres (5.0 feet) from the rear property line.

Waste and recycling bins integrated into the coach house building with no interior access may be excluded from Gross Floor Area calculations to a maximum of 4.6 square metres (50 square feet).

*“Gross Floor Area (Coach House, Accessory) means the total areas of all of the floors... excluding... floor areas with no access from the interior of the Building up to a maximum 4.6 square metres (50 square feet) for the purpose of storing recycling and waste bins;”[Part II: Interpretation Gross Floor Area (Coach House, Accessory)]*

# Part III - Form and Character Guidelines

## 6 Site Requirements

**MINIMUM LOT AREA** - Accessory Coach Houses are permitted on lots that are a minimum 10 metres (32.81 feet) in width. Lane access is not required.

***An Accessory Coach House “shall not be permitted on a Lot with a width of less than 10 metres (32.81 feet);” [S.509(6) (a)]***

**MAXIMUM NUMBER OF UNITS** - A property may have both a secondary unit as part of the principal residence (Accessory Secondary Suite) and a detached Accessory Coach House.

**OWNER OCCUPANCY** - The owner must reside on the lot, either in the Accessory Coach House or in the Principal Building.

***“An Accessory Coach House Use shall be permitted where the One-Unit Residential building or the Accessory Coach building is Owner-occupied;” [S.507(12)(b)]***

**MAXIMUM SITE LOT COVERAGE** - Maximum of 40% for all buildings on the lot of which the coach house should not exceed 15%.

***Lot Coverage (Principal Building plus Accessory Coach House Building) “shall not exceed a maximum total combined Lot Coverage of 40% of which the Principal Building shall not exceed 30%;” [S.509(3)]***

## 7 Building Scale and Massing

### 7.1 MAXIMUM GROSS FLOOR AREA

Accessory Coach House Gross Floor Area is limited by both (a) the total Gross Floor Area permitted on a Lot with a One-Unit Residential Use AND (b) by the maximum allowable Gross Floor Area for an Accessory Coach House building. Please note that the GFA of the Principal Building and Lot Coverage may limit the potential size of the Accessory Coach House.

**MAXIMUM SITE GROSS FLOOR AREA** - The total density on a Lot with an Accessory Coach House may not exceed 0.5 x lot area.

***“...on a Lot with Accessory Coach House Use, Gross Floor Area (One-Unit and Two-Unit Residential), combined and in total, may be increased to, but shall not exceed, 0.5 times the Lot Area;” [S. 509(2)]***

AND

**MAXIMUM GROSS FLOOR AREA (COACH HOUSE, ACCESSORY)** - The total Gross Floor Area of an Accessory Coach House is limited to 92.9 square metres (1,000 square feet);

***“...the maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use shall not exceed 92.9 square metres (1,000 sq. ft.)” [S. 509(2)]***

### 7.1 HEIGHT ENVELOPE

Height shall not exceed a maximum overall Building Height of 6.71 metres (22 feet) as measured from the average Building Grades on the Rear Lot Line.

***“shall not exceed a maximum overall Building Height of 6.7 metres (22 feet) as measured from the average Building Grades on the Rear Lot Line;” [S. 509(6)(b)]***

**Guideline 7.2.1** Height shall not exceed one storey and a partial second storey. The second storey shall not exceed 60% of the total area of the floor beneath it. For example, the maximum coach house floor area of 92.9 sq. m. (1,000 sq. ft.) could be divided between a 58 sq. m. ground floor (625 sq. ft.) and a 35 sq. m (375 sq. ft.) upper floor.

**Guideline 7.2.2** Coach houses with a one-storey form must be built lower, generally to a maximum of 4.57 m (15 feet).

## 8 Site Design

### 8.1 GENERAL

**Guideline 8.1.1** Identify and maximize usable and private outdoor space associated with both the Accessory Coach House and the Principal Building.

**Guideline 8.1.2** Coach houses should be located in the rear 25% of the lot.

**Guideline 8.1.3** Coach houses should be visible from the street if site conditions allow. Clear address unit identity signage and/or directional signage should be incorporated.

### 8.2 LOT COVERAGE

Lot Coverage - should not exceed a Lot Coverage of 15%, or 92.9 square metres (1,000.0 square feet) whichever is less. The total combined Lot Coverage (Principal Building plus Accessory Coach House Building) shall not exceed a maximum of 40%.

***“Lot Coverage (Principal Building plus Accessory Coach House Building) shall not exceed a maximum total combined Lot Coverage of 40% of which the Principal Building shall not exceed 30%;”[S.509(3)]***

### 8.3 CORNER LOTS

**Guideline 8.3.1** Accessory Coach Houses at the rear of corner lots should front the flanking street;

**Guideline 8.3.2** Living space should front the flanking street and parking uses should be located off the lane towards the interior side yard;

**Guideline 8.3.3** Create transition in the massing by increasing the scale from the interior side property line to the flanking street.

### 8.4 LANDSCAPE

**Guideline 8.4.1** Prominent existing trees and landscape features outside of the coach house footprint should be retained unless proven to be diseased by a certified arborist or in conflict with utilities and services.

- Guideline 8.4.2** Tree protection fencing should be installed before land clearing, demolition or construction phases are commenced.
- Guideline 8.4.3** Conserve existing significant vegetation through flexible and innovative design and siting of the coach house.
- Guideline 8.4.4** Private outdoor spaces with direct connection to habitable space should be provided for each unit.
- Guideline 8.4.5** Define and screen outdoor spaces through the use of landscaping: plantings, architectural elements such as trellises, low fencing or planters; and changes in grade or elevation.
- Guideline 8.4.6** Rear space between a coach house and the rear property line should be enhanced by incorporating, low maintenance soft landscaping and/or high quality permeable paving materials.
- Guideline 8.4.7** Side yards should be attractively landscaped and integrated with usable outdoor spaces. Narrow side yard spaces should be landscaped using permeable surfaces and drought resistant plant materials.
- Guideline 8.4.8** Exterior side yards on corner lots should be designed and treated as the front yard to the coach house development using high quality soft and hard surface treatments. Screening and landscaping between the street and the outdoor space should be incorporated to define the transition between public and private spaces.

## 9 Size, Shape and Siting

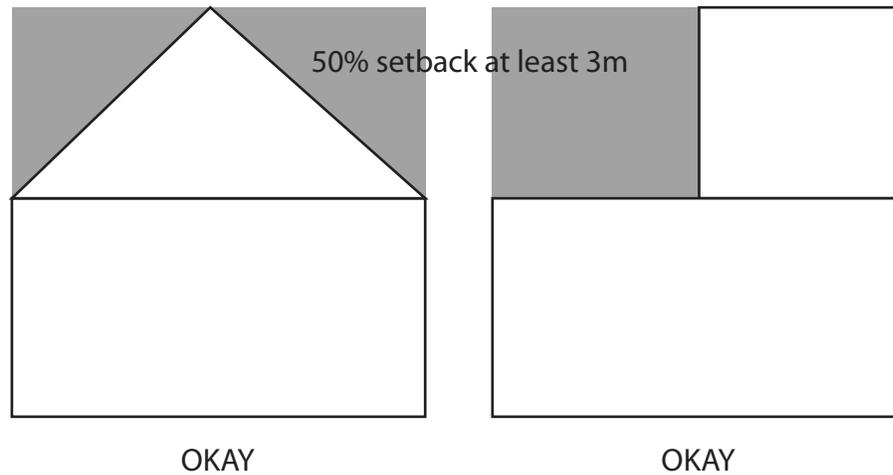
### 9.1 SETBACKS

- Guideline 9.1.1** Accessory Coach Houses should be sited not less than:
- (a) 1.52 metres (5 feet) from the Rear Lot Line;
  - (b) 1.22 metres (4 feet) from the Interior Side Lot Line;
  - (c) 3.05 metres (10 feet) or 0.2 times the Lot width; whichever is less, from the Exterior Side Lot Line. On corner lots with a lot width of 10.0 metres (33 feet) or less, a setback of 1.5 metres (5.0 feet) from the Exterior Lot Side Lot Line may be considered;
  - (d) 3.05 metres (10 feet) from a Principal Building including porches and balconies;
  - (e) 7.62 metres (25 feet) from the intersection of the Lot lines along two Streets;
  - (f) 4.52 metres (15 feet) from the intersection from the point of intersection of two lanes, or of a Street and a Lane.

***“All driveway crossings providing ingress and egress to a Parking or Loading area shall be located at a minimum distance of 7.62 metres (25 feet) from the point of intersection of two streets, or 4.52 metres (15 feet) from the point of intersection of two lanes, or of a Street and a lane, when such road allowances intersect at an interior angle of 135 degrees or less;”[S. 906(4)(h)]***

## Guideline 9.1.2

For upper storey: at least 50% of the rear façade fronting the lane should be set back a minimum of 3.0 metres (10 feet) from the rear property line.



## Guideline 9.1.3

Allowable projections into the recommended setbacks include eaves, cornices, leaders, gutters, canopies or sunlight control projections, which may project beyond the face of the Accessory Coach House Building; the minimum distance to an abutting Lot Line as recommend elsewhere in the Guidelines may be reduced by:

- (a) 0.91 metres (3.0 feet) from an abutting Rear Lot Line;
- (b) 0.61 metres (2.0 feet) from an abutting Interior Side Lot Line;
- (c) 1.52 metres (5.0 feet) from an abutting Exterior Lot Line;
- (d) 1.22 metres (4 feet) from a Principal Building.

## Guideline 9.1.4

Where Unenclosed balconies, Unenclosed porches or steps project beyond the face of the Accessory Coach House Building, the minimum distance to an abutting Lot Line as permitted elsewhere in the Guidelines may be reduced by:

- (a) 0.76 metres (2.5 feet) from an abutting Rear Lot Line;
- (b) 0.46 metres (1.5 feet) from an abutting Interior Side Lot Line;
- (c) 1.52 metres (5.0 feet) from an abutting Exterior Lot Line;
- (d) 1.22 metres (4 feet) from a Principal Building.

## 10 Building Design

### 10.1 HABITABLE SPACE AT GRADE

- Guideline 10.1.1** A minimum of 30% of the total habitable floor area of an Accessory Coach House should be located on the ground floor, with habitable space fronting the rear lot line.
- Guideline 10.1.2** A minimum of 30% of the width of the façade facing the rear lot line should be designed to communicate the residential use behind it, which can be achieved by placing windows and doors facing the lane.
- Guideline 10.1.3** Articulation of all facades including the lane façade are encouraged. Direct connections between indoor living spaces and usable outdoor landscaped spaces are also encouraged.

### 10.2 RELATIONSHIP TO NEIGHBOURS

- Guideline 10.2.1** Create visual interest by providing variations in height and massing within the design.
- Guideline 10.2.2** Incorporate living areas within the volume of sloped roofs and eliminate enclosed parking to reduce massing.

### 10.3 SLOPING SITES

- Guideline 10.3.1** On steeply sloping sites, the views from adjacent properties should be respected by adapting the scale, massing and location of the coach house development to follow the topography and natural features of the site.

### 10.4 UNIT IDENTITY

- Guideline 10.4.1** Accessory Coach Houses must have an individual address or a unit identity number clearly visible from the street and illuminated at night.
- Guideline 10.4.2** The primary entrance should be accessible directly from the street.
- Guideline 10.4.3** For all lots, a minimum 1.0 metre (3.28 feet) clearance for emergency pedestrian access must be provided from the street to the coach house unit and be illuminated at night.

### 10.5 ARCHITECTURAL ELEMENTS

- Guideline 10.5.1** Accessory Coach House elevations should be articulated to create depth and architectural interest.
- Guideline 10.5.2** Garage doors should be designed to minimize the visual impact to the lane through careful detailing and sensitive design.

- Guideline 10.5.3** Design and locate windows to maximize light penetration into the coach house interior while mitigating overlook into other units.
- Guideline 10.5.4** All outdoor private spaces, including decks, porches and balconies, should be strategically located to mitigate privacy concerns. Roof decks should not be included as part of a coach house design.
- Guideline 10.5.5** Balconies and decks should be screened and located to provide privacy for both the coach house unit and to minimize overlook on to adjacent units or properties.
- Guideline 10.5.6** Building products should demonstrate sustainable principles with high quality design and detailing.
- Guideline 10.5.7** Architectural style should not imitate the style of the principal residence but should respect its character;
- Guideline 10.5.8** One storey Accessory Coach Houses are encouraged to be designed to meet Level 2 of the City of North Vancouver Adaptable Design Guidelines.

## 10.6 HERITAGE

- Guideline 10.6.1** Accessory Coach House development proposed for a property that is listed on the Heritage Register should be designed to respect the architectural character of the heritage listed home without replicating the original house;
- Guideline 10.6.2** Legally protecting heritage homes listed on the City's Heritage Registry is encouraged as part of the application process.

## 11 Parking and Access

### 11.1 REQUIRED PARKING STALLS

Two on-site parking spaces are required (one parking space for each unit);

***Two off-street parking stalls are required. [S.908(8) Figure 9-3]***

A maximum of one enclosed stall in the Accessory Coach House is permitted.

***Accessory Coach Houses "shall be permitted a maximum of one enclosed or covered parking stall;" [S.509(6)(e)]***

### 11.2 PARKING ACCESS AND LOCATION

- Guideline 11.2.1** All parking is encourage to be provided in open stalls.
- Guideline 11.2.2** Parking should be located in the rear 25% of the lot, with direct access from the lane, where a lane exists.
- Guideline 11.2.3** Parking should be accessed from a lane, and existing driveways providing access from a

street should be removed.

***“For a Lot abutting on both an opened Street and an opened lane, vehicular access shall be from the lane. No access will be permitted from the Street...” [S.906(4)(c)(i)]***

**Guideline 11.2.4** For corner lots with no lane access, parking should be located in the rear yard with access via a driveway from the flanking street.

## 11.3 DRIVEWAYS

**Guideline 11.3.1** Should be minimized in width and surface area and shared between units with a maximum width of 3.0 metres (9.8 feet);

**Guideline 11.3.2** Permeable surfaces such as grasscrete or narrow wheel lanes with planting in the middle are encouraged;

Driveways should be accessed off the lane and minimum 4.57 metres (15 feet) from the intersection of the lane and street.

***“Driveways shall provide an unobstructed view of pedestrians and traffic where such driveways intersect a street. Notwithstanding Principal Buildings, Accessory Buildings, or Accessory Coach House Buildings otherwise permitted in this Bylaw, no Structure or landscaping except high-branched trees shall exceed 0.914 metres (3 feet) in Height within the area Bounded By the driveway, the Lot line, and a line joining points along said lines 4.572 metres (15 feet) from their point of intersection;” [S.906(4)(h)]***

## 12 Servicing

Servicing and off-site improvements will be determined through the Subdivision and Development Control Bylaw No. 6200, 1991.

**Guideline 12.1.1** Sanitary, storm and water connection servicing requirements will be evaluated according to their ability to serve the entire site and not only the coach house unit;

**Guideline 12.1.1** Undergrounding of hydro and communication service lines is preferred.

Site conditions may require additional works to conform to the Subdivision and Development Control Bylaw 6200.

## 13 Accessory Uses

### ACCESSORY HOME OCCUPATIONS USE

The number of Accessory Home Occupation Uses on a Lot is limited to one.

***“On a Lot containing an approved Accessory Secondary Suite Use or an Accessory Coach House Use both the principal Dwelling Unit and the Accessory Secondary Suite/Accessory Coach House may independently contain only one Accessory Home Occupation Use...”[S.507(6)(b)]***

## **ACCESSORY HOME OFFICE USE**

An Accessory Home Office Use is permitted in both the Principal Building and Accessory Coach House Building.

*“...Accessory Home Office Uses are allowed in both Dwelling Units;”[S.507(6)(b)]*



## NOTICE OF PUBLIC HEARING (WAIVED)

- WHO:** City of North Vancouver
- WHAT:** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692 (Livability RS and RT Minor Amendments)
- WHEN:** Monday, January 21, 2019 at 6:30 pm  
Council Chamber, City Hall  
141 West 14<sup>th</sup> Street, North Vancouver

Notice is hereby given that Council will consider:

### Zoning Amendment Bylaw, 2018, No. 8692

to amend regulations for One-Unit and Two-Unit Residential Use properties to address minor omissions and corrections arising from recent changes brought about to improve the design and functionality of single family dwellings and duplexes. The proposed amendments are intended to clarify and reduce confusion in interpreting the Zoning Bylaw and do not change the intent of the regulations in the Zoning Bylaw.

If you believe you may be affected by the above proposal, please forward written or email submissions, including your name and address, to the City Clerk, at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, January 21, 2019, to ensure their availability to Council. No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from January 11, 2019, and online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings).

Please direct any inquiries to **Wendy Tse**, Planner 2, at [wtse@cnv.org](mailto:wtse@cnv.org) or **604-982-3942**.

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**  
**Regular Council Meeting – January 21, 2019**

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**BYLAW – THIRD READING**

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692”  
(Livability RS and RT Minor Amendments)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8692”  
(Livability RS and RT Minor Amendments) be given third reading.

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8692

### 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, 2018, No. 8692**” (Livability RS and RT Minor Amendments).
2. Division I: Administration of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:
  - A. In Part 2: Interpretation, add the definition for “Basement (Accessory Coach House Use)” as follows:

**“Basement (Accessory Coach House Use)”** means non-habitable storage space directly below the First Storey of an Accessory Coach House, without windows or plumbing, except for plumbing directly servicing mechanical equipment, the area of which does not exceed the area of the First Storey, and where Cooking Facilities are prohibited;
3. Division III: Zone Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:
  - A. In Part 5: Residential Zone Regulations, replace Subsection (3) to Section 507: Special Provisions for Uses in Residential Zones with the following:
    - (3) Sunken Patio

A sunken patio is permitted, up to a maximum of 18.6 square metres (200 square feet), for each Dwelling Unit with access located partially or fully below the First Storey of the building;
  - B. In Part 5: Residential Zone Regulations, amend Section 509 as follows:
    - (1) Replace Subsection (6)(e)(ii) with the following:
      - (ii) the Basement (Accessory Coach House Use) is used only for storage of personal goods or things; or for workshop or gardening uses. Residential Uses, Habitable Rooms and laundry facilities are prohibited.
  - C. In Part 5: Residential Zone Regulations, amend Section 509A as follows:
    - (1) Replace Subsection (2)(a) with the following:
      - (a) combined and in total, shall not exceed the lesser of:
        - (i) 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);  
or
        - (ii) 0.5 times the Lot Area

4. Division V: Comprehensive Development Zones of Document "A" of "Zoning Bylaw, 1995, No. 6700" is hereby amended as follows:

A. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 596 Zone as follows:

In the CD-596 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 RS-2 Zone, except that:

C. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 663 Zone as follows:

In the CD-663 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 RS-2 Zone, except that:

D. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 705 Zone as follows:

In the CD-705 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 RS-2 Zone, except that:

E. In Section 1101 of Part 11: Comprehensive Development Zone Regulations, replace the first paragraph for Comprehensive Development 706 Zone as follows:

In the CD-706 Zone, permitted uses, regulations for permitted uses, regulations for the size, shape and siting of buildings and structures and required off-street parking shall be as in the RT-1 Zone, except that:

READ a first time on the 10<sup>th</sup> day of December, 2018.

READ a second time on the 10<sup>th</sup> day of December, 2018.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

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 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: Larisa Lensink, Environmental Sustainability Specialist

SUBJECT: ELECTRIC VEHICLE CHARGING INFRASTRUCTURE REQUIREMENTS  
FOR NEW RESIDENTIAL DEVELOPMENT

Date: December 5, 2018 File No: 11-5280-20-0004/1

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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 Environmental Sustainability Specialist, dated December 5, 2018, entitled "Electric Vehicle Charging Infrastructure Requirements for New Residential Development":

**THAT** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8693 (Electric Vehicle Charging Infrastructure) be introduced;

**THAT** the electric vehicle supply equipment provisions in the Sustainable Development Guidelines be amended by replacing the current measures with:

- **Electric Vehicle Readiness:** A minimum of 20% of all commercial parking spaces include an energized outlet capable of providing Level 2 or higher charging level for an electric vehicle
- **Electric Vehicle Readiness:** A minimum of 20% of all residential visitor parking spaces include an energized outlet capable of providing Level 2 or higher charging level for an electric vehicle

**AND THAT** the Public Hearing be waived.

## ATTACHMENTS:

1. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8693 (Electric Vehicle Charging Infrastructure) (Document [#1712468](#))
2. 2018 City of North Vancouver Electric Vehicle Strategy (Document [#1696442](#))
3. Report to Council from the Environmental Sustainability Specialist, entitled "Electric Vehicle Strategy", dated September 12, 2018 (Document [#1727619](#))

## PURPOSE

The purpose of this report is to present a Zoning Amendment Bylaw for Council consideration to require new residential construction to equip 100% of parking stalls with Level 2 charging capability. Changes to the City's Sustainable Development Guidelines are also proposed to introduce electric vehicle charging infrastructure in commercial developments.

## BACKGROUND

The transition to electric vehicles (EVs) presents a significant opportunity to reduce greenhouse gas emissions and is a critical component of the City's pathway to reducing emissions by 50% below 2007 levels by 2050, a target set in the Community Energy and Emissions Plan (CEEP). For these reasons, in April 2018 Council directed staff to develop a City-wide Electric Vehicle Strategy (Attachment #2) which was brought forward on September 17, 2018. At this meeting, Council endorsed the following resolutions:

**PURSUANT** to the report of the Environmental Sustainability Specialist, dated September 12, 2018, entitled "Electric Vehicle Strategy":

**THAT** the Electric Vehicle Strategy be endorsed and staff be directed to proceed with Strategy implementation;

**THAT** staff report back to Council regarding implementation of the following priority actions in the Strategy:

- (1) Updating the City's current electric vehicle charging infrastructure guidelines for new developments from the current 20% of residential spaces to consider a requirement for 100% of residential parking spaces, which is consistent with recent standards adopted by Vancouver, Richmond and other local municipalities; and
- (2) Introducing a public charging station usage fee structure to ease station congestion and to fund additional investment in charging infrastructure;

**THAT** the Province be encouraged to prepare standard regulations for electric vehicle infrastructure requirements in new construction;

**AND THAT** staff proceed with additional strategic deployment of public electric vehicle charging infrastructure in the City.

This report is the fulfillment of Council's direction to report back regarding updating the City's current EV charging infrastructure guidelines for new development to consider a requirement for 100% of residential parking spaces. In September, a letter was sent to the Province to fulfill the third resolution, encouraging the Province to prepare standard regulations for EV charging infrastructure requirements. In the coming months, staff will report back to Council regarding the introduction of a public charging station usage fee structure and the strategic deployment of additional public EV charging infrastructure in the City. A request has been submitted for consideration as part of the 2019 budget process for funds to expand public EV charging infrastructure.

### **Electric Vehicle Strategy**

The City's EV Strategy (Attachment #2) seeks to accelerate the transition to EVs consistent with the sustainable transportation hierarchy to reduce greenhouse gas emissions from private vehicle transportation in the City. The transition to low or zero emission EVs will significantly reduce the City's community-wide emissions, 43% of which are attributed to passenger vehicles. To that end, the Strategy has the following high-level objectives:

1. Maximize access to EV charging;
2. Displace fossil fuel kilometres travelled with electric kilometres travelled in the City; and
3. Increase awareness and knowledge level of EVs and EV charging options among residents.

The EV Strategy was informed by the results and input from the engagement activities with residents, EV advocates, businesses, institutions and other stakeholders.

### **Need for Home Charging**

Convenient and reliable access to charging infrastructure is critical for EV adoption. Currently, the majority of EV charging occurs at home, and access to home charging is a key indicator of EV ownership. In the City, approximately half of respondents to the online EV survey reported that they do not have access to home charging and they consider this a significant barrier to purchasing an EV.

Modeling of EV adoption scenarios has shown that increasing access to home charging results in greater uptake of EVs. While early adopters were willing to navigate challenging charging infrastructure installation processes, mainstream adoption requires reduced barriers including the ability to easily charge at home.

Increasingly, the preferred option for home charging is Level 2 charging. There are three types of EV charging infrastructure:

- Level 1 (120V): 8 to 60 hours to charge, uses a conventional household outlet
- Level 2 (208V or 240V): 4 to 8 hours to charge, uses an outlet similar to a clothes dryer
- Direct Current Fast Charging (DCFC): Approximately 30 minutes, used for public charging in commercial settings or along transit corridors.

## **Current Policy in the Sustainable Development Guidelines**

The City's current policy approach to increase access to home charging is to use the Sustainable Development Guidelines to encourage all new developments to incorporate EV charging infrastructure. Since 2016, the Guidelines have sought to ensure that 20% of all residential parking spaces include an electrical outlet capable of providing Level 2 charging and space in the electrical room for the remaining 80% of parking spaces to be equipped with EV charging infrastructure in the future. The number of equipped parking spaces is currently negotiated with the developer on a case-by-case basis and is secured through a development covenant.

## **DISCUSSION**

### **Proposed Requirement**

Staff are proposing a Zoning Bylaw amendment requiring 100% of parking spaces required for residential uses, and parking spaces for shared vehicles, to be EV-ready (i.e. equipped with an energized outlet capable of providing Level 2 charging for an EV). The proposed requirement would apply to single-family homes, duplexes, coach houses and multi-family buildings. It would also apply to parking spaces for shared vehicles to encourage the electrification of shared vehicle fleets. EV Supply Equipment (i.e. charging stations) which plug in to energized outlets would not be required, but would be left to the discretion of the developer or EV-owner to select and install following building completion.

The proposed requirement would not include residential visitor parking and parking spaces for secondary suites. Visitor parking is excluded because the usage of these spaces is different from residential spaces as vehicles tend to be parked in the spaces for short time periods. This type of usage is more similar to the commercial setting and visitor parking will be addressed when the City considers requirements for commercial parking spaces.

Parking for secondary suites is excluded from the proposed requirement as these spaces are often not permanently associated with the suite, and the process of installing an energized outlet during the addition of a secondary suite to an existing home is more comparable to a retrofit than installation at the time of construction, which is the focus of this requirement.

### **Rationale**

Requiring 100% of residential parking spaces to be EV-ready is the recommended approach because it fulfills the following objectives:

- **Simplicity.**

For strata developments: When every parking space is EV-ready, stratas do not need to make difficult decisions about which residents will have access to EV charging and require residents to change parking spaces to accommodate a new EV-owner.

For the City: As a requirement under the Zoning Bylaw, EV-readiness does not need to be negotiated on a case-by-case basis. The requirement is also simple to inspect and approve as the energized outlets can be included on site plans and confirmed visually.

- **Equity.** The requirement ensures all residents in new buildings have access to EV charging regardless of the building type or location of their home.
- **Future-proofing.** Equipping all residential parking spaces with EV charging capability will support increased EV adoption in the future. The requirement of an energized outlet is a flexible standard that will be able to accommodate different charging technologies and systems as they continue to evolve.
- **Cost Effectiveness.** It is more cost-effective to install the necessary electrical infrastructure for EV charging at the time of construction than to retrofit a building for EV charging post-construction. Advances in energy management systems reduce infrastructure costs of providing all parking spaces with energized outlets in multi-family buildings by enabling circuits to be effectively shared between multiple EVs, which reduces the total amount of electrical supply required by a building. Energy management systems, also known as “load management”, or “smart charging”, refers to a variety of technologies and services that enable multiple vehicles to charge on the same circuit by controlling the rate and timing of EV charging. In contrast to dedicated circuits, where one circuit provides power to one stall, energy management systems allow one circuit to be shared safely and effectively by multiple stalls.

### Construction Costs

**Single Family Homes and Duplexes.** The costs associated with installing an energized outlet for EV charging in single-family and duplex homes at the time of construction are considered nominal, between \$200 and \$500 per parking stall.

**Multi-Family Buildings.** The cost estimates of equipping 100% of parking stalls with energized outlets in multi-family buildings using energy management systems ranges from \$1,021 to \$1,485 per parking stall depending on the building archetype. These costs are comparable to those associated with the current policy of equipping 20% of parking stalls with outlets capable of providing Level 2 EV charging on dedicated circuits and are significantly lower than equipping 100% of parking stalls with Level 2 energized outlets on dedicated circuits (Figure 1).

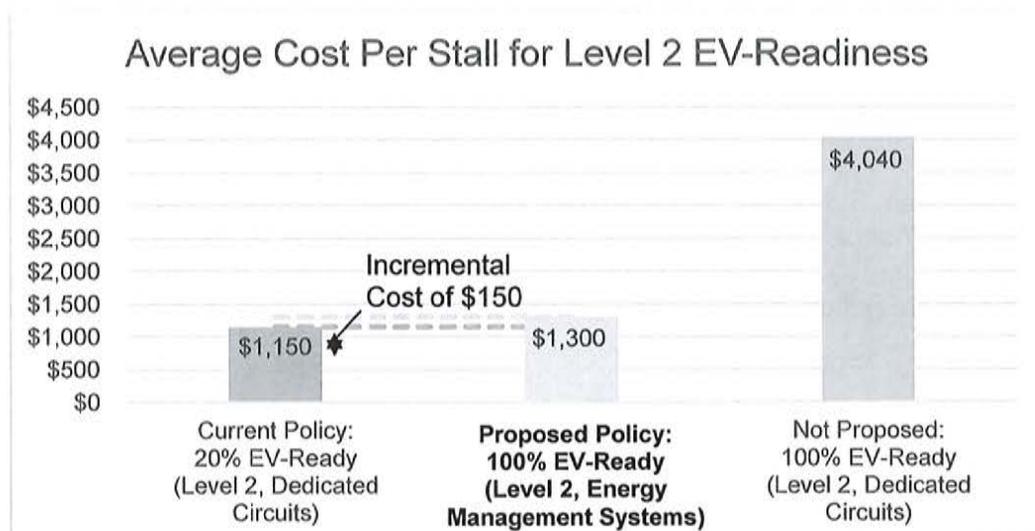


Figure 1. Source: *Electric Vehicle Charging Costing Study Update*, report by Prism Engineering Ltd., prepared for the City of North Vancouver November 13, 2018.

In contrast, retrofitting existing multi-family buildings with EV charging infrastructure costs on average \$6,800 per parking stall for the first EV stations implemented, several times the cost of installing the infrastructure at the time of construction. Moreover, costs are estimated to be significantly greater to retrofit higher proportions of parking spaces in the future if equipment such as electrical transformers need to be upgraded.

### **Regulations in Other Municipalities**

In October 2017, the City of Richmond adopted a requirement for 100% of residential parking spaces to feature energized outlets for EV charging as a Zoning Bylaw amendment. Since then, the cities of Port Coquitlam, Vancouver, Burnaby, New Westminster, and the District of West Vancouver have adopted similar policies to require 100% of residential parking spaces to be EV-ready.

### **Commercial Requirements**

Staff are recommending that measures be added to the Sustainable Development Guidelines that a minimum of 20% of commercial parking spaces and a minimum of 20% of residential visitor parking spaces be equipped with energized outlets capable of providing Level 2 charging for an EV. Including this measure in the guidelines will increase access to on-the-go EV charging for City residents and work towards expanding the EV charging network in the City. The inclusion of a 20% target in the guidelines will maintain a level of flexibility and avoid the need for variances to the Zoning Bylaw where the standards may not be appropriate to the circumstance.

Similar policies requiring portions of commercial parking spaces to be EV-ready are in place in the Cities of Vancouver and New Westminster, and the District of North Vancouver.

Expanded requirements for commercial and residential visitor parking will be considered in the future. Policy approaches to these settings are more complex than requirements for residential parking spaces as a wider variety of usage behavior, land ownership and management are involved. Further review and consultation is required to determine the best approach.

### **Consultation**

Staff met with representatives from the Urban Development Institute (UDI) to update them on the City's progress towards the 100% requirement for EV-ready residential parking stalls.

The draft Zoning Bylaw Amendment was sent for review to UDI, the Greater Vancouver Homebuilders' Association and the Vancouver Electric Vehicle Association (VEVA). The UDI members are familiar with the requirement from their work in other municipalities and expressed appreciation that the amendment would not be applied to in-stream applications.

### **Next Steps**

Should Council endorse the Zoning Bylaw amendment, it is recommended that the amendment become effective on June 1, 2019. This delay will provide staff time to prepare a technical bulletin to guide installation processes. The bulletin would include information about the requirement of energized outlets, energy management systems and the minimum

performance standard. The time will also be used to communicate the policy to stakeholders and provide training to City staff who will be inspecting and approving the requirement.

## OPTIONS

### Option 1. Amend the City's Zoning Bylaw and Sustainable Development Guidelines to include provisions for EV charging infrastructure as detailed in the report (**Recommended**)

Under this option, the Zoning Bylaw would be amended to include a requirement that all parking spaces required for residential uses include an energized outlet capable of providing Level 2 charging or higher for an EV (Attachment #1).

Council would also direct staff to amend EV charging infrastructure provisions in the Sustainable Development Guidelines to require the following as included in the recommended resolution:

- **Electric Vehicle Readiness:** A minimum of 20% of all commercial parking spaces include an energized outlet capable of providing Level 2 or higher charging level for an electric vehicle
- **Electric Vehicle Readiness:** A minimum of 20% of all residential visitor parking spaces include an energized outlet capable of providing Level 2 or higher charging level for an electric vehicle

It is recommended that the Public Hearing be waived. The proposed amendment was identified as a priority action in the EV Strategy which was informed by input from a stakeholder workshop, public open house and online survey. Should Council wish to hold a Public Hearing, the last active clause of the resolution could be substituted with:

**"AND THAT** a Public Hearing be scheduled."

### Option 2. Receive and file the report (**Not Recommended**)

Should Council not wish to proceed with the recommended approach of amending the Zoning Bylaw and Sustainable Development Guidelines, Council could receive and file the report. Under this option, the current language in the Sustainable Development Guidelines (which seeks 20% EV-ready parking spaces for residential developments) would remain intact and no Bylaw requirement for EV charging infrastructure would be introduced.

## FINANCIAL IMPLICATIONS

The implementation of the proposed EV requirements including the preparation of technical bulletins and other guidance can be accommodated within existing budgets and staff resources.

## INTER-DEPARTMENTAL IMPLICATIONS

The requirement was developed with input from Community Services and will be incorporated into existing planning and development procedures. This report was reviewed and endorsed by the Leadership Team on November 28, 2018.

## CORPORATE PLAN AND/OR POLICY IMPLICATIONS

The recommendations of this report are in keeping with the Official Community Plan (OCP) and the Community Energy and Emissions Plan (CEEP). Council's resolve to encourage low carbon transportation is a key component of the City's efforts to implement the CEEP and to meet the following community-wide greenhouse gas emissions reductions targets:

- 15% GHG emissions reductions, below 2007 levels, by 2020; and
- 50% GHG emissions reductions, below 2007 levels, by 2050.

In particular, the 2014 OCP has as an objective the following provision:

Objective 2.3.8      Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and electric vehicles.

RESPECTFULLY SUBMITTED:



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Larisa Lensink  
Environmental Sustainability Specialist

LL:eb

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8693

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, 2018, No. 8693**” (**Electric Vehicle Charging Infrastructure**).

2. “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

A. Division 1: Part 2: Interpretation by adding the following definitions in alphabetical order:

“**Electric Vehicle**” means a vehicle that uses electricity for propulsion and that can use an external source of electricity to charge the vehicle’s batteries.

“**Electric Vehicle Energy Management System**” means a system used to control electric vehicle supply equipment loads through the process of connecting, disconnecting, increasing, or reducing electric power to the loads and consisting of any of the following: a monitor(s), communications equipment, a controller(s), a timer(s), and other applicable device(s).

“**Energized Outlet**” means a connected point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment.

“**Level 2 Charging**” means a Level 2 Electric Vehicle charging level as defined by SAE International’s J1772 standard.

B. Division IV: Part 9: Parking and Access Regulations by adding the following section after 908:

**909 Provision of Electric Vehicle Charging Infrastructure**

(1) All parking spaces required for Residential Uses in accordance with Figure 9-3 – Minimum Parking Provision by Class of Building and parking spaces for Shared Vehicles, shall include an Energized Outlet capable of providing Level 2 charging or a higher charging level for an Electric Vehicle, except:

- (a) parking spaces for Visitor Parking; and
- (b) parking spaces for Accessory Secondary Suite Use.

(2) Energized Outlets provided pursuant to Section 909(1) above shall be labeled for the use of Electric Vehicle charging.

(3) Where an Electric Vehicle Energy Management System is implemented, the Director of Planning may specify a minimum performance standard to ensure a sufficient rate of Electric Vehicle charging.

3. This Bylaw shall be effective as of the 1<sup>st</sup> day of June, 2019.

READ a first time on the <> day of <>, 2018.

READ a second time on the <> day of <>,  
2018.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

# Electric Vehicle Strategy

SEPTEMBER 2018



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# Electric Vehicle Strategy

## Introduction

Climate protection forms a key part of the City's core values, policies and programs. The City's Community Energy and Emissions Plan provides a pathway to reducing greenhouse gas emissions 15% by 2020 and 50% by 2050 below 2007 levels. The pathway requires strategic planning, policy and actions across all sectors.

Emissions from private passenger vehicles account for 43% of greenhouse gas emissions in the City. Making the transition from fossil fuel powered vehicles to low or zero emission electric vehicles is a key action required to meet the City's emissions reductions targets.

The City's approach to personal transportation promotes health, safety and environmental quality through prioritizing walking, cycling and transit according to the sustainable transportation hierarchy (Figure 1). The City is a leader in advancing sustainable transportation through integrated land use and transportation planning. This Electric Vehicle Strategy focuses on key actions and policies to accelerate the transition from fossil fuel powered to zero emission vehicles.



**Figure 1. Sustainable transportation hierarchy.**

## Electric Vehicles 101

### TYPES OF ELECTRIC VEHICLES

An electric vehicle (EV) is powered partially or entirely by a rechargeable battery which powers an electric motor. EVs can be recharged by plugging into the electricity grid. Since they use no or less fossil fuel, EVs have low or zero tailpipe emissions. There are two types of EVs:

1. Battery Electric Vehicles (BEV) which are entirely powered by an electric battery and motor and must be plugged into the electricity grid to fully recharge.
2. Plug-In Hybrid Electric Vehicles (PHEV) which use an electric battery and motor which are recharged by plugging into the electricity grid, but also have the support of a small internal combustion engine when the battery is running low.

Electric motors in EVs are up to five times as efficient as traditional internal combustion engines. Since they have only 18 to 20 moving parts, compared to over 2000 in gas-powered vehicles, they require significantly less maintenance. There are currently over 30 EV models available for purchase in B.C.

## TYPES OF ELECTRIC VEHICLE CHARGING

Electric vehicle charging stations are classified according to the rate at which they can recharge EV batteries. There are three types of EV charging stations:

1. Level 1 Charging (120 Volts):
  - Uses a standard household (120 V) outlet
  - Takes 8 to 12 hours to recharge a depleted battery
  - Typically used at home (overnight) or at work (all day)
  - Retrofit cost is around \$500
2. Level 2 Charging (240 Volts):
  - Requires a specialized station on a dedicated circuit
  - Takes 4 to 6 hours to recharge a depleted battery
  - Typically found in homes, workplaces or public charging locations
  - Installation cost ranges from \$2,500 to \$15,000+
3. Level 3 or DC Fast Charging (480 Volts):
  - Requires specialized station and utility connection
  - Takes 30 minutes or less to recharge a depleted battery
  - Typically found in commercial settings or along transit corridors
  - Installation cost is \$75,000+

## Background to the Strategy

### COMMUNITY ENERGY AND EMISSIONS PLAN

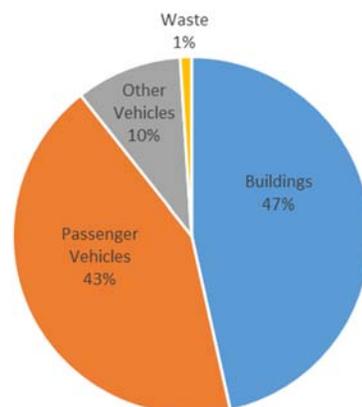
In 2010, the City of North Vancouver adopted a Community Energy and Emissions Plan (CEEP) which set ambitious yet achievable targets for greenhouse gas emissions reductions. To meet the 2050 target of reducing emissions in the City by 50% below 2007 levels, the CEEP laid out a strategy to reduce emissions from private transportation sector by 69% by 2050. The strategy requires reducing the number and length of trips that people take in private vehicles by increasing accessibility of pedestrian areas, bicycle routes and public transit, and reducing the amount of greenhouse gases that are emitted by vehicles. To that end, one of the necessary actions defined in the CEEP is facilitating the adoption of low and zero emission vehicles.

The City's goal of encouraging transportation options that reduce fossil fuel use was further supported as an objective in the 2014 Official Community Plan (OCP goal 2.3.8).

### TRANSPORTATION EMISSIONS

The City's 2015 community emissions inventory shows that passenger vehicle emissions account for 43% of the City's emissions (Figure 2), and have not changed significantly from 2007 levels.

Electric vehicles (EVs) produce 80% fewer lifecycle emissions than the average gasoline-powered vehicle (Pembina Institute).



**Figure 2. Community Emissions Inventory (2015).**

## ELECTRIC VEHICLE OWNERSHIP

As the number of EV models available in B.C. continues to increase and upfront costs decline, EV ownership has increased exponentially over the past few years (Figure 3). In BC, EV sales increased 202% in the spring of 2018 over the spring of 2017.

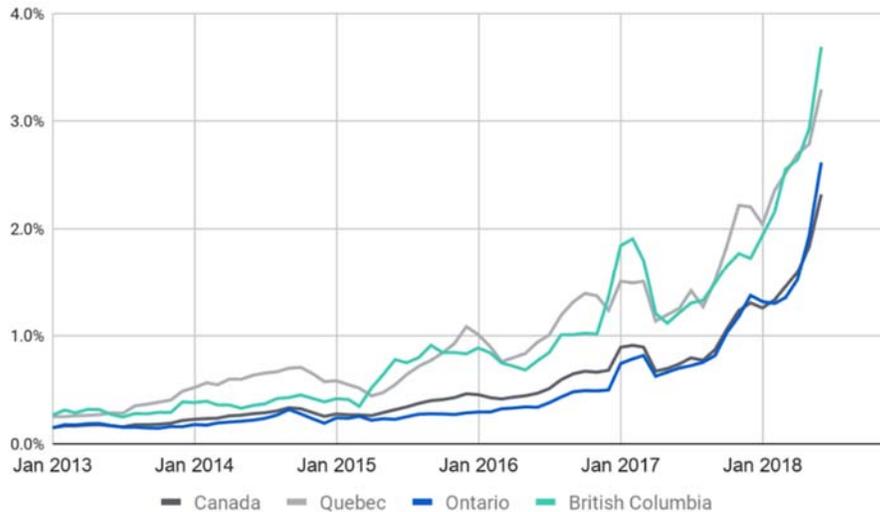


Figure 3. EV portion of vehicle sales (Source: Fleetcarma).

## CITY ACTIONS TO DATE

**Installing public charging stations.** Over the past five years, the City has encouraged EV ownership by installing charging stations for public use. The City currently provides seven Level 2 charging ports and one DC fast charger leased from BC Hydro. Usage of these stations has increased exponentially each year with the amount of energy issued at the DC fast charger increasing by 250% in 2017 over 2016 (Figure 4). Congestion at the stations indicates that the City is not keeping up with the demand for public charging among residents.

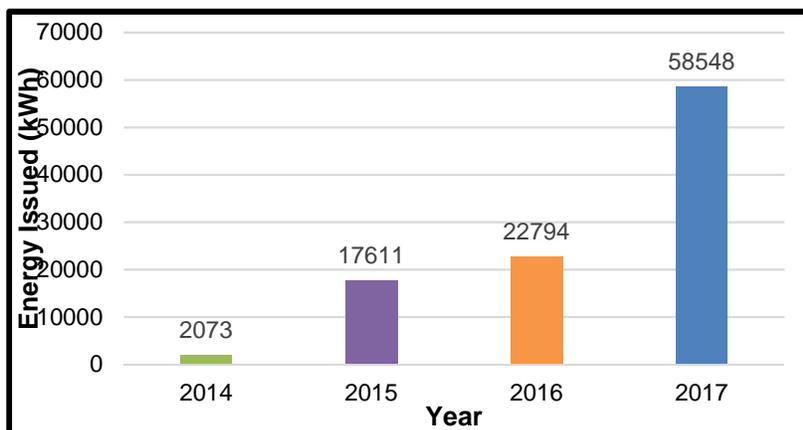


Figure 4. Energy issued at the DC Fast Charger on East 1st Street at Lonsdale.

**Adding EVs to the City’s fleet.** The City has shown leadership by introducing EVs into the City’s fleet, including one Might-E Truck, three plug-in hybrid electric passenger vehicles and one battery electric vehicle.

**Introducing EV charging guidelines for new construction.** The City’s Sustainable Development Guidelines were amended in 2016 to outline the expectation that all projects seeking rezoning provide 20% of residential parking spaces equipped with Level 2 EV charging capability.

## **BARRIERS TO ELECTRIC VEHICLE ADOPTION**

Despite the trend of increasing EV ownership in the City, significant barriers to EV adoption remain among residents:

**Initial purchase cost.** Residents report the most significant factor preventing them from buying an EV is the initial purchase cost. Though the operating costs associated with EVs are significantly lower than gasoline-powered vehicles and more used EV vehicles are becoming available, the purchase price of new EVs remains a barrier for many potential owners. As more used EV vehicles become available and battery costs decline, this barrier will become less significant.

**Ability to charge at home.** For many residents, the decision to purchase an EV depends on their ability to charge at home and installing EV charging infrastructure in existing buildings can pose challenges. In particular, the ability to install EV charging infrastructure in multi-family buildings<sup>1</sup> is a significant barrier. In the City, where multi-family buildings comprise 70% of households and ground-oriented dwellings such as single family homes, townhouses and row homes are in the minority (30%), this poses a particularly significant challenge for those wishing to purchase an electric vehicle.

**Concerns regarding range and knowledge gaps.** In addition, concerns around the vehicle’s range and confusion about the different types of charging infrastructure can prevent residents from purchasing an EV. EV advocacy groups such as the Vancouver Electric Vehicle Association report a prevalence in knowledge gaps and common misconceptions that persist regarding EVs.

With these barriers in mind, the City has an opportunity to encourage EV adoption by addressing challenges that the City can influence.

## **Strategy Development**

Staff gathered input from key stakeholders, staff, industry experts, and the broader community to inform strategy development. This City retained SES Consulting and Dunsky Energy with funding from BC Hydro to assist with this work. An open house was held and an online survey conducted to gather input from residents regarding barriers to EV ownership and potential City actions to enable EV adoption. A workshop was also organized for key businesses and institutions where

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<sup>1</sup> In this Strategy, multi-family buildings refers to multi-unit residential buildings that have a common parking area.

participants shared their interests in deploying EV charging infrastructure along with associated challenges. An internal interdepartmental staff workshop was also held to brainstorm actions to promote EV adoption across departments.

The input gathered through the engagement activities helped to identify barriers to EV adoption in the City and inform actions most likely to accelerate the transition from fossil fuel-powered vehicles to EVs. The City also completed an electric vehicle charging infrastructure gap analysis to guide the City's involvement and investment in public charging infrastructure.

Going forward, the City will need to continue to work collaboratively with community stakeholders and across departments to implement the actions in this strategy. The actions in this Strategy aim to increase EV readiness of new buildings, improve access to public charging and reduce some of the barriers related to EV charging retrofits.

## Goal

The goal of the Electric Vehicle Strategy is to remove barriers to EV ownership by increasing access to charging infrastructure and providing public education about EVs and EV charging.

## Objectives

The Electric Vehicle Strategy seeks to accelerate the transition to EVs in line with the sustainable transportation hierarchy to reduce greenhouse gas emissions from private vehicle transportation in the City. To that end, the Strategy has the following high-level objectives:

1. Maximize access to EV charging;
2. Displace fossil fuel kilometres travelled with electric kilometres travelled in the City; and
3. Increase awareness and knowledge level of EVs and EV charging options among residents.

## Actions

The Electric Vehicle Strategy identifies 30 actions to undertake to accelerate EV adoption in the City.

### **1.0 CHARGING INFRASTRUCTURE: NEW CONSTRUCTION**

Respondents to the City's online EV survey reported that their ability to charge at home is one of the main challenges for potential EV ownership. Convenient and reliable access to charging is essential for owning an EV. In order to enable EV adoption, the City needs to have a sufficient charging infrastructure network available to residents at home, at work and on the go.

To ensure all new construction in the City, including single family homes, multi-family buildings, and commercial buildings provide EV charging capability, requirements for EV-ready parking spaces can be added to the Zoning Bylaw. While the authority of a local government to require EV charging infrastructure in new construction was originally unclear, the Province has confirmed the BC Building Act does not prevent local governments from making requirements for EV charging infrastructure in new developments.

Access to home charging in multi-family buildings can be increased by requiring all residential parking spaces in new construction to be equipped with Level 2 charging capability. The City currently expects 20% of residential parking spaces to be EV-ready for developments seeking rezoning under the Sustainability Development Guidelines. Recent analyses led primarily by the City of Richmond have shown that parking stalls can be equipped using load sharing and load management systems, at a significantly lower cost than dedicated circuits. Load sharing allows for multiple vehicles to use the same circuit without exceeding the circuit capacity. Load management systems enable control over the current drawn by an EV charging station, allowing for less current to be drawn during periods of high demand and reducing the total electrical supply needed for EV charging. Changes to the 2018 Canadian Electrical Code allow for the installation of EV load management systems. The developments in load sharing and load management systems make the requirement EV charging capability in 100% of residential parking spaces more affordable.

Currently the commitments for providing EV-ready parking spaces under the Sustainability Development Guidelines are not tracked internally within the City. By tracking these spaces, City staff will have a greater ability to ensure the requirements for EV-ready stalls are being met and be able to report on the number and location of EV charging stations at private buildings in the City. This information will give a more comprehensive understanding of the EV charging network in the City than is currently possible.

1.0 Charging Infrastructure Actions: New Construction		Timeframe	Responsibility
1.1	<b>EV-Ready Multi-Family Buildings:</b> Incorporate requirement of energized outlets <sup>2</sup> capable of providing Level 2 charging for 100% of residential parking spaces, allowing for load management systems, in new developments into the Zoning Bylaw	2018 - 2019	<b>Planning/ Community Services</b>
1.2	<b>EV-Ready Single Family Homes:</b> Incorporate requirement of energized outlets capable of providing Level 2 charging for new one and two unit residential developments into the Zoning Bylaw	2018 - 2019	<b>Planning/ Community Services</b>

<sup>2</sup> An “energized outlet” means a connection point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment. An energized outlet may be either a junction box for permanent connection or a receptacle/plug, and does not include the “electric vehicle supply equipment” (eg. EV charging station).

1.3	<b>EV-Ready Commercial Buildings:</b> Incorporate requirement for EV charging stations in a prescribed percentage of parking spaces in new commercial and industrial buildings into the Zoning Bylaw	2018 - 2019	<b>Planning/ Community Services</b>
1.4	<b>Internal Record Keeping:</b> Ensure EV supply equipment data from new developments is tracked in CityPAL in a meaningful way and incorporates historical permits to have a robust database of EV charging equipped parking spaces in buildings across the City	2018 - 2019	<b>Information Technology/ Planning</b>
1.5	<b>Partnerships with Car Sharing Services:</b> Consider electric only car share vehicles in negotiations for car share parking spaces in new developments	2019 – 2020	<b>Planning</b>

## 2.0 CHARGING INFRASTRUCTURE: EXISTING BUILDINGS

Home charging is the preferred method for most EV owners. However, this can be a challenge for residents who rent their homes, do not have parking on their property, or live in multi-family buildings. For the majority of City residents who live in multi-family buildings, the challenges associated with installing charging infrastructure in a shared space can seem insurmountable.

Retrofitting multi-family buildings with EV charging infrastructure can be logistically challenging and quite costly depending on the location of the parking spaces and the proximity to the electrical panel. Research conducted for the City has shown that providing incentives for installations of EV charging infrastructure in existing multi-family buildings, in tandem with increasing access to DC fast charging, will effectively accelerate EV adoption. Current provincial incentive programs for existing multi-family buildings have been successful to the point of being over-subscribed. The City could offer incentives that compliment provincial programs and enable installations in multi-family buildings with the expectation that eventually other multi-family buildings will pursue retrofits independently to stay competitive with EV charging-equipped buildings.

Strata buildings pose unique challenges to residents who want to charge an EV in their building. To retrofit a parking stall with charging infrastructure, the strata council must approve the installation. Due to the complexities of the retrofit process, concerns around payment for the electricity and lack of understanding about EV charging retrofits, strata councils often deny the installation. To address this barrier to EV adoption, some jurisdictions including State of California, have introduced “right to charge” legislation which requires strata councils to approve EV charging retrofits if they are technically feasible and safe. The City can advocate that the Province adopt a similar policy to facilitate EV adoption among strata residents.

Workplace charging provides an alternative for residents who do not have access to EV charging at home, and provides support for residents who have long commutes and need to top-up their batteries while at work prior to the return trip home.

2.0 Charging Infrastructure Actions: Existing Buildings		Timeframe	Responsibility
2.1	<b>Retrofit Incentives for Multi-Family Buildings:</b> Provide funding through incentives or rebates to improve access to home charging for residents in existing multi-family buildings	2019 - 2020	<b>Planning</b>
2.2	<b>“Right to Charge” Advocacy:</b> Advocate for provincial regulations to require that strata corporations allow the installation of EV charging infrastructure where it is technically feasible and safe	Ongoing	<b>Planning</b>
2.3	<b>City Staff Training:</b> Provide training for building and development staff on EV charging requirements, technologies and potential configurations in building construction and retrofits which could be disseminated to builders, contractors and developers	2019 - 2020	<b>Planning/</b> Community Services
2.4	<b>Workplace Charging:</b> Explore opportunities for providing charging for City staff personal vehicles during work hours	2018 - 2020	<b>Planning/</b> Facilities
2.5	<b>Parking Challenges for Existing Multi-Family Building Retrofits:</b> Review potential opportunities to amend requirements for on-site parking to decrease barriers to EV charging	2019 – 2020	<b>Planning</b>

### 3.0 PUBLIC CHARGING NETWORK

Public charging stations can provide access to EV charging for residents that do not have charging at home or at work. EV owner respondents to the City’s recent survey reported using public charging stations on a weekly basis on average and 38% of EV owner respondents indicated they do not have access to charging where they park their car overnight.

Public charging stations also provide a supplement for home and workplace charging as residents visit amenities throughout the City, and a substitute for home charging for residents who live in multi-family buildings unequipped with EV charging or in single family homes lacking off-street parking. Centrally located Level 2 charging stations can enable EV owners to charge their vehicles while they visit local amenities. Alternatively, Level 2 charging stations can be sited curbside on residential streets near homes without garages or on-site parking. Integration with street light infrastructure can significantly reduce the costs of curbside EV charging installations as the electrical supply is already available near the street and civil work is not required.

While additional public Level 2 charging stations can contribute to increased public awareness of EV charging infrastructure and some additional EV charging capacity, research conducted for the City has shown that deployment of public DC fast chargers and investment in incentives for multi-family building retrofits will have the most significant impact on increasing EV adoption in the City. Lengthy charging time requirements pose a significant barrier to most mainstream consumers, but when the charging time is reduced to 15 minutes or less, as in the case with newer DC fast chargers (depending on the battery and the DC fast charger power level), this barrier is removed and public charging becomes a viable substitute for home charging.

Charging fees for usage of public charging station can help to recover the costs associated with the stations. The fee structure can be designed to reduce congestion at stations during peak usage hours and encourage home charging, while maintaining a cost incentive compared to operating a gas-powered vehicle.

The City's role in providing public EV charging infrastructure is designed to be short term but critical to enabling the long-term transition to EV ownership. By increasing access to EV charging through public charging stations, the City can enable residents to confidently switch to EVs which will result in a growing market for EVs and EV charging infrastructure. As the market expands, the business case for owning and operating EV charging stations will become stronger and more certain, allowing the transition to private sector ownership and reducing the need for the City's support (Figure 5).



**Figure 5. Transition from public to private sector EV charging infrastructure deployment and management.**

3.0 Charging Infrastructure Actions: Public Charging Network		Timeframe	Responsibility
3.1	<b>Improve DC Fast Charging Access:</b> Deploy two to four new DC fast charging stations in partnership with NRCan, BC Hydro and private site hosts to compensate for lack of home and workplace charging, sited close to amenities, clustered together when possible and with minimal impact on streetscape and pedestrian experience	2018 - 2023	<b>Planning/</b> Facilities/ Engineering

3.2	<b>Improve Level 2 Charging Access:</b> Deploy three to five new Level 2 charging stations to expand the existing EV charging network and compensate for lack of home and workplace charging, sited close to amenities or curbside when possible with minimal impact on streetscape and potentially integrated with streetlight infrastructure	2018 - 2023	<b>Planning/ Facilities</b>
3.3	<b>Fee Structure:</b> Implement an appropriate fee structure for public charging stations to recover costs and increase turnover and encourage home charging, while maintaining a cost incentive compared to fossil fueled vehicles	2018 - 2019	<b>Planning/ Finance</b>
3.4	<b>Station Usage Data:</b> Review current station usage to determine daily usage trends and explore opportunities to maximize access and reduce congestion through financial rate structures and parking regulations	2018 - 2019	<b>Planning</b>
3.5	<b>Funding Opportunities:</b> Seek additional external funding for public charging infrastructure as new opportunities arise through NRCan, BC Hydro and other partners	Ongoing	<b>Planning</b>
3.6	<b>Car Sharing Partnerships:</b> Work with car share providers to facilitate access of shared vehicles to charging infrastructure and to support transition of car share fleets to EVs	2019 - 2023	<b>Planning</b>
3.7	<b>Shared Use of Workplace Charging Stations:</b> Explore possibility of making charging stations used for City staff workplace charging available to the public overnight	2018 - 2019	<b>Planning/ Facilities</b>

#### 4.0 CITY FLEET AND EQUIPMENT

The City fleet and equipment actions offer a significant opportunity to reduce corporate greenhouse gas emissions. Currently, the City fleet contributes contribute 30% of the City's corporate emissions from City operations. Many of the tasks performed by the City's fleet and equipment could be accomplished by an electric alternative. As City vehicles and equipment come up to be retired and replaced, an electric version should be considered first.

City facilities can pose limitations on the ability to support EV charging infrastructure. Feasibility studies to determine buildings' baseline capacity will reveal the opportunities for the transition to EVs for the City's fleet.

Options for electric medium and heavy duty vehicles have been very limited in the past, but more models are beginning to be introduced into the market and are increasingly being incorporated into municipal fleets. Ongoing monitoring of these developments is required to identify opportunities to transition to EV vehicles as the technology becomes accessible and reliable.

4.0 City Fleet and Equipment Actions		Timeframe	Responsibility
4.1	<b>Fleet and Equipment Policy:</b> Develop an “electric-first” fleet and equipment policy for the City that prioritizes the procurement of electric versions of vehicles and equipment, given model availability and ability to perform the required function	2018 - 2019	<b>Planning/ Finance/ Engineering</b>
4.2	<b>Charging Infrastructure Feasibility Studies:</b> Conduct feasibility studies for each City facility to determine baseline capacity to install EV charging infrastructure	2018 - 2019	<b>Planning/ Facilities</b>
4.3	<b>Staff Training:</b> Provide training opportunities to familiarize City staff with current fleet EVs and with potential options for fleet EVs and electric equipment	Ongoing	<b>Planning/ Engineering</b>
4.4	<b>Medium and Heavy-Duty Vehicles:</b> Complete an analysis of opportunities for replacing fossil-fueled medium and heavy-duty vehicles at end of life with electric alternatives, and complete a feasibility analysis to determine upgrades required at the Operations Centre	2019	<b>Planning/ Engineering Operations</b>
4.5	<b>West Coast Electric Fleets:</b> Join network of fleet managers and owners sharing resources and lessons learned, and pledge to contribute to the goal of expanding the use of EVs in fleets	2018	<b>Planning</b>

## 5.0 EDUCATION AND OUTREACH

Levels of awareness of EVs and EV charging remains a barrier for residents. Common misconceptions about range, financial resources and types of charging persist and can prevent residents from purchasing EVs. The City has an opportunity to address these knowledge and awareness barriers through strategic education and outreach actions.

5.0 Education and Outreach Actions		Timeframe	Responsibility
5.1	<b>Multi-Family Building Retrofits:</b> Provide education to stratas, landlords and property managers to facilitate EV charging retrofits in existing multi-family buildings by clarifying means by which charging infrastructure can be installed in existing multi-family buildings, increasing awareness of available financial incentives and promoting resources available through <a href="http://www.evcondo.ca">www.evcondo.ca</a>	2019 - Ongoing	<b>Planning</b>
5.2	<b>Workplace Charging:</b> Promote installation of EV charging infrastructure at workplaces by raising awareness among employers, building managers and property owners and disseminating information about the installation process and available financial incentives	2019 - Ongoing	<b>Planning</b>
5.3	<b>Single Family Home Retrofits:</b> Address knowledge gaps surrounding home charging by clarifying options for installation of charging stations in existing homes, increasing awareness of available financial rebates and promoting online educational resources	2019 - Ongoing	<b>Planning/ Community Services</b>
5.4	<b>General EV Knowledge:</b> Increase awareness of EV models available in BC and provincial incentive programs, and clarify common EV misconceptions among City residents	2018 - Ongoing	<b>Planning</b>
5.5	<b>Charging Station Visibility:</b> Utilize public charging stations as an educational opportunity by enhancing signage to raise the profile of stations and disseminate EV information at the stations	2018 - Ongoing	<b>Planning</b>
5.6	<b>City Webpage:</b> Further develop the City's EV webpage to increase understanding of City EV policy and actions, EV models and available incentive programs and resources for EV charging retrofits; provide links to other informational resources	2018 - Ongoing	<b>Planning/ Communications</b>

5.7	<b>City Fleet Visibility:</b> Consider raising the profile of EV vehicles in City fleet through use of vehicle graphics	2018 - Ongoing	<b>Planning/</b> Engineering
5.8	<b>Non-Financial Incentives:</b> Explore potential non-financial incentives for EV drivers including preferential parking spaces and EV-only passenger zones in high traffic areas to increase EV visibility and signal to residents the City's prioritization of EVs over other private vehicles	2019 – 2020	<b>Planning</b>



 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 Darrell R. Mussatto and Members of Council

From: Larisa Lensink, Environmental Sustainability Specialist

SUBJECT: ELECTRIC VEHICLE STRATEGY

Date: September 12, 2018 File No: 11-5280-20-0004/1

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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 Environmental Sustainability Specialist, dated September 12, 2018, entitled "Electric Vehicle Strategy":

**THAT** the Electric Vehicle Strategy (Attachment 1) be endorsed and staff be directed to proceed with Strategy implementation;

**THAT** staff report back to Council regarding implementation of the following priority actions in the Strategy:

- (1) Updating the City's current electric vehicle charging infrastructure guidelines for new developments from the current 20% of residential spaces to consider a requirement for 100% of residential parking spaces, which is consistent with recent standards adopted by Vancouver, Richmond, and other local municipalities; and
- (2) Introducing a public charging station usage fee structure to ease station congestion and to fund additional investment in charging infrastructure;

**THAT** the Province be encouraged to prepare standard regulations for electric vehicle infrastructure requirements in new construction;

**AND THAT** staff proceed with additional strategic deployment of public electric vehicle charging infrastructure in the City.

**ATTACHMENT:**

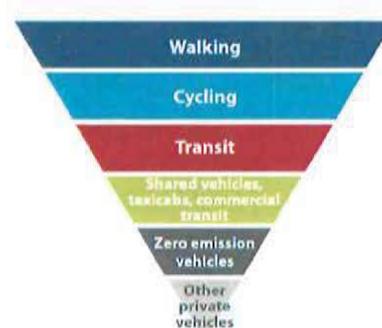
1. 2018 City of North Vancouver Electric Vehicle Strategy (Doc [#1696442](#))

**PURPOSE:**

The purpose of this report is to present to Council the attached Electric Vehicle Strategy for the City. The Strategy outlines the City's role in removing barriers to electric vehicle (EV) ownership to accelerate EV adoption and lays out 30 City actions to facilitate the transition to EVs.

**BACKGROUND:**

The City has long been a leader in advancing sustainable transportation initiatives. The City's approach to transportation encourages walking, cycling, transit and rideshare through strategic planning and land use decisions to reduce reliance on single occupant vehicle travel. This approach is consistent with the sustainable transportation hierarchy (Figure 1) which promotes health, safety and environmental quality by prioritizing active transportation. Shifting from fossil fuel-powered private vehicles to low or zero emission vehicles is another key strategy in advancing sustainable transportation in the City.



**Figure 1. Sustainable transportation hierarchy**

**Transportation Emissions**

Electric vehicles provide a more sustainable alternative to fossil fuel powered private vehicles for City residents. The BC Hydro Electrical grid is mandated to be at least 93% clean under the *Clean Energy Act*. This means that EVs in B.C. have significantly lower emissions than conventional gas-powered vehicles.

Emissions from passenger vehicles account for 43% of community-wide greenhouse gas emissions in the City and the transition to low or zero emission vehicles presents a significant opportunity for community-wide emissions reduction.

**Benefits of Electric Vehicles**

In addition to the environmental and health benefits associated with lower emissions, electric vehicles have a number of other benefits when compared to vehicles powered by internal combustion engines:

- Lower fuel costs due to low cost of electricity compared to gasoline;
- Lower maintenance costs with fewer moving parts;
- Five times more energy efficient; and
- Less noise pollution.

## Electric Vehicle Ownership

EV ownership in the City has been steadily increasing in recent years. The number and variety of EV models available in B.C. continues to increase while concerns around range have begun to decline as battery technology improves. With more used EVs becoming available, initial purchase costs have become more accessible. It is estimated that EVs will account for 9% of passenger vehicle sales in the City by the end of 2018.

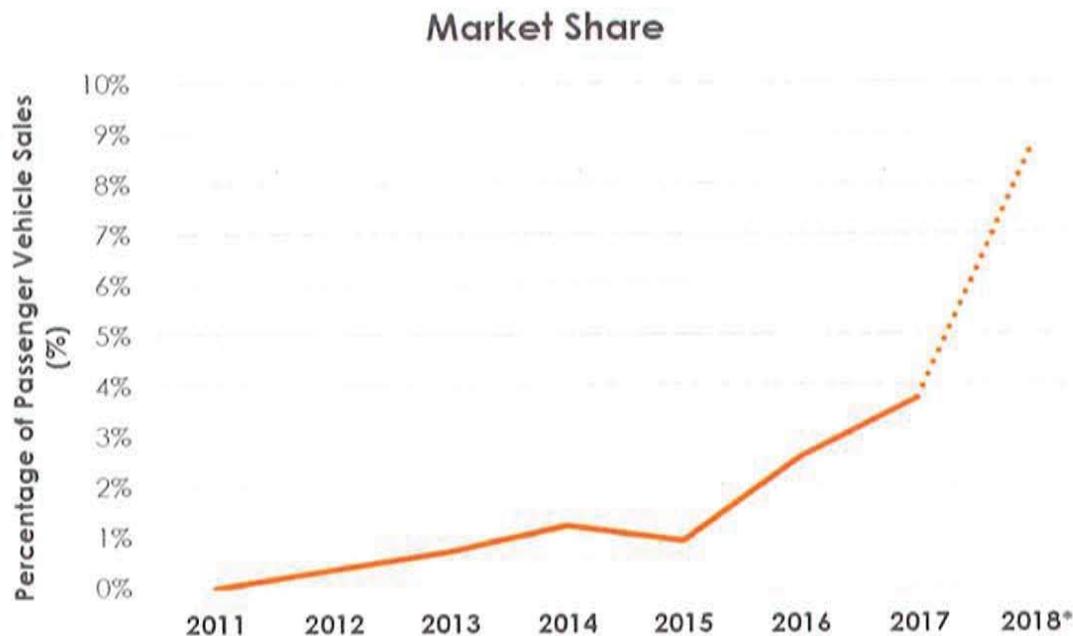


Figure 2. Estimated market share of electric vehicles in the City of North Vancouver.

### Barriers to Electric Vehicle Adoption

Despite the trend towards increased EV adoption, significant barriers remain for residents to switch to EVs. The main barriers are:

- High initial purchase cost of an EV;
- Lack of convenient access to home charging;
- Vehicle model availability; and
- Knowledge gaps and lack of awareness.

Home charging is the preferred method for most EV owners as convenient and reliable access to charging is essential for EV ownership. While the installation of EV charging infrastructure in single family homes can be relatively simple, the process of installing EV charging stations in existing multi-family residential buildings that have not been made EV-ready is often very complex and can be a major barrier to EV ownership. The logistics of siting an EV charging station in a shared parking area are challenging and negotiations with property managers, building owners or strata councils can restrict the resident's ability to proceed with an EV charging retrofit. The barriers to EV home charging experienced in multi-family buildings are a significant concern in the City where 70% of residents live in multi-family buildings.

A number of misconceptions around EVs continue to persist and can hinder EV adoption. Concerns about the range of EVs are a factor for potential EV owners: however, the majority of residents in the City commute distances that are well within the range of new EVs. Many residents are not aware of the incentive programs that can ease the initial cost barrier. Understanding the different types of EV charging and their associated installation processes also limits EV uptake among residents.

### Prior Policy

In 2010, the City adopted a Community Energy and Emissions Plan (CEEP) which set targets of reducing greenhouse gas emissions by 15% by 2020 and 50% by 2050 below 2007 levels. To meet these targets, emissions from private vehicle transportation must decline by 69% by 2050 through reducing the number and length of trips taken by private vehicles, and reducing the emissions emitted by vehicles. To that end, one of the necessary actions defined in the CEEP is facilitating the adoption of low and zero emission vehicles.

The City's 2014 Official Community Plan includes the objective to encourage transportation options that reduce fossil fuel use, including low-emission vehicles (OCP goal 2.3.8).

In April 2018, Council gave direction for staff to develop an electric vehicle strategy to guide policy development, public and private infrastructure requirements, and engagement work to determine barriers and solutions to support the transition to electrified transportation.

### Strategy Development

The City has undertaken a series of engagement and research activities in developing the Electric Vehicle Strategy (Figure 3). In addition to staff research into EV policy, strategy and actions from other jurisdictions, the City retained SES Consulting and Dunsky Energy Services with funding secured from BC Hydro to assist in public, staff, and stakeholder engagement and best practices research.

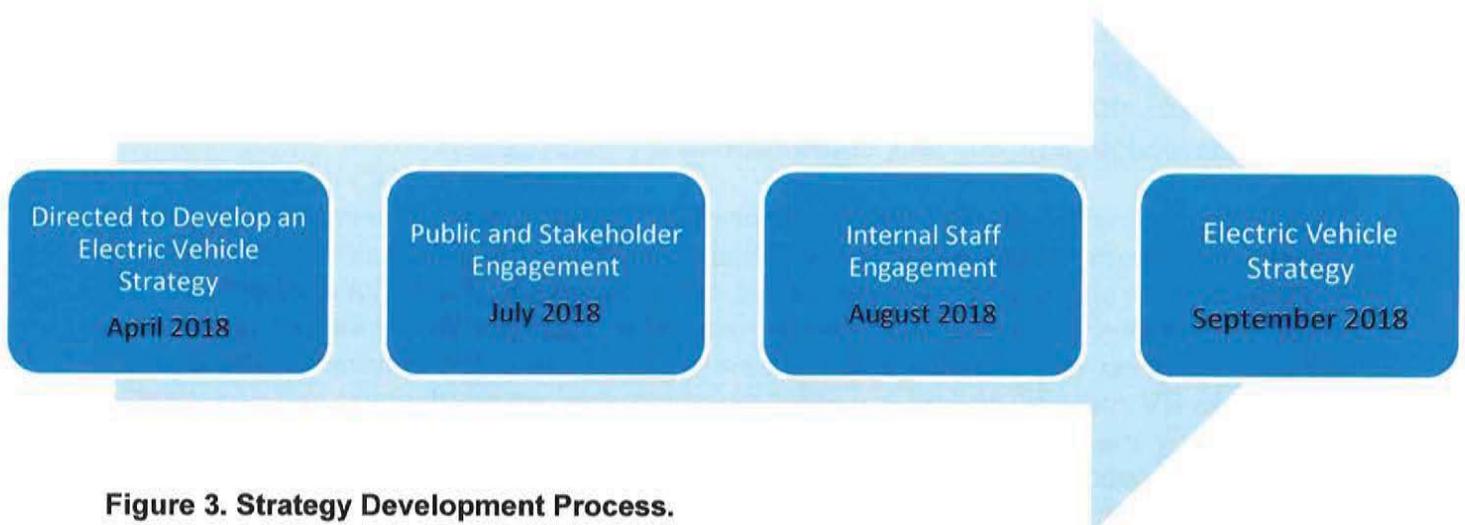


Figure 3. Strategy Development Process.

## Public and Stakeholder Engagement

**Stakeholder Workshop.** A workshop for businesses and institutions in the City was held on July 19<sup>th</sup> to hear about the barriers and opportunities for providing EV charging infrastructure to employees, customers and the public. Attendees shared their interest in installing EV charging stations as well as common challenges associated with siting the infrastructure, recovering costs and navigating parking logistics. Organizations represented included Seaspan, Overwaitea Foods, Vancity, Greater Vancouver Home Builders Association, Urban Development Institute, Quay Property Management, School District 44, Lions Gate Hospital, District of North Vancouver, and the North Vancouver Chamber of Commerce.

**Open House.** A public open house was held on July 19<sup>th</sup> where residents provided input about barriers to EV ownership and potential City actions to encourage EV adoption. Attendees reported significant challenges related to installing EV charging infrastructure in existing multi-family residential buildings, knowledge gaps around EVs and EV charging, and problems of congestion at public charging stations.

**Survey.** An online survey was conducted from July 16<sup>th</sup> to August 12<sup>th</sup> which received 143 responses. EV owner respondents reported using public charging stations on a weekly basis on average and 38% of EV owner respondents indicated they do not have access to charging where they park their car overnight. Of the non-EV owners, 87% of respondents reported that they would consider an EV for their next vehicle purchase. The main barriers to ownership for respondents are the initial purchase cost and the lack of access to home charging.

## Internal Engagement

The City partnered with BC Hydro to host an internal engagement workshop for City staff. Staff from Facilities, Finance, Community Services, Bylaw Services, Engineering, Development Services, and Planning attended and together identified possible City actions to remove barriers to EV adoption.

## Current City Actions and Role

The City has shown significant early leadership in a number of areas aimed at advancing electric vehicle adoption:

- **Public Charging Infrastructure.** The City currently provides seven Level 2 charging ports. These stations were installed in 2013 and were funded in part by the Province's Plug-in BC program. The City also operates one DC fast charger installed in 2014 which is leased from BC Hydro for public charging. Fees are not currently charged for the usage of these stations. The energy issued at these stations has increased exponentially each year, and the popularity of the stations is now resulting in issues with congestion and availability at the stations. Staff have determined that these stations are providing an alternative to home charging for some users who live in nearby multifamily buildings and lack access to charging at home.

- **Requirements for New Construction.** The City's Sustainable Development Guidelines were amended in 2016 to outline the City's expectation that all projects seeking rezoning provide 20% of residential parking spaces with access to EV charging.
- **City Fleet.** The City has introduced a number of electric vehicles to the City's fleet including one electric truck, three plug-in hybrid electric passenger vehicles and one battery electric vehicle.
- **Public Education.** The City provides information about EVs, EV charging and incentive programs, and links to more EV resources on the City website.

## DISCUSSION:

**Role of the Province.** The Province has been supporting incentive programs to subsidize EV purchases, and has recently announced their intention to continue the Clean Energy Vehicle (CEV) incentive program until EVs make up 5% of all new light-duty vehicle sales Province-wide. One current barrier to EV ownership is the lack of adequate EV supply at local dealerships. Many dealerships have very few EV models available for test drive, and prospective purchases may often wait many months for vehicles to arrive once ordered. In its Clean Growth Strategy Transportation intentions paper, the Province has signalled its intention to introduce a zero emission vehicle mandate to require automakers to meet escalating EV sales targets to address the significant barrier of EV availability at dealerships.

**Role of the Private Sector in Providing Publicly Accessible EV Charging.** Private sector entities may eventually play a greater role in providing publicly accessible EV charging. However, given that EVs currently comprise a small percentage of all vehicles, there is currently a limited business case in providing charging. Moreover, some businesses (grocery stores, for example) are tenants on properties and additional barriers exist for securing approval and making the case for installing charging. Deployment is further hampered by uncertainty under the *BC Utilities Commission Act* about the ability of private sector EV charging station owners to recoup costs by reselling electricity. These issues are currently under review and changes may be forthcoming later in 2018, which could improve the business case for providing EV charging.

**Role of Local Governments.** The City has the ability to increase access to EV charging infrastructure by providing public charging stations, requiring EV charging capability in new developments and supporting retrofits of existing buildings by providing incentives. The City is also able to address knowledge and awareness barriers through education and information campaigns. With more and more EV vehicle types becoming available over the next few years, the City will increasingly be able to continue its corporate emissions reduction leadership in transitioning the City's fleet to electric vehicles.

While in the near term (5-10 years), a poor business case exists for providing public charging, it is expected that over time, the growing EV market share will support private sector ownership and operation of public charging. The City has the ability to accelerate EV adoption by providing public charging stations until the business case for these stations has improved sufficiently to allow the potential transition of these stations to the private sector.

## Objectives of the Strategy

The Electric Vehicle Strategy seeks to accelerate the transition to EVs consistent with the sustainable transportation hierarchy to reduce greenhouse gas emissions from private vehicle transportation in the City. To that end, the Strategy has the following high-level objectives:

1. Maximize access to EV charging;
2. Displace fossil fuel kilometres travelled with electric kilometres travelled in the City; and
3. Increase awareness and knowledge level of EVs and EV charging options among residents.

The EV Strategy was informed by the results of the engagement activities with input from residents, EV advocates, businesses, institutions and other stakeholders.

The EV Strategy builds on the foundation the City has built in supporting sustainable transportation through the CEEP, OCP and other policies, and in supporting the transition to EVs through infrastructure deployment and public education.

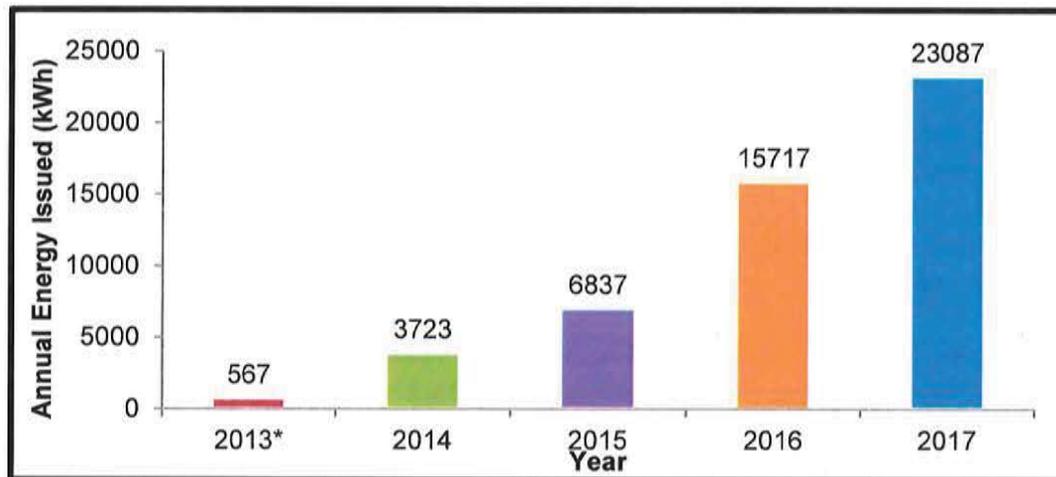
The EV Strategy establishes 30 priority actions in five main areas, as follows:

- 1. Charging Infrastructure: New Buildings.** Actions in this section are designed to strengthen the requirements for EV charging infrastructure in new buildings and developments in the City. Increasing the requirement for new residential parking stalls equipped with EV charging capability from 20% of stalls to 100% of stalls will increase access to EV charging in new multi-family buildings. Research in other municipalities has shown that advances in load sharing and load management systems makes this increased requirement more affordable to builders. Currently, this requirement is in place in Vancouver, Richmond, Port Coquitlam, and Burnaby.

Incorporating requirements for EV-ready parking stalls in single family homes, multi-family buildings and commercial buildings into the Zoning Bylaw will increase access to home charging across dwelling types. The Province has clarified that the *BC Building Act* does not prevent local governments from making requirements for EV charging infrastructure in new developments. Staff nonetheless suggest that the Province be encouraged to establish an optional regulation as an alternative to individual local government requirements.

- 2. Charging Infrastructure: Existing Buildings.** The Strategy also includes actions to support EV charging infrastructure retrofits in existing multi-family residential buildings by providing financial incentives or rebates, advocating for “right to charge” legislation for strata buildings and considering opportunities to amend requirements for on-site parking to decrease barriers to EV charging.

- 3. Public Charging Infrastructure.** Actions focus on the deployment of new EV charging stations across the City. The City's existing Level 2 charging stations have shown exponential increases in usage each year (Figure 4).



**Figure 4. Energy Issued at the City Hall Level 2 Charging Station from 2013 to 2017.**

Issues with congestion and station availability indicate the current public charging infrastructure is not sufficient given the demand for charging. Additional public charging infrastructure is needed to meet the current demand and to enable EV adoption among residents that lack access to home charging, especially residents in multi-family buildings.

The introduction of a fee structure at public charging stations will help to ease congestion, encourage home charging and to begin recovering costs associated with providing public charging.

- 4. City Fleet and Equipment.** Actions in this section aim at electrifying the City's fleet and equipment and conducting the necessary facility and technology feasibility analyses to support this transition.
- 5. Public Education and Outreach:** Actions are designed to raise the profile of EVs and EV charging, and equip residents with the knowledge required to switch to an EV.

## FINANCIAL IMPLICATIONS:

Total cost over the next two years (2019-2020) to implement actions identified in the strategy is estimated at \$640,000. Approximately half of this funding is required to increase access to electric vehicle charging through:

- Deployment of two to four DC fast charging stations;
- Deployment of three to five Level 2 public charging stations; and
- Provision of retrofit incentives for existing multi-family buildings.

The other half of the funds is required to implement the recommendations to upgrade civic buildings to provide charging to support the transition of the City fleet to EVs. This includes the cost of feasibility studies and Level 2 charging infrastructure for workplace and fleet charging.

Currently, the City spends approximately \$15,000 annually on energy costs associated with the public charging stations. Should the City implement a fee structure similar to that used by the City of Vancouver, these costs would be recovered.

Staff anticipate significant matching funding becoming available from senior levels of government and want to ensure the City is well positioned to take advantage of these opportunities to leverage the City's infrastructure investments.

Should Council endorse the Electric Vehicle Strategy, staff will bring forward a funding request for strategy implementation through the 2019-2029 Project Plan process.

#### **INTER-DEPARTMENTAL IMPLICATIONS:**

This report was reviewed by the Major Projects Committee on September 4, 2018.

#### **CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

The recommendations of this report and actions outlined in the Electric Vehicle Strategy are in keeping with the Official Community Plan (OCP) and the Community Energy and Emissions Plan (CEEP). Council's resolve to encourage low carbon transportation is a key component of the City's efforts to implement the CEEP and to meet the following community-wide greenhouse gas emissions reduction targets:

- 15% GHG emissions reductions, below 2007 levels, by 2020; and
- 50% GHG emissions reductions, below 2007 levels, by 2050.

In particular, the 2014 *OCP* has as an objective the following provision:

Objective 2.3.8      Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and electric vehicles.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Larisa Lensink, MREM  
Environmental Sustainability Specialist

LL:eb:rf

# **city** NOTICE OF PUBLIC HEARING (WAIVED) of north vancouver

- WHO:** City of North Vancouver
- WHAT:** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8693 (Electric Vehicle Charging Infrastructure)
- WHEN:** Monday, January 21, 2019 at 6:30 pm  
Council Chamber, City Hall  
141 West 14<sup>th</sup> Street, North Vancouver

Notice is hereby given that Council will consider:

## **Zoning Amendment Bylaw, 2018, No. 8693**

to require new residential developments, including single family homes, duplexes and multi-family buildings, to provide electric vehicle charging infrastructure for all parking spaces. Parking spaces for visitor parking and secondary suites would be excluded from the requirement. The objective of the proposed amendments is to improve access to home charging for electric vehicles and encourage electric vehicle adoption in the City.

If you believe you may be affected by the above proposal, please forward written or email submissions, including your name and address, to the City Clerk, at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, January 21, 2019, to ensure their availability to Council. No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from January 11, 2019, and online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings).

Please direct any inquiries to **Larisa Lensink**, Environmental Sustainability Specialist, at [llensink@cnv.org](mailto:llensink@cnv.org) or **604-990-4240**.

141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9  
T 604 985 7761 / F 604 985 9417 / [CNV.ORG](http://CNV.ORG)



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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**BYLAW – THIRD READING**

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8693”  
(Electric Vehicle Charging Infrastructure)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8693”  
(Electric Vehicle Charging Infrastructure) be given third reading.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8693

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, 2018, No. 8693**” (**Electric Vehicle Charging Infrastructure**).

2. “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

A. Division 1: Part 2: Interpretation by adding the following definitions in alphabetical order:

“**Electric Vehicle**” means a vehicle that uses electricity for propulsion and that can use an external source of electricity to charge the vehicle’s batteries.

“**Electric Vehicle Energy Management System**” means a system used to control electric vehicle supply equipment loads through the process of connecting, disconnecting, increasing, or reducing electric power to the loads and consisting of any of the following: a monitor(s), communications equipment, a controller(s), a timer(s), and other applicable device(s).

“**Energized Outlet**” means a connected point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment.

“**Level 2 Charging**” means a Level 2 Electric Vehicle charging level as defined by SAE International’s J1772 standard.

B. Division IV: Part 9: Parking and Access Regulations by adding the following section after 908:

**909 Provision of Electric Vehicle Charging Infrastructure**

(1) All parking spaces required for Residential Uses in accordance with Figure 9-3 – Minimum Parking Provision by Class of Building and parking spaces for Shared Vehicles, shall include an Energized Outlet capable of providing Level 2 charging or a higher charging level for an Electric Vehicle, except:

- (a) parking spaces for Visitor Parking; and
- (b) parking spaces for Accessory Secondary Suite Use.

(2) Energized Outlets provided pursuant to Section 909(1) above shall be labeled for the use of Electric Vehicle charging.

(3) Where an Electric Vehicle Energy Management System is implemented, the Director of Planning may specify a minimum performance standard to ensure a sufficient rate of Electric Vehicle charging.

3. This Bylaw shall be effective as of the 1<sup>st</sup> day of June, 2019.

READ a first time on the 10<sup>th</sup> day of December, 2018.

READ a second time on the 10<sup>th</sup> day of December, 2018.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – January 21, 2019**

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**NOTICE OF MOTION**

10. Bike Valet Services at Local Events – File: 16-8480-01-0001/2019

Submitted by Councillor Valente

**RECOMMENDATION:**

WHEREAS the City of North Vancouver and Council have a goal of being “the healthiest small city in the world”;

WHEREAS the City of North Vancouver hosts many exciting, well-attended events, including the Shipyards Night Market, Summer Sessions, Fun City, Caribbean Days, and many more;

WHEREAS often at these events existing bike racks become oversubscribed and safe storage places for families with scooters or strollers do not currently exist;

WHEREAS bike valet is a service much like a coat check where people can leave a bike, stroller or scooter in a safe location watched over by volunteers or paid staff for a nominal fee or donation;

AND WHEREAS other municipalities in Metro Vancouver, including Vancouver and Surrey, support or require bike valet services at municipal events;

THEREFORE BE IT RESOLVED THAT staff investigate and report back to Council regarding how City of North Vancouver events could include valet services, including identifying costs, potential locations, funding opportunities and partnerships with local businesses and organizations.

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## THE CORPORATION OF THE CITY OF NORTH VANCOUVER Regular Council Meeting – January 21, 2019

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### **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.



## THE CORPORATION OF THE CITY OF NORTH VANCOUVER

### PUBLIC HEARING GUIDELINES

Public Hearings are generally held on the third Monday of the month and included as part of a Regular Council agenda. Public Hearings are governed by the provisions of the *Local Government Act*.

A Public Hearing is held for the purpose of allowing the public an opportunity to make representations to Council – in person at the Public Hearing or by written submission – on a proposed amendment to the City's Official Community Plan and/or Zoning Bylaw. All persons who believe their interest in property is affected by a proposed bylaw(s) are afforded a reasonable opportunity to be heard, voice concerns or present written submissions regarding matters contained within the bylaw(s).

All written submissions and representations made at the Public Hearing form part of the official public record. Minutes of the Public Hearing and a video recording of the proceedings are posted on the City's website at [cnv.org](http://cnv.org).

A sign-up sheet is located outside of the Council Chamber 1.5 hours prior to the start time of the Public Hearing and members of the public may sign the sheet if they wish to speak at the Public Hearing. The sign-up sheet remains available until the commencement of the Public Hearing and is restricted to "In Person" sign-up only. Other persons are not permitted to sign the sheet on another speaker's behalf. Speakers cannot pre-register.

Speakers are requested to provide their name and address for the record and are provided up to 5 minutes to present their comments. After all people listed on the sign-up sheet and anyone else in the gallery has spoken a first time, speakers may come forward to speak a second time if they have any new information to provide. The Chair (Mayor) may restrict the speaking time to a defined number of minutes and may also impose other regulations. Procedural rules for the conduct of the Public Hearing are set at the call of the Chair.

If a large turnout for the Public Hearing is anticipated, separate sign-up sheets may be provided for speakers – in support and in opposition/with concerns. The sign-up sheets are monitored by City staff. The Chair will call up speakers by name alternating between the sign-up sheets.

A document camera is available should a member of the public wish to display hardcopy material/information on the monitors in the Council Chamber. The document camera can also display information from an iPad or tablet. If a member of the public wishes to provide written material to the Mayor and Council, it must be handed to the City Clerk for distribution to Council.

Questions from members of the public and Council must be addressed through the Chair.

When the Public Hearing concludes, Council moves a motion to adjourn. No further information or submissions can be considered by Council once the Public Hearing is closed.

Following adjournment of the Public Hearing, the Regular meeting reconvenes and the Zoning and/or Official Community Plan bylaw amendment(s) are discussed and debated by Council. Consideration of third reading and discussion of the bylaw(s) usually takes place at the same meeting as the Public Hearing, but may occur at a subsequent meeting.

If there is insufficient time for the Public Hearing to be conducted in one evening (i.e. to accommodate a large number of speakers), Council may recess the Public Hearing to a specified date, place and time.

Council will consider final adoption of the bylaw(s) after third reading and once all covenants and legal agreements are in place. Adoption usually occurs at a subsequent meeting of Council; however, a Zoning Bylaw amendment or Official Community Plan Bylaw amendment may be adopted at the same meeting as the Public Hearing if all legal requirements have been satisfied.