



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,  
HELD ELECTRONICALLY FROM CITY HALL,  
141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, NOVEMBER 23, 2020 AT 5:30 PM**

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"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, November 23, 2020

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, November 16, 2020

**PROCLAMATIONS**

International Day of Persons with Disabilities – December 3, 2020

National Day of Remembrance and Action on Violence Against Women  
– December 6, 2020

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

Items \*3, \*4 and \*5 are listed in the Consent Agenda and may be considered separately or in one motion.

**BYLAWS – ADOPTION**

- \*3. "Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797" (Revised Financial Plan)
- \*4. "Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810" (Low Carbon Pathway Amendments Under the BC Energy Step Code)

**REPORT**

- \*5. 2021 Schedule of Council Meetings

**PUBLIC HEARING – 200 West Esplanade**

**BYLAWS – THIRD READING**

6. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798" (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729)

**BYLAWS – THIRD READING – Continued**

7. “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments)
8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment)

**REPORTS**

9. 2020 Round Two Community Grant Recommendations
10. Water Utility Fund Transfer for Watermain Replacement Project at Gladstone Avenue and Cotton Road
11. North Shore Homelessness Action Project: Terms of Reference
12. Proposed Bylaw Amendments to Enable E-Bike Share Permit

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

13. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791” (E-Bike Share Service Permit)
14. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792” (E-Bike Share Permit Enforcement)

**REPORT**

15. Preliminary Report: OCP Amendment and Zoning Bylaw Text Amendment for 123-145 East 13<sup>th</sup> Street (Millennium Northmount)

**COVID-19 UPDATE**

**COUNCIL INQUIRIES / REPORTS**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**RECESS TO CLOSED MEETING**

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

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

**ADJOURN**

## **CALL TO ORDER**

## **APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, November 23, 2020

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, November 16, 2020

## **PROCLAMATIONS**

International Day of Persons with Disabilities – December 3, 2020

National Day of Remembrance and Action on Violence Against Women  
– December 6, 2020

## **PUBLIC INPUT PERIOD**

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.”

The time allotted for each speaker addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers’ comments will be audio recorded, as well as live-streamed on the City’s website, and will form part of the public record.

As City Hall remains closed to the public, the Regular Council Meetings will be held electronically via “WebEx”. To speak during the Public Input Period of a Regular Council Meeting, pre-registration is required by completing an online form at [cnv.org/PublicInputPeriod](http://cnv.org/PublicInputPeriod). Persons can also pre-register by phoning 604-990-4230 and providing contact information. **All pre-registration must be submitted no later than 12:00 noon on the day of the meeting.**

Once you have pre-registered, you will receive login/call-in instructions via email/phone.

You will be required to login or phone into the Council meeting between 5:00 and 5:15 pm on the day of the meeting. At the meeting, speakers will be asked to state their name and address for the record. If speakers have written materials to accompany their presentation, these materials must be emailed to the Corporate Officer at [clerks@cnv.org](mailto:clerks@cnv.org) no later than 12:00 noon on the day of the meeting.

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

Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items as listed in section 12.25(2).

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

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

## **CONSENT AGENDA**

Items \*3, \*4 and \*5 are listed in the Consent Agenda and may be considered separately or in one motion.

### **RECOMMENDATION:**

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

## **START OF CONSENT AGENDA**

### **BYLAWS – ADOPTION**

- \*3. “Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan)

### **RECOMMENDATION:**

THAT “Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- \*4. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code)

### **RECOMMENDATION:**

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

## **REPORT**

- \*5. 2021 Schedule of Council Meetings – File: 01-0550-01-0001/2020

Report: Corporate Officer, November 12, 2020

### **RECOMMENDATION:**

PURSUANT to the report of the Corporate Officer, dated November 12, 2020, entitled “2021 Schedule of Council Meetings”:

THAT Council endorse the 2021 Schedule of Council Meetings.

## **END OF CONSENT AGENDA**

**PUBLIC HEARING – 200 West Esplanade – 5:30 pm**

“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729) and “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments) would rezone the subject property to permit an 8-storey mixed-use building with 75 rental units and commercial units at grade. The proposal includes approximately 813 sq. m. of commercial floor area with parking above, accessed from the lane. A total of 75 rental units are proposed including 8 mid-market units. A total of 32 parking spaces are proposed, 2 of which would be for car share.

*Bylaw Nos. 8798 and 8799 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

**BYLAWS – THIRD READING**

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729) be given third reading.

7. “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments)

**RECOMMENDATION:**

THAT “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments) be given third reading.

## **BYLAW – THIRD READING**

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805”  
(518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue,  
CD-646 Text Amendment)

### **RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805”  
(518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue,  
CD-646 Text Amendment) be given third reading.

*Public Hearing waived.*

## **REPORTS**

9. 2020 Round Two Community Grant Recommendations  
– File: 05-1850-20-0005/2020

Report: Chair, Social Planning Advisory Committee, and Community Planner,  
November 10, 2020

### **RECOMMENDATION:**

PURSUANT to the report of the Chair, Social Planning Advisory Committee, and  
the Community Planner, dated November 10, 2020, entitled “2020 Round Two  
Community Grant Recommendations”:

THAT grants be allocated to the following organizations from the 2020  
Community Grants budget:

Autism BC – Program – North Shore Information & Resources and Parent Community Group	\$5,000
Big Sisters of BC Lower Mainland – Operating	\$2,000
Greater Vancouver Youth Unlimited North Shore – Program – Mobile Youth Drop-In	\$6,000
Highlands United Church – Program – Shelter to Home	\$5,671
Hollyburn Family Services – Program – Life Success	\$1,000
Hollyburn Family Services – Program – North Shore Youth Safe House	\$2,000
Hollyburn Family Services – Program – Seniors Safe House	\$4,000
Hollyburn Family Services – Program – Wired 4 Success	\$500

*Continued...*

**REPORTS – Continued**

9. 2020 Round Two Community Grant Recommendations  
– File: 05-1850-20-0005/2020 – Continued

Hollyburn Family Services – Program – Youth Education Navigator	\$500
Living Systems Family Systems Counselling & Education Society – Program – Access Counselling	\$5,000
Muscular Dystrophy Canada – Program – North Vancouver Equipment Program	\$6,000
North Shore Meals on Wheels Society – Program – New Food Packaging Procedures Due to COVID-19	\$6,000
North Shore Stroke Recovery Centre – Program – Young Survivor of Stroke	\$2,500
North Shore Table Tennis Society – Operating	\$7,000
Lynn Valley Services Society – Program – Better Balance	\$500
<b>TOTAL</b>	<b>\$53,671</b>

AND THAT the following organizations be notified that their application for a 2020 Community Grant will not be funded:

North Shore Table Tennis Society – Program – Adapted Table Tennis Program for Persons with Disabilities
Alliance of British Columbia Students Society – Operating
The Harlequin Theatre Society – Operating
Keats Camps – Operating
Lynn Valley Services Society – Program – Power for Life

10. Water Utility Fund Transfer for Watermain Replacement Project at Gladstone Avenue and Cotton Road – File: 11-5430-01-0001/2020

Report: Section Manager, Engineering Design, November 10, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Section Manager, Engineering Design, dated November 10, 2020, entitled “Water Utility Fund Transfer for Watermain Replacement Project at Gladstone Avenue and Cotton Road”:

THAT \$51,749.27 of capital funds be transferred from Project 56075 to Project 56086 to fund the replacement of the watermain in the 300 Block of Gladstone Avenue, from Cotton Road to 4<sup>th</sup> Street;

AND THAT \$1,632.10 be transferred from Project 56100 to Project 56086 to fund the replacement of the watermain in the 300 Block of Gladstone Avenue, from Cotton Road to 4<sup>th</sup> Street.

**REPORTS – Continued**

11. North Shore Homelessness Action Project: Terms of Reference  
– File: 10-5040-04-0001/2020

Report: Manager, Long Range and Community Planning, November 10, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 10, 2020, entitled “North Shore Homelessness Action Project: Terms of Reference”:

THAT Council endorse the North Shore Homelessness Action Project Terms of Reference.

12. Proposed Bylaw Amendments to Enable E-Bike Share Permit  
– File: 16-8330-11-0002/1

Report: Sustainable Transportation Coordinator and North Shore Mobility Options Coordinator, November 10, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Sustainable Transportation Coordinator and the North Shore Mobility Options Coordinator, dated November 10, 2020, entitled “Proposed Bylaw Amendments to Enable E-Bike Share Permit”:

THAT the following bylaws be considered:

- “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791” (E-Bike Share Service Permit); and
- “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792” (E-Bike Share Permit Enforcement).

*Items 13 and 14 refer.*

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

13. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791” (E-Bike Share Service Permit)

**RECOMMENDATION:**

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791” (E-Bike Share Service Permit) be given first, second and third readings.

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

14. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792” (E-Bike Share Permit Enforcement)

**RECOMMENDATION:**

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792” (E-Bike Share Permit Enforcement) be given first, second and third readings.

**REPORT**

15. Preliminary Report: OCP Amendment and Zoning Bylaw Text Amendment for 123-145 East 13<sup>th</sup> Street (Millennium Northmount) – File: 08-3360-20-0405/1

Report: Planner 1, November 10, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated November 10, 2020, entitled “Preliminary Report: OCP Amendment and Zoning Bylaw Text Amendment for 123-145 East 13<sup>th</sup> Street (Millennium Northmount)”:

THAT the application for Official Community Plan and Zoning Bylaw amendments for a 7-storey height increase and additional 1.4 FSR be rejected;

THAT staff receive an application for a 1.7 metre increase in height (Option B) and other variances, as described in the report (“Additional Amendments”);

AND THAT staff undertake a streamlined Official Community Plan and Zoning Bylaw amendment process.

**COVID-19 UPDATE**

**COUNCIL INQUIRIES / REPORTS**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**RECESS TO CLOSED MEETING**

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

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

**ADJOURN**



## THE CORPORATION OF THE CITY OF NORTH VANCOUVER

### PUBLIC HEARING GUIDELINES FOR ELECTRONIC MEETINGS

Public Hearings are included as part of a Regular Council agenda and governed by the provisions of the *Local Government Act*.

A Public Hearing is held to allow 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 will be posted on the City's website at [cnv.org](http://cnv.org).

All written submissions must include the person's name and address. If this information is not provided, it cannot be included as part of the public record. Electronic submissions are preferred, and hand-delivered or mailed submissions will also be accepted. The deadline to submit email submissions is 12:00 noon on the day of the Public Hearing. Due to COVID-19, safety quarantine restrictions have been put in place and the deadline for submissions by mail or delivery to City Hall is 4:00 pm on the Friday prior to the Monday Public Hearing (a minimum of one clear day prior to the Public Hearing).

If persons wish to speak at the Public Hearing, we ask that everyone pre-register to be placed on the speaker's list. The pre-registration form is available at [cnv.org/PublicHearings](http://cnv.org/PublicHearings), or speakers can pre-register by contacting the Corporate Officer's office. All pre-registrations must be submitted no later than 12:00 noon on the day of the Public Hearing, to allow City staff time to contact all participants and provide them with call-in/online access instructions.

Comments from the public must specifically relate to the proposed bylaw(s). Speakers are asked to avoid repetitive comments and not to divert to other matters.

Speakers will be asked to confirm their name and address for the record and will be provided one, 5-minute opportunity to present their comments. There will be no opportunity to speak a second time. After all persons who have pre-registered have spoken, the Mayor (Chair) will ask if anyone else from the public has new information to provide. Speakers who have not pre-registered will also have an opportunity to provide input at [cnv.org/PublicHearings](http://cnv.org/PublicHearings). Call-in details will be displayed on-screen at the Public Hearing (watch web livestream). Once all registered speakers have provided input, the Mayor will call for a recess to allow additional speakers time to phone in.

*Continued...*



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

### **PUBLIC HEARING GUIDELINES FOR ELECTRONIC MEETINGS (continued)**

Everyone will be given a reasonable opportunity to be heard and no one should feel discouraged or prevented from making their views known. The City asks for everyone's patience during the electronic Public Hearing.

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

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

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 members of Council, followed by consideration of third reading of the bylaw(s).

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**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD  
ELECTRONICALLY FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH  
VANCOUVER, BC, ON **MONDAY, NOVEMBER 16, 2020****

---

**PRESENT**

**COUNCIL MEMBERS**

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

*\*Participated electronically*

**STAFF MEMBERS**

L. McCarthy, CAO\*  
K. Graham, Corporate Officer  
C. Baird, Deputy Corporate Officer  
J. Peters, Assistant City Clerk  
H. Granger, City Solicitor\*  
B. Pearce, Director, Strategic and Corporate Services\*  
B. Themens, Director, Finance\*  
M. Epp, Director, Planning and Development\*  
Y. Zeng, Manager, Development Planning\*  
C. Jackson, Manager, Environment\*  
T. Ryce, Chief Building Official\*  
E. Macdonald, Planner\*  
M. Wray, Planner\*  
D. Pope, Director, Engineering, Parks and Environment\*  
M. Hunter, Manager, Parks and Environment\*  
A. Vasilevich, Parks and Greenways Planner\*  
R. Skene, Director, Community and Partner Engagement\*  
G. Schalk, Fire Chief\*  
D. Owens, Assistant Fire Chief, Prevention\*  
K. Veng, CEO, Lonsdale Energy Corp.\*

The meeting was called to order at 5:30 pm.

**APPROVAL OF AGENDA**

Moved by Councillor Valente, seconded by Councillor Girard

1. Regular Council Meeting Agenda, November 16, 2020

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Bell, seconded by Councillor Girard

2. Regular Council Meeting Minutes, November 2, 2020

**CARRIED UNANIMOUSLY**

## **PUBLIC INPUT PERIOD**

- Jeff Murl, 482 East 4<sup>th</sup> Street, North Vancouver, spoke regarding Items 13-15, proposed OCP and zoning amendments for 402-438 East 3<sup>rd</sup> Street / 341-343 St. Davids Avenue.
- Melissa McConchie, 423 East 4<sup>th</sup> Street, North Vancouver, spoke regarding Items 13-15, proposed OCP and zoning amendments for 402-438 East 3<sup>rd</sup> Street / 341-343 St. Davids Avenue.
- Brian Charleton, 421 East 4<sup>th</sup> Street, North Vancouver, spoke regarding Items 13-15, proposed OCP and zoning amendments for 402-438 East 3<sup>rd</sup> Street / 341-343 St. Davids Avenue.
- Stephen Mills, 368 East 4<sup>th</sup> Street, North Vancouver, spoke regarding Items 13-15, proposed OCP and zoning amendments for 402-438 East 3<sup>rd</sup> Street / 341-343 St. Davids Avenue.
- Veronica Dolenc, 509 East 7<sup>th</sup> Street, North Vancouver, spoke regarding Items 13-15, proposed OCP and zoning amendments for 402-438 East 3<sup>rd</sup> Street / 341-343 St. Davids Avenue.

## **CONSENT AGENDA**

Moved by Councillor Bell, seconded by Councillor McIlroy

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

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **BYLAWS – ADOPTION**

- \*3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8775" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8775" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

- \*4. "Housing Agreement Bylaw, 2020, No. 8776" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT "Housing Agreement Bylaw, 2020, No. 8776" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

## **END OF CONSENT AGENDA**

## **PRESENTATION**

City of North Vancouver Community Wildfire Protection Plan 2020 – Bruce Blackwell, Principal, B.A. Blackwell & Associates Ltd.

Bruce Blackwell, Principal, B.A. Blackwell & Associates Ltd., provided a PowerPoint presentation regarding the “City of North Vancouver Community Wildfire Protection Plan 2020” and he, the Parks and Greenways Planner and Assistant Fire Chief, Prevention, responded to questions of Council.

## **REPORT**

### 5. Community Wildfire Protection Plan – File: 12-5810-01-0001/2020

Report: Parks and Greenways Planner and Assistant Fire Chief, Prevention,  
November 4, 2020

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Parks and Greenways Planner and Assistant Fire Chief, Prevention, dated November 4, 2020, entitled “Community Wildfire Protection Plan”:

THAT the Community Wildfire Protection Plan be endorsed;

THAT staff be directed to pursue available external funding and resources to help implement the recommendations;

AND THAT funding for high priority actions be included for consideration in the City’s annual Financial Planning Process.

**CARRIED UNANIMOUSLY**

## **BYLAW – THIRD READING**

### 6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8700” (Bryan Lockhart / Black Kettle Brewing Inc., 720 Copping Street, CD-728)

Moved by Councillor Valente, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8700” (Bryan Lockhart / Black Kettle Brewing Inc., 720 Copping Street, CD-728) be given third reading.

**CARRIED UNANIMOUSLY**

## **MOTIONS**

7. Development Variance Permit No. PLN2020-00013 (366 East 3<sup>rd</sup> Street – Rooftop Antenna) – File: 08-3400-20-0029/1

Moved by Councillor Bell, seconded by Mayor Buchanan

THAT the applicant, Chad Marlatt, Cypress Land Services, come forward to respond to questions of Council.

**CARRIED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Back

THAT Development Variance Permit No. PLN2020-00013 (366 East 3<sup>rd</sup> Street) be issued to Magnolia House Holdings Ltd., Inc. No. BC1024751, in accordance with Section 490 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development Variance Permit No. PLN2020-00013.

**CARRIED UNANIMOUSLY**

8. Development Permit No. DPA2018-00005 (366 East 3<sup>rd</sup> Street – Rooftop Antenna) – File: 08-3400-20-0029/1

Moved by Councillor Girard, seconded by Councillor Back

THAT Development Permit No. DPA2018-00005 (366 East 3<sup>rd</sup> Street) be issued to Magnolia House Holdings Ltd., Inc. No. BC1024751, in accordance with Section 490 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development Permit No. DPA2018-00005.

**CARRIED UNANIMOUSLY**

## **REPORT**

9. Low Carbon Building Bylaw Amendments – File: 11-5280-14-0001/2020

Report: Chief Building Official and Manager, Environmental Sustainability,  
November 4, 2020

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Chief Building Official and the Manager, Environmental Sustainability, dated November 4, 2020, entitled “Low Carbon Building Bylaw Amendments”:

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code) be considered;

AND THAT the City’s Sustainable Development Guidelines be updated to reflect the new requirements.

**CARRIED UNANIMOUSLY**

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

10. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code) be given third reading.

**CARRIED UNANIMOUSLY**

Mayor Buchanan and Councillor Valente recused themselves at 7:19 pm, declaring a potential conflict of interest for Items 11 and 12, and Councillor Bell assumed the role of Chair.

## **REPORT**

11. Rezoning Application: 115 East 1<sup>st</sup> Street (Eggs Cana / Oana Nicoara)  
– File: 08-3400-20-0027/1

Report: Development Planner, November 4, 2020

Moved by Councillor Hu, seconded by Councillor McIlroy

PURSUANT to the report of the Development Planner, dated November 4, 2020, entitled “Rezoning Application: 115 East 1<sup>st</sup> Street (Eggs Cana / Oana Nicoara)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8808” (Eggs Cana / Oana Nicoara, 115 East 1<sup>st</sup> Street, CD-731) be considered and referred to a Public Hearing;

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

**CARRIED**  
(by members remaining)

Councillor Bell is recorded as voting contrary to the motion.

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

12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8808” (Eggs Cana / Oana Nicoara, 115 East 1<sup>st</sup> Street, CD-731)

Moved by Councillor Hu, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8808” (Eggs Cana / Oana Nicoara, 115 East 1<sup>st</sup> Street, CD-731) be given first and second readings.

**CARRIED**  
(by members remaining)

Councillor Bell is recorded as voting contrary to the motion.

Mayor Buchanan and Councillor Valente returned to the meeting at 7:27 pm.

## **REPORT**

13. Rezoning and Official Community Plan Amendment Application: 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue – File: 08-3400-20-0005/1

Report: Manager, Development Planning, November 4, 2020

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Manager, Development Planning, dated November 4, 2020, entitled “Rezoning and Official Community Plan Amendment Application: 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue”:

THAT “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8806” (Cascadia Green Development, 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue, Land Use Designation and Permitted Height Change) be considered and referred to a Public Hearing;

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8807” (Cascadia Green Development, 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue, CD-730 and “Moodyville Development Permit Area Guidelines” amendment) be considered and referred to a Public Hearing;

THAT the community benefits listed in the report section “Density Bonus and Community Benefits” be secured, including a 16-space child care facility, through agreements at the applicant’s expense and to the satisfaction of staff;

THAT the statutory requirements for “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8806”, as described in the “Statutory Review”, be considered;

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

**CARRIED**

Councillor Back and Councillor Bell are recorded as voting contrary to the motion.

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

14. “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8806” (Cascadia Green Development, 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue, Land Use Designation and Permitted Height Change)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8806” (Cascadia Green Development, 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue, Land Use Designation and Permitted Height Change) be given first and second readings.

**CARRIED**

Councillor Back and Councillor Bell are recorded as voting contrary to the motion.

15. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8807” (Cascadia Green Development, 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue, CD-730 and “Moodyville Development Permit Area Guidelines” amendment)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8807” (Cascadia Green Development, 402-438 East 3<sup>rd</sup> Street and 341-343 St. Davids Avenue, CD-730 and “Moodyville Development Permit Area Guidelines” amendment) be given first and second readings.

**CARRIED**

Councillor Back and Councillor Bell are recorded as voting contrary to the motion.

## **REPORT**

16. 2020–2029 Revised Financial Plan – File: 05-1715-20-0020/2020

Report: Director, Finance, November 4, 2020

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Director, Finance, dated November 4, 2020, entitled “2020–2029 Revised Financial Plan”:

THAT an increase of 0.4 Full-Time Equivalent position to the approved Community and Partner Engagement Department authorized complement be approved;

AND THAT “Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan) be considered.

**CARRIED UNANIMOUSLY**

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

17. “Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan) be given third reading.

**CARRIED UNANIMOUSLY**

## **COVID-19 UPDATE**

Mayor Buchanan provided comments regarding Dr. Bonnie Henry’s Public Health Order in place for November 7-23, 2020, highlighting the importance of minimizing in-person interactions, regular handwashing, wearing a mask when physical distancing from others cannot be maintained and postponing all non-essential travel within the Fraser Health and Vancouver Coastal Health regions. At the same time, the Mayor encourages everyone to spread kindness, saying “It is never too late to join the call. The actions of yesterday are not as important as the actions of today. We need everyone to be ‘all in’, together. Carry yourself with an abundance of hope, patience, and generosity.”

## **COUNCIL INQUIRIES / REPORTS**

18. Cascadia Green Development Permit Guidelines – File: 01-0220-01-0001/2020

Inquiry by Councillor Bell

Councillor Bell inquired of Mayor Buchanan regarding the Cascadia Green application and Development Permit Guidelines in general. He requested that staff provide clarification as to when a development permit is/is not required and referenced Item 13, pages 5 and 6 of the staff report.

Mayor Buchanan advised that staff will report back to Council.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

## **RECESS TO CLOSED MEETING**

Moved by Councillor Back, seconded by Councillor Bell

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

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed session, at 8:39 pm and reconvened at 9:26 pm.

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

19. Kings Mill Walk Park Master Plan Task Force – Appointments – File: 12-6240-20-0045/1

Report: Deputy Corporate Officer, November 4, 2020

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Deputy Corporate Officer, dated November 4, 2020, entitled “Kings Mill Walk Park Master Plan Task Force – Appointments”:

THAT the following 8 individuals be appointed to the Kings Mill Walk Park Master Plan Task Force, from this date until the term concludes on December 31, 2021:

- |                          |  |
|--------------------------|--|
| • Dolores Altin          | Park Planning / Landscape Architecture |
| • Ella Anderson          | Youth (12-18)                          |
| • Ella and Vicki Burrows | Young Child (under 12) with Parent     |
| • Keegan Casidy          | Habitat Restoration                    |
| • Michael Okun           | Senior                                 |
| • Laura van der Pas      | Community Member-at-Large              |
| • Rory Wimberley         | Youth (12-18)                          |
| • Nobutoshi Yoshimitsu   | Community Member-at-Large;             |

THAT the Terms of Reference be amended to increase the membership to up to 10 members, including a Child (intermediate age) with Parent and a representative of the Squamish Nation;

AND THAT the report of the Deputy Corporate Officer, dated November 4, 2020, entitled “Kings Mill Walk Park Master Plan Task Force – Appointments”, remain in the Closed session.

**CARRIED UNANIMOUSLY**

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

20. Land and Legal Matter – File: 06-2210-01-0001/2020

Report: City Solicitor, November 4, 2020

Moved by Councillor Hu, seconded by Councillor Valente

PURSUANT to the report of the City Solicitor, dated November 4, 2020, regarding a land and legal matter:

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

AND THAT the wording of the recommendation and the report of the City Solicitor, dated November 4, 2020, remain in the Closed session.

**CARRIED UNANIMOUSLY**

**ADJOURN**

Moved by Councillor Bell, seconded by Councillor Girard

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 9:27 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER



**Office of the Mayor**  
**CITY OF NORTH VANCOUVER**  
**BRITISH COLUMBIA**

## *Proclamation*

### **INTERNATIONAL DAY OF PERSONS WITH DISABILITIES**

- WHEREAS** the International Day of Persons with Disabilities has been commemorated since 1992 to promote action and raise awareness relating to the inclusion of persons with disabilities;
- WHEREAS** the theme for 2020, “Not all Disabilities are Visible”, promotes the understanding that many disabilities are not immediately apparent and reminds us of the importance of removing barriers for all people living with a disability, both visible and invisible;
- AND WHEREAS** the City of North Vancouver is committed to following best practices in ensuring our community is accessible, user-friendly and inclusive of all people’s needs in order to empower and create opportunities for all people living with a disability to enjoy and fully participate in society;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **December 3, 2020** as **INTERNATIONAL DAY OF PERSONS WITH DISABILITIES** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, November 23, 2020

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**Mayor Linda Buchanan**



**Office of the Mayor**  
**CITY OF NORTH VANCOUVER**  
**BRITISH COLUMBIA**

## *Proclamation*

### **NATIONAL DAY OF REMEMBRANCE AND ACTION ON VIOLENCE AGAINST WOMEN**

- WHEREAS** the National Day of Remembrance and Action on Violence Against Women in Canada was established in 1991 to mark the anniversary of the 1989 murder of 14 young women at l'Ecole Polytechnique de Montreal whose lives ended in an act of gender-based violence that shocked the nation;
- WHEREAS** the National Inquiry into Missing and Murdered Indigenous Women and Girls has highlighted multigenerational and intergenerational trauma and marginalization that has resulted in the diminished status of women and girls in society, leaving them vulnerable to violence;
- AND WHEREAS** the Strength and Remembrance Totem Pole, erected in the City on October 25, 2019, honours and remembers all missing and murdered women and girls, and all women who suffer as victims of violence, and offers a place for victims, their family and friends to find strength and comfort;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **December 6, 2020** as **NATIONAL DAY OF REMEMBRANCE AND ACTION ON VIOLENCE AGAINST WOMEN** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, November 23, 2020

*Linda C. Buchanan*

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**Mayor Linda Buchanan**

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

**BYLAW NO. 8797**

**Financial Plan for the Years 2020 to 2029**

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 **“Financial Plan for the Years 2020 to 2029 Bylaw, 2020, No. 8771, Amendment Bylaw, 2020, No. 8797” (Revised Financial Plan)**.
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2020, and ending December 31, 2029.

READ a first time on the 16<sup>th</sup> day of November, 2020.

READ a second time on the 16<sup>th</sup> day of November, 2020.

READ a third time on the 16<sup>th</sup> day of November, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CORPORATE OFFICER

**SCHEDULE "A" TO BYLAW NO. 8797  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2020 – 2029**

**(1) 2019 – 2028 Financial Plan (000's)**

<b>For the year ended December 31</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025-2029</b>
<b>Revenue</b>						
Property Value Tax						
General Property Tax	65,700	67,695	69,746	71,851	74,015	381,185
Levies (Storm and Eco)	3,530	3,994	4,147	4,305	4,470	24,753
Revenue from Fees and Services	36,616	38,177	40,290	42,785	45,608	263,910
Revenue from Other Sources	3,751	3,496	3,531	3,566	3,602	18,190
	<u>109,597</u>	<u>113,362</u>	<u>117,714</u>	<u>122,507</u>	<u>127,695</u>	<u>688,038</u>
Transfers						
Collections for Other Governments	56,071	57,192	58,336	59,503	60,693	309,535
Transfer from Reserves	72,751	112,587	55,951	52,158	124,417	155,558
Proceeds from Debt	0	90,000	0	0	0	0
External Contributions	19,148	6,892	4,921	17,200	2,855	7,618
Transfer from Capital Assets	15,700	16,014	16,334	16,661	16,994	86,670
	<u>163,670</u>	<u>282,685</u>	<u>135,542</u>	<u>145,522</u>	<u>204,959</u>	<u>559,381</u>
<b>Total Revenues</b>	<b>273,267</b>	<b>396,047</b>	<b>253,256</b>	<b>268,029</b>	<b>332,654</b>	<b>1,247,419</b>
<b>Expenditures</b>						
Operating Expenses						
General Government	20,742	21,335	21,868	22,415	22,975	117,745
Transportation and Transit	6,874	7,046	7,222	7,403	7,588	38,890
Health, Social Services, Housing	3,057	3,133	3,211	3,291	3,373	17,285
Development Services	6,143	6,297	6,454	6,615	6,780	34,750
Protective Services	28,519	29,232	29,963	30,712	31,480	161,335
Parks, Recreation and Culture	21,573	22,112	22,665	23,232	23,813	122,040
Water	10,516	14,712	15,904	17,501	18,402	104,057
Sewer	10,177	14,580	16,546	18,071	20,135	114,941
Solid Waste	3,856	3,354	3,448	3,545	3,645	19,827
	<u>111,457</u>	<u>121,801</u>	<u>127,281</u>	<u>132,785</u>	<u>138,191</u>	<u>730,870</u>
Capital Expenditures	83,934	202,134	53,393	61,705	25,861	126,641
Transfers						
Collections for Other Governments	56,071	57,192	58,336	59,503	60,693	309,535
Equity	9,191	9,085	9,312	9,545	9,784	50,145
Reserves	12,614	5,835	4,934	4,491	8,125	30,228
Repayment of Debt					90,000	
	<u>77,876</u>	<u>72,112</u>	<u>72,582</u>	<u>73,539</u>	<u>168,602</u>	<u>389,908</u>
<b>Total Expenses</b>	<b>273,267</b>	<b>396,047</b>	<b>253,256</b>	<b>268,029</b>	<b>332,654</b>	<b>1,247,419</b>

**SCHEDULE "A" TO BYLAW NO. 8797  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2020 – 2029**

**(2) Revenue Proportions by Funding Source**

(Excluding Transfers from Reserves and Collections for Other Agencies)

	(000's)									
	2020	%	2021	%	2022	%	2023	%	2024	%
Property Value Tax										
General Property Tax	65,700	60	67,695	60	69,746	59	71,851	59	74,015	58
Levies (Storm and Eco)	3,530	3	3,994	3	4,147	4	4,305	3	4,470	3
Revenue from Fees	36,616	34	38,177	34	40,290	34	42,785	35	45,608	36
Revenue from other Sources	3,751	3	3,496	3	3,531	3	3,566	3	3,602	3
Total Revenues	109,597	100	113,362	100	117,714	100	122,507	100	127,695	100

**Background:** Property Taxes are the City's major source of revenue. The City's reliance on property tax as a source of revenue has increased gradually over the past several years. This is partially due to the lack of access to other types of revenues. Where feasible, the City charges user fees for services, however this is not possible for many services. In preparing the 2018 Financial Plan, the City's goal has been to maintain the current percentage of revenue coming from property taxes; however the City continues to rely heavily on this source of revenue to fund a large portion of City services and infrastructure.

**Policy:** Under Council's direction, the City will continue to look for ways to reduce the overall percentage of revenue that comes from property tax, by pursuing alternate revenue sources, and remains committed to charging user fees for services where feasible.

**(3) Distribution of Property Taxes among the Property Classes**

Property Class and Description		Tax Allocation %	
		2017	2018
1	Residential	56.32%	56.60%
2	Utilities	0.95%	1.07%
4	Major Industry - Capped	6.97%	6.95%
4	Major Industry - Non capped	0.68%	0.67%
5	Light Industry	0.81%	0.89%
6	Business	34.24%	33.78%
8	Recreation/Non-Profit	0.03%	0.04%

**Background:** In 2008 City Council adopted a Long Term Property Tax Strategy which will shift taxes from the business and light industrial tax classes, to the residential tax class. The goal of this policy was to move the City's tax rates and tax rate multiples to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity.

Adjusting down the ratio of the business tax rate to the residential rate (i.e. the tax multiple) continues to be a challenge based on the continued extraordinary growth in the residential sector.

**Policy:** The City will continue to review the distribution of property tax among the various property classes and consider other measures as a gauge of success.

**SCHEDULE “A” TO BYLAW NO. 8797  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2020 – 2029**

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**(4) Use of Permissive Tax Exemptions**

**Background:** Council currently allows permissive tax exemptions to organizations within the City, based on eligibility criteria as defined under the Community Charter. This includes religious institutions, not for profit societies, service organizations and providers of social housing whose services and programs align with the City’s goals and objectives.

**Policy:** The City has adopted a policy along with a set of criteria which are based on linking taxation exemptions to desired community outcomes for the services provided. All existing permissive tax exemptions are reviewed each year and staff will continue to work with all organizations who receive a Permissive Tax Exemption to ensure that their services align with the goals and objectives of the City.

Council will continue to carefully consider the total amount of permissive exemptions granted each year, when reviewing the annual Property Tax Exemption bylaw, giving consideration to the equity of shifting the exempted tax burden to other property owners in the City.

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8810

### A Bylaw to amend “Construction Regulation Bylaw, 2003, No. 7390”

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

1. This Bylaw shall be known and cited for all purposes as “**Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810**” (Low Carbon Pathway Amendments Under the BC Energy Step Code).
2. “Construction Regulation Bylaw, 2003, No. 7390” is amended as follows:

- A. In Part 3 – Definitions, by adding the following definitions:

“Energy Step Code” means the incremental energy performance requirements defined in sections 9.36.6 and 10.2.3 of the Building Code.

“Low Carbon Energy Systems” means all mechanical systems in a Building that provide thermal conditioning and domestic hot water heating such that the modeled Greenhouse Gas Intensity for the floor area of conditioned space of the Building is no more than 3 kg CO<sub>2</sub>e/m<sup>2</sup>/year.

- B. By deleting Subsections 8.7.3. and 8.7.4. and replacing with the following:

8.7.3 Applications for a Building Permit for a Building that contains one or more uses contained in Table 1 and is required to comply with Part 3 of the Building Code shall:

- (a) be designed to meet or exceed the specified Energy Step Code requirements for the Step indicated in Table 1; and
- (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 1

Use	Energy Step Code Step
Schools other than colleges	Step 1
Libraries	Step 1
Colleges	Step 1
Recreation Centres	Step 1
Hospitals	Step 1
Care Centres	Step 1

Hotels and Motels	Step 3
Other Residential Occupancies	Step 3
Offices	Step 2
Other Business and Personal Service or Mercantile Occupancies	Step 2

8.7.4 Applications for a Building Permit for a building containing a residential Occupancy that is required to comply with Part 9 of the Building Code shall:

- (a) be designed to meet or exceed the specified Energy Step Code requirements for the Step indicated in Table 2; and
- (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 2

Energy System	Energy Step Code Step
Buildings equipped with Low Carbon Energy Systems	Step 3
Buildings not equipped with Low Carbon Energy Systems	Step 5

C. By deleting Subsections 8.7.5 and 8.8.4. in their entirety.

3. This Bylaw is to come into force and take effect on July 1, 2021.

READ a first time on the 16<sup>th</sup> day of November, 2020.

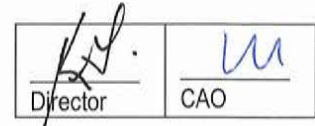
READ a second time on the 16<sup>th</sup> day of November, 2020.

READ a third time on the 16<sup>th</sup> day of November, 2020.

ADOPTED on the <> day of <>, 2020.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Karla Graham, Corporate Officer

Subject: 2021 SCHEDULE OF COUNCIL MEETINGS

Date: November 12, 2020 File No: 01-0550-01-0001/2020

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

**RECOMMENDATION**

PURSUANT to the report of the Corporate Officer, dated November 12, 2020, entitled "2021 Schedule of Council Meetings":

THAT Council endorse the 2021 Schedule of Council Meetings.

**ATTACHMENTS**

1. 2021 Schedule of Council Meetings (CityDoc No. 1987198)

**DISCUSSION**

The purpose of this report is to present Council with the Schedule of Council Meetings for the 2021 calendar year (Attachment 1) and request that the schedule be endorsed.

The Schedule of Council Meetings was prepared in accordance with "Council Procedure Bylaw, 2015, No. 8500".

**Summary of Council Meetings for 2020**

By the end of 2020, a total of 30 Regular Council Meetings will have been held. This includes 10 Public Hearings/Meetings and 1 Special Council Meeting, as at the date of this report.

## **Proposed 2021 Schedule of Council Meetings**

The proposed 2021 Schedule of Council Meetings includes 29 Regular Council meetings, with an average of 3 Regular Council meetings per month, except for spring break in March, the summer recess in August and the winter holiday recess during December and January.

The schedule also avoids conflicts with the annual Union of BC Municipalities (UBCM) and Federation of Canadian Municipalities (FCM) conventions. If any Council workshops are required, they will be scheduled separately.

In accordance with the provisions of the *Community Charter*, notice of the Regular Council Meeting Schedule must be posted and advertised at least once a year on or before January 1<sup>st</sup> in each year. Staff will publish notice following Council endorsement of the schedule.

## **FINANCIAL IMPLICATIONS**

Financial considerations are limited to administrative costs for posting, circulating and advertising the schedule.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

Providing the schedule of Council meetings prior to the start of the calendar year supports Council's priorities in the Strategic Plan to engage with the community to encourage a vibrant city and a city for the well-being of all its residents.

RESPECTFULLY SUBMITTED:



Karla Graham  
Corporate Officer




## 2021 SCHEDULE OF COUNCIL MEETINGS

Meetings commence at 6:00 pm in the Council Chamber (5:30 pm if held electronically)  
141 West 14<sup>th</sup> Street, North Vancouver, BC (unless otherwise indicated)

January	4	No Council Meeting	July	5	Regular Council Meeting
	11	Council Workshop (Closed)		12	Regular Council Meeting and Public Hearing
	18	Regular Council Meeting		19	Regular Council Meeting
	25	Regular Council Meeting and Public Hearing		26	No Council Meeting
February	1	Regular Council Meeting	August		No Council Meetings – Summer Recess
	8	Regular Council Meeting			
	15	No Council Meeting – Statutory Holiday			
	22	Regular Council Meeting and Public Hearing			
March	1	Regular Council Meeting	September	6	No Council Meeting – Statutory Holiday
	8	Regular Council Meeting		13	No Council Meeting – UBCM Annual Convention
	15	No Council Meeting – Spring Break		20	Regular Council Meeting
	22	No Council Meeting – Spring Break		27	Regular Council Meeting
	29	Regular Council Meeting and Public Hearing			
April	5	No Council Meeting – Statutory Holiday	October	4	Regular Council Meeting
	12	Regular Council Meeting		11	No Council Meeting – Statutory Holiday
	19	Regular Council Meeting		18	Regular Council Meeting
	26	Regular Council Meeting and Public Hearing		25	Regular Council Meeting and Public Hearing
May	3	No Council Meeting	November	1	Regular Council Meeting
	10	Regular Council Meeting		8	No Council Meeting (Remembrance Day – November 11)
	17	Regular Council Meeting		15	Regular Council Meeting
	24	No Council Meeting – Statutory Holiday		22	Regular Council Meeting and Public Hearing
	31	Regular Council Meeting and Public Hearing		29	No Council Meeting
June	7	No Council Meeting – FCM Conference	December	6	Regular Council Meeting
	14	Regular Council Meeting		13	Regular Council Meeting
	21	Regular Council Meeting and Public Hearing		20	No Council Meeting – Winter Recess
	28	No Council Meeting (Canada Day – July 1)		27	No Council Meeting – Winter Recess

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: REZONING APPLICATION: 200 WEST ESPLANADE (FIRST CAPITAL (200 WEST ESPLANADE) CORPORATION / RAFII ARCHITECTS INC., CD-729)

Date: October 14, 2020 File No: 08-3400-20-0004/1

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

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated October 14, 2020, entitled "Rezoning Application: 200 West Esplanade (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., CD-729)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798" (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729) be considered and referred to a Public Hearing;

THAT "Housing Agreement Bylaw, 2020, No. 8799" (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments) be considered and referred to a Public Hearing;

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

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

THAT the Mayor and City Clerk be authorized to sign the necessary documentation to give effect to this motion;

AND THAT the Mayor and City Clerk be authorized to sign the necessary documents to permit solar shades, which are permanently affixed to the proposed building, as an encroachment over City property.

## ATTACHMENTS:

1. Context Map (Doc# [1951605](#))
2. Architectural and Landscape Plans, dated October 9, 2020 (Doc# [1966861](#))
3. Advisory Design Panel Resolution, dated September 18, 2019 (Doc# [1829939](#))
4. Integrated Transportation Committee Resolution, dated September 4, 2019 (Doc# [1825988](#))
5. Developer's Information Session Summary (Doc# [1946890](#))
6. Zoning Bylaw Amendment Bylaw No. 8798 (Doc# [1839822](#))
7. Housing Agreement Bylaw No. 8799 (Doc# [1840021](#))

## PROJECT DESCRIPTION

The application proposes to rezone 200 West Esplanade to permit the development of a new nine-storey mixed-use building with commercial retail units at grade and market rental units above. A total FSR of 3.6 is proposed, which includes bonus density of 1.0 FSR, achieved through the provision of Market Rental and Mid-Market Rental Units, to be secured through a Housing Agreement. A total of 75 rental units are proposed, 8 of which would be provided as Mid-Market Units for the life of the building. The breakdown of units by type is as follows:

- |              |          |  |
|--------------|----------|--|
| ▪ Studio:    | 23 units | (39.7 to 48.8 sq. m. / 427 to 525 sq. ft.)   |
| ▪ 1-bedroom: | 28 units | (49.1 to 64.2 sq. m. / 529 to 691 sq. ft.)   |
| ▪ 2-bedroom: | 16 units | (74.2 to 86.8 sq. m. / 799 to 934 sq. ft.)   |
| ▪ 3-bedroom: | 8 units  | (102 to 104.8 sq. m. / 1098 to 1128 sq. ft.) |

In accordance with the Zoning Bylaw, 25% of the units will be designed to meet Adaptable Dwelling Unit Level 2 standards and the remaining units will be designed to meet Level 1 standards.

The proposal includes both indoor and outdoor amenity areas at Level 2. The indoor amenity area includes a gym and a separate lounge area. The outdoor amenity space is accessed directly through the lounge and includes planter beds, a play area, a gazebo and a tool shed. Washer and dryer units are provided in each suite. Storage lockers are provided on Level 0.

Commercial units are proposed along the ground floor (level 0) of the West Esplanade frontage as well as one commercial unit on level 1, accessed from Chesterfield, for a total of 813 square metres. This equates to an FSR of approximately 0.5.

The subject site is approximately 310 metres (a 2-4 minutes walking trip) to the SeaBus terminal. A parking reduction of 18 stalls is proposed. The required and proposed parking is summarized below.

#### Vehicle Parking Summary:

- Residential (75 rental units):
  - Bylaw Standard: 45 spaces, including 5 visitor spaces
  - Proposed: 22 spaces, including 2 visitor spaces.
- Commercial:
  - Bylaw Standard: 11 spaces
  - Proposed: 8 spaces
- Two car-share parking spaces are proposed which would be accessible to the public as well as all tenants.

The two proposed car share spaces may be considered equivalent to four parking spaces each, as per the Zoning Bylaw Alternative Parking Provision. Total proposed parking is equivalent to 38 parking spaces.

The building features well-designed, secure bicycle parking facilities for both the residential and commercial uses. Residential secure bike spaces are proposed as individual, opaque lockers for improved security. Access to the secure bike parking is provided from the front of the building with a doorway next to the commercial units on West Esplanade rather than through the vehicle parking area.

The proposal includes the installation of a new protected bike lane along the north side of West Esplanade for the full block to Semisch Avenue. Protected bike lanes would also be provided adjacent to the site on both sides of Chesterfield. The design of the bike lane and other street design elements on Esplanade would be determined through the Esplanade Complete Street project.

The requested zone change and variances to the Zoning Bylaw to permit the proposed development are identified in Table #1.

**Table #1.** Requested Variances from base zone (C-1A)

	Base Zone Requirements	Proposal
Zoning	C-1A Zone	CD-729
Permitted Uses	Residential and commercial uses	Residential and commercial uses
Maximum Density	2.6 Floor Space Ratio (FSR)	3.6 Floor Space Ratio (FSR)
Maximum Height	24.4 metres (80 feet)	23 metres (75.5 feet) (OCP maximum)
Setbacks	Front: 0 m/ft. Exterior Side: 0 m/ft. Rear: 3-6 m / 10-20 ft. Interior Side: 0 m/ft.	Front: 0.31 m (1 ft.) Exterior Side: 0 m/ft. Rear: 0 m/ft. Interior Side: 0 m/ft.
Lot Coverage	Maximum 90 percent	94 percent
Minimum Parking	56 spaces	38 spaces

## POLICY FRAMEWORK

The subject site is designated Mixed Use Level 4A (High Density) in the Official Community Plan (OCP). This designation allows for a mix of commercial and residential uses with a maximum density of 3.6 FSR (including 1.0 bonus FSR). A maximum height of 23 metres (75.4 feet) is permitted, in accordance with OCP Schedule A Land Use map.

<b>Official Community Plan</b>	
<b>Policy 1.1.2</b> <i>Align growth with the development of community amenities and infrastructure</i>	Intensification of the site supports the use of existing amenities, including transit, Spirit Trail, Shipyards and Waterfront Park.
<b>Policy 1.1.5</b> <i>Provide space for commercial uses in mixed-use developments to support employment and economic development;</i>	The proposal includes 813 square metres (.5 FSR) of commercial floor area, currently shown as five separate commercial units.
<b>Policy 1.3.1</b> <i>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</i>	The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre.
<b>Policy 1.3.5</b> <i>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</i>	The proposal includes high-quality materials and design along the two street frontages. Landscaping, a public plaza and public art will contribute to a high-quality and engaging public realm.
<b>Policy 1.3.6</b> <i>Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner</i>	Design and materials are consistent with those found in the local context. Landscaping utilizes native plant species.
<b>Policy 1.3.8</b> <i>Ensure that developments along commercial streets contribute to the active and pedestrian-friendly character of the area</i>	The proposed streetscape elements of this project will enhance the public realm along West Esplanade and Chesterfield with new street trees and benches in the right of way and a new plaza, landscaping and public art within the site.
<b>Policy 1.3.10</b> <i>Encourage active, healthy lifestyles and the opportunity for more social connections through planning and active design principles that encourage physical activity and contribute to enhanced walkability and active streets, sidewalks and public spaces.</i>	The high-quality secure bike storage with access directly to West Esplanade will help to make cycling a more appealing mode of transportation for residents and employees. The pedestrian environment adjacent to the site will see improvements which will help to encourage walking.
<b>Policy 1.4.1</b> <i>Consider the needs of households with children in the design of multi-family developments;</i>	An outdoor play area is provided and is incorporated into an overall outdoor amenity area plan that allows for multiple uses and activities within the same space.
<b>Policy 1.4.4</b> <i>Incorporate active-design principles in new development that encourage physical</i>	The residential lobby design makes use of a highly visible open stairway, with elevators not directly visible from the main entry. This encourages active circulation and social interactions between

<i>movement and social interaction thereby contributing to a healthier community;</i>	residents. Planter beds for gardening and a communal gym also encourage social interaction.
<b>Policy 1.5.1</b> <i>Provide opportunities for a range of housing densities, diversified in type, size and location</i>	The project will provide 75 new rental units with a range of unit types and sizes, from 427 to 1128 sq. ft. A third of the units will have two or more bedrooms.
<b>Policy 1.5.4</b> <i>Prioritize the development and revitalization of affordable rental housing and use density bonusing and density transfers to incentivize the retention, renewal and/or replacement of rental units as a public benefit;</i>	The proposed 75 rental units, including 8 mid-market units, will be secured for the life of the building as a public benefit.
<b>Policy 1.5.6</b> <i>Ensure a sufficient number of new apartment building provide accessible units and that these accessible units are represented across various unit sizes;</i>	The proposal includes 25% of units as Adaptable Level 2, the distribution of which will reflect the overall unit-mix, and the remaining units will be Adaptable Level 1.
<b>Policy 2.1.1</b> <i>Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;</i>	The project includes a new protected bike lane along the north site of West Esplanade from Chesterfield Avenue to Semisch Avenue.
<b>Policy 2.1.3</b> <i>Invest in public realm improvements and locate public art in public places, trails and greenways to enhance the character of the walking and cycling environment;</i>	The project includes a small art installation and public plaza at the corner of Chesterfield Avenue and West Esplanade.
<b>Policy 2.2.2</b> <i>Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures (e.g. providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments in close proximity to transit, on-street pay parking, electric vehicle charging stations, and parking spaces for car-share, carpool and low-emission vehicles);</i>	The project includes several transportation demand management elements including two car share vehicles, secure bike parking, reduced vehicle parking, and improvements to the pedestrian realm.
<b>Policy 3.4.2</b> <i>Consider the potential for food production on public and private land including rooftops, community gardens, micro gardens, composting, urban farming, orchards, beehives and edible landscaping on residential boulevards, park land and rights-of-way;</i>	The project includes garden planters for tenants' use within the outdoor amenity area.
<b>Policy 3.5.1</b> <i>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;</i>	25% of units will be designed to meet Level 2 Adaptable Design requirements, the remaining units will be designed to meet Level 1 requirements. This will help to reduce costs associated with making the units accessible for tenants should they have or develop a need for such supports.
<b>Policy 4.2.6</b>	The existing site provides no permeable surface area. The proposed development will result in a net

<i>Increase the ratio of productive, permeable green space to hard impermeable surface areas as redevelopment occurs;</i>	increase of green, permeable area through the use of a green roof located above the podium.
Policy 6.1.4 <i>Incorporate public art that relates to the City's natural, social and built environment into both public and private sector development and projects through the City's Public Art Program;</i>	The proposal includes a small public art installation at the corner of West Esplanade and Chesterfield Avenue.
Policy 7.1.2 <i>Seek a strong balance of employment to resident labour force as generating more jobs close to home makes for shorter average commutes;</i>	The project includes five commercial units, which will support employment for the local labour force.
<b>Housing Action Plan</b>	
Action #3: <i>Mid-Market Rental Units</i>	The project will provide 8 mid-market units, to be secured for the life of the building.
Action #4 <i>Family-Friendly Housing</i>	The project includes 8 three-bedroom units.
Action #9 <i>Zero Parking Residential Building</i>	A parking ratio of .3 spaces per unit is proposed for the residential use. While this is not a complete reduction, it will allow for monitoring of parking utilization to evaluate the potential of this and similar sites to enable and encourage car-free living.
<b>Sustainable Development Guidelines</b>	
<b>Natural Systems</b> <i>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</i>	The proposal includes a green roof above the podium and landscaping and garden beds in the outdoor amenity area. The planting plan includes a number of native species.
<b>Physical Structures/Infrastructure:</b> <i>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.</i>	The project will use high-performance and environmentally-friendly building materials and will achieve Step 3 of the Step Code. Energy Star and water-efficient appliances will be installed in the dwelling units. 100% of vehicle stalls will be EV ready.
<b>Local Economy:</b> <i>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</i>	The project provides new small-scale commercial units.

greater opportunities for personal fulfillment and overall quality of life.	
<b>Human Potential:</b> <i>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.</i>	The development provides Market Rental and Mid-Market Rental housing at a range of unit types and sizes.
<b>Social Connections:</b> <i>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.</i>	The project includes both indoor and outdoor amenity areas that are well-programmed with multiple opportunities for activities.
<b>Cultural Diversity:</b> <i>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.</i>	The proposed design includes various informal gathering spaces for tenants and in the public realm, provides streetscape improvements and public art.
<b>Active Design Guidelines</b>	
Primary and Secondary Stairs	The project includes primary and secondary stairs that are located and designed to encourage active circulation throughout the building.
Indoor Amenity	The indoor amenity areas include a gym and separate lounge area that is directly connected to the outdoor amenity area.
Outdoor Recreation and Gardens	The outdoor amenity area is designed to allow various activities, with a children's play area, gardening beds and outdoor seating.
Enhanced bicycle facilities	Bike facilities in the building include a bicycle pump/repair stand and tools. Automatic door openers and design of bicycle access from the street enhance the ease of access to bicycle parking for residents and employees.

## PLANNING ANALYSIS

### Site Context and Surrounding Use

The site is located on the northwest corner of the intersection at West Esplanade and Chesterfield, on the site of the former Empire Theatres cinema. It is located on both transit and bike routes and is approximately 300 metres from the SeaBus Terminal. Buildings near the site are primarily commercial and mixed-use on West Esplanade and West 1<sup>st</sup> Street, with more residential buildings on Chesterfield north of West 1<sup>st</sup> Street.

The buildings and uses immediately surrounding the subject site are outlined in Table #3.

**Table #3. Surrounding Uses**

Direction	Address	Description	Zoning	OCP Land Use Designation / Height Maximum
North – across lane	201 West 1 <sup>st</sup> Street / 83 Chesterfield Avenue	5-storey rental apartment with retail at grade	CD-589	Mixed-Use Level 4A (High Density) / 6 Storeys
North – across lane	211-219 West 1 <sup>st</sup> Street	5-storey rental apartment with retail at grade	CD-382	Mixed-Use Level 4A (High Density) / 6 Storeys
South – across West Esplanade	211 West Esplanade	6-storey commercial building	CD-024	Mixed-Use Level 4A (High Density) / 23 metres
East – across Chesterfield Avenue	180 West Esplanade / 88 Chesterfield Avenue	2-storey commercial building	CD-549	Mixed-Use Level 4A (High Density) / 40 metres
West	214-236 West Esplanade / 60 Semisch Avenue	6-storey commercial building	Service Industrial (M-1) / Land Use Contract	Mixed-Use Level 4A (High Density) / 23 metres

The site is located at a significant intersection in terms of active transportation infrastructure and traffic. The proposed improvements to West Esplanade in particular must be considered in the context of overall plans for Esplanade. According to the proposed timeline for the Esplanade Complete Street project, the overall design for the street will be ready for implementation ahead of the likely construction period for 200 West Esplanade. Off-site improvements that are to be provided in connection with the proposal for 200 West Esplanade will be designed and constructed in accordance with the outcomes of the Complete Street project.

### Use

The proposal would replace an existing commercial building with new commercial units and 75 rental units. Rental housing provides a form of affordable housing at the middle and higher ends of the affordability spectrum. Because there is no rental housing currently on the site, the applicant is not required to provide the residential units as rental, however, they have opted to provide market rental and mid-market rental units to achieve the allowable 1.0 FSR bonus density for the site.

The proposed amount of commercial area for the project provides an activated street frontage along Chesterfield Avenue and West Esplanade. Standard zoning requirements for the C-1A Zone would result in a greater portion of the building being commercial due to residential uses being permitted only above the second storey, however, site constraints resulting from a significant slope and the need for enclosed on-site parking presents some challenges in achieving two levels of commercial use.

The site is well-suited for rental dwelling units and a reduction in the number of dwelling units to support above-grade commercial is not recommended.

### *Intensity*

The OCP permits the proposed density of 3.6 FSR, and the proposed height of 23 metres. The site is well-suited to accommodate rental dwelling units due to the number of amenities, services, and commercial uses nearby, including Waterfront Park and the John Braithwaite Community Centre, multiple transit routes, and essential destinations such as multiple grocery stores and pharmacies.

The project achieves several goals of the Housing Action Plan. It is meeting requirements for a minimum of 10 percent of units to be provided as mid-market units in perpetuity, as well as a minimum of 10 percent of units to have three or more bedrooms. Action 9 of the Housing Action Plan has also been considered for this project. This action calls for a project with zero residential parking on a site within 400 metres of the SeaBus terminal, and includes two sub-actions:

- a. Encourage and support a new residential building within a 400-metre radius of the SeaBus Terminal to provide zero parking spaces as an innovative pilot project; and,*
- b. Monitor parking utilization rates and evaluate if additional Zero Parking Residential Buildings are supportable within a 400-metre radius of the SeaBus Terminal.*

The combination of car share vehicles, convenient and secure bike storage, high-quality transit and active transportation infrastructure results in multiple mode options for tenants and supports tenants' ability to forego car-ownership. This has positive impacts on traffic in the region and can also result in significant savings on household transportation costs. Improvements to cycling facilities on Chesterfield and West Esplanade will also help to make cycling trips more attractive. Direct access to bicycle parking that is separate from vehicle parking areas makes cycling more appealing for residents and employees of the commercial units.

The proposed building will achieve Step 3 of the Step Code. Solar shades have been proposed to help reduce the need for air conditioning. The solar shades on the east side are shown projecting over the east property line and require permission to encroach over City property (see last clause in the recommendation). A green roof is proposed above the podium level of the building to help with storm water management for the site. The outdoor amenity area also includes trees and planters, which will also serve to retain storm water.

### *Form*

The proposed form is consistent with the character of the neighbourhood, having a podium and tower form that is consistent with zoning requirements for building dimensions with the exception of lot coverage at the lower floor levels which is

exceeded partly due to the provision of a canopy over the public plaza. The proposed height is similar to the existing zoning requirement (74.4 ft.) and complies with the OCP. The building is harmonious with the transition from taller developments directly across Chesterfield to the east, and lower developments to the west. It has an engaging frontage along West Esplanade that includes a pedestrian plaza area with a future public art installation.

## DENSITY BONUS AND COMMUNITY BENEFITS

The project proposes market rental units, to be secured by covenant, as per the Density Bonus and Community Benefits Policy. If the project did not include rental units, but strata instead, the following density bonus contribution calculation would apply.

**Table 4.** *Estimated Value of Community Benefits through Density Bonusing*

Density Value Calculation	Value
Density Bonus to Max Density OCP Density (898.8 square feet @ \$25 / sq. ft.)	\$22,470
Density Bonus to Max Bonus OCP Density (17,984 square feet @ \$190 / sq. ft.)	\$3,416,960
<b>Total Value of Community Benefits</b>	<b>\$3,439,430</b>

In addition to the Market Rental and Mid-Market Rental Units to be provided, the following items are to be completed with the project:

- Design and construction of a bike lane facility and sidewalk, including street lighting and landscaping from the development site to Semisch Avenue.
- Design and construction of Chesterfield Avenue (east side) from West Esplanade to the lane north including separated bicycle lanes, a left turn lane at West Esplanade, and all necessary transitions.
- Upgrade the traffic signal at West Esplanade and Chesterfield Avenue as required to accommodate the development and redesigned roadways.
- Full depth reconstruction of the north half of the lane north of West Esplanade adjacent to the development site.
- Design and construction of concrete pedestrian lane crossing (north half) including curb letdowns.
- A public art installation, with a value of \$25,000, and public right of way over the plaza will also be provided with the development.

## COMMUNITY CONSULTATION

A Developer's Information Session was held on September 19, 2019 and was attended by 23 people. A total of 10 comment forms were submitted and four emails were received; one indicated support for the project, seven provided conditional support and

six were opposed. The main concerns for the project design were regarding the height and traffic. A summary of the public consultation, as prepared by the applicant, is available in Attachment #5. Given that there were several concerns raised, staff are recommending that a Public Hearing be held.

### **ADVISORY BODY INPUT**

On September 18, 2019, the Advisory Design Panel reviewed and approved the proposal with several recommendations that included improvements to the street and lane frontages, energy efficiency and functional elements of the building interior. Most of the recommendations were incorporated into the revised drawings with the exception of the recommendation to consider achieving Step 4 of the Step Code. The applicant has proposed Step 3, which is considered acceptable by Staff, in accordance with minimum policy requirements.

### **INTEGRATED TRANSPORTATION COMMITTEE**

On September 4, 2019, the Integrated Transportation Committee reviewed and approved the application with the condition that transportation demand management measures be incorporated into the project. In response to this condition, individual secure bike parking has been proposed, and two car share vehicles and parking spaces are to be provided.

### **CONCLUSION**

This proposal represents good planning principles and is in line with the Official Community Plan. The subject site's proximity to existing amenities, commercial areas, and transit and active transportation facilities make it an appropriate site for the proposed new 75 rental units and commercial retail units. The Housing Action Plan encourages consideration of a zero-parking development, and although some parking is proposed, the project will be a helpful example of a low-parking development that can be assessed to evaluate the potential for success for reducing parking developments in this and other areas with high-quality transportation alternatives.

RESPECTFULLY SUBMITTED:



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Emily Macdonald  
Planner 1

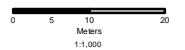


City of North Vancouver

## Context Map

## Legend

-  Subject Site
-  Legal\_Parcels
- Aerial 2019**



## 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.

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**city**  
of north  
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Drawing Issue Date

Revision Schedule

Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
6	2020-10-09	RESUBMITTED FOR FIRST READING

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Client  
 **CRESSEY**  
(ESPLANADE)  
DEVELOPMENT LLP

Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**COVER**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
Drawn By:	A000
Author	
File name:	Rev:

						EXCLUSIONS																															
FLOOR	FLR TO FLR	FLR TO FLR	# OF UNITS	# OF AD UNITS	RETAIL		GROSS AREA		ADAPT. EXCL. (20sf/ UNIT)		BONUS FOR HRV		WALLS		LOBBY		OPEN STAIRS		PARKING + UNDG. CIRCULATION		AMENITY		RES. STORAGE		BIKE STORAGE		SERVICE / STRATA		EXCLUSION SUB TOTAL		NET AREA (GROSS - EXCL.)		CORRIDORS & CIRCULATIONS		RENTABLE AREA		EFFICIENCY
	mm	ft					SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF	SQM	SQF			
LEVEL 0	3750	12.3			751.31	8,087.03	1,418.97	15,273.67											191.11	2,057.09			92.54	996.09	187.56	2,018.88	196.45	2,114.57	649.54	6,991.59	769.43	8,282.08	0.00	0.00	1,227.86	13,216.58	-
LEVEL 1	3400	11.2			61.32	660.04	1,363.65	14,678.21							80.66	868.22	12.90	138.85	1,017.21	10,949.16							44.50	478.99	1,155.27	12,435.22	208.38	2,242.98	147.06	1,582.94	1,216.59	13,095.27	-
LEVEL 2	2790	9.2	15	4			1,062.53	11,436.98	7.43	80	20.90	225.00	17.75	191.06			21.86	235.30			143.10	1,540.32							211.05	2,271.67	851.48	9,165.30	134.63	1,449.15	927.90	9,987.83	87.33%
LEVEL 3	2790	9.2	15	4			945.15	10,173.51	7.43	80	20.90	225.00	17.75	191.06															46.09	496.06	899.06	9,677.45	148.71	1,600.70	796.44	8,572.81	84.27%
LEVEL 4	2790	9.2	9	2			687.84	7,403.85	3.72	40	12.54	135.00	15.51	166.95															31.77	341.95	656.07	7,061.90	84.64	911.06	603.20	6,492.79	87.69%
LEVEL 5	2790	9.2	9	2			687.84	7,403.85	3.72	40	12.54	135.00	15.51	166.95															31.77	341.95	656.07	7,061.90	84.64	911.06	603.20	6,492.79	87.69%
LEVEL 6	2790	9.2	9	2			687.84	7,403.85	3.72	40	12.54	135.00	15.51	166.95															31.77	341.95	656.07	7,061.90	84.64	911.06	603.20	6,492.79	87.69%
LEVEL 7	2790	9.2	9	2			687.84	7,403.85	3.72	40	12.54	135.00	15.51	166.95															31.77	341.95	656.07	7,061.90	84.64	911.06	603.20	6,492.79	87.69%
LEVEL 8	2790	9.2	9	3			687.84	7,403.85	5.57	60	12.54	135.00	15.51	166.95															33.63	361.95	654.21	7,041.90	84.64	911.06	603.20	6,492.79	87.69%
LEVEL 9 (ROOF)	2850	9.4					58.57	630.44																			50.96	548.53	50.96	548.53	7.61	81.91	7.61	81.91	-50.96	-548.53	-
TOTAL			75.0	19.0	812.63	8,747.08	8,288.07	89,212.04	35.30	380.00	104.52	1,125.00	113.05	1,216.86	80.66	868.22	34.76	374.15	1,208.32	13,006.25	143.10	1,540.32			187.56	2,018.88	291.91	3,142.09	2,273.60	24,472.82	6,014.47	64,739.23	861.21	9,269.99	4,740.34	51,024.60	87.03%

2.6 FSR+ 1.00 BONUS = 3.60 FSR = 6014.84 m<sup>2</sup> (64,745 SF)      6014.84 - 6014.47 = 0.37 m<sup>2</sup> (4 SF)

CURRENT = 3.60 FSR = 6014.47 m2 (64,740 SF)

**LEGAL DESCRIPTION:** LOT E OF BLOCK 163  
DISTRICT LOT 271  
PLAN 22317  
P.I.D 014-375-168

**CIVIL ADDRESS:** 200 WEST ESPLANADE, NORTH VANCOUVER, B.C. V7L 1C6

**RES. GARBAGE**    MAXIMUM EXCLUDED = # OF UNITS x 0.486 + 11  
= 75 x 0.486 + 11  
= 36.45 + 11  
= 47.45 m<sup>2</sup>

PROPOSED = 44.50 m<sup>2</sup>

STORAGE ROOMS		
L0 - CRU	STORAGE ROOM	47.09 m²
L0 - CRU	STORAGE ROOM	45.54 m²

**CRU GARBAGE**      MAXIMUM EXCLUDED = TOTAL CRU AREA x 0.023  
                               = 812.63 x 0.023  
                               = 18.69 m<sup>2</sup>

PROPOSED = 36.81 - 18.69 = 18.12 m<sup>2</sup>

**AMENITY AREA**      MAXIMUM 5% TOTAL GFA (407.02 m<sup>2</sup>)  
 PROPOSED = 1.7% TOTAL GFA (138.39 m<sup>2</sup>)

**LOBBY + STORAGE**      MAXIMUM = GREATER OF 0.1 FSR OR 10% TOTAL GFA

0.1 FSR = 167.08 m<sup>2</sup>  
10% GFA = 818.42 m<sup>2</sup>

PROPOSED LOBBY :      80.66 m<sup>2</sup>  
PROPOSED STORAGE : 92.63 m<sup>2</sup>

---

173.29 m<sup>2</sup> (2.11% TOTAL GFA)

## UNIT MATRIX

LEVEL	L2	L3	L4	L5	L6	L7	L8	TOTAL
STUDIO	9	8	1	1	1	1	2	23
1 BED	3	4	3	3	3	3	3	22
1 BED + DEN	1	1	1	1	1	1	0	6
2 BED	1	1	2	2	2	2	2	12
2 BED + DEN	0	0	1	1	1	1	0	4
3 BED	-	-	-	-	-	-	-	0
3 BED + DEN	1	1	1	1	1	1	2	8 (10.6%)
TOTAL	15	15	9	9	9	9	9	75

## LEVEL 2 ACCESSIBLE UNITS

UNIT TYPE	UNIT COUNT	ACCESSIBLE	TOTAL	ACCESSIBLE %
STUDIO	20	3	23	
1 BED	15	7	22	
1 BED + DEN	4	2	6	
2 BED	12	-	12	
2 BED + DEN	4	-	4	
3 BED	-	-	0	
3 BED + DEN	1	7	8	
TOTAL	56	19	75	25%

REQUIRED 25% = 19 UNITS

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**Drawing Issue Date**

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6	2020-10-09	RESUBMITTED FOR FIRST READING

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VANCOUVER BC  
V6Z 2L9 CANADA



Project  
200 West  
Esplanade, NORTH  
VANCOUVER, B.C.

Drawing Title

# SUMMARY STATISTICS

Date: Issue Date	Project No. 18-60
Scale	Drawing No.  <b>A001</b>
Drawn By: Author	
File name:	Rev:



BUILDING LEVELS	
L0 COMMERCIAL	8.05 m
L1 LOBBY/ PARKING	11.80 m
LEVEL 2	15.20 m
LEVEL 3	17.99 m
LEVEL 4	20.78 m
LEVEL 5	23.57 m
LEVEL 6	26.36 m
LEVEL 7	29.15 m
LEVEL 8	31.94 m
LEVEL 9/ ROOF	34.73 m

TOTAL BIKE LOCKERS			
	H	V	TOTAL
ROOM #1	16	4	20
ROOM #2	21	3	24
ROOM #3	7	17	24
ROOM #4	21	3	24
ROOM #5	9	13	22
END OF TRIP BIKE ROOM	4	0	4
	78	40	118
40V/118 = 33.9%			

COMMERCIAL PARKING COUNT					
LEVEL 1	VIS.	R	SC	HC	TOTAL
	0	6	2	0	8

RESIDENTIAL PARKING COUNT						
	VIS.	R	SC	HC	CAR SHARE	TOTAL
LEVEL 1	2	15	3	2	2 (8)	30

MECHANICAL ROOM	
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L0 - CRU	SERVICE/STRATA	61.95 m²
----------	----------------	----------

ELECTRICAL ROOM	
-----------------	--

L0 - CRU	SERVICE/STRATA	91.48 m²
----------	----------------	----------

GARBAGE/RECYCLING		
Level	Name	Area

L1 - LOBBY	RES. GARBAGE	44.89 m²
L0 - CRU	CRU GARBAGE	36.81 m²

GROSS FLOOR AREAS		
Level	Area	Comments

L0 - CRU	1,419.07 m²	
L1 - LOBBY	1,363.88 m²	
Level 2	1,062.21 m²	
Level 3	944.78 m²	
Level 4	687.84 m²	
Level 5	687.84 m²	
Level 6	687.84 m²	
Level 7	687.84 m²	
Level 8	687.31 m²	
L9 ROOF	58.58 m²	
Grand total	8,287.19 m²	

UNIT AREAS - LEVEL 2				
Level	Number	Name	Comments	Area
Level 2	209	UNIT D1	2 BDRM	74.18 m²
Level 2	210	UNIT B2	1 BDRM (AD)	55.20 m²
Level 2	211	UNIT F1	3 BDRM + DEN (AD)	104.83 m²
Level 2	212	UNIT B1	1 BDRM	49.15 m²
Level 2	213	UNIT B1	1 BDRM	49.15 m²
Level 2	214	UNIT A2	STUDIO (AD)	45.40 m²
Level 2	215	UNIT A1	STUDIO	39.73 m²
Level 2	216	UNIT A1	STUDIO	39.73 m²
Level 2	217	UNIT A1	STUDIO	39.73 m²
Level 2	218	UNIT A1	STUDIO	39.73 m²
Level 2	219	UNIT A1	STUDIO	43.29 m²
Level 2	220	UNIT C1	1 BDRM + DEN (AD)	63.33 m²
Level 2	221	UNIT A1	STUDIO	39.73 m²
Level 2	222	UNIT A1	STUDIO	39.73 m²
Level 2	223	UNIT A1*	STUDIO	39.73 m²

UNIT AREAS - LEVEL 3				
Level	Number	Name	Comments	Area
Level 3	304	UNIT D1*	2 BDRM	85.51 m²
Level 3	305	UNIT B2	1 BDRM (AD)	55.20 m²
Level 3	306	UNIT F1	3 BDRM + DEN (AD)	104.83 m²
Level 3	307	UNIT B1	1 BDRM	49.15 m²
Level 3	308	UNIT B1	1 BDRM	49.15 m²
Level 3	309	UNIT A2	STUDIO (AD)	45.39 m²
Level 3	310	UNIT A1	STUDIO	39.73 m²
Level 3	311	UNIT A1	STUDIO	39.73 m²
Level 3	312	UNIT A1	STUDIO	39.73 m²
Level 3	313	UNIT A1	STUDIO	39.73 m²
Level 3	314	UNIT A1	STUDIO	43.29 m²
Level 3	315	UNIT C1	1 BDRM + DEN (AD)	63.33 m²
Level 3	316	UNIT A1	STUDIO	39.73 m²
Level 3	317	UNIT A1	STUDIO	39.73 m²
Level 3	318	UNIT B3	1 BDRM	61.73 m²

ARCH DRAWING LIST	
Sheet Number	Sheet Name

A000	COVER
A001	SUMMARY STATISTICS
A002	PROJECT DATA
A003	SPACE PLANNING GROSS BLDG AREA L1, L2, L3, L4
A004	SPACE PLANNING GROSS BLDG AREA L4 - L8, L9 ROOF
A005	LEVEL 0 - CRU (FSR AREA)
A006	LEVEL 1 - LOBBY / PARKING (FSR AREA)
A007	LEVEL 2 FLOOR PLAN (FSR AREA)
A008	LEVEL 3 FLOOR PLAN (FSR AREAS)
A009	LEVEL 4 - 8 & L9 ROOF (FSR AREAS)
A100	SITE PLAN
A100-LC	LOT COVERAGE OVERLAY
A101	L0 COMMERCIAL GRADE LEVEL
A102	L1 PARKING & RESIDENTIAL LOBBY
A103	L2 RESIDENTIAL FLOOR LEVEL
A104	L3 PODIUM FLOOR
A105	L4 TOWER LEVEL
A106	L5 TYPICAL TOWER FLOOR + L8 PH
A107	L9 ROOF & TOP ROOF PLAN
A301	SOUTH ELEVATION
A302	EAST ELEVATION
A303	NORTH ELEVATION
A304	WEST ELEVATION
A401	SECTION AA
A402	SECTION BB
A403	SECTION CC
A404	SECTION DD
A501	UNIT PLANS A1, A2, A3, A4, B1, B2, C1
A502	UNIT PLANS C2, D1, D2, E1
A503	UNIT PLANS F1, F2
A504	UNIT PLANS A1*, A1**, B3, D1*

UNIT AREAS - LEVEL 4				
Level	Number	Name	Comments	Area
Level 4	403	UNIT D1	2 BDRM	74.19 m²
Level 4	404	UNIT B2	1 BDRM (AD)	55.20 m²
Level 4	405	UNIT F1	3 BDRM + DEN (AD)	105.15 m²
Level 4	406	UNIT B1	1 BDRM	49.15 m²
Level 4	407	UNIT B1	1 BDRM	49.15 m²
Level 4	408	UNIT E1	2 BDRM + DEN	86.77 m²
Level 4	409	UNIT C2	1 BDRM + DEN	64.22 m²
Level 4	410	UNIT A3	STUDIO	43.41 m²
Level 4	411	UNIT D2	2 BDRM	75.75 m²

UNIT AREAS - LEVEL 5				
Level	Number	Name	Comments	Area
Level 5	503	UNIT D1	2 BDRM	74.19 m²
Level 5	504	UNIT B2	1 BDRM (AD)	55.20 m²
Level 5	505	UNIT F1	3 BDRM + DEN (AD)	105.15 m²
Level 5	506	UNIT B1	1 BDRM	49.15 m²
Level 5	507	UNIT B1	1 BDRM	49.15 m²
Level 5	508	UNIT E1	2 BDRM + DEN	86.77 m²
Level 5	509	UNIT C2	1 BDRM + DEN	64.22 m²
Level 5	510	UNIT A3	STUDIO	43.41 m²
Level 5	511	UNIT D2	2 BDRM	75.75 m²

UNIT AREAS - LEVEL 6				
Level	Number	Name	Comments	Area
Level 6	603	UNIT D1	2 BDRM	74.19 m²
Level 6	604	UNIT B2	1 BDRM (AD)	55.20 m²
Level 6	605	UNIT F1	3 BDRM + DEN (AD)	105.15 m²
Level 6	606	UNIT B1	1 BDRM	49.15 m²
Level 6	607	UNIT B1	1 BDRM	49.15 m²
Level 6	608	UNIT E1	2 BDRM + DEN	86.77 m²
Level 6	609	UNIT C2	1 BDRM + DEN	64.22 m²
Level 6	610	UNIT A3	STUDIO	43.41 m²
Level 6	611	UNIT D2	2 BDRM	75.75 m²

UNIT AREAS - LEVEL 7				
Level	Number	Name	Comments	Area
Level 7	703	UNIT D1	2 BDRM	74.19 m²
Level 7	704	UNIT B2	1 BDRM (AD)	55.20 m²
Level 7	705	UNIT F1	3 BDRM + DEN (AD)	105.15 m²
Level 7	706	UNIT B1	1 BDRM	49.15 m²
Level 7	707	UNIT B1	1 BDRM	49.15 m²
Level 7	708	UNIT E1	2 BDRM + DEN	86.77 m²
Level 7	709	UNIT C2	1 BDRM + DEN	64.22 m²
Level 7	710	UNIT A3	STUDIO	43.41 m²
Level 7	711	UNIT D2	2 BDRM	75.75 m²

UNIT AREAS - LEVEL 8				
Level	Number	Name	Comments	Area
Level 8	803	UNIT D1	2 BDRM	74.19 m²
Level 8	804	UNIT B2	1 BDRM (AD)	55.20 m²
Level 8	805	UNIT F1	3 BDRM + DEN (AD)	104.83 m²
Level 8	806	UNIT B1	1 BDRM	49.15 m²
Level 8	807	UNIT B1	1 BDRM	49.15 m²
Level 8	808	UNIT F2	3 BDRM + DEN	101.96 m²
Level 8	809	UNIT A4	STUDIO (AD)	48.82 m²
Level 8	810	UNIT A3	STUDIO	43.41 m²
Level 8	811	UNIT D2	2 BDRM	75.75 m²

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Drawing Issue Date	

Revision Schedule		
Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
2	2019-09-18	ADP/ DIS PRESENTATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
6	2020-10-09	RESUBMITTED FOR FIRST READING


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Client



CRESSEY  
(ESPLANADE)  
DEVELOPMENT LLP

Project  
200 West Esplanade, NORTH VANCOUVER, B.C.

Drawing Title  
PROJECT DATA

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
Drawn By:	A002
Author	
File name:	Rev:

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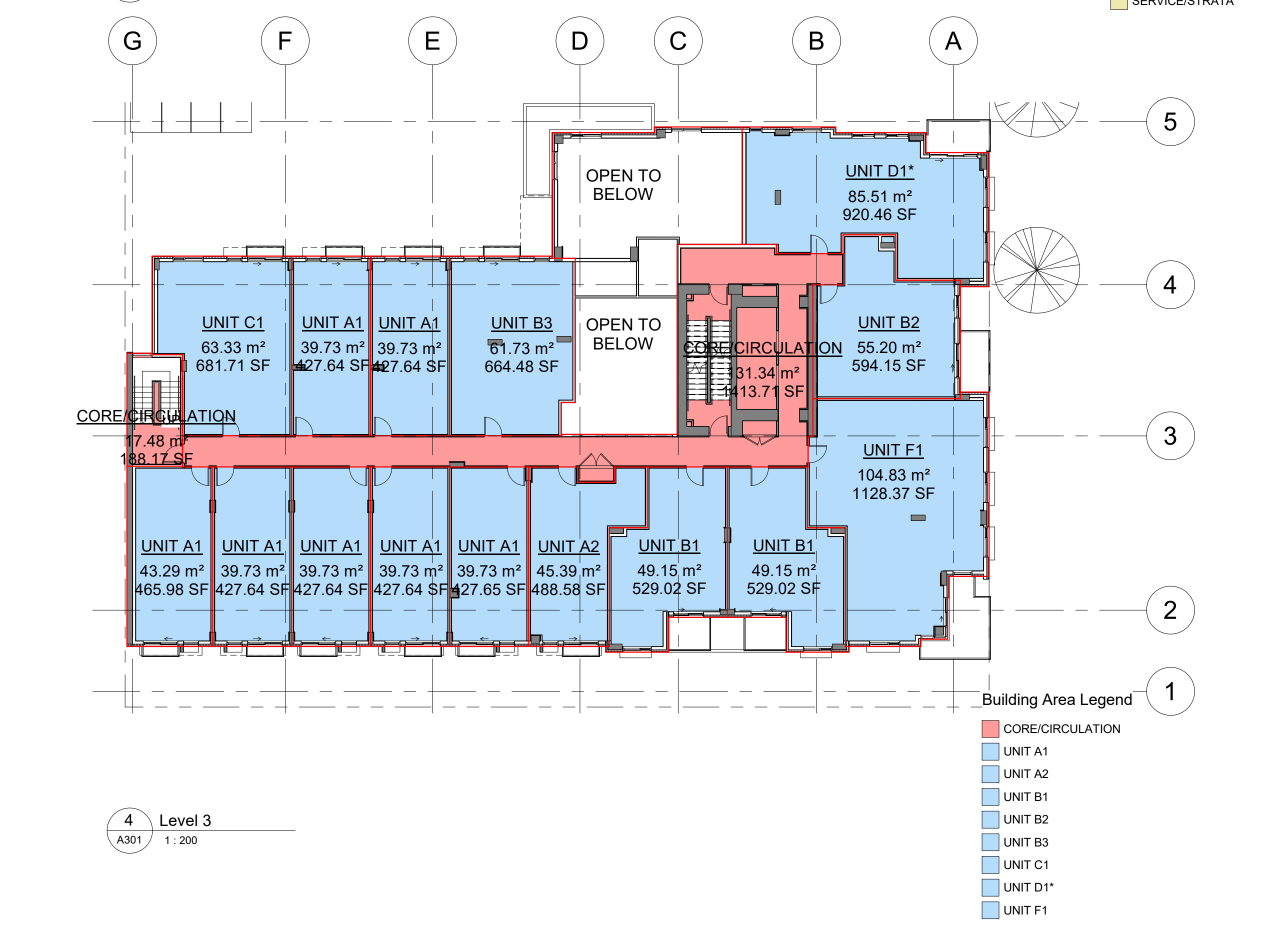
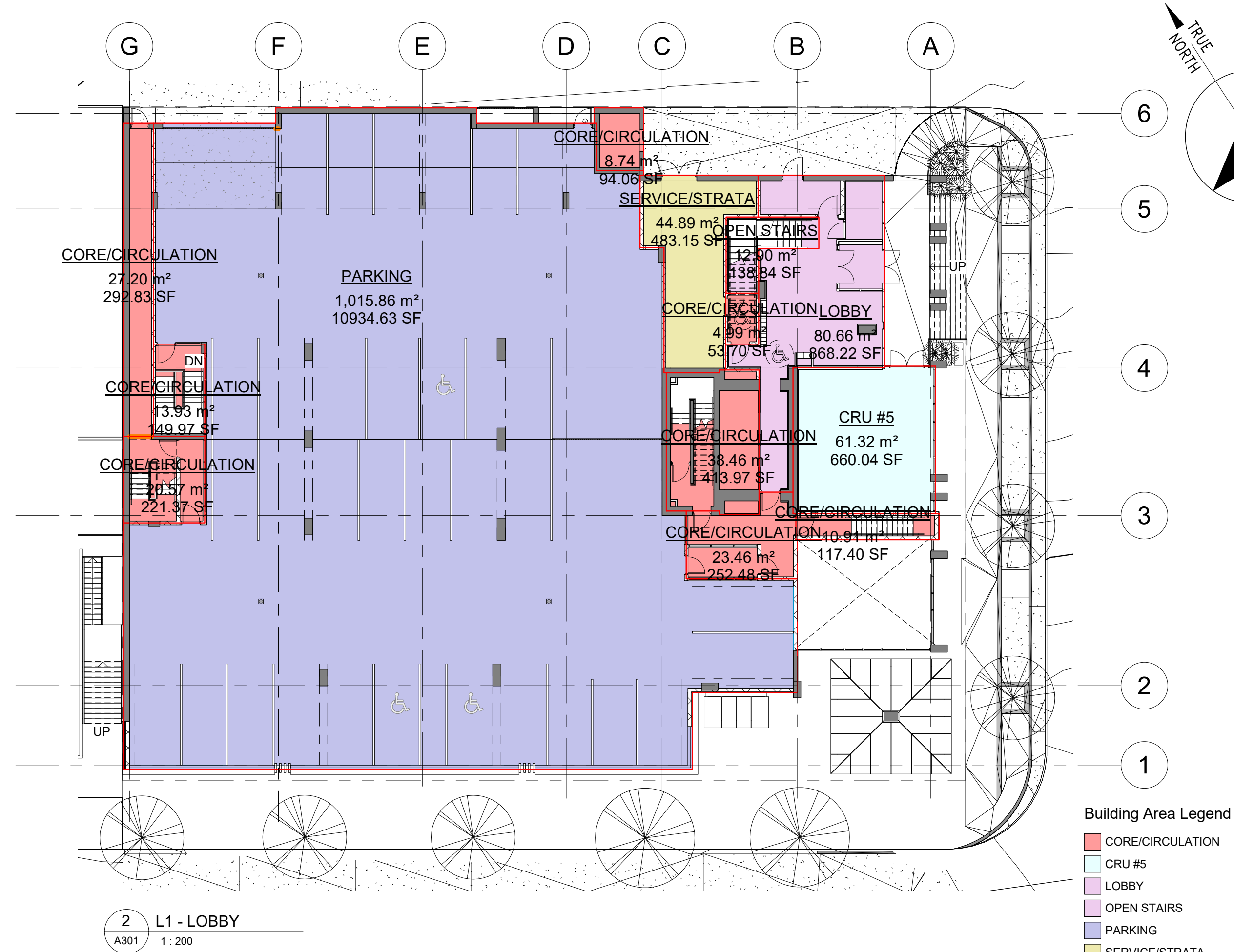
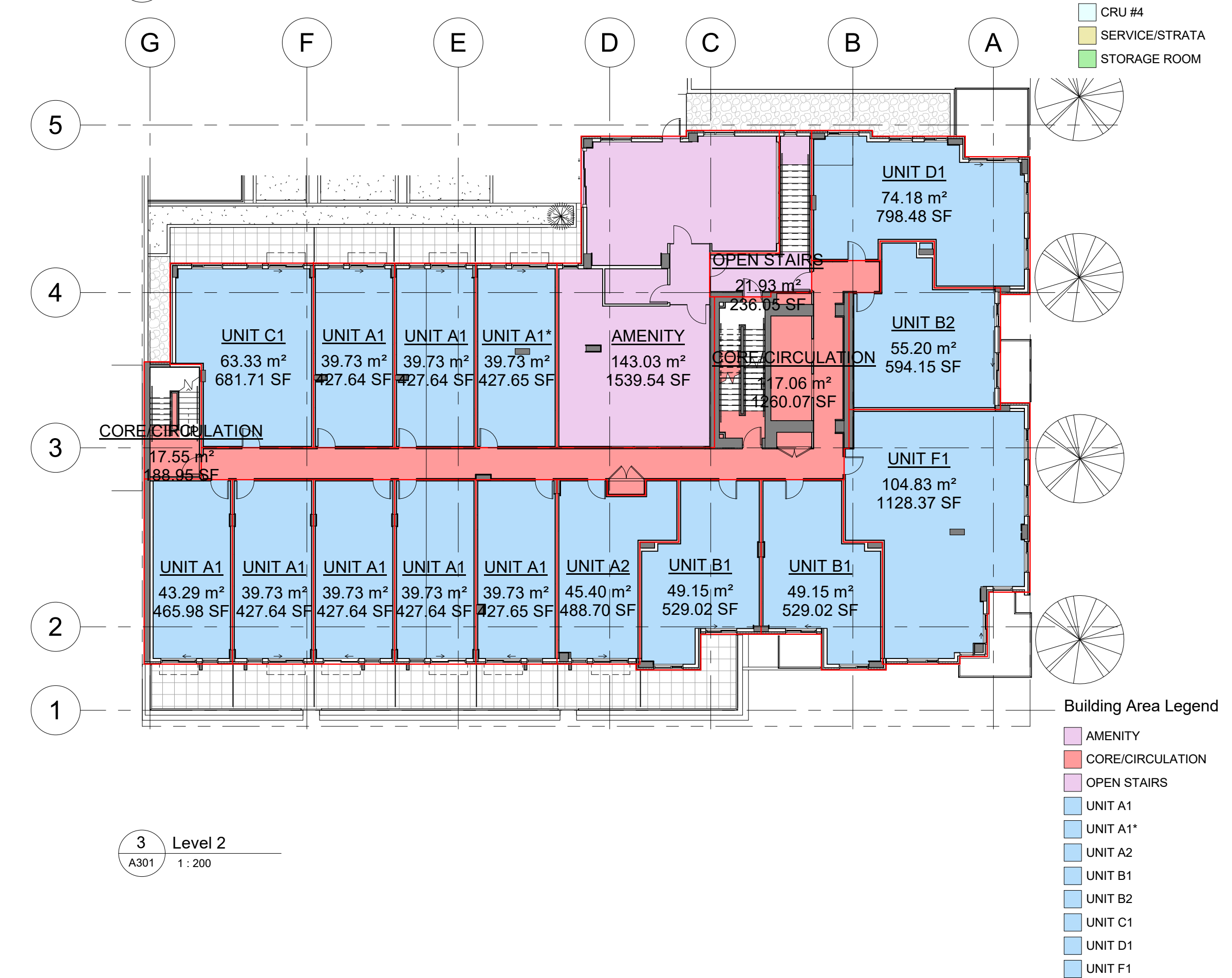
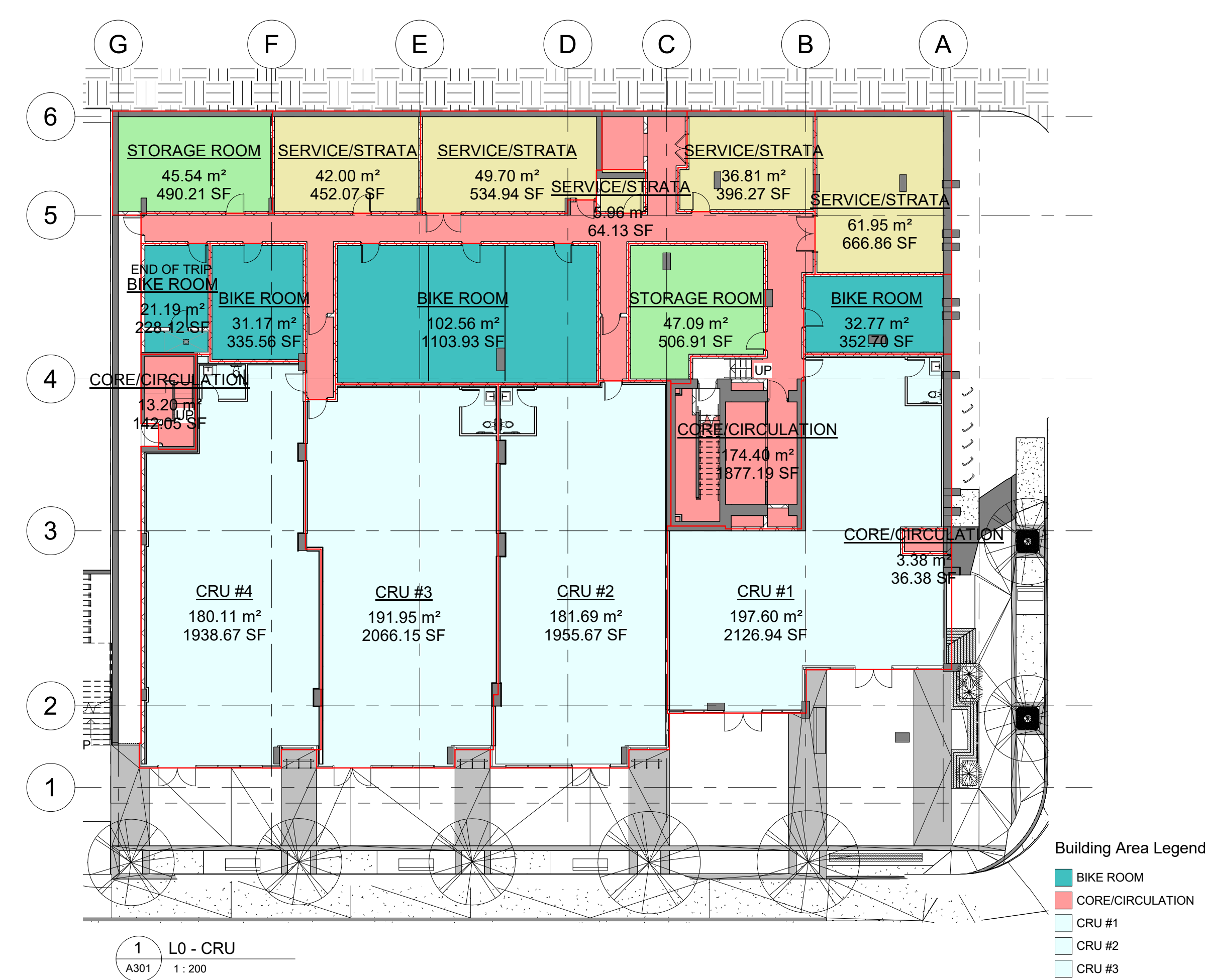
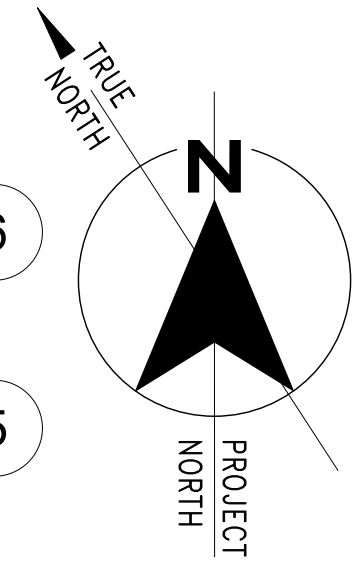
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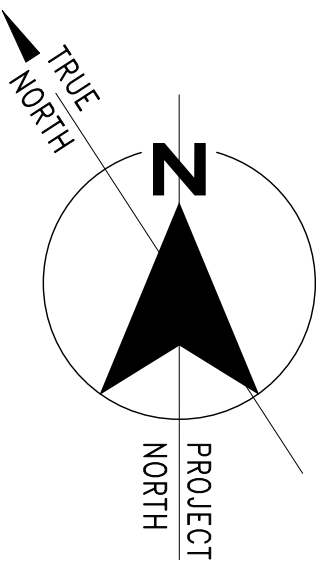
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 **CRESSEY**  
(ESPLANADE)  
DEVELOPMENT LLP

Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**SPACE PLANNING  
GROSS BLDG AREA  
L1, L2, L3, L4**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 200	A003
Drawn By:	Author
File name:	Rev:



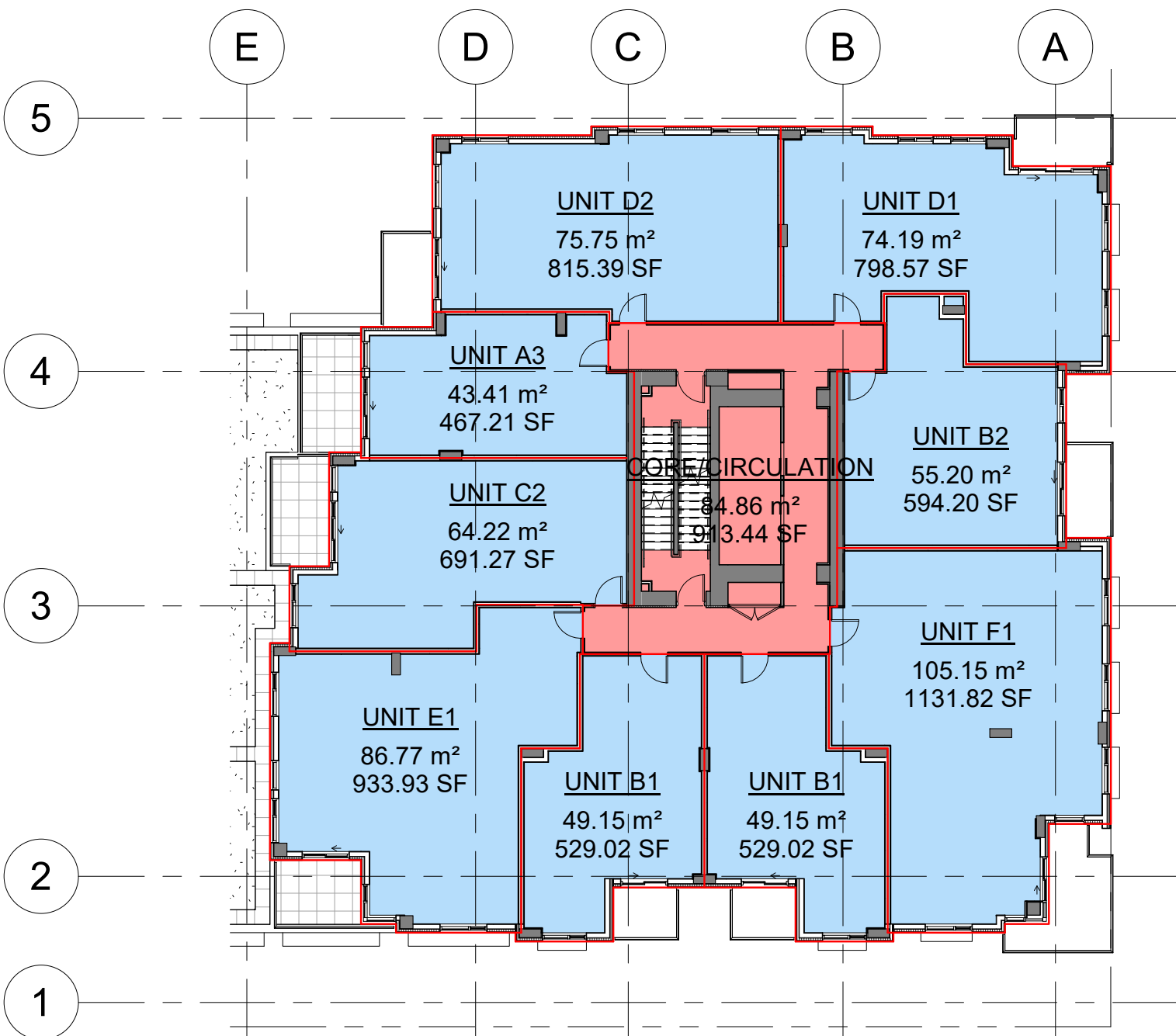


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Drawing Issue Date

Revision Schedule

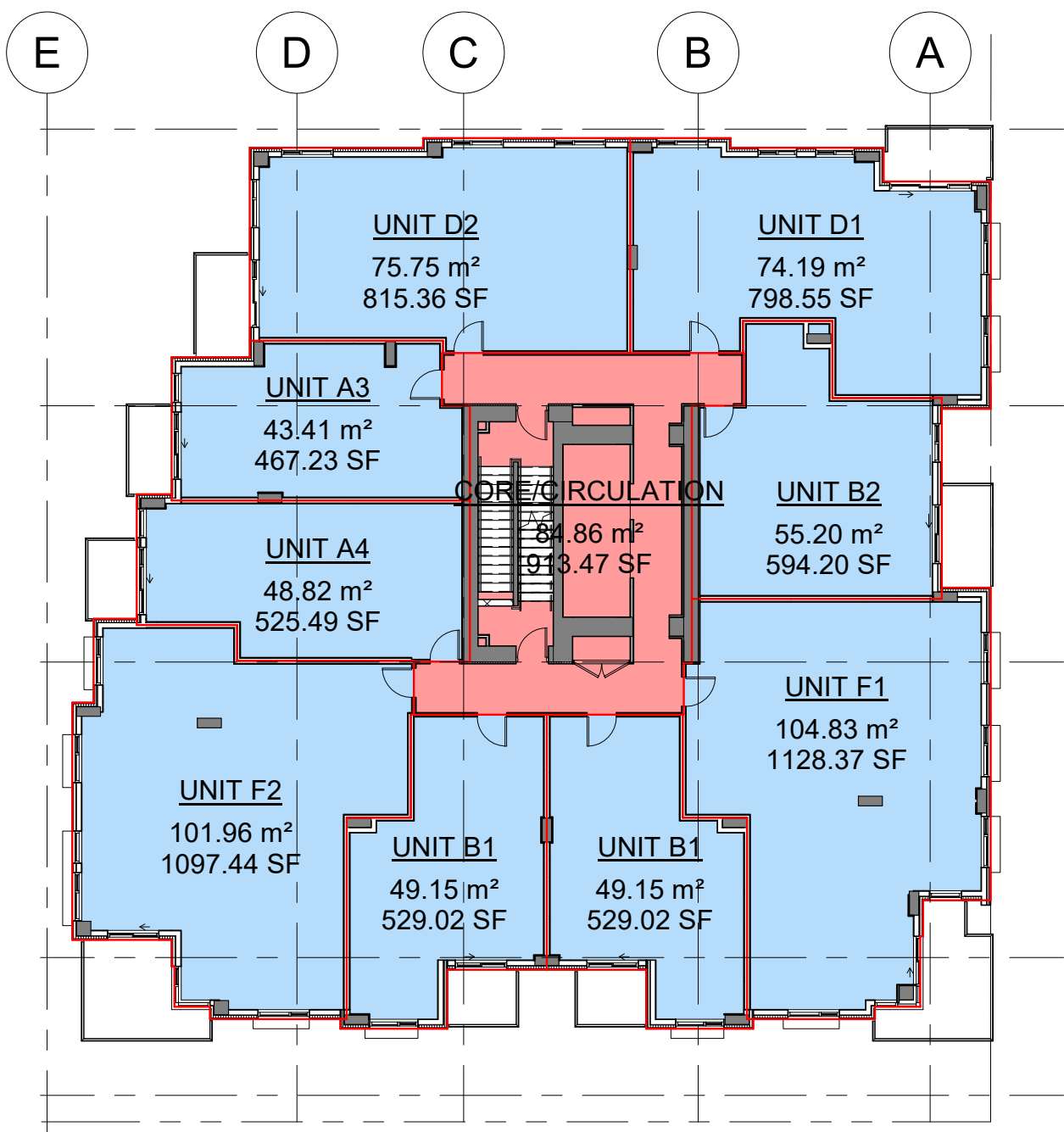
Rev #	Date	Description
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4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
6	2020-10-09	RESUBMITTED FOR FIRST READING



Building Area Legend

- CORE/CIRCULATION
- UNIT A3
- UNIT B1
- UNIT B2
- UNIT C2
- UNIT D1
- UNIT D2
- UNIT E1
- UNIT F1

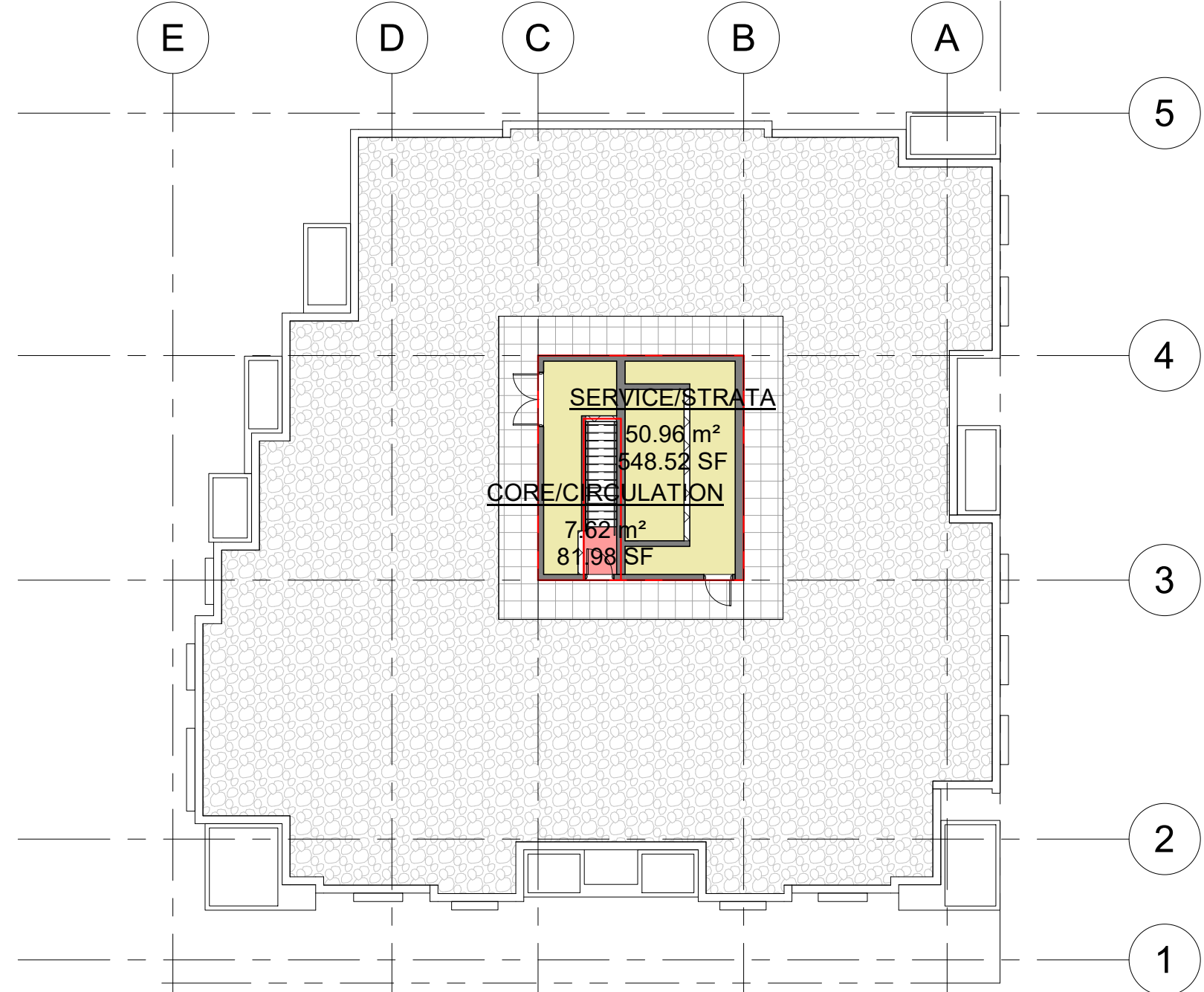
1 Level 4  
A301 1:200



Building Area Legend

- CORE/CIRCULATION
- UNIT A3
- UNIT A4
- UNIT B1
- UNIT B2
- UNIT D1
- UNIT D2
- UNIT F1
- UNIT F2

2 Level 8  
A301 1:200



Building Area Legend

- CORE/CIRCULATION
- SERVICE/STRATA

3 L9 ROOF  
A301 1:200

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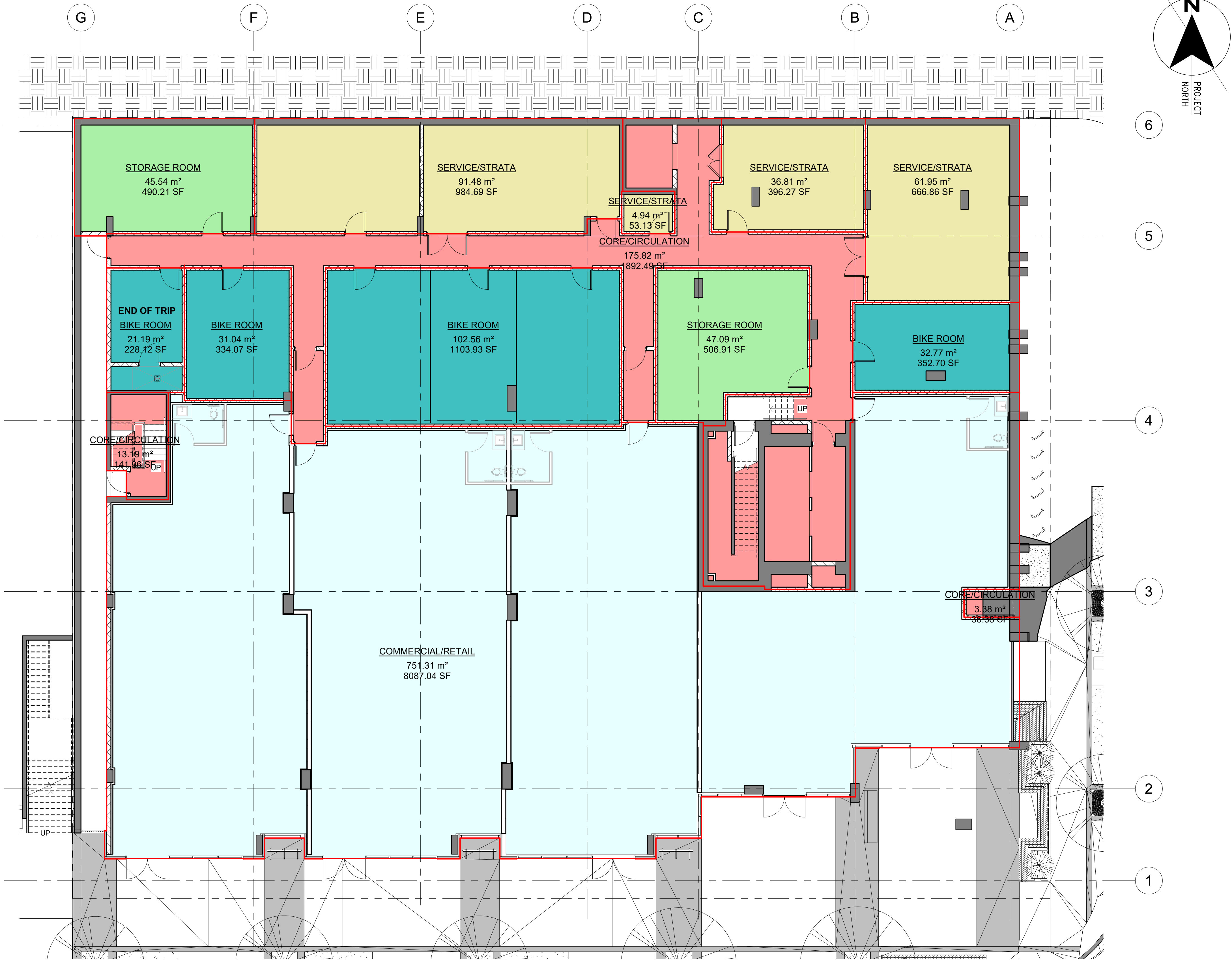
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Client  
  
CRESSEY  
(ESPLANADE)  
DEVELOPMENT LLP

Project  
200 West  
Esplanade, NORTH  
VANCOUVER, B.C.

Drawing Title  
SPACE PLANNING  
GROSS BLDG AREA  
L4 - L8, L9 ROOF

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1:200	A004
Drawn By:	Author
Author	Rev:
File name:	



1 L0 - CRU  
A301 1 : 100

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(ESPLANADE)  
DEVELOPMENT LLP

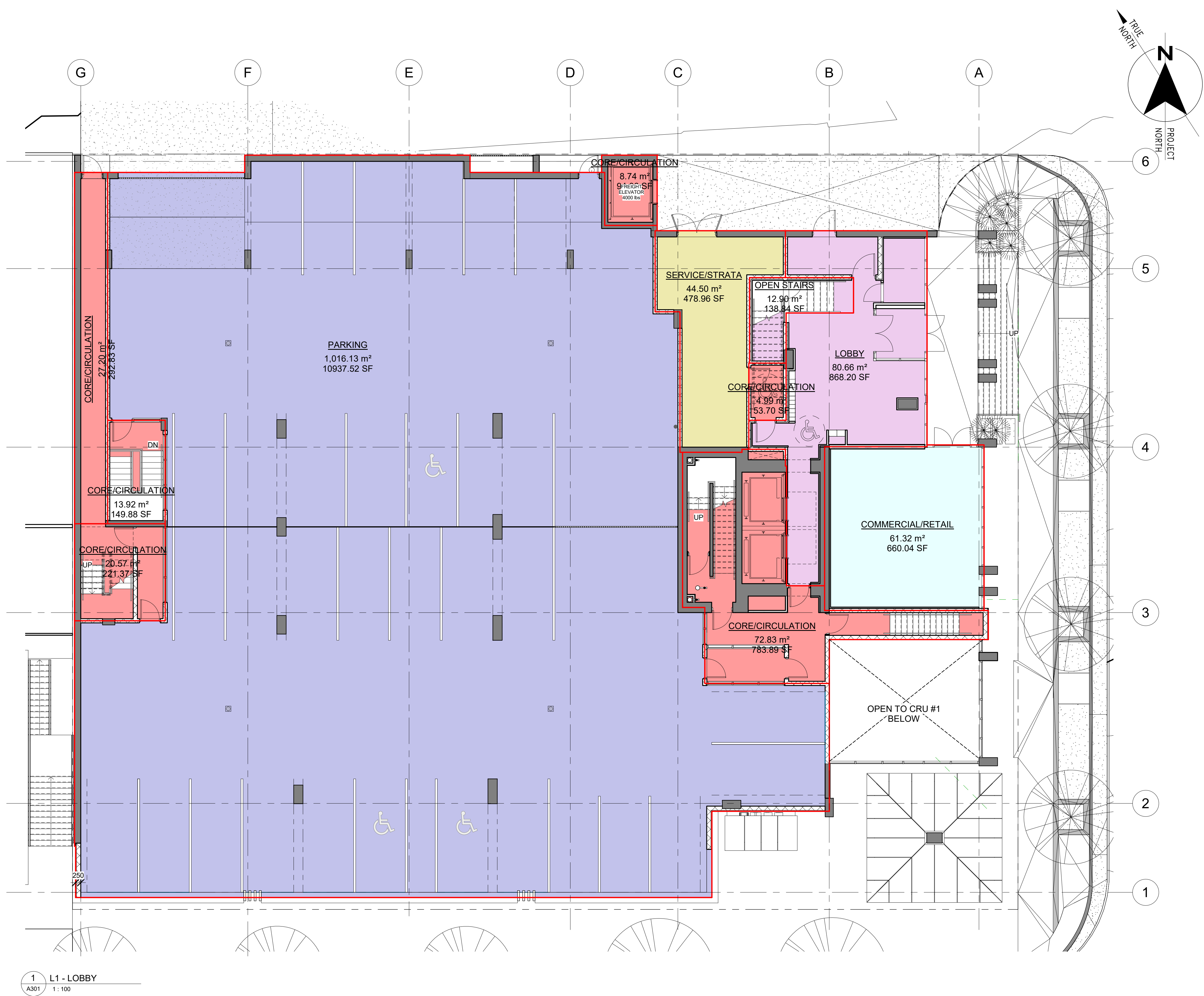
Project

**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title

**LEVEL 0 - CRU (FSR AREA)**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A005
Drawn By: Author	Rev:
File name:	



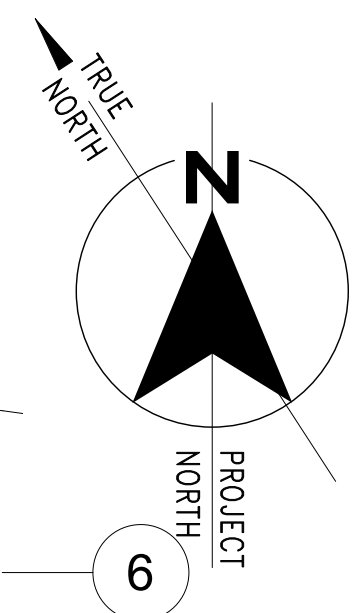
#### LEVEL 1 FSR

CORE/CIRCULATION	113.76 m <sup>2</sup>
COMMERCIAL/RETAIL	61.32 m <sup>2</sup>
	173.89 m <sup>2</sup>

#### EXCLUSIONS

PARKING	1,016.13 m <sup>2</sup>
SERVICE/STRATA	44.50 m <sup>2</sup>
	1061.71 m <sup>2</sup>

1 L1 - LOBBY  
A301 1 : 100



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Revision Schedule

Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
6	2020-10-09	RESUBMITTED FOR FIRST READING

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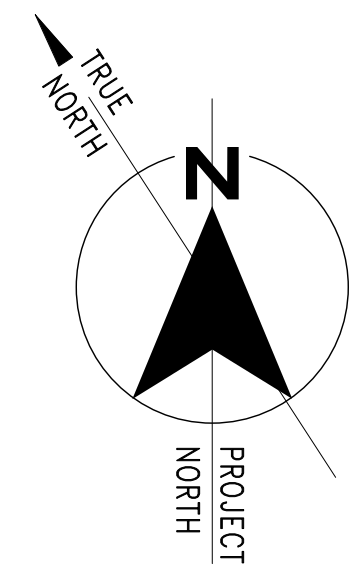
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**LEVEL 1 - LOBBY / PARKING (FSR AREA)**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 100	A006
Drawn By:	
Author	
File name:	Rev:



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1	2019-07-25	RE-ZONING APPLICATION
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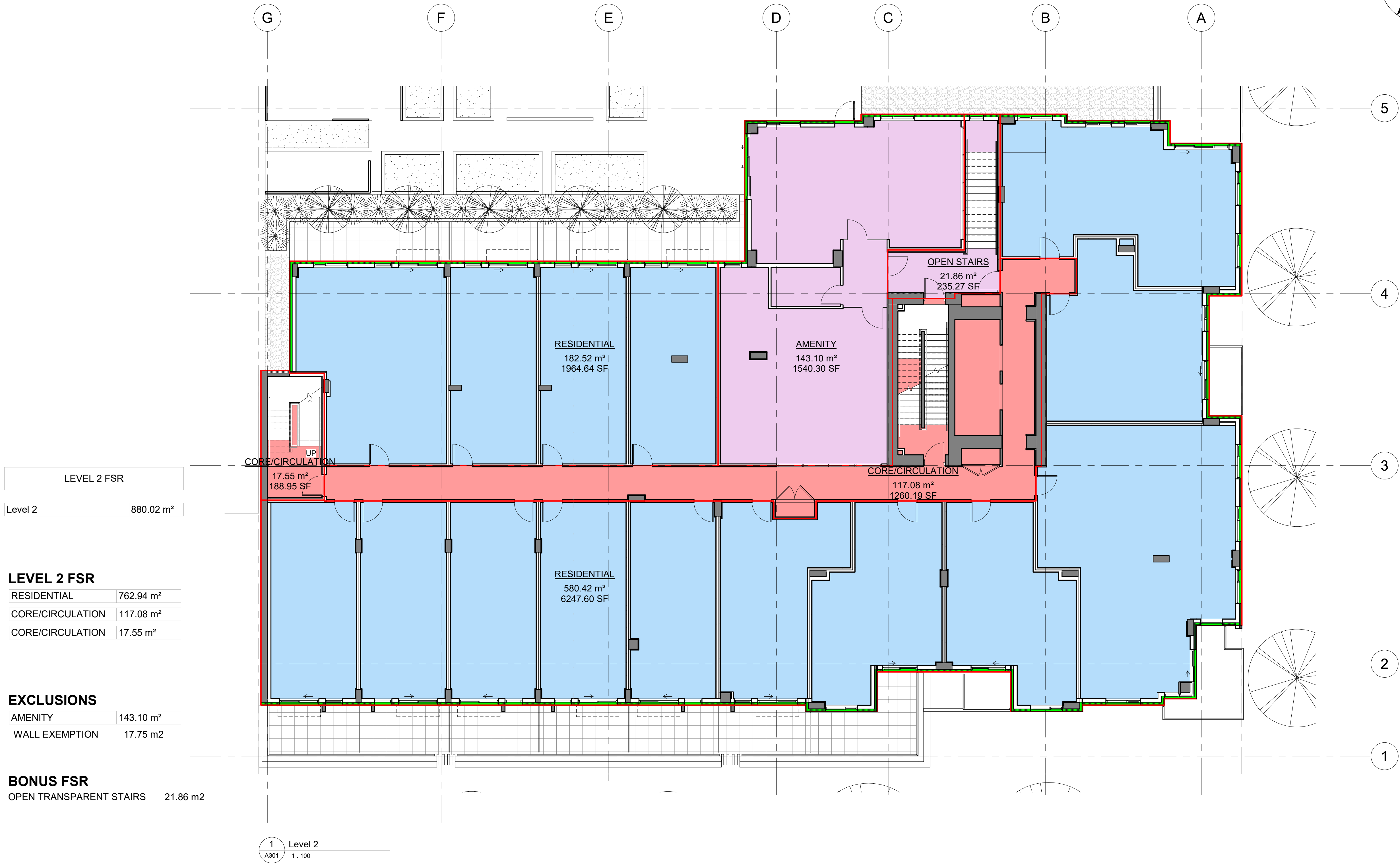
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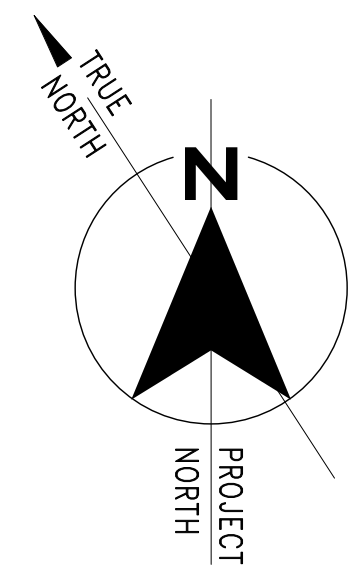
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**LEVEL 2 FLOOR PLAN (FSR AREA)**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A007
Drawn By: Author	Rev:
File name:	





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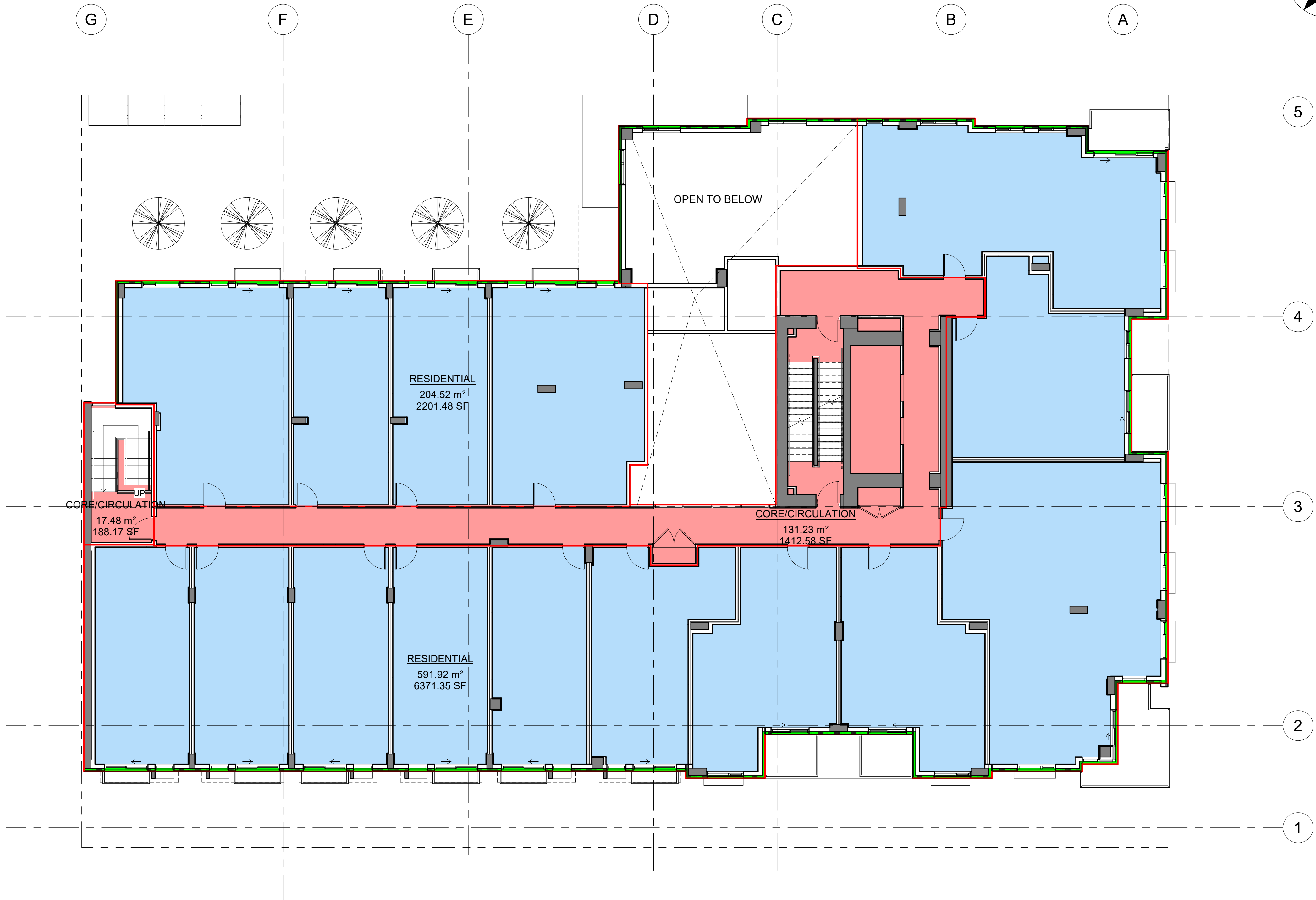
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**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**LEVEL 3 FLOOR PLAN (FSR AREAS)**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A008
Drawn By: Author	
File name:	Rev:

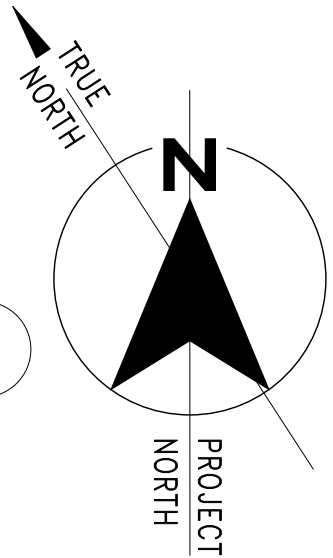


LEVEL 3 FSR	
Level 3	927.68 m²

LEVEL 3 FSR	
RESIDENTIAL	796.44 m²
CORE/CIRCULATION	131.23 m²
CORE/CIRCULATION	17.48 m²

EXCLUSIONS	
WALL EXEMPTION	17.75 m2

1 Level 3  
A301 1 : 100



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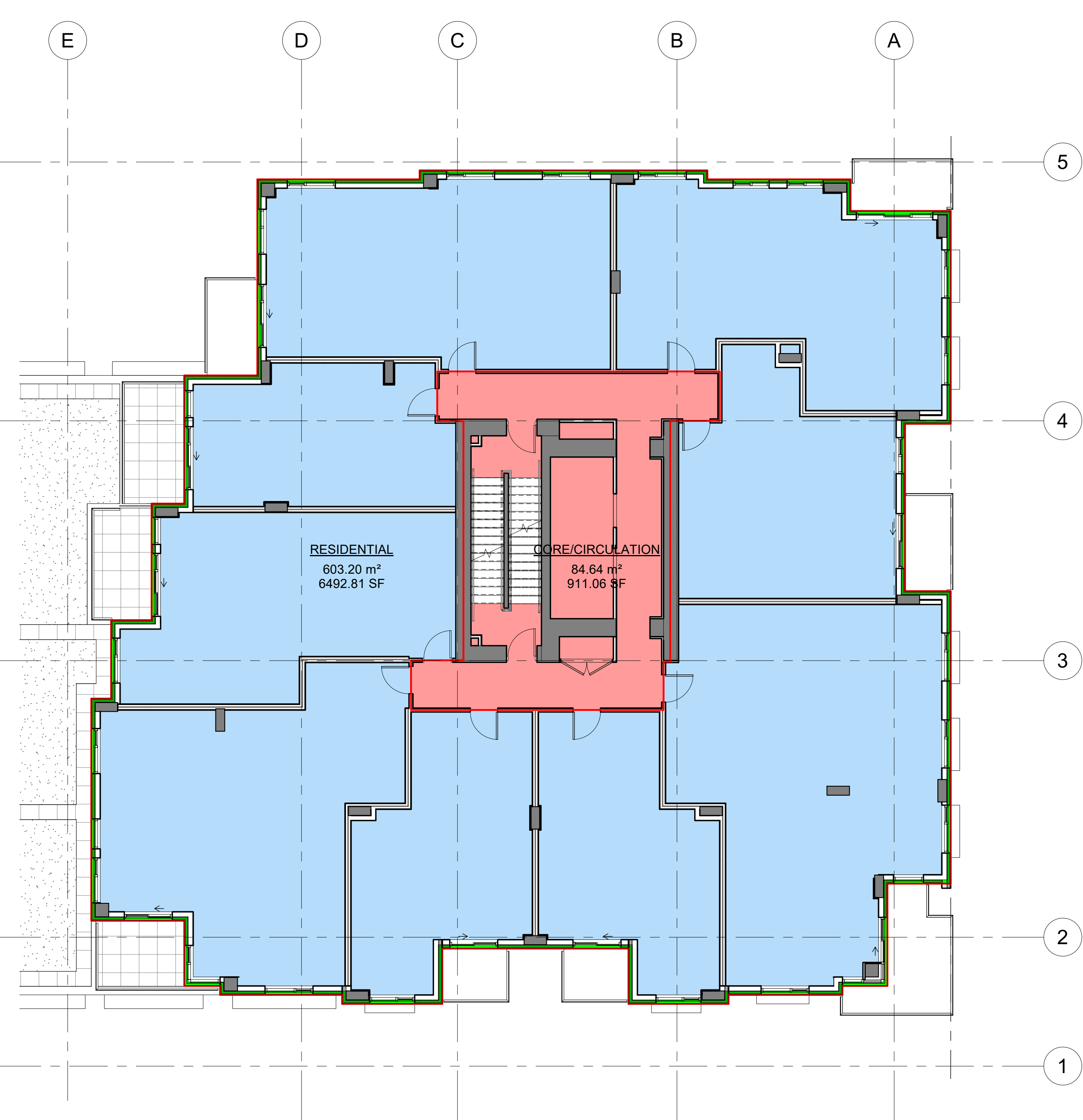
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**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**LEVEL 4 - 8 & L9 ROOF (FSR AREAS)**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 100	<b>A009</b>
Drawn By:	Author
Author	Rev:
File name:	



1 Level 4  
A301 1 : 100

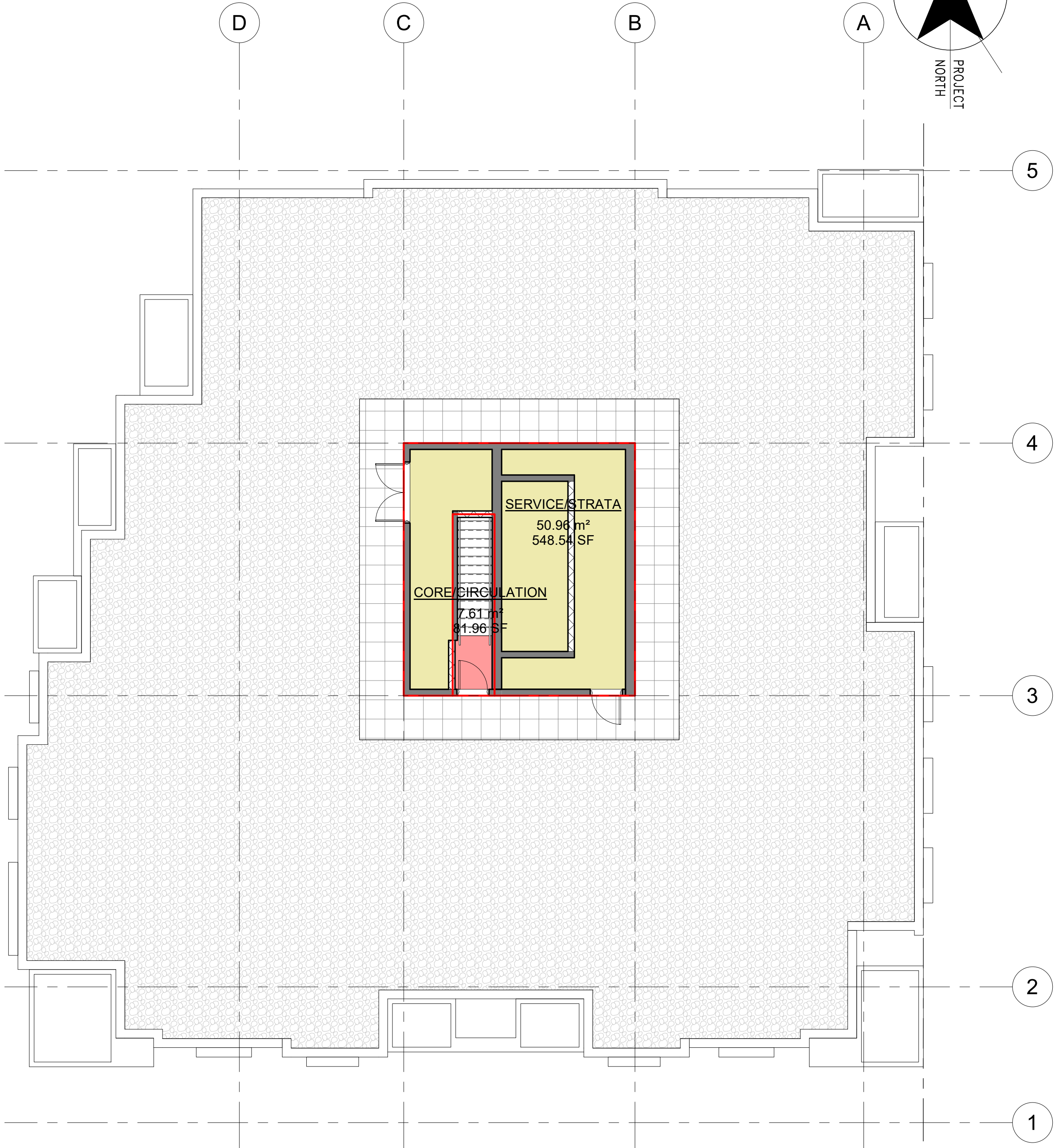
**LEVEL 4 - 8 FSR**

\*PER FLOOR FROM L5 TO L9\*

CORE/CIRCULATION	84.64 m <sup>2</sup>
RESIDENTIAL	603.20 m <sup>2</sup>
WALL EXEMPTION	15.51 m2

LEVEL 4-7, 8 FSR

Level 4	687.84 m <sup>2</sup>
Level 5	687.84 m <sup>2</sup>
Level 6	687.84 m <sup>2</sup>
Level 7	687.84 m <sup>2</sup>
Level 8	687.84 m <sup>2</sup>
L9 ROOF	7.61 m <sup>2</sup>



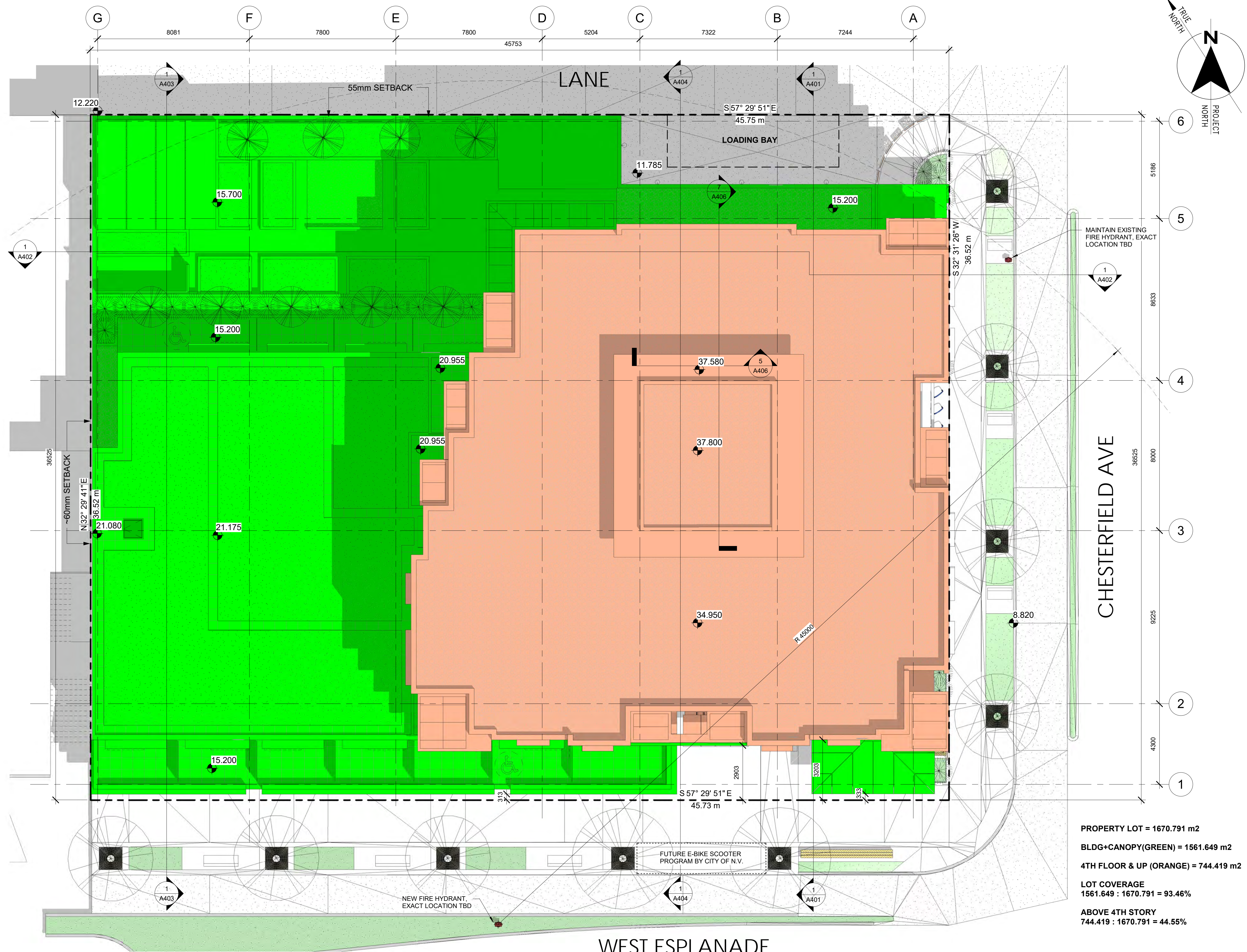
2 L9 ROOF  
A301 1 : 100

**LEVEL 9 (ROOF) FSR**

CORE/CIRCULATION	7.61 m <sup>2</sup>
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**EXCLUSIONS**

SERVICE/STRATA	50.96 m <sup>2</sup>
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Drawing Issue Date

Revision Schedule

Rev #	Date	Description
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
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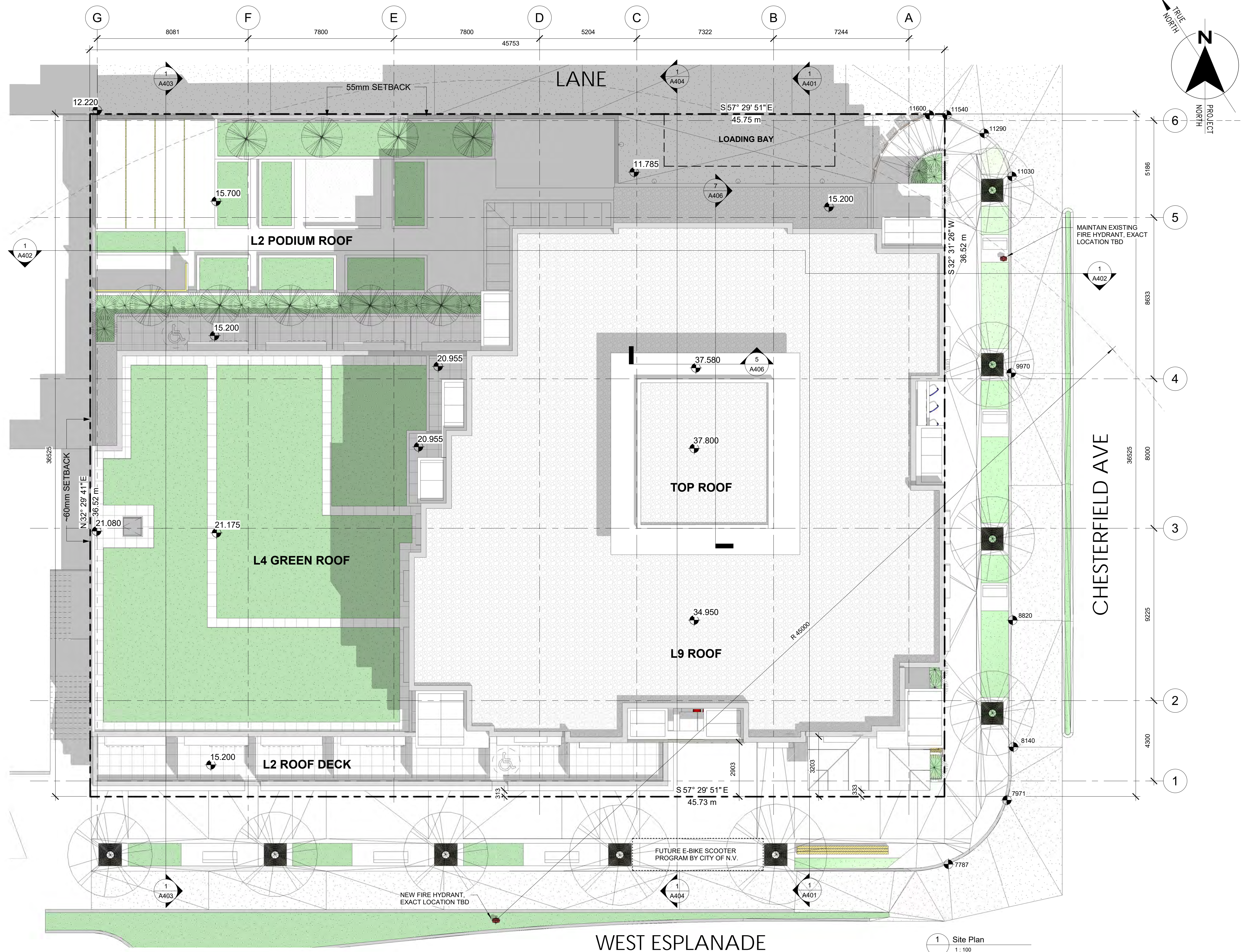
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**LOT COVERAGE OVERLAY**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 100	A100-LC
Drawn By:	Author
Author	Rev:
File name:	

PROPERTY LOT = 1670.791 m<sup>2</sup>  
BLDG+CANOPY(GREEN) = 1561.649 m<sup>2</sup>  
4TH FLOOR & UP (ORANGE) = 744.419 m<sup>2</sup>

LOT COVERAGE  
1561.649 : 1670.791 = 93.46%  
ABOVE 4TH STORY  
744.419 : 1670.791 = 44.55%



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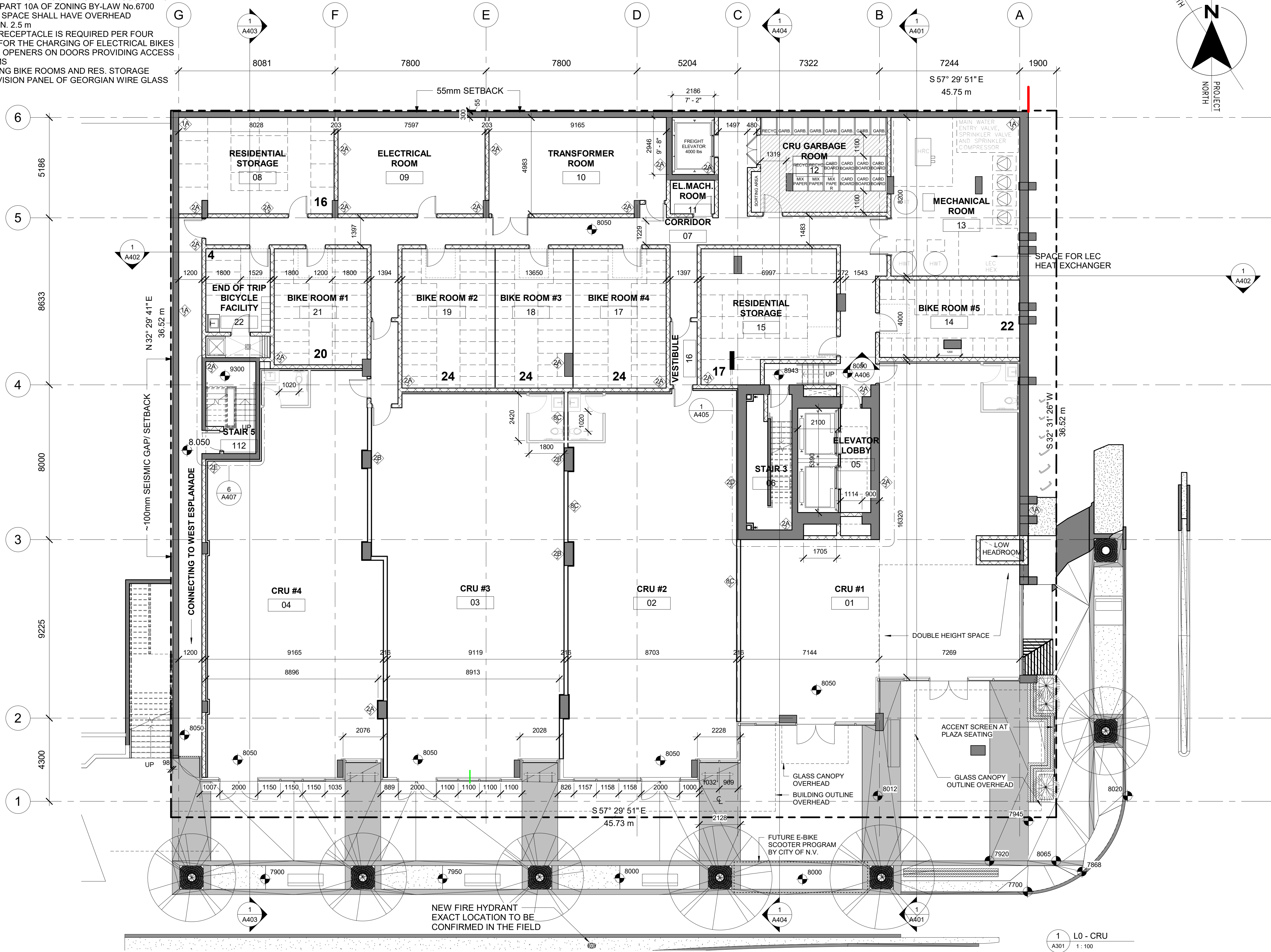
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**SITE PLAN**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A100
Drawn By: Author	Rev:
File name:	

GENERAL NOTES FOR BICYCLE PARKING:

- CONSTRUCTION OF BICYCLE ROOMS TO BE IN ACCORDANCE WITH DIVISION IV, PART 10A OF ZONING BY-LAW No.6700
- BICYCLE PARKING SPACE SHALL HAVE OVERHEAD CLEARANCE OF MIN. 2.5 m
- ONE ELECTRICAL RECEPTACLE IS REQUIRED PER FOUR BICYCLE SPACES FOR THE CHARGING OF ELECTRICAL BIKES
- AUTOMATIC DOOR OPENERS ON DOORS PROVIDING ACCESS TO BICYCLE ROOMS
- ALL DOORS SERVING BIKE ROOMS AND RES. STORAGE ROOMS TO HAVE VISION PANEL OF GEORGIAN WIRE GLASS



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Drawing Issue Date

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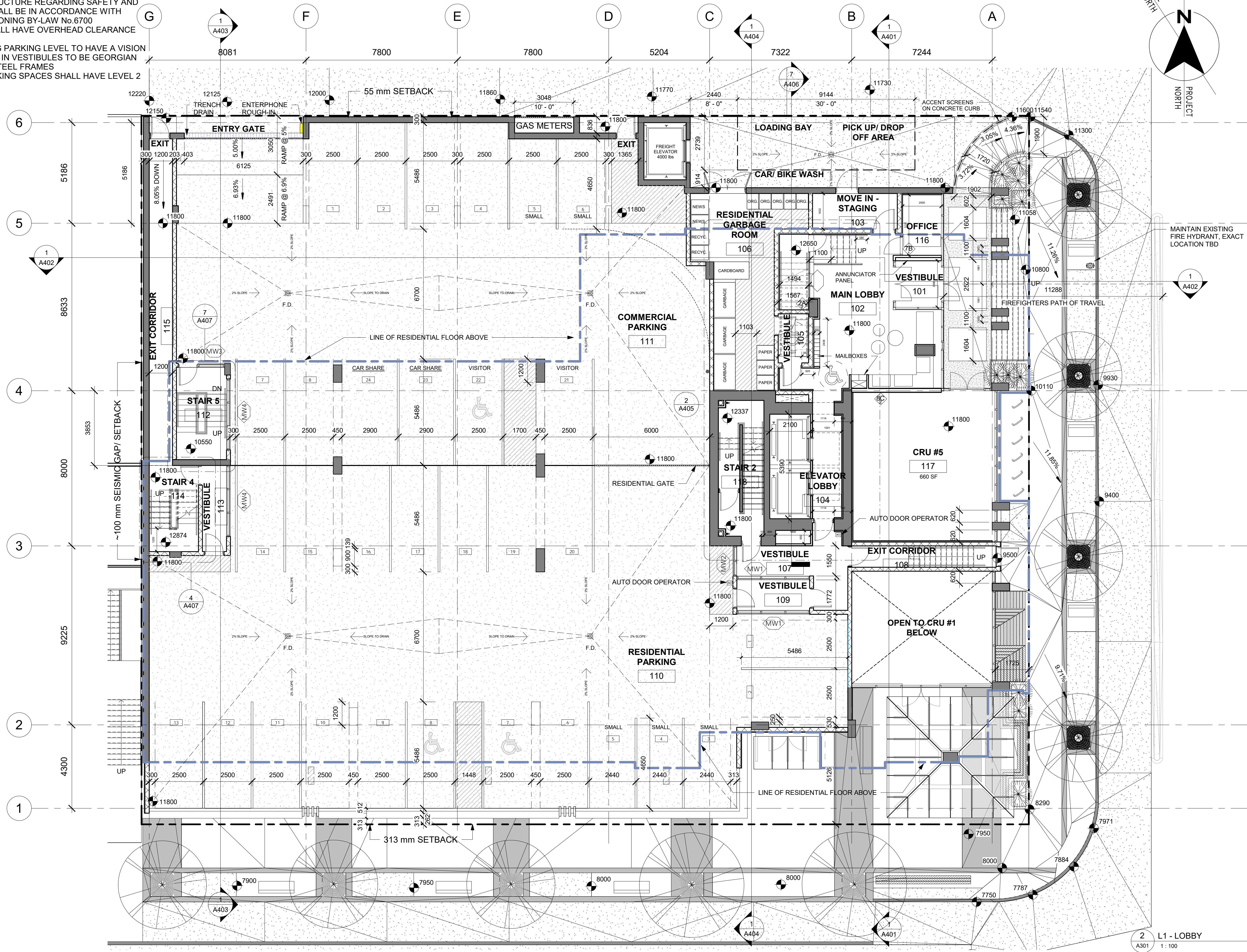
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L0 COMMERCIAL GRADE LEVEL**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A101
Drawn By: Author	
File name:	Rev:

GENERAL NOTES FOR PARKING:

- DESIGN OF PARKING STRUCTURE REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH DIVISION IV, PART 9 OF ZONING BY-LAW No.6700
- CAR PARKING SPACE SHALL HAVE OVERHEAD CLEARANCE OF MIN. 2.13 m (7')
- ALL EXIT DOORS SERVING PARKING LEVEL TO HAVE A VISION PANEL, AND ALL GLAZING IN VESTIBULES TO BE GEORGIAN WIRE SAFETYGLASS IN STEEL FRAMES
- ALL 20 RESIDENTIAL PARKING SPACES SHALL HAVE LEVEL 2 ENERGIZED OUTLETS



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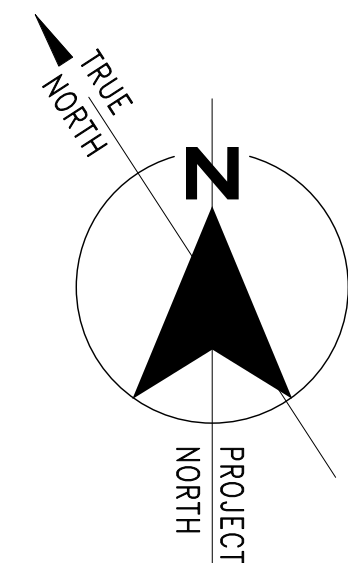
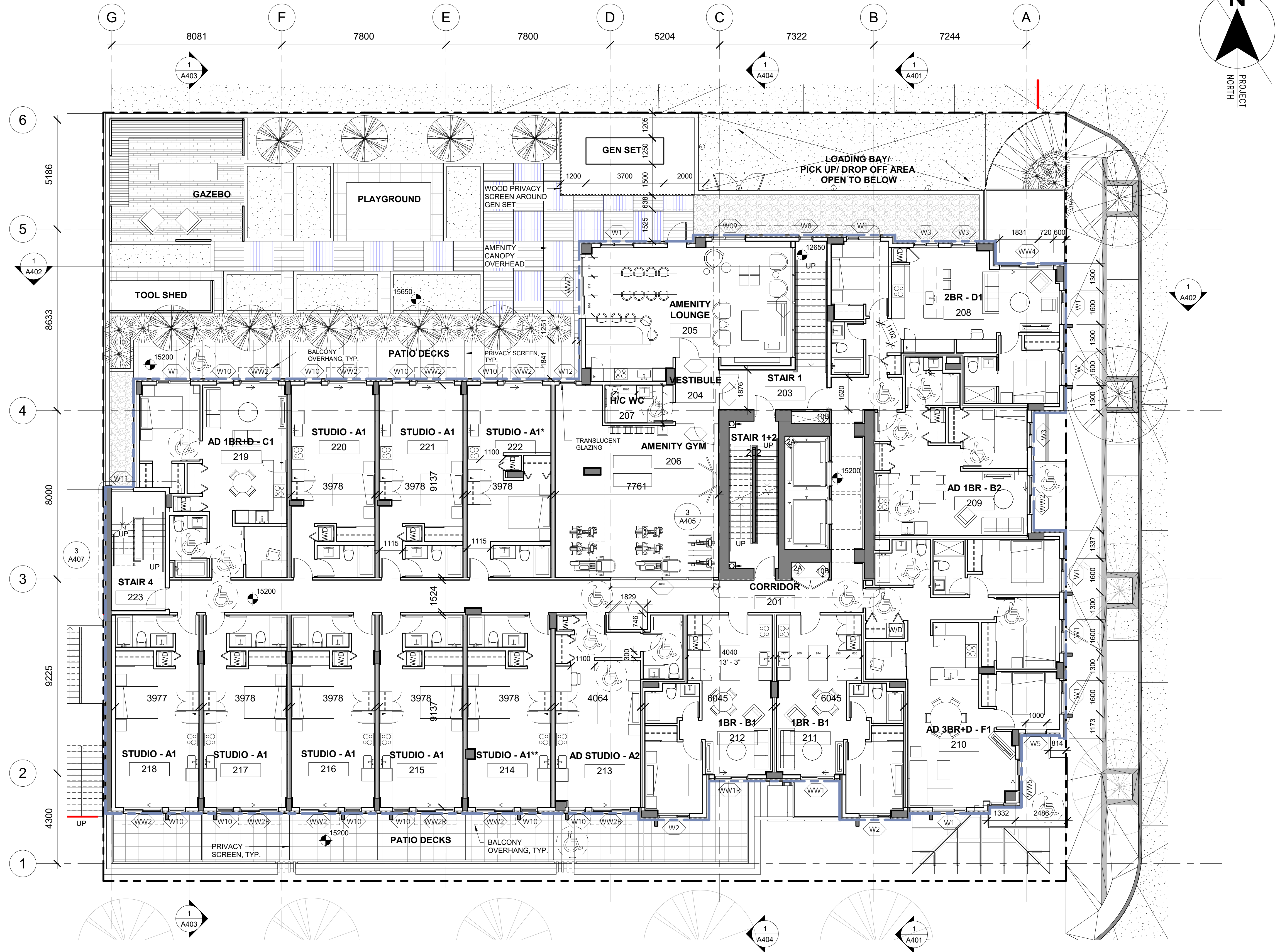
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L1 PARKING & RESIDENTIAL LOBBY**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A102
Drawn By: Author	Rev:
File name:	



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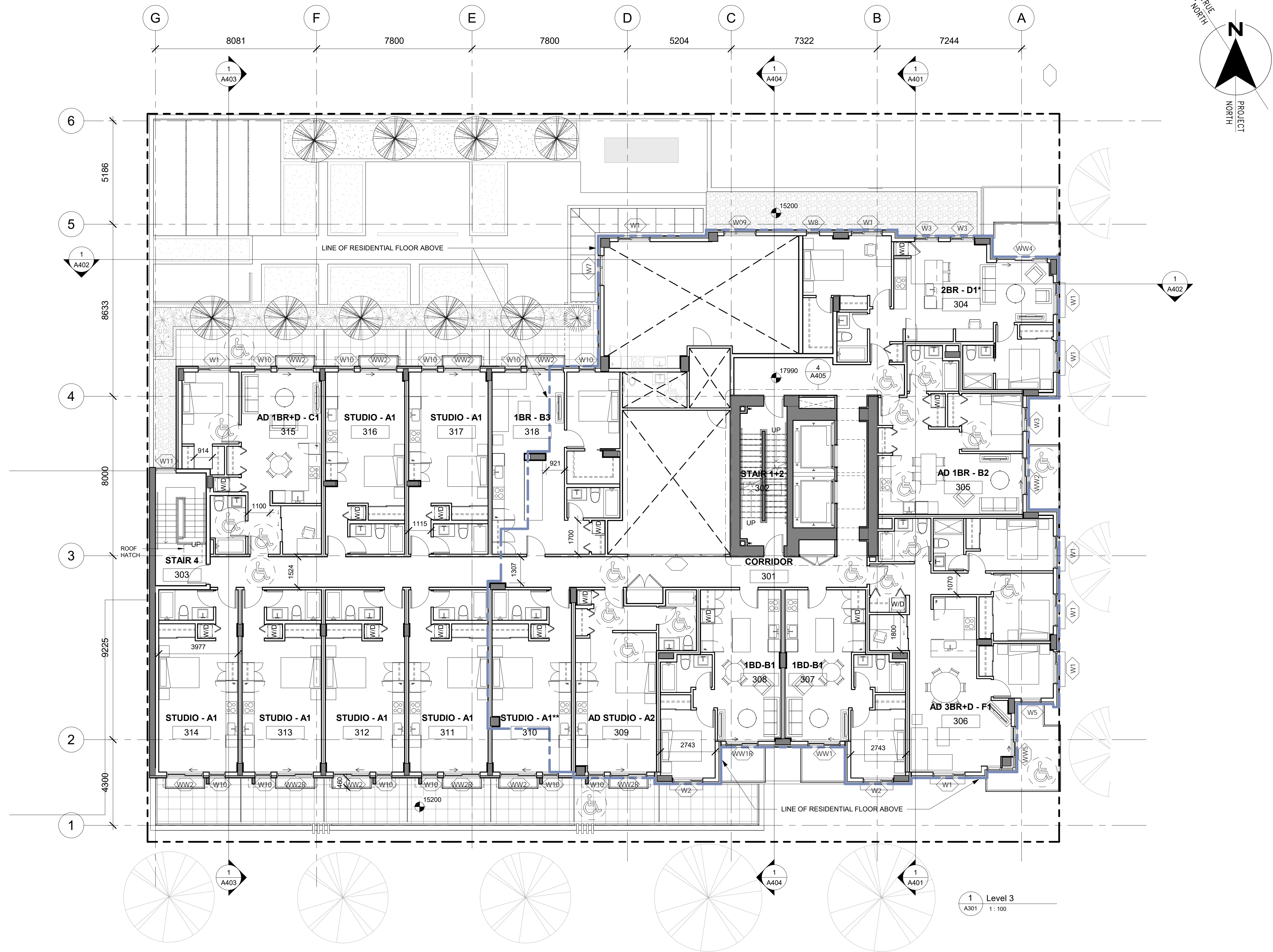
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L2 RESIDENTIAL FLOOR LEVEL**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A103
Drawn By: Author	Rev:
File name:	

1 Level 2  
A301 1:100



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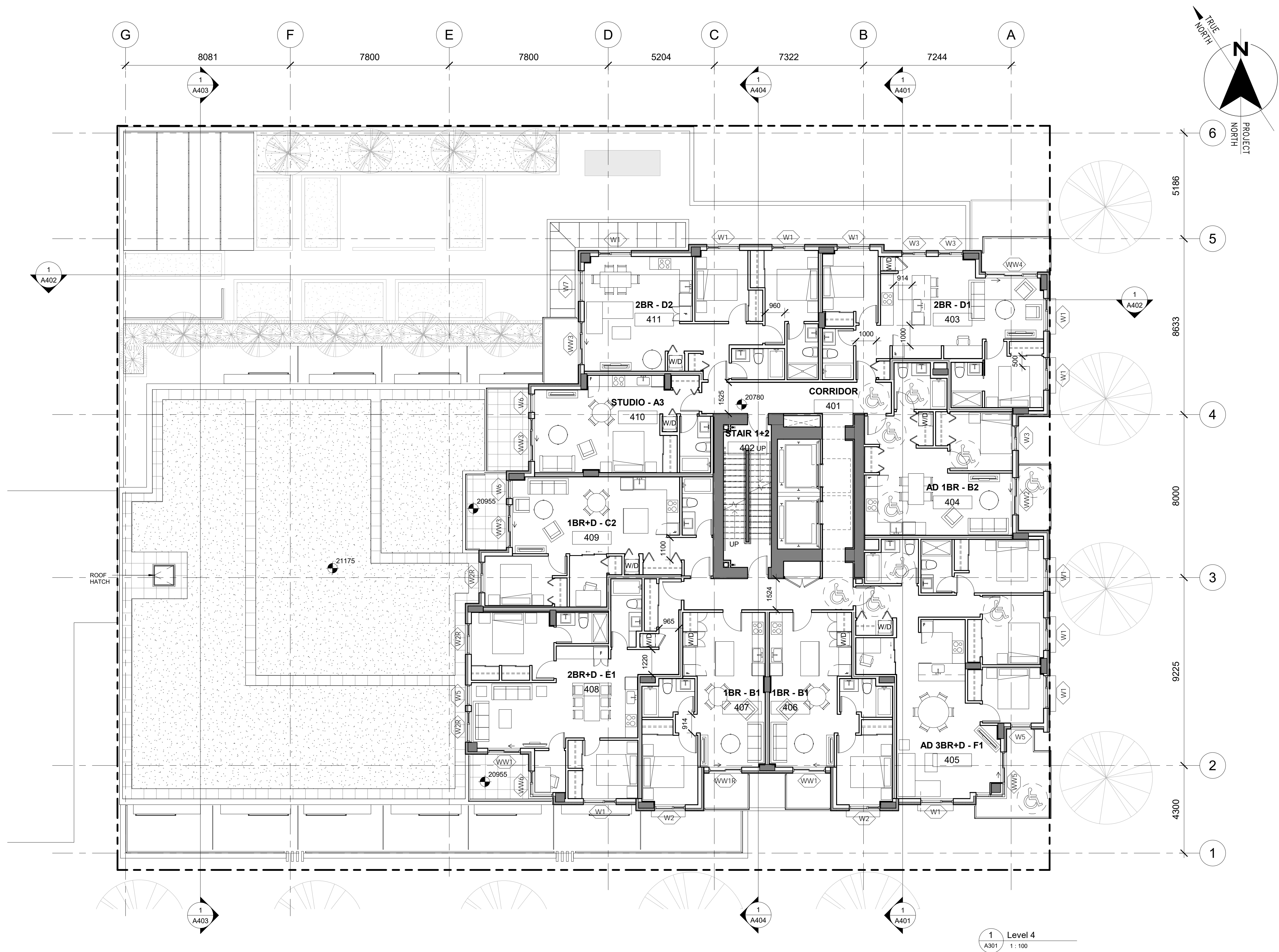
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L3 PODIUM FLOOR**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A104
Drawn By: Author	Rev:
File name:	



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**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L4 TOWER LEVEL**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A105
Drawn By: Author	
File name:	Rev:

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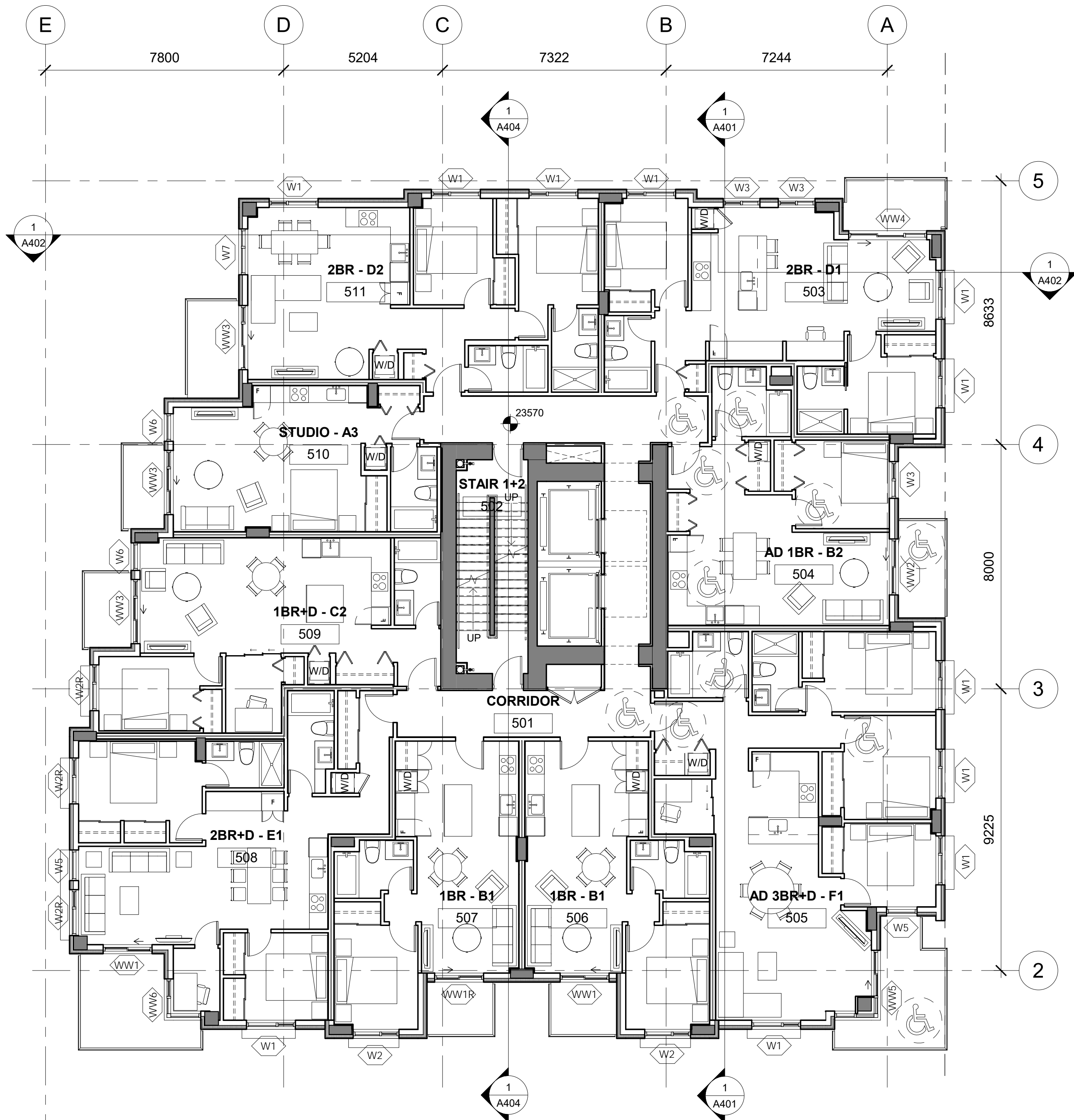
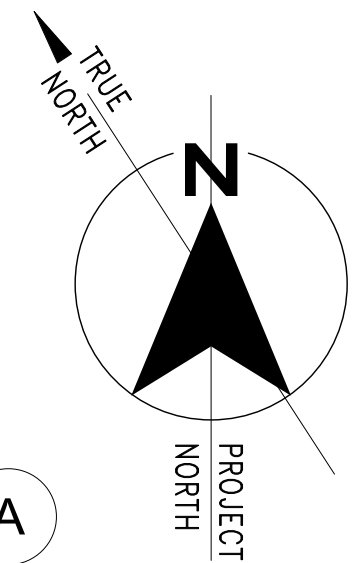
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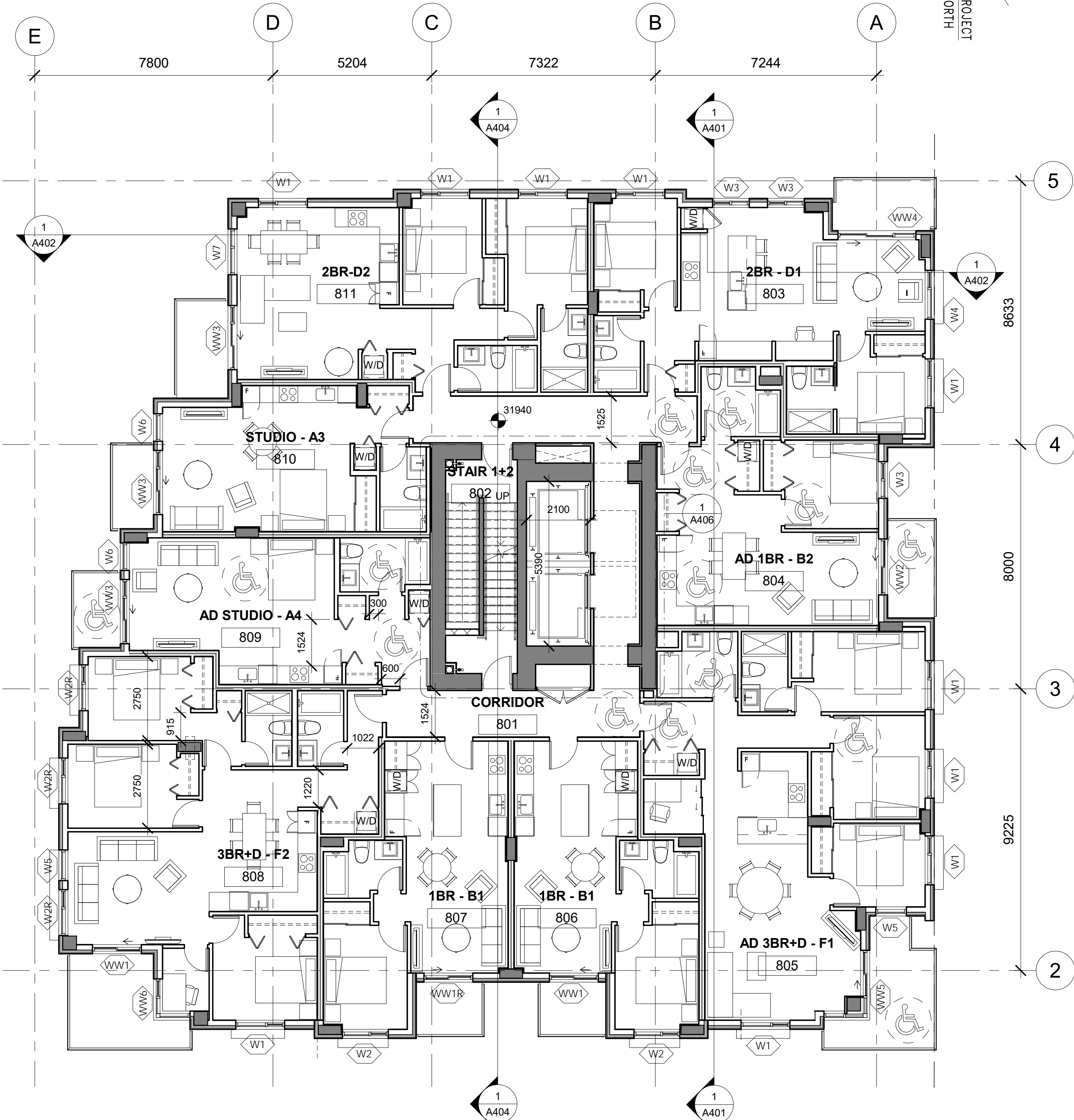
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L5 TYPICAL TOWER FLOOR + L8 PH**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 100	A106
Drawn By:	
Author	
File name:	Rev:



1 Level 5 - 7  
A301 1:100



2 Level 8  
A301 1:100

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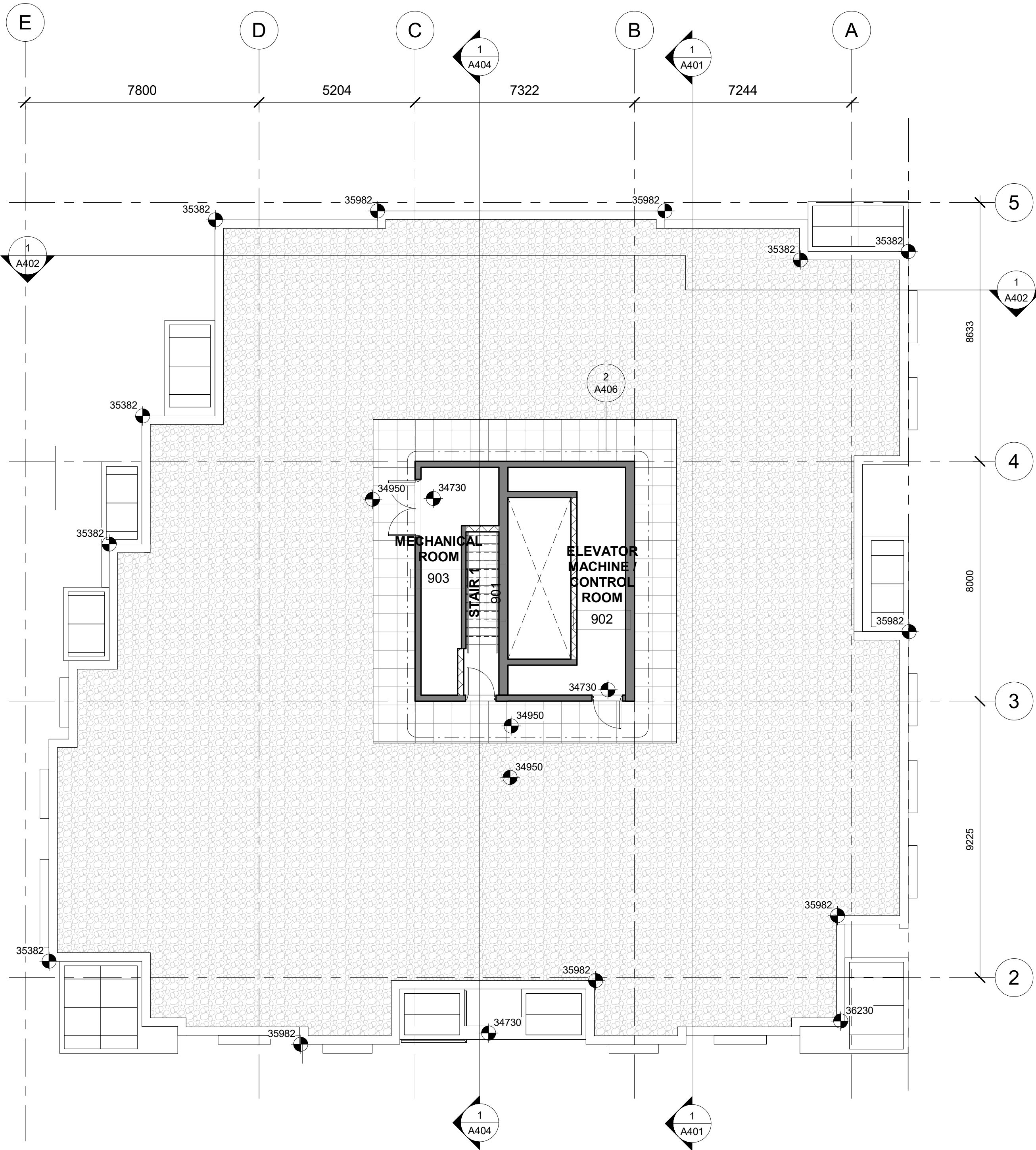
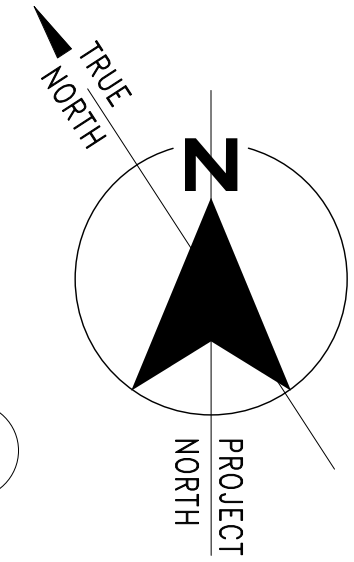
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(ESPLANADE)  
DEVELOPMENT LLP

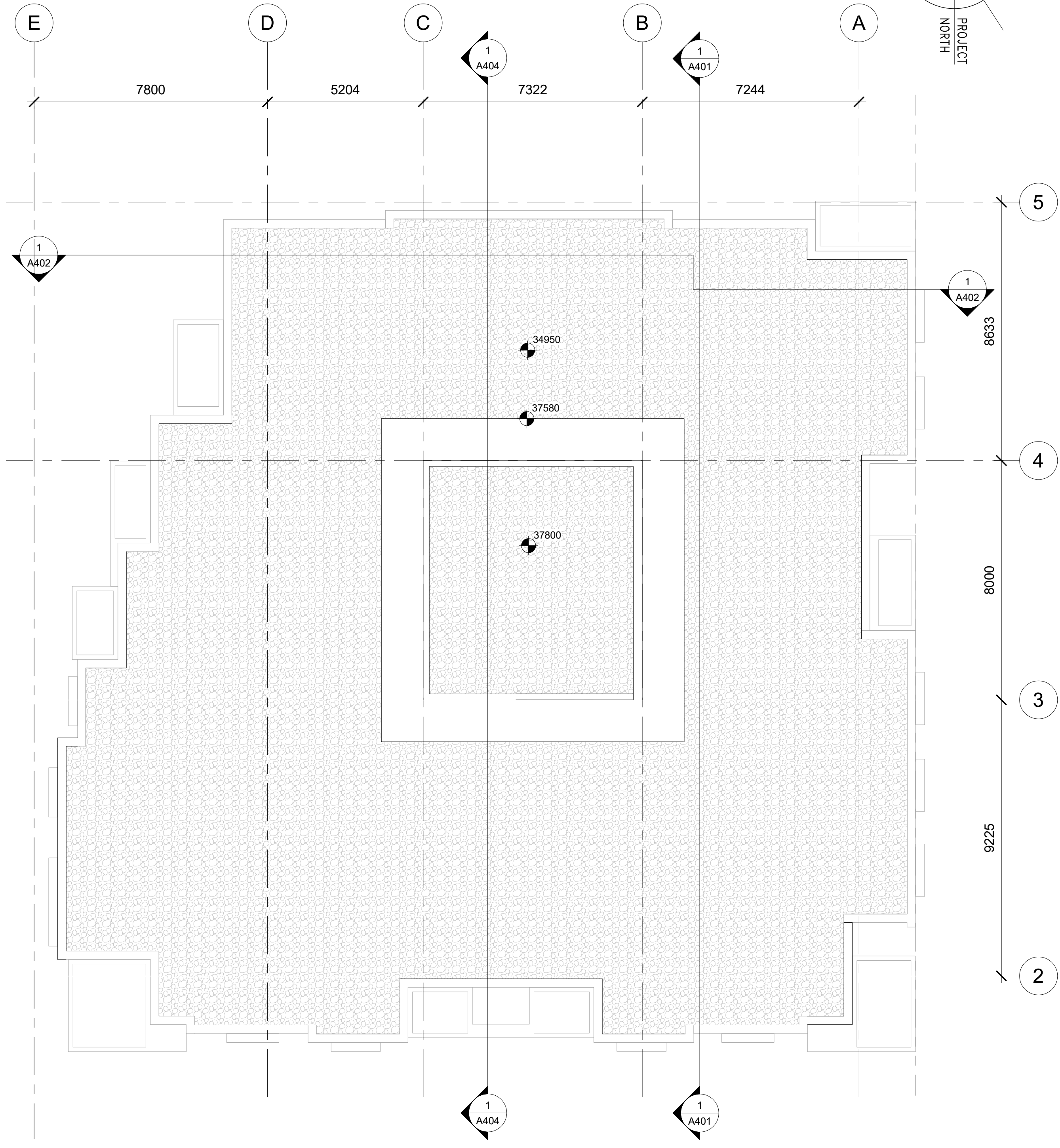
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**L9 ROOF & TOP ROOF PLAN**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A107
Drawn By: Author	Rev:
File name:	



1 L9 ROOF  
A301 1 : 100



2 TOP ROOF  
A301 1 : 100

1. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL INSTALLED HORIZONTALLY IN VENTILATED FACADE SYSTEM - \*SLATE GREY
2. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL IN VENTILATED FACADE SYSTEM - \*PURE WHITE
3. PAINTED ARCHITECTURAL CONCRETE WITH 20mm REVEALS - \*OC-130 CLOUD WHITE
4. SUNSHADES - PREFABRICATED HPC LAMINATE - \*PURE WHITE
5. CLEAR GLAZING IN PREFINISHED ALUMINIUM FRAMES - \*IRON MOUNTAIN GREY
6. CLEAR STOREFRONT/ CURTAIN WALL GLAZING IN PREFINISHED ALUMINIUM FRAMES - \*STANDARD WHITE
7. CLEAR GLAZING w/ CERAMIC FRIT PATTERN (TBD) IN PREFINISHED ALUMINIUM RAILINGS - \*IRON MOUNTAIN GREY
8. PREFINISHED ALUMINIUM OH & EXIT GATES - \*BLACK CHARCOAL
9. LAMINATED GLASS w/ DIFFUSED WHITE INTERLAYER AND STRUCTURAL STEEL CANOPY - \*BLACK CHARCOAL
10. PRIVACY SCREEN OF OPAQUE GLAZING IN ALUMINIUM FRAMES - \*STANDARD WHITE
11. PREFINISHED MISCELLANEOUS METALS TO MATCH ADJACENT - \*DARK GREY/ WHITE
12. WALL MOUNTED LIGHT FIXTURE
13. EXTRUDED TERRACOTTA TILE WALL FACADE - \*BRICK RED
14. ACCENT SCREEN - \*PERFORATED CORTEN STEEL PANEL (PUBLIC ART TBD)
15. PAINTED ARCHITECTURAL CONCRETE WITH 20mm REVEALS - \*WARM GREY

Drawing Issue Date

Revision Schedule		
Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
2	2019-09-18	ADP/ DIS PRESENTATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
6	2020-10-09	RESUBMITTED FOR FIRST READING

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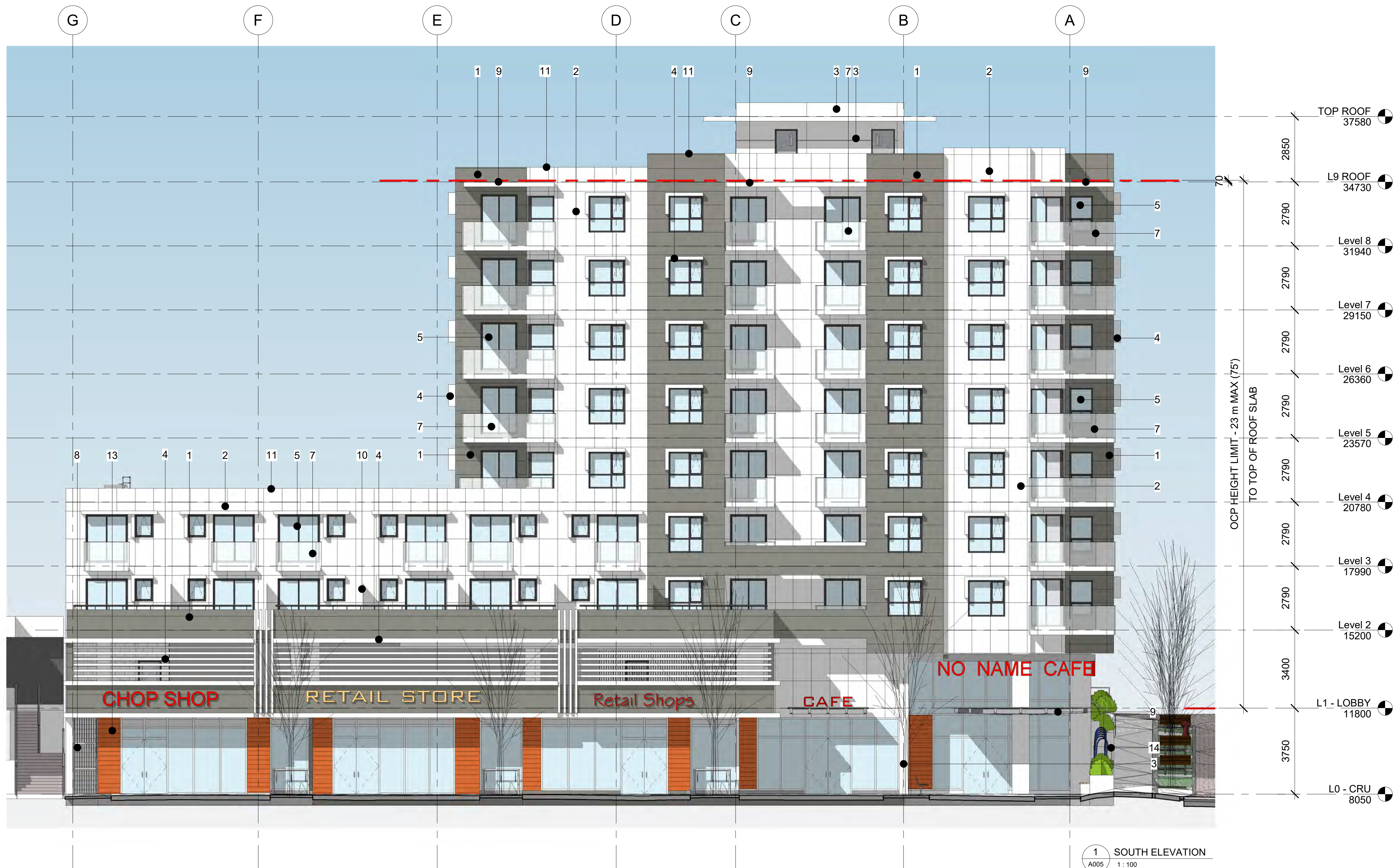


Project  
200 West  
Esplanade, NORTH  
VANCOUVER, B.C.

Drawing Title

**SOUTH ELEVATION**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
As indicated	A301
Drawn By:	
Author	
File name:	Rev:



MATERIAL LEGEND

1. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL INSTALLED HORIZONTALLY IN VENTILATED FACADE SYSTEM - \*SLATE GREY
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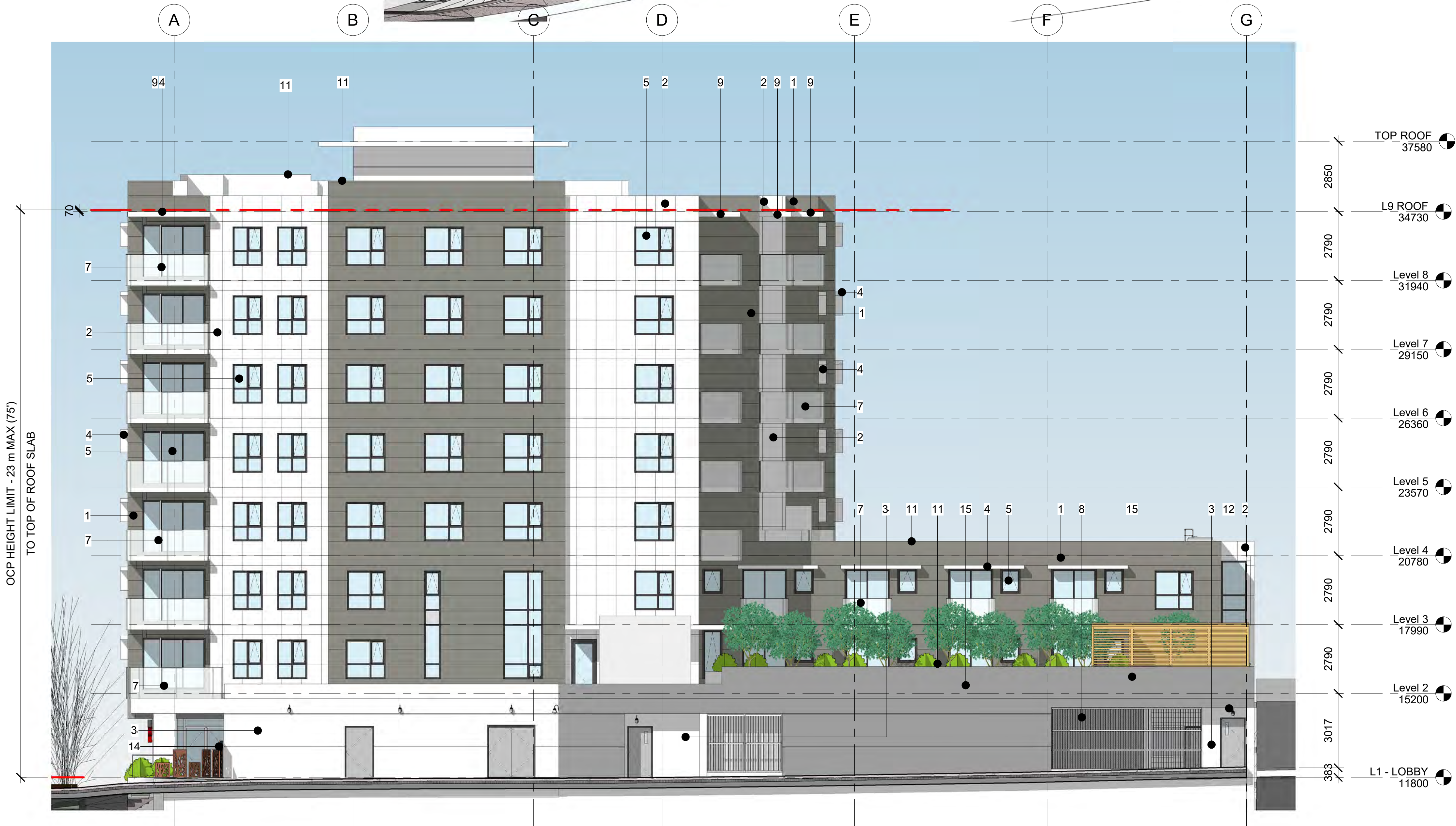
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**EAST ELEVATION**

Date: Issue Date	Project No. 18-60
Scale As indicated	Drawing No. A302
Drawn By: Author	
File name:	Rev:

MATERIAL LEGEND

1. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL INSTALLED HORIZONTALLY IN VENTILATED FACADE SYSTEM - \*SLATE GREY
2. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL IN VENTILATED FACADE SYSTEM - \*PURE WHITE
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15. PAINTED ARCHITECTURAL CONCRETE WITH 20mm REVEALS - \*WARM GREY



1 NORTH ELEVATION  
A0-3 1:100

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Drawing Issue Date

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Rev #	Date	Description
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DEVELOPMENT LLP

Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**NORTH ELEVATION**

Date: Issue Date	Project No. 18-60
Scale As indicated	Drawing No. A303
Drawn By: Author	Rev:
File name:	

MATERIAL LEGEND

1. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL INSTALLED HORIZONTALLY IN VENTILATED FACADE SYSTEM - \*SLATE GREY
2. HIGH-PRESSURE COMPACT LAMINATE CLADDING PANEL IN VENTILATED FACADE SYSTEM - \*PURE WHITE
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Drawing Issue Date

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Rev #	Date	Description
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3	2020-03-03	DEPT. REVIEW - RESPONSE
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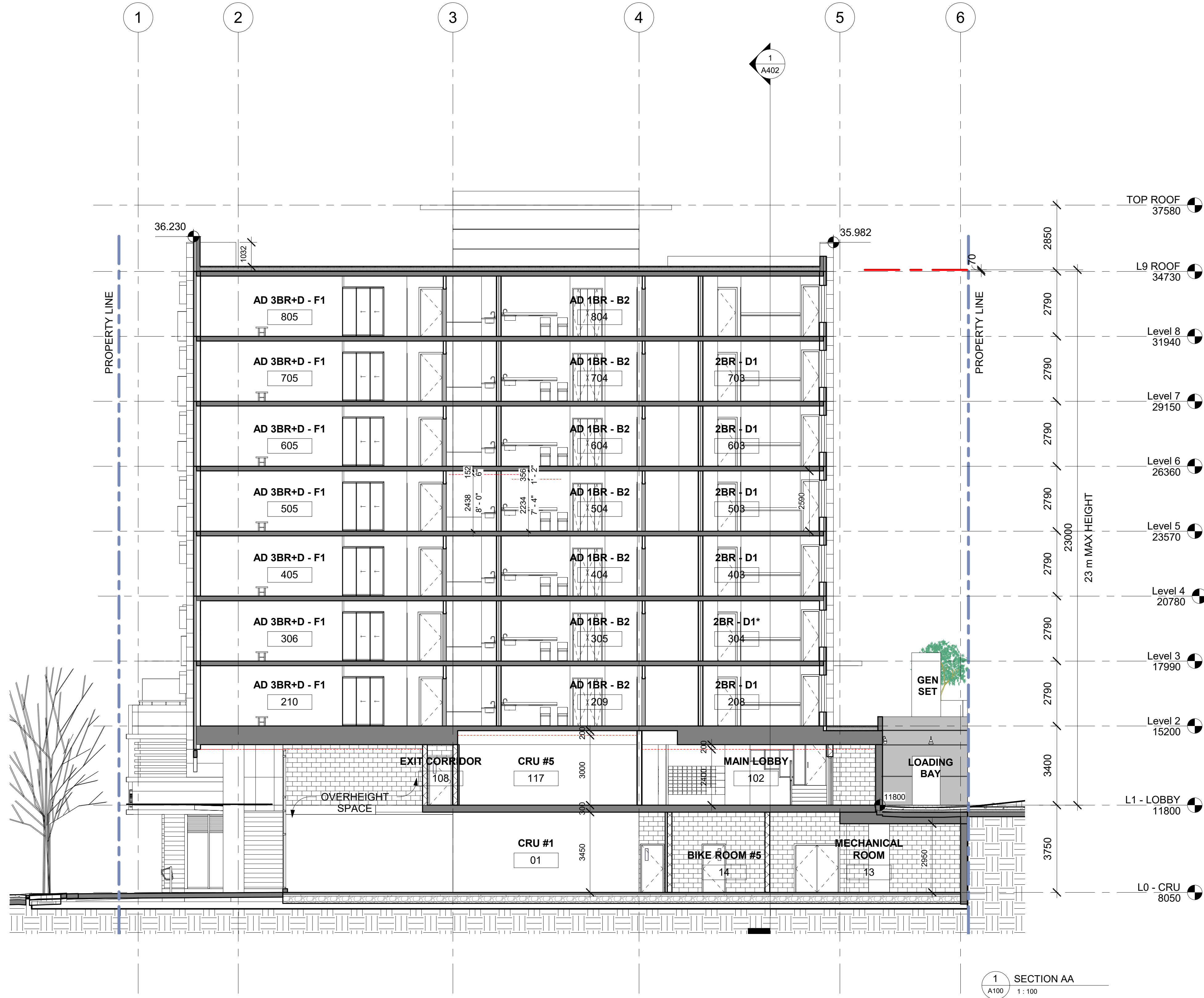
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Client  
 **CRESSEY**  
(ESPLANADE)  
DEVELOPMENT LLP

Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**WEST ELEVATION**

Date: Issue Date	Project No. 18-60
Scale As indicated	Drawing No. A304
Drawn By: Author	
File name:	Rev:



1 SECTION AA  
A100 1 : 100

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Drawing Issue Date

Revision Schedule

Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**SECTION AA**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A401
Drawn By: Author	Rev:
File name:	

Drawing Issue Date

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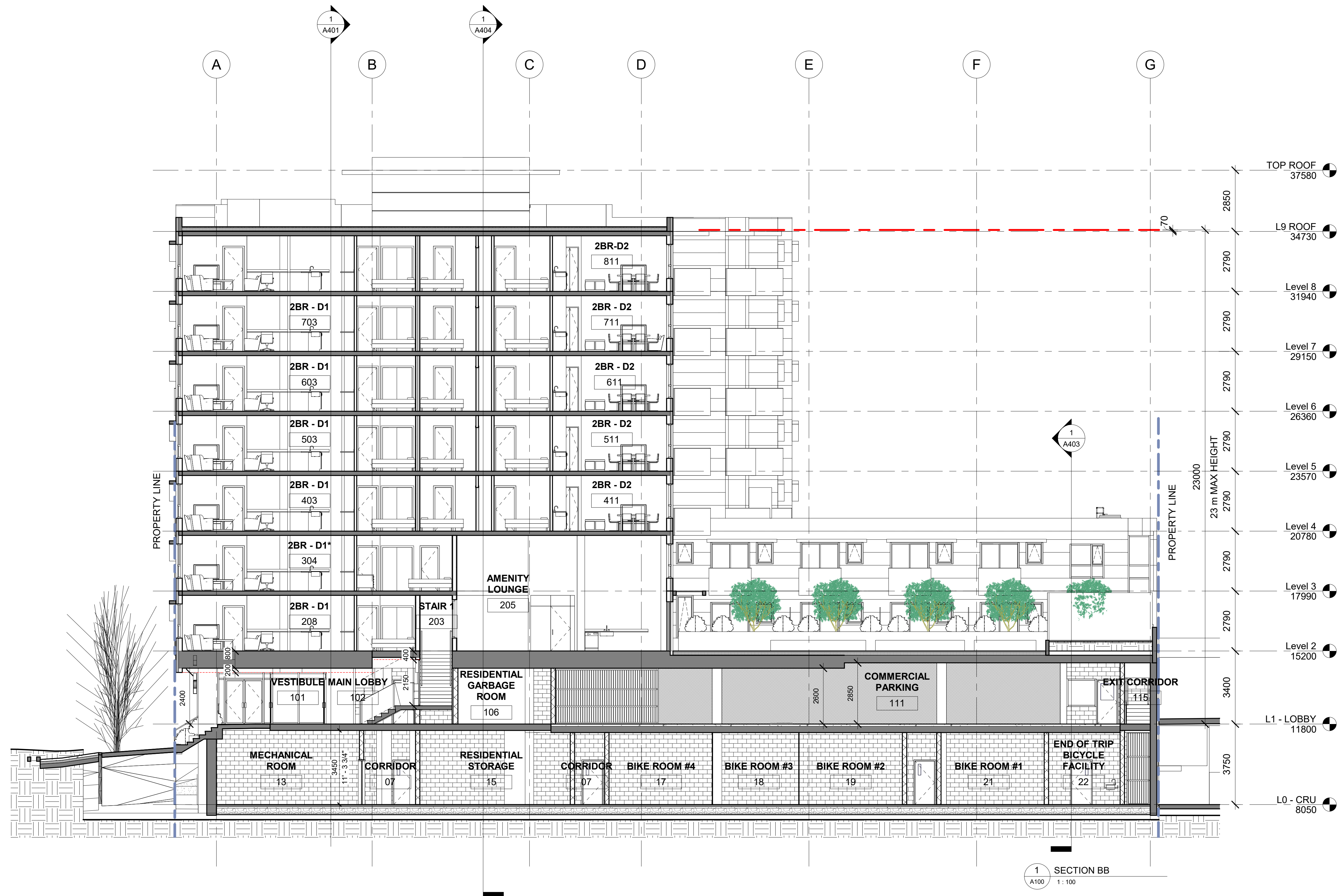
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Drawing Title

**SECTION BB**

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 100	A402
Drawn By:	
Author	
File name:	Rev:



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Revision Schedule

Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
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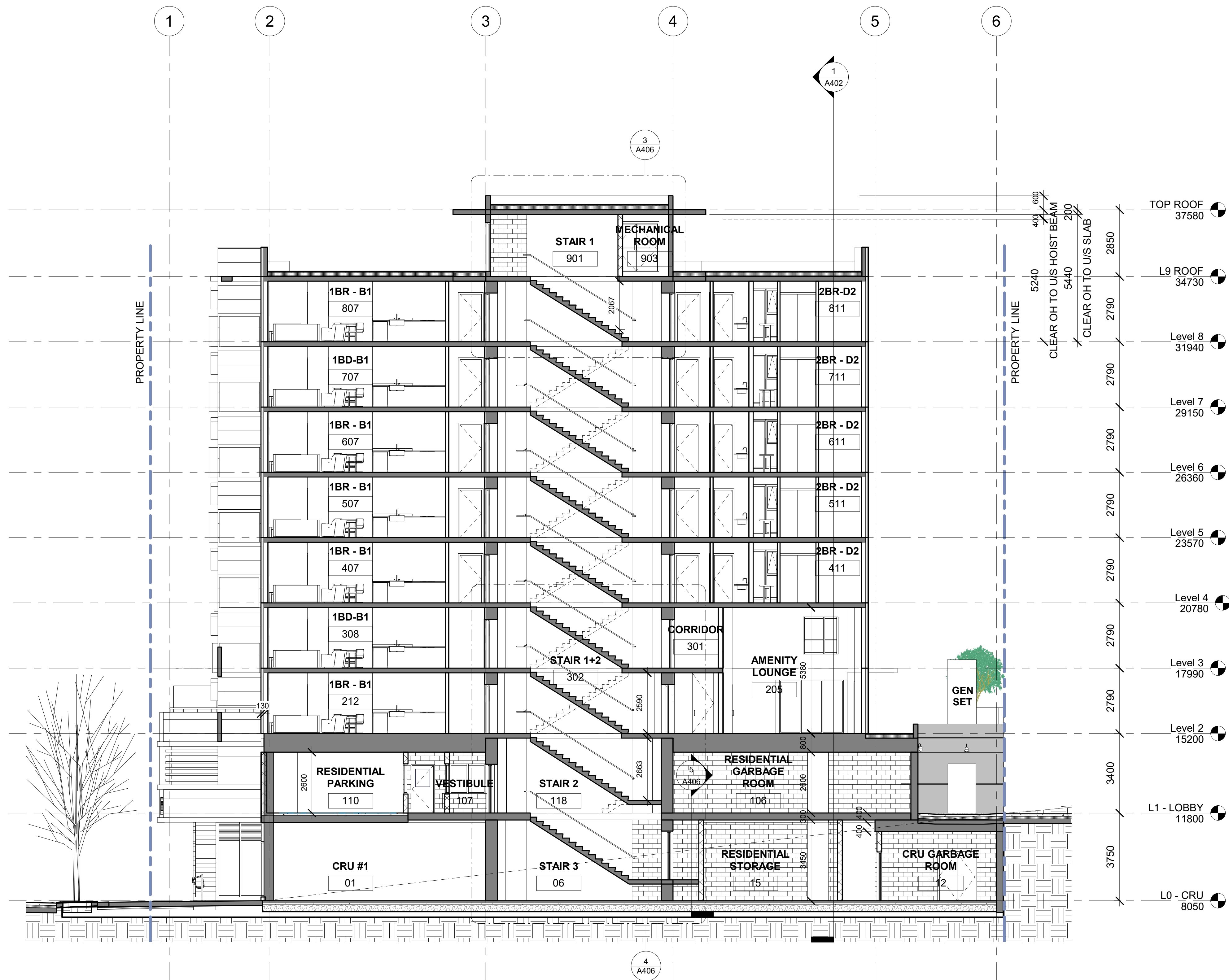
Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**SECTION CC**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A403
Drawn By: Author	
File name:	Rev:



1 SECTION CC  
A100 1 : 100



1 SECTION DD  
A100 1:100

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Drawing Issue Date		

Revision Schedule		
Rev #	Date	Description
1	2019-07-25	RE-ZONING APPLICATION
3	2020-03-03	DEPT. REVIEW - RESPONSE
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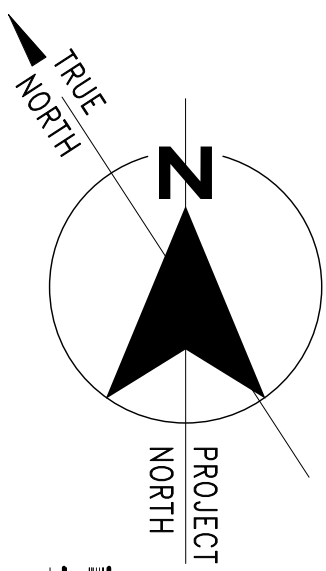
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Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**SECTION DD**

Date: Issue Date	Project No. 18-60
Scale 1 : 100	Drawing No. A404
Drawn By: Author	Rev:
File name:	

47.32 m<sup>2</sup>

48.79 m2

62.15 m2

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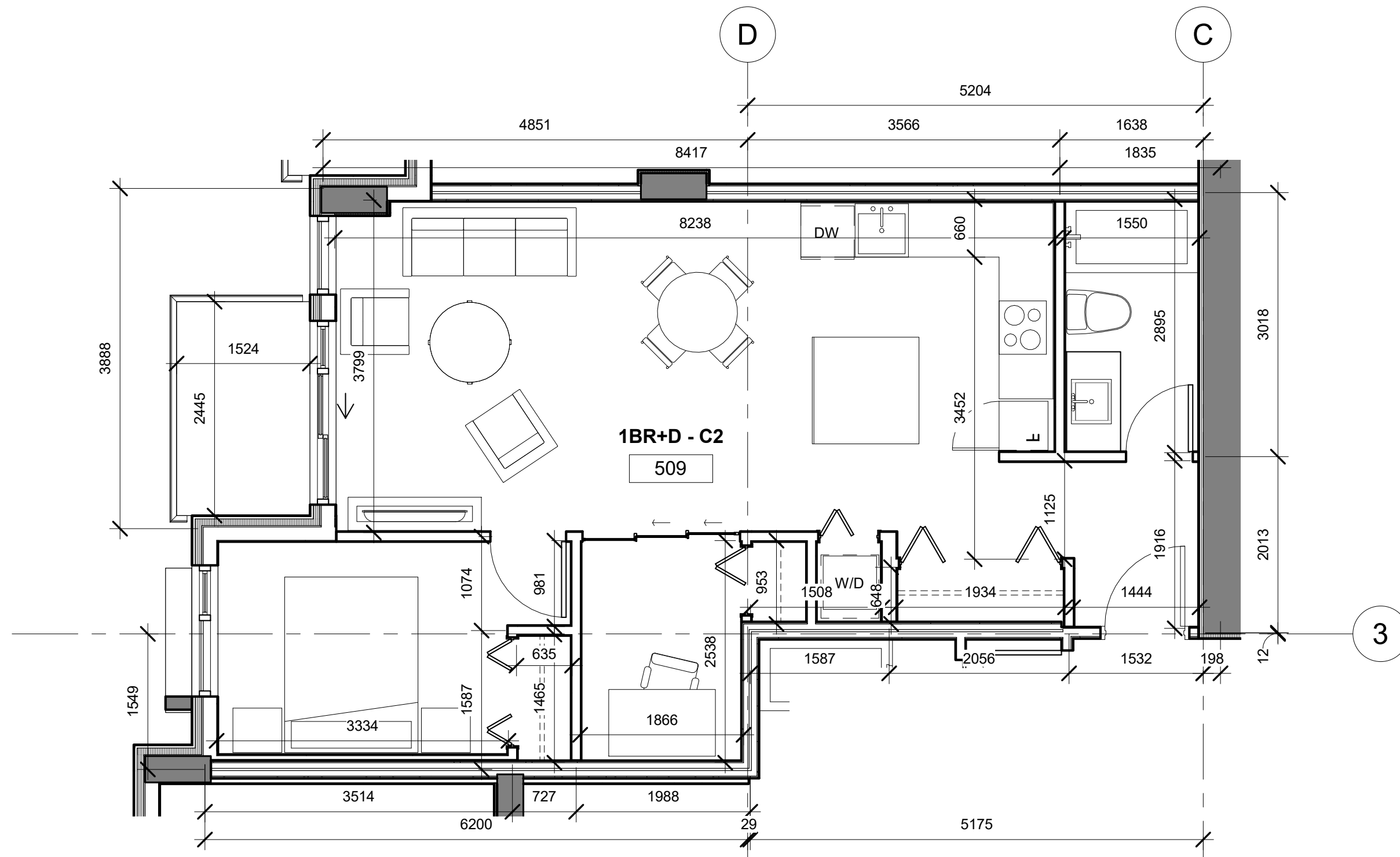
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Project  
200 West  
Esplanade, NORTH  
VANCOUVER, B.C.

Drawing Title

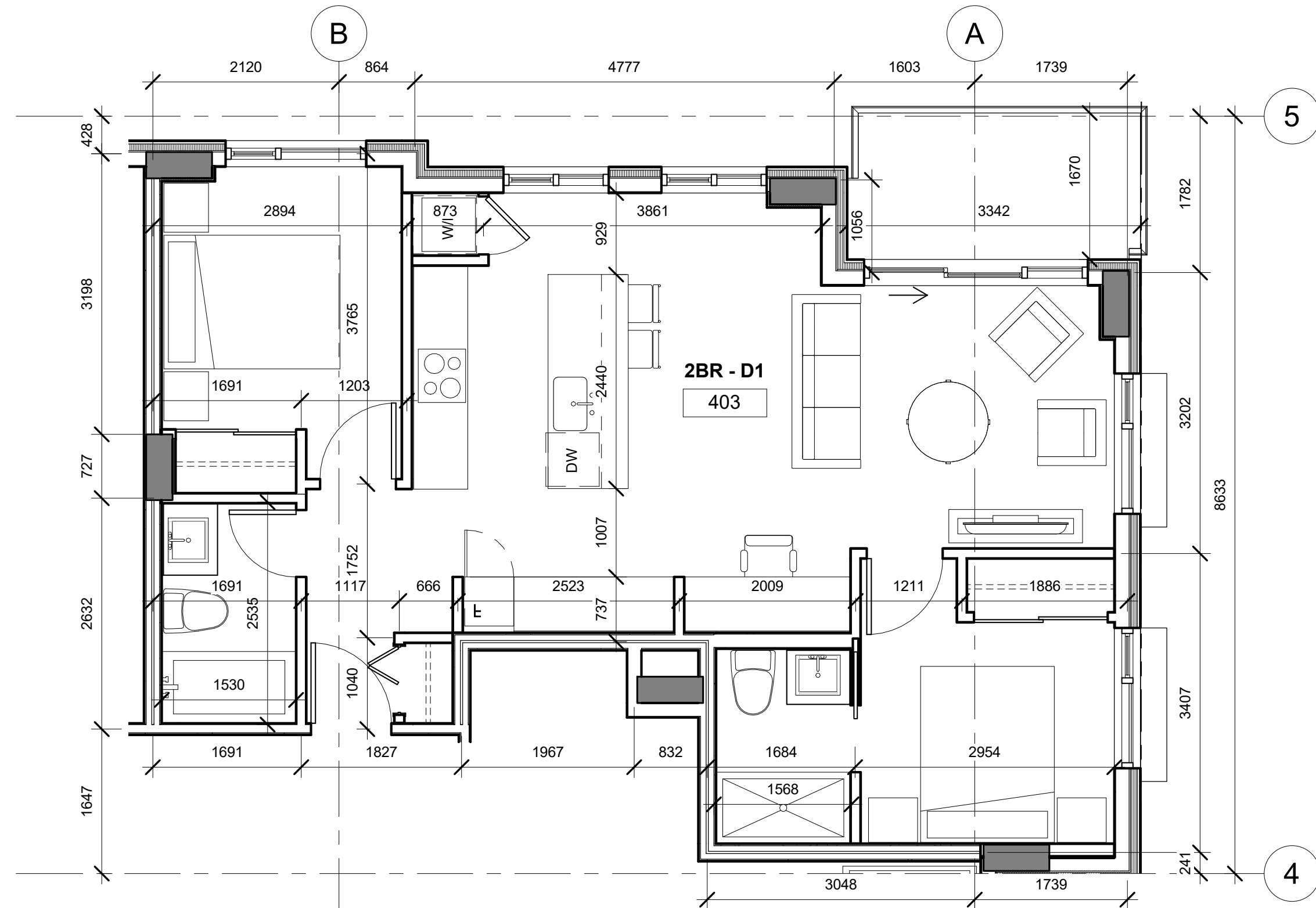
UNIT PLANS A1, A2, A3, A4, B1, B2, C1

Date:	Project No.
Issue Date	18-60
Scale	Drawing No.
1 : 50	A501
Drawn By:	
Author	
File name:	Rev:



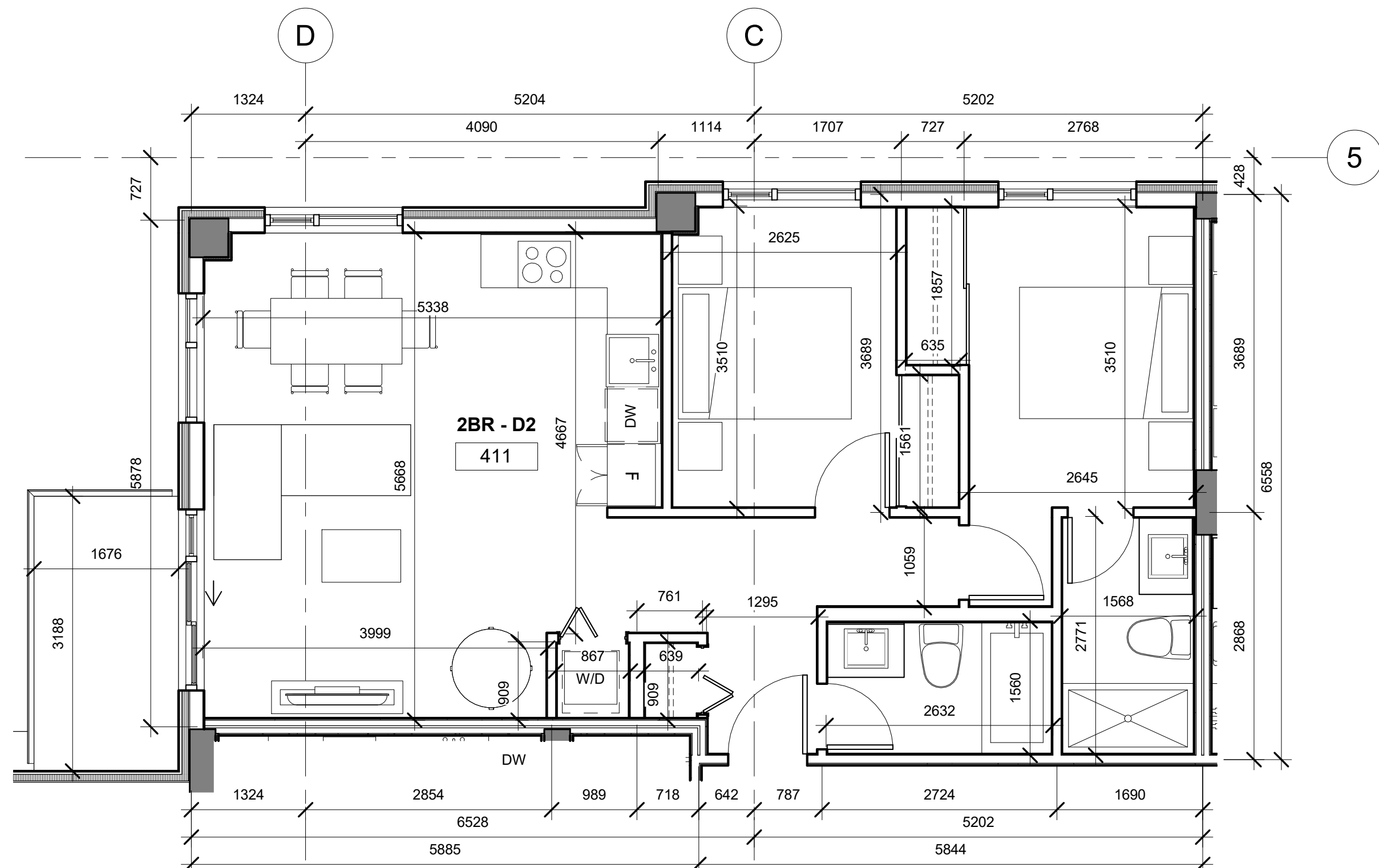
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64.04 m2



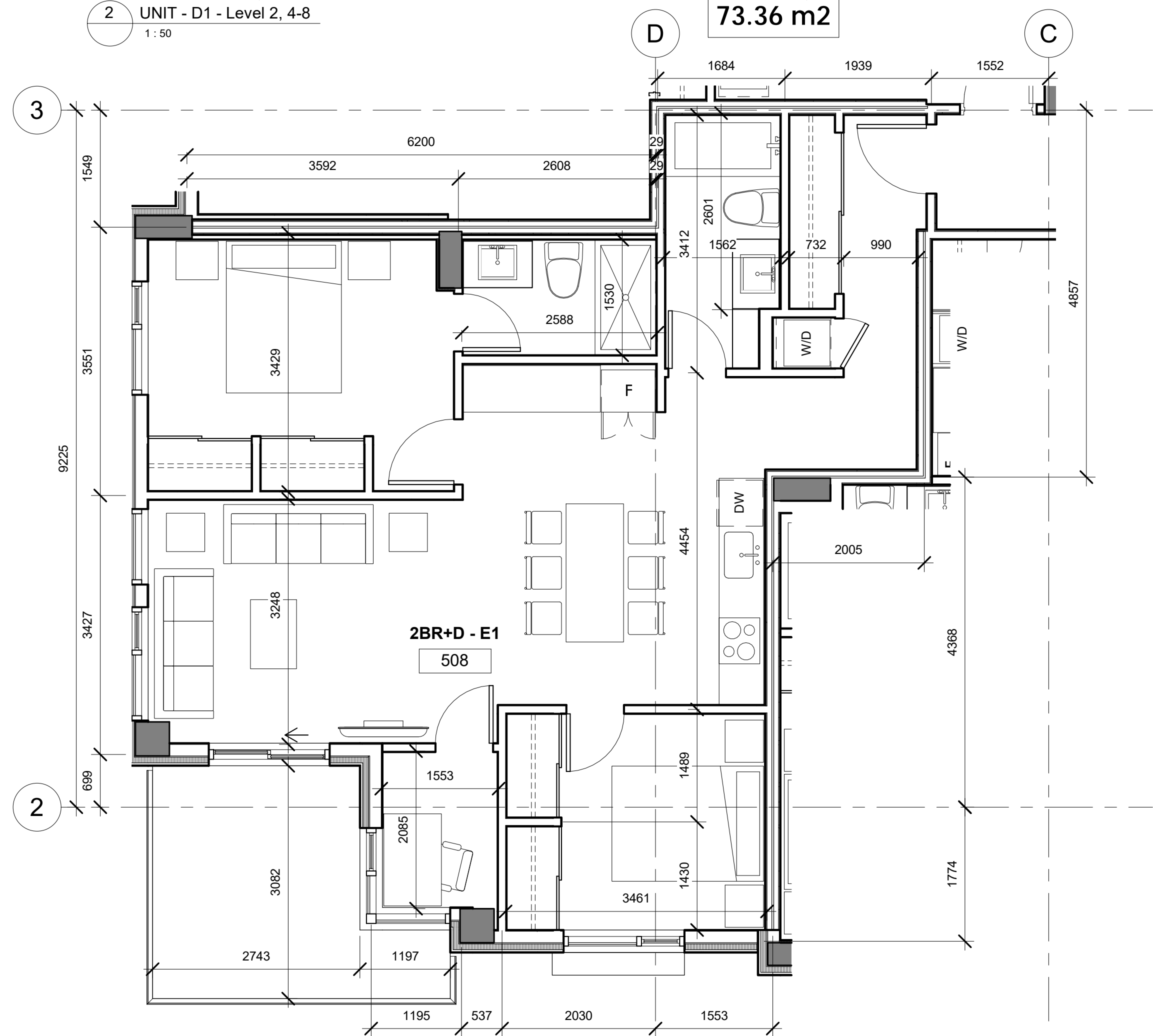
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1:50

73.36 m2



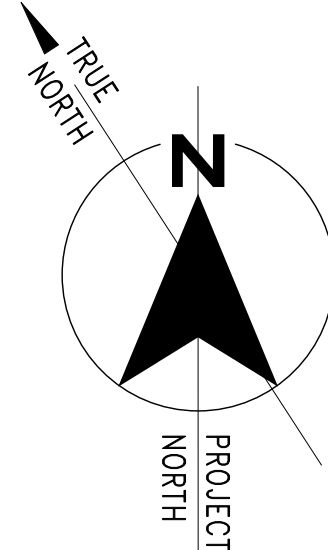
3 UNIT - D2 - Level 4-8  
1:50

74.47 m2



4 UNIT - E1 - Level 4-7  
1:50

82.14 m2



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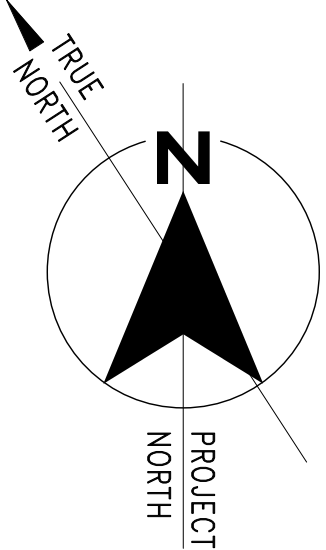
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Client  
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(ESPLANADE)  
DEVELOPMENT LLP

Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**UNIT PLANS C2, D1, D2, E1**

Date: Issue Date	Project No. 18-60
Scale 1:50	Drawing No. A502
Drawn By: Author	
File name:	Rev:



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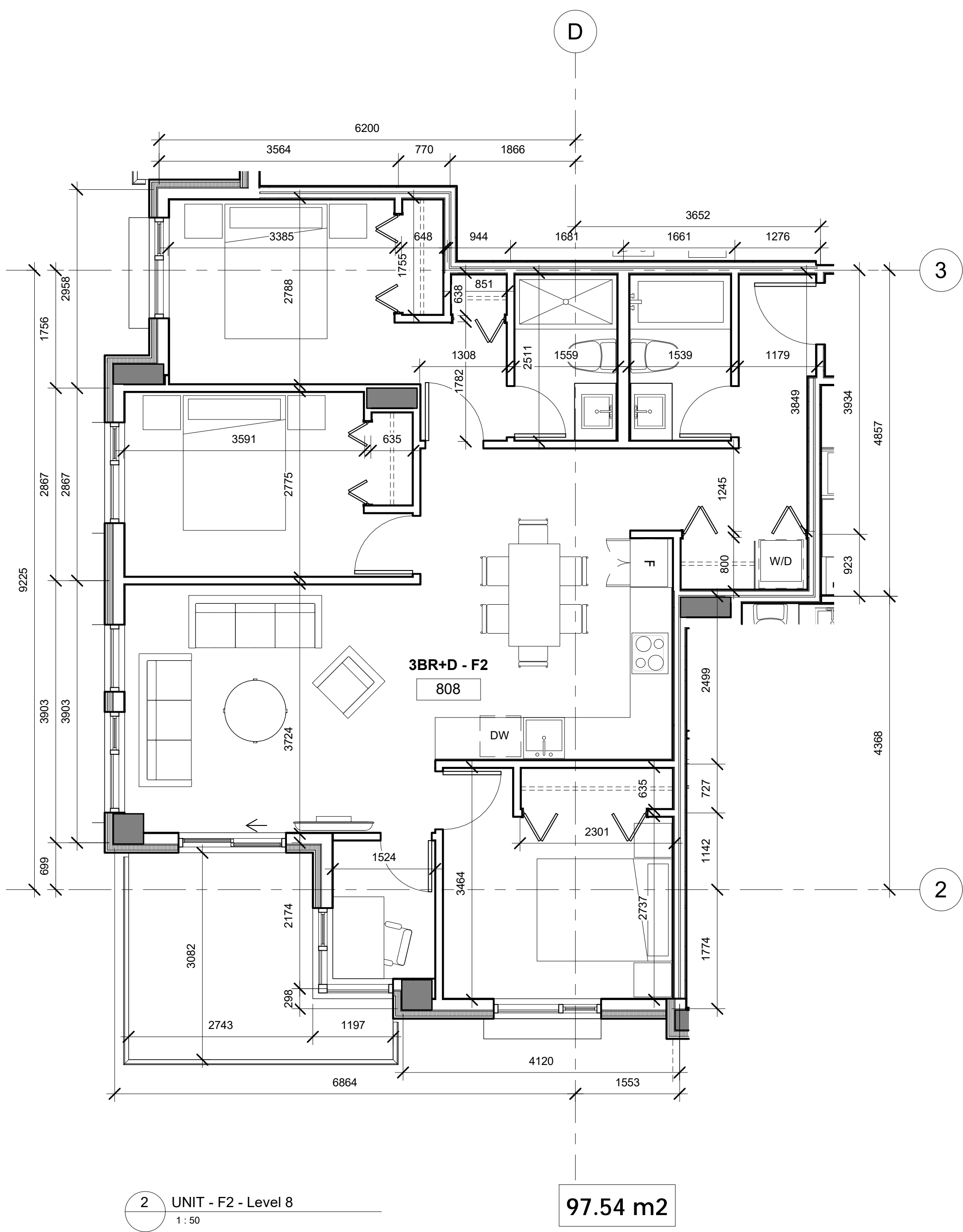
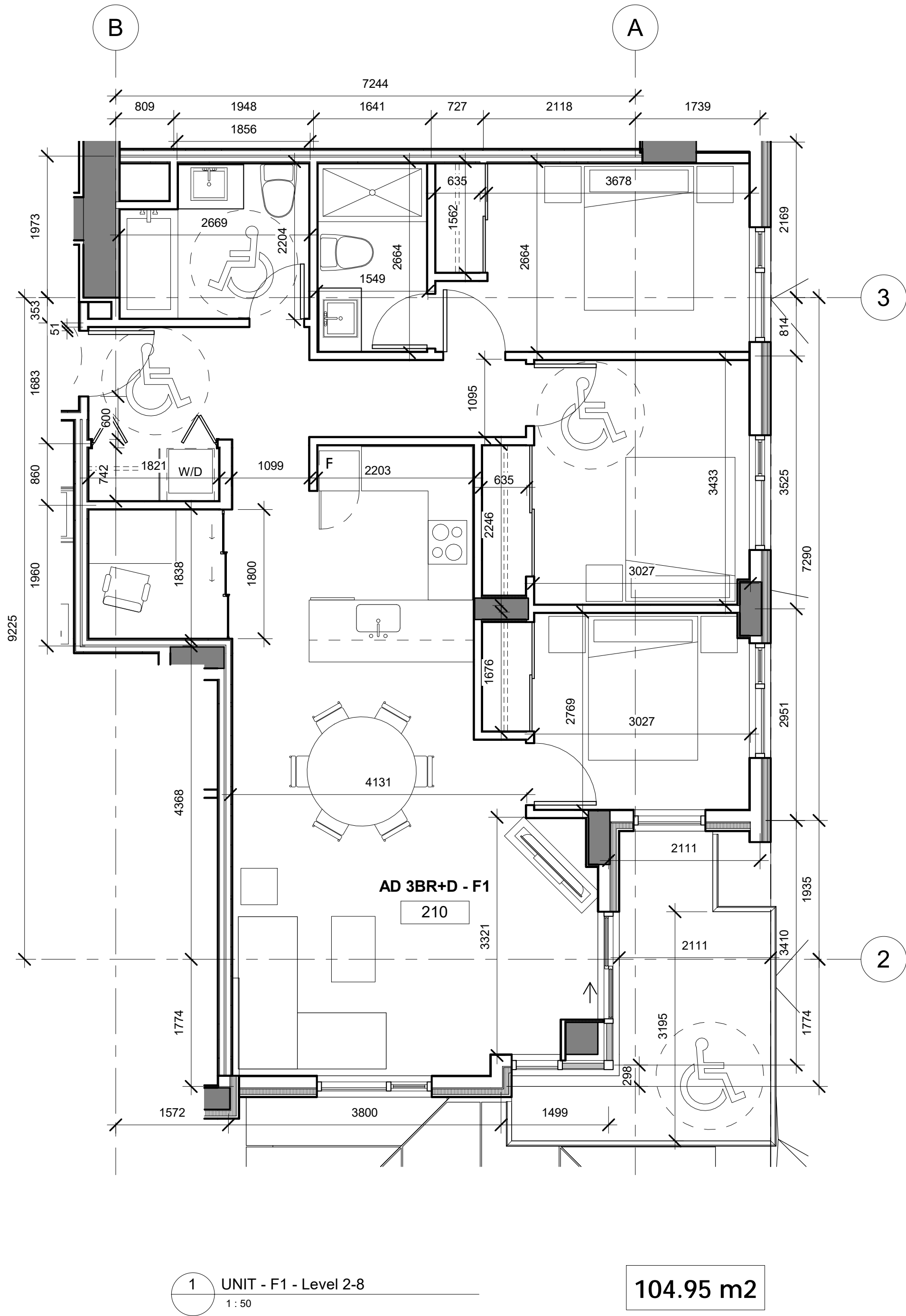
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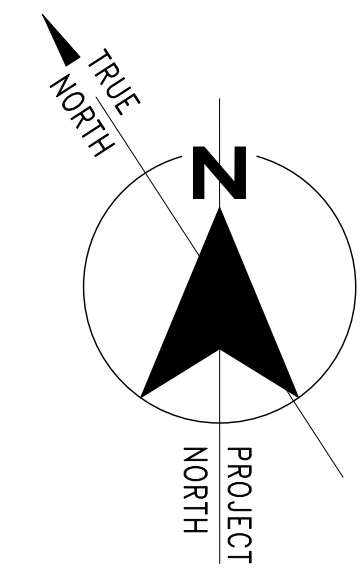
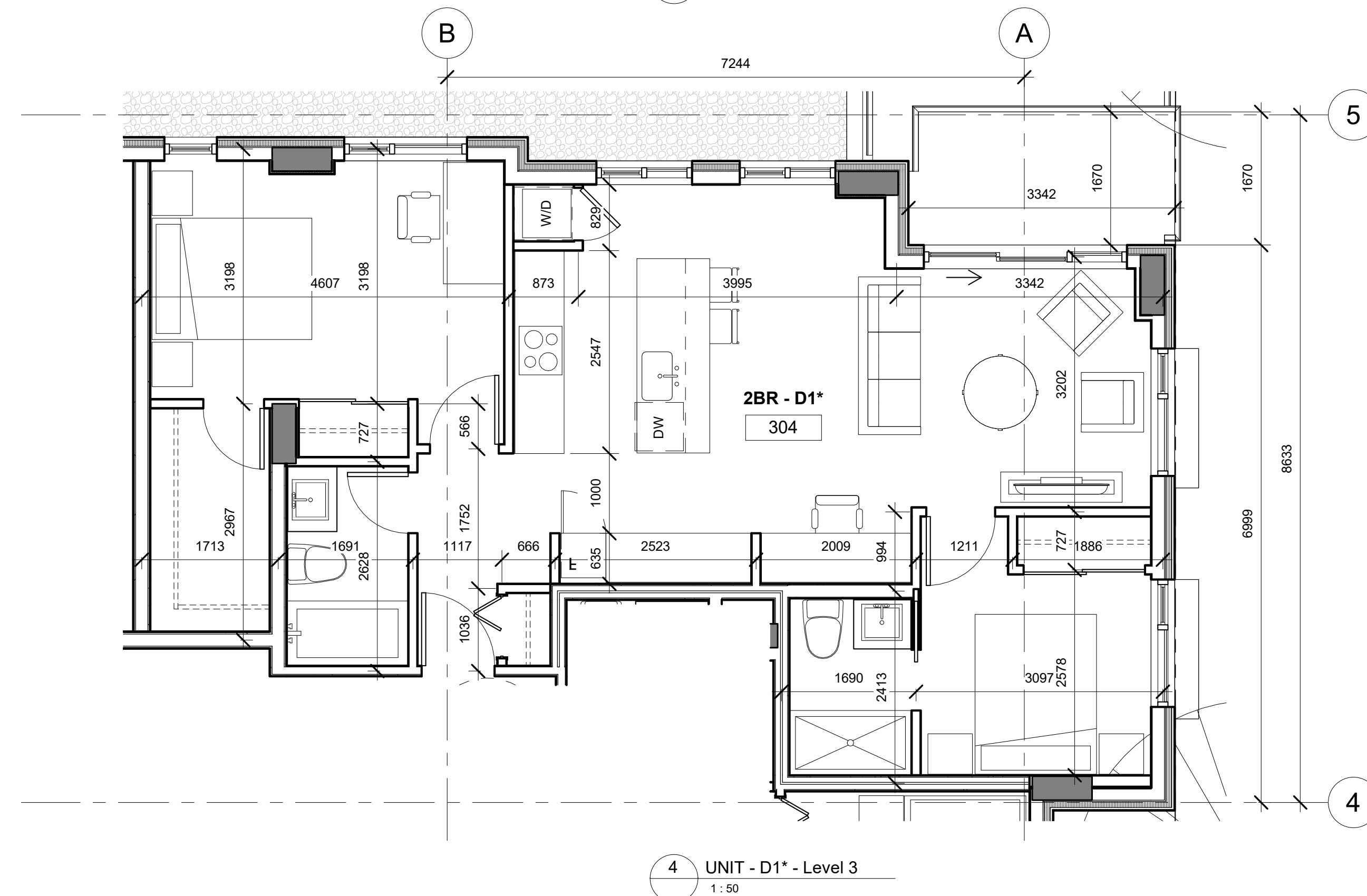
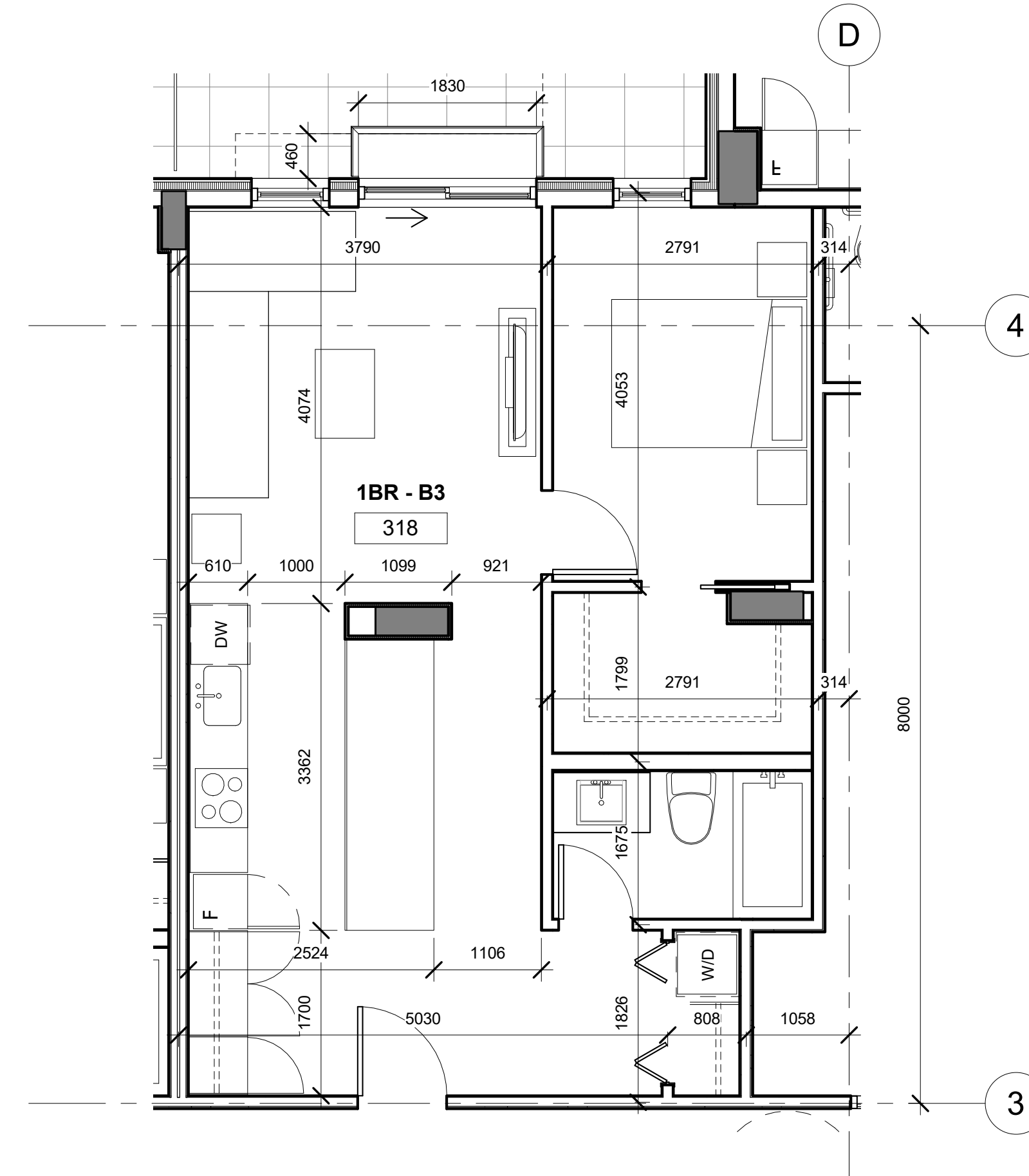
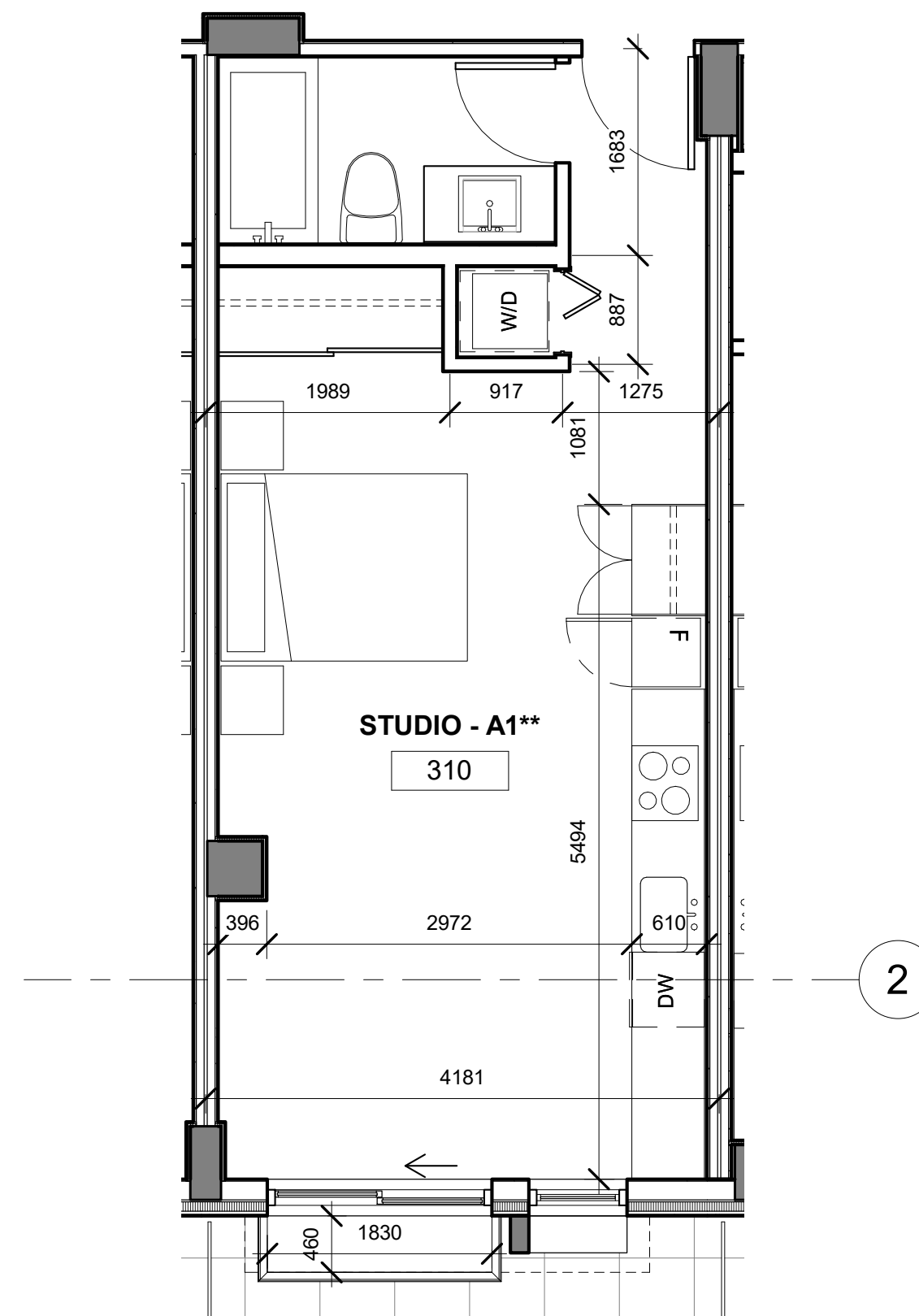
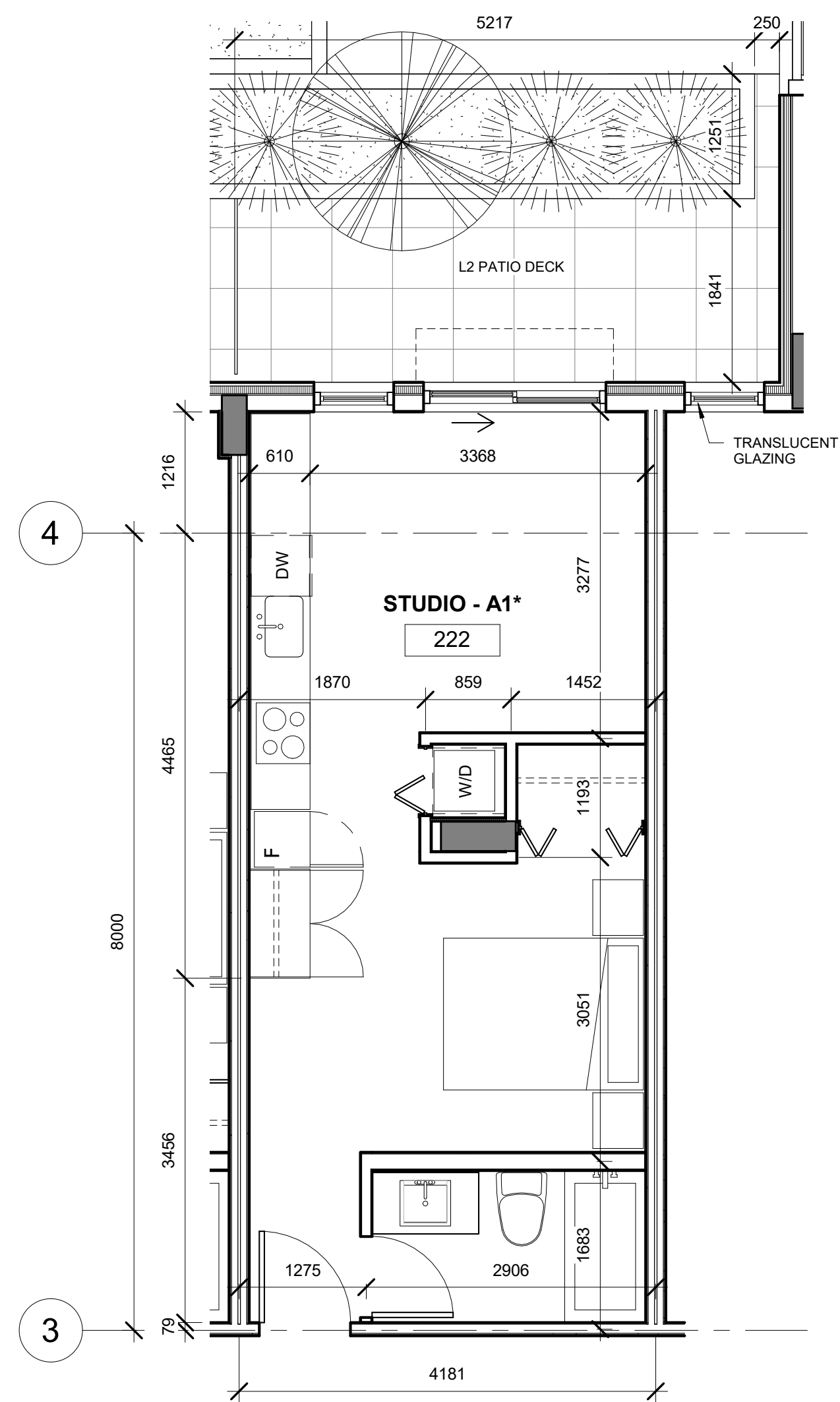
Client  
 **CRESSEY**  
(ESPLANADE)  
DEVELOPMENT LLP

Project  
**200 West Esplanade, NORTH VANCOUVER, B.C.**

Drawing Title  
**UNIT PLANS F1, F2**

Date: Issue Date	Project No. 18-60
Scale 1 : 50	Drawing No. A503
Drawn By: Author	
File name:	Rev:





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Drawing Issue Date

### Revision Schedule

Rev #	Date	Description
4	2020-09-01	DEPT. REVIEW - RESPONSE 2
5	2020-10-01	DEPT. REVIEW - RESPONSE 3
6	2020-10-09	RESUBMITTED FOR FIRST READING

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1600 HOWE ST  
VANCOUVER BC  
V6Z 2L9 CANADA



Project  
200 West  
Esplanade, NORTH  
VANCOUVER, B.C.

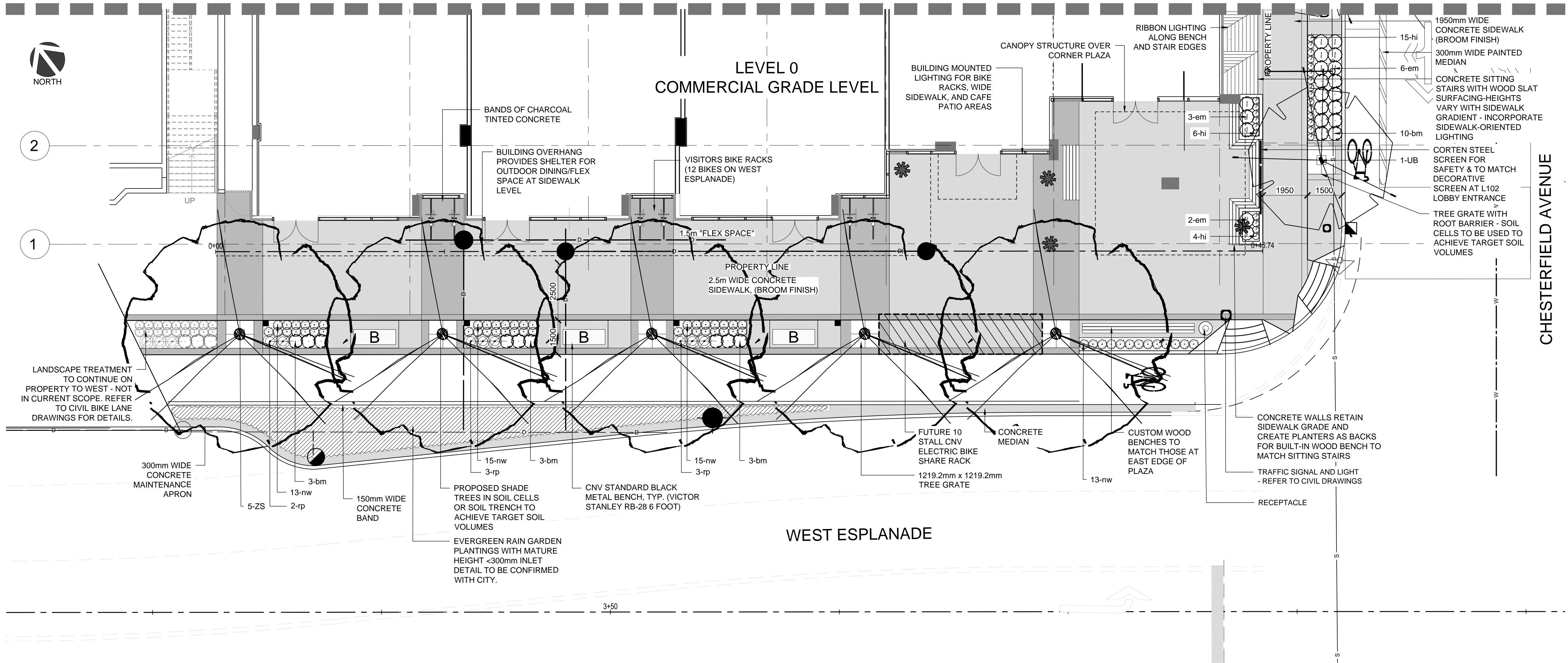
Drawing Title

UNIT PLANS A1\*,  
A1\*\*, B3, D1\*

Date: Issue Date	Project No. 18-60
Scale 1 : 50	Drawing No.  A504
Drawn By: Author	
File name:	

McElhanney D-144722  
DATE: 2025-10-08, 17:30, FILE: I:\00\mcelhanney\comsry0211-Engineering\Proj0211-05444-00\_Cressey - 200 W Esplanade, N Van10.0.DRW\DWGS\10.0\_Landscape\Arch10.0.1\_Sheet05444-L0-100.dwg  
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MATCHLINE REFER TO L1



## LANDSCAPE PLAN - LEVEL 0 COMMERCIAL GRADE LEVEL

SCALE 1:100

## SITE SURFACING AND FEATURE SCHEDULE

REFER TO L0 FOR LOCATIONS



## SITE FURNITURE SCHEDULE

REFER TO L0 FOR LOCATIONS



RECEPTACLE - VICTOR STANLEY SDC-36, COLOUR BLACK W/ WISHBONE SS BOTTLE & CAN RECYCLER BASKET (BCRSS-10R) ADDED TO FRONT

## RAIN GARDEN INLET

REFER TO L0 FOR LOCATION



INLET DETAIL TO BE CONFIRMED WITH CITY DURING DETAILED DESIGN

## PLANT SCHEDULE

Plant Schedule								
Key	L0	L1	Total Qty.	Botanical Name	Common Name	Size	Spacing O.C.	Mature ht.
<strong>Trees</strong>								
UB	1	3	4	<i>Ulmus americana</i> 'Brandon'	Brandon Elm	7cm cal. B&B, 2m Standard	As Noted	13m
ZS	5		5	<i>Zelkova serrata</i> 'Green Vase'	Green Vase Zelkova	7cm cal. B&B, 2m Standard	As Noted	18m
<strong>Shrubs, Groundcovers &amp; Perennials</strong>								
bm	19	38	57	<i>Buxus microphylla</i> 'Winter Gem'	Winter Gem Boxwood	#2 Pot	0.6m	0.6m
em	11	14	25	<i>Euphorbia martinii</i> x 'Rudolph'	'Wood Spurge' 'Rudolph'	#2 Pot	0.6m	0.5m
hi	25	54	79	<i>Hemerocallis</i> 'Irish Envy'	Irish Envy Daylily	#2 Pot	0.3m	0.6m
nw	56		56	<i>Nepeta</i> 'Walkers Low'	Walkers Low Nepeta	#2 Pot	0.4m	0.5m
rp	8		8	<i>Rosa</i> 'Popcorn Drift'	Popcorn Drift Groundcover Rose	#2 Pot	0.6m	0.5m
hk		9	9	<i>Heuchera Kira</i> 'Evergreen Forest'	Evergreen Forest Coral Bells	#2 Pot	0.4m	0.4m
rp		8	8	<i>Leucothoe Fontanesiana</i> 'Zebild Scarletta'	Scarletta Leucothoe	#2 Pot	0.6m	0.75m

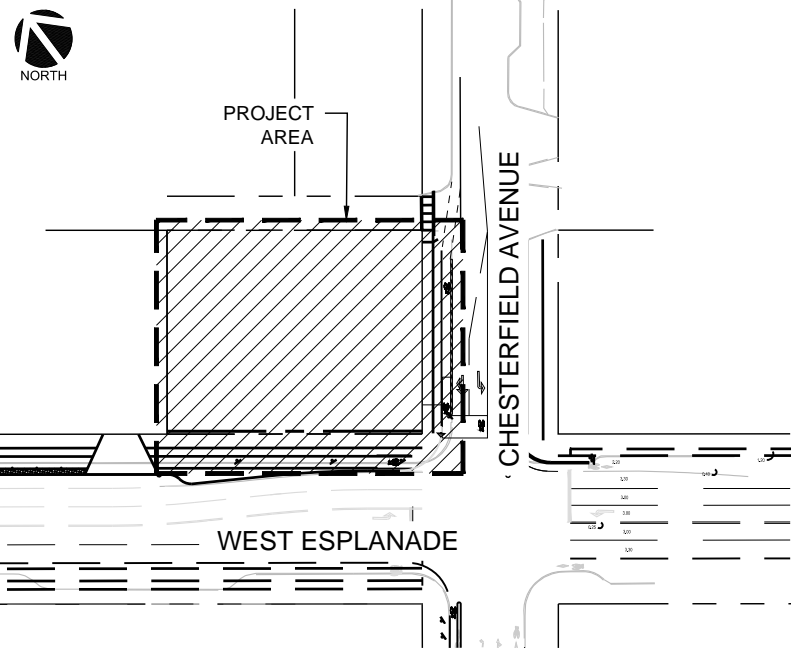
## PLANT IMAGES

REFER TO L0 AND L1 FOR LOCATIONS



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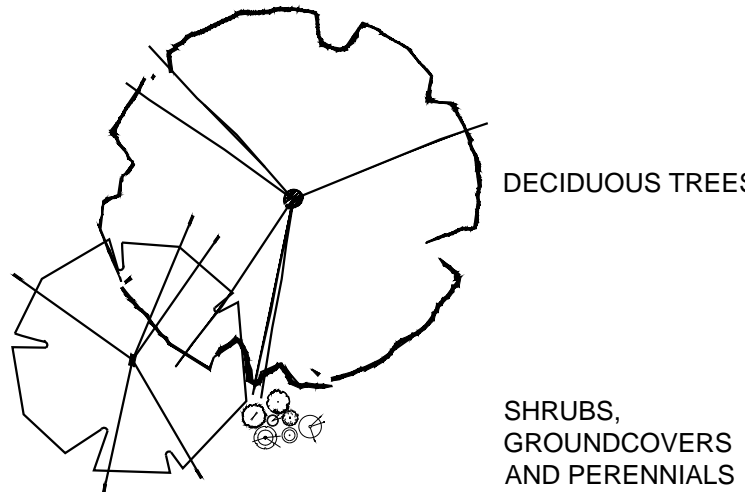
## KEY PLAN

SCALE N.T.S.

## LEGEND

- LOW RAIN GARDEN PLANTING - SPECIES TO BE DETERMINED BASED ON ANTICIPATED RUNOFF
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- WASTE RECEPTACLE
- BIKE RACK
- BOLLARD LIGHT
- BOULDERS
- POTENTIAL PUBLIC ART LOCATION, MAY MATCH PERFORATED CORTEN STEEL SCREENS

## PLANT MATERIAL



07	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS
06	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS
05	2020-09-15	RESUBMIT FOR RE-ZONING	EC/JM	JS	JS
04	2020-09-03	RESUBMIT FOR RE-ZONING	EC	JS	JS
03	2020-03-04	DEPARTMENTAL REVIEW - RESPONSE PACKAGE	EC/KW	JS	JS
02	2019-09-10	ADVISORY DESIGN PANEL MEETING	KW	JS	JS
01	2019-07-12	RE-ZONING APPLICATION	CA	JS	JS
Rev	Date	Description	Drawn	Design	App'd

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ORIGINAL DWG SIZE: ANSI D (22" x 34")



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200 W ESPLANADE

Landscape Plan - Level 0

NORTH VANCOUVER, B.C.

Drawing No.

L0

Project Number

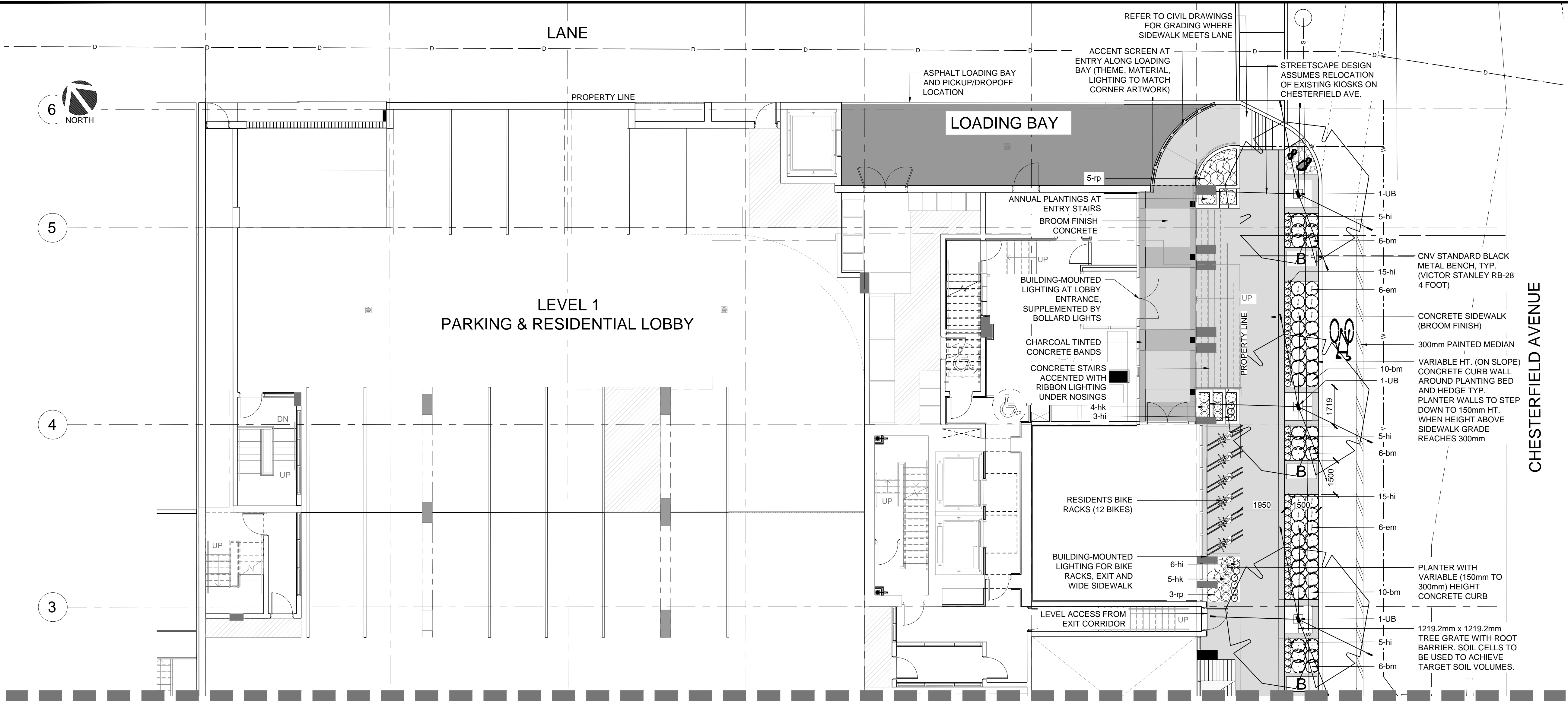
2111-05444-00

Rev.

07

DESTROY ALL PRINTS BEARING PREVIOUS REVISION

McElhanney D-144722  
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DATE: 2020-10-08, 17:31 FILE: \\corporate\mclh\mcs\11-Engineering\Proj\211-05444-00\Drawings - 200 W Esplanade - N Van\10.0 DRAWINGS\10.0 Landscape Arch\10.0.1 Sheets\05444-L1-100.dwg



MATCHLINE REFER TO L101  
LANDSCAPE PLAN - LEVEL 1 PARKING & RESIDENTIAL LOBBY  
SCALE 1:100

## SITE SURFACING AND FEATURE SCHEDULE

REFER TO L1 FOR LOCATIONS



STANDARD CONCRETE  
COLOUR: NATURAL

ACCENT CHARCOAL  
COLOURED CONCRETE  
BANDING

CONCRETE SITTING  
STAIRS WITH WOOD  
SLATS

PERFORATED METAL  
SCREEN AT ENTRY

## SITE FURNITURE SCHEDULE

REFER TO L1 FOR LOCATIONS



POTENTIAL FOR LIGHTING TO BE INTEGRATED IN ART ELEMENTS, BENCHES AND STAIRS ALONG CHESTERFIELD.

BENCH - VICTOR STANLEY RB-28 4ft. AND 6ft.

TREE GRATE - DOBNEY FOUNDRY 1219.2mm x 1219.2mm, MODEL TO BE CONFIRMED

LIGHT BOLLARD

BICYCLE RACK - BOLA

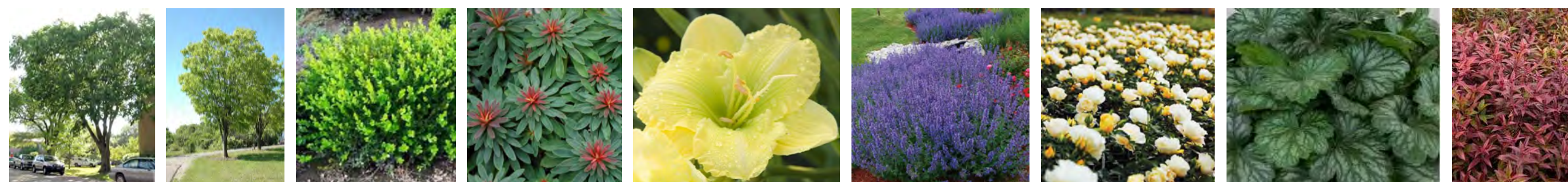
RECEPTACLE - VICTOR STANLEY SDC-36, COLOUR BLACK W/ WISHBONE SS BOTTLE & CAN RECYCLER BASKET (BCRSS-10R) ADDED TO FRONT

## PLANT SCHEDULE

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## PLANT IMAGES

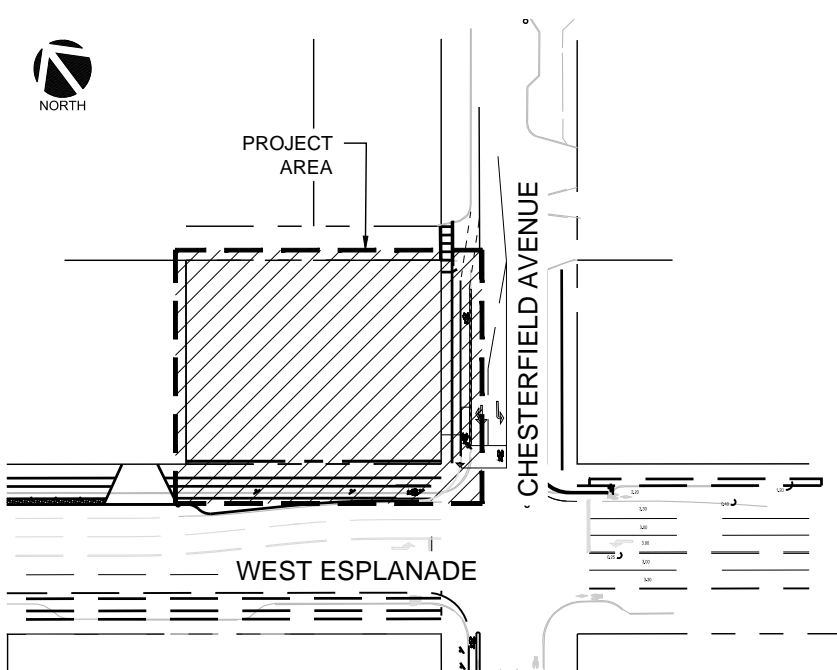
REFER TO L0 AND L1 FOR LOCATIONS



BRANDON ELM  
GREEN VASE ZELKOVA  
WINTER GEM BOXWOOD  
WOOD SPURGE 'RUDOLPH'  
IRISH ENVY DAYLILY  
WALKER'S LOW NEPETA  
POPCORN DRIFT GROUNDCOVER ROSE  
EVERGREEN CORAL BELLS  
SCARLETTA LEUCOTHOE

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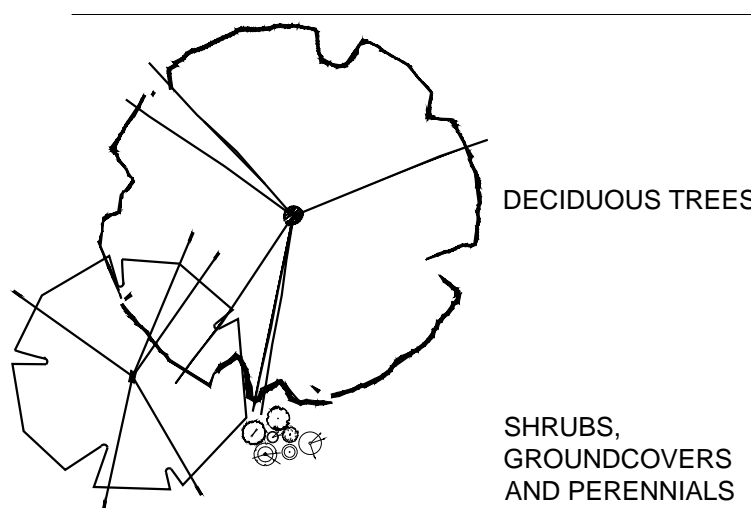
## KEY PLAN

SCALE: N.T.S.

## LEGEND

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## PLANT MATERIAL



Rev	Date	Description	Drawn	Design	App'd
07	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS
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01	2019-07-12	RE-ZONING APPLICATION	CA	JS	JS

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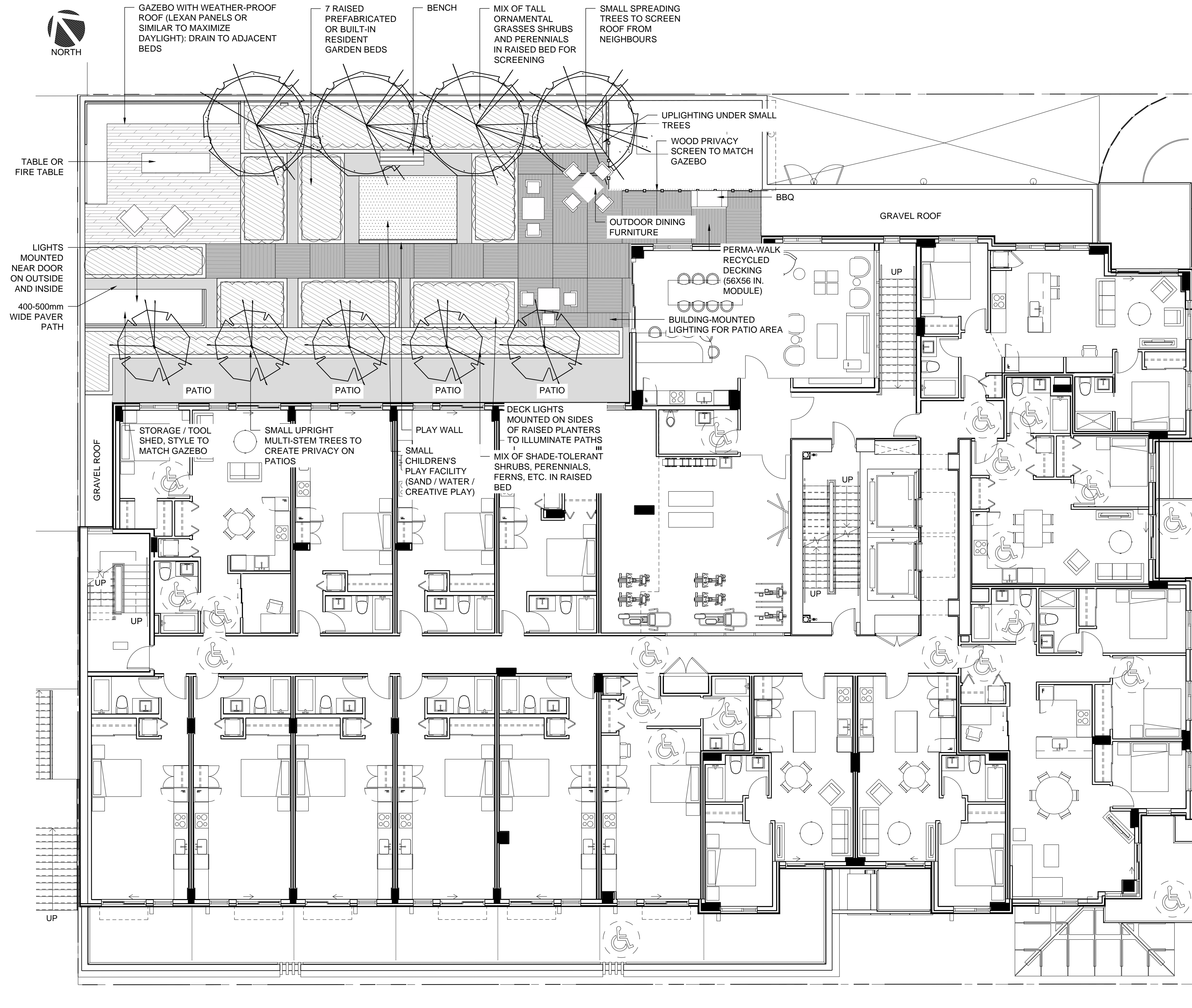
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200-555 8th Avenue West Vancouver, BC V5Z 1C6  
**200 W ESPLANADE**  
**Landscape Plan - Level 1**  
NORTH VANCOUVER, B.C.

Drawing No. <b>L1</b>	
Project Number 2111-05444-00	Rev. 07

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DATE: 2020-10-08, 17:31 FILE: \\s01\mclhanney.com\proj\211-05444-00\Drawings\10.0 Landscape\Arch\10.0.1 Sheets\05444-01-100.dwg  
201-05444-00 - Cressey - 200 W Esplanade, N Van10.0 DRAWING(S) 10.0 Landscape Arch\10.0.1 Sheets\05444-01-100.dwg



LANDSCAPE PLAN - LEVEL 2 RESIDENTIAL FLOOR LEVEL

SCALE 1:100

07	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS
06	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS
05	2020-09-15	RESUBMIT FOR RE-ZONING	EC/JM	JS	JS
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0 1:100 5

ORIGINAL DWG SIZE: ANSI D (22" x 34")



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200 W ESPLANADE

Landscape Plan - Level 2

NORTH VANCOUVER, B.C.

Drawing No.

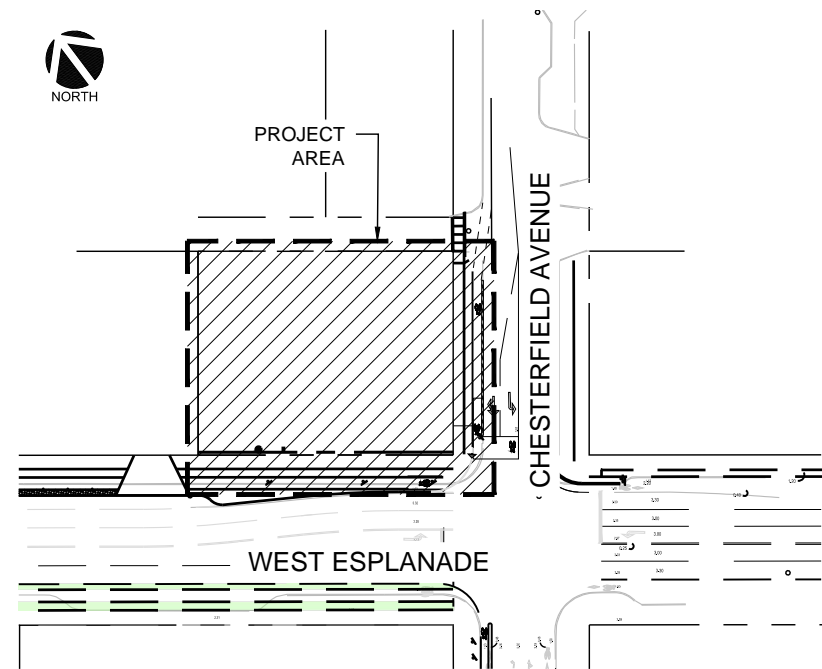
L2

Project Number  
2111-05444-00

Rev.  
07

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KEY PLAN

SCALE N.T.S.

\*REFER TO DRAWING L3 FOR  
PRELIMINARY PLANT SCHEDULE

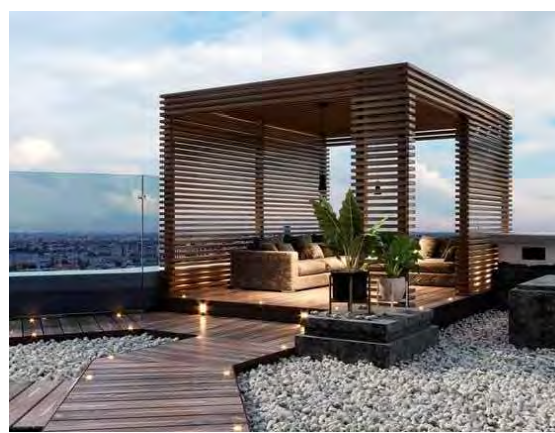
SITE FURNITURE SCHEDULE REFER TO L2 FOR LOCATIONS



RAISED BEDS



CANOPY STYLE



GAZEBO



TOOL SHED



SMALL TREES  
AT EDGES



MIXED SCREEN PLANTING



FIRE TABLE



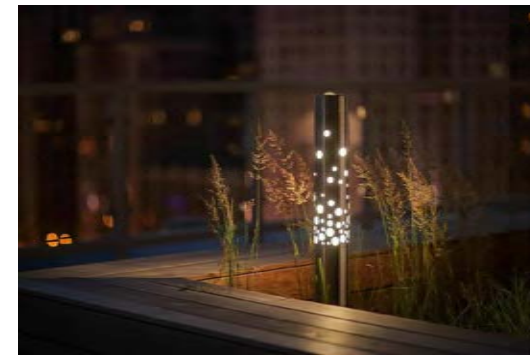
PLAY WALL



MODULAR DECKING



BENCH



COLUMN LIGHTING



TREE UPLIGHTING

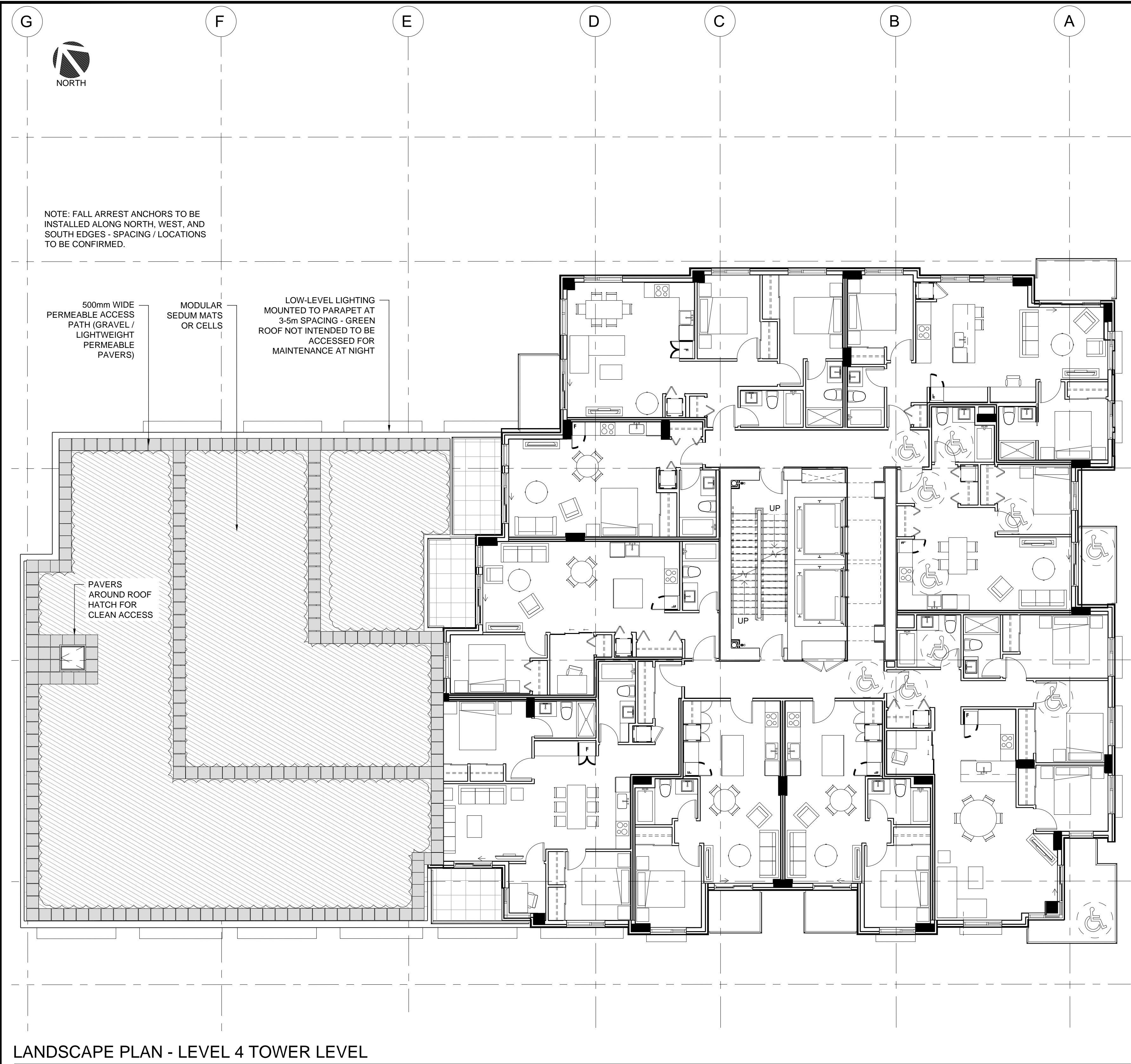


STRING LIGHTS



DECK LIGHTS

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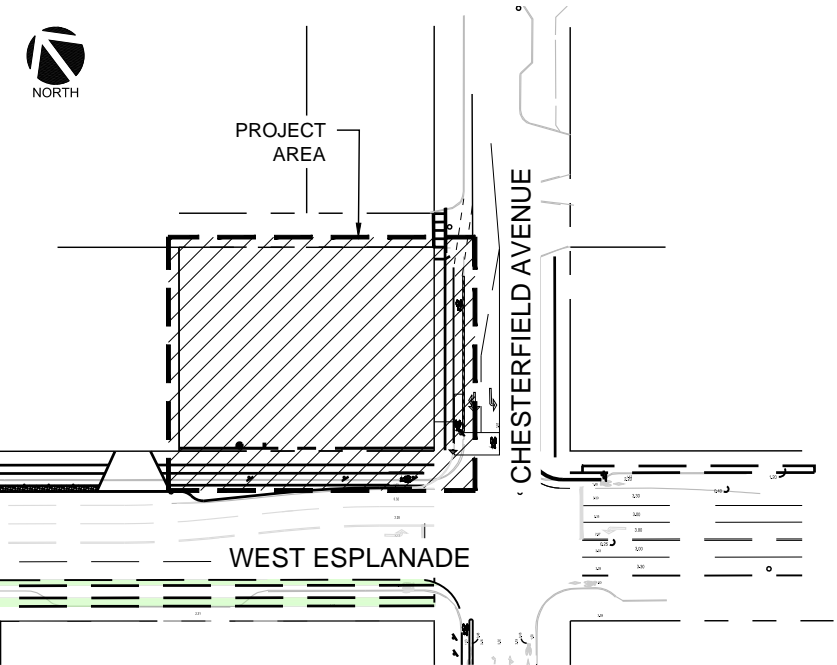


LANDSCAPE PLAN - LEVEL 4 TOWER LEVEL

SCALE 1:100

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KEY PLAN

SCALE N.T.S.

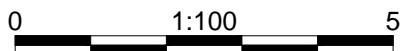
DRAFT - PLANT SCHEDULE - LEVEL 2 AND LEVEL 4

QTY	KEY	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SPACING (m)	MATURE HT (m)	BC NATIVE	PLACEMENT	FLOWER	SEASON	FRUIT
TREES											
		MAGNOLIA X LOEBNERI	LEONARD MESSEL MAGNOLIA	40 mm CAL.	as noted	6 m		PART SUN, EDGE PLANTERS	PINK/WH	SPRING	
		ACER PALMATUM 'AKA KAWA HIME'	CORAL BARK MAPLE	40 mm CAL., WB	as noted	2.5 m		PART SHADE, ACIDIC SOILS, ALONG L3 PATIOS			
SHRUBS & GROUNDCOVERS											
		CHAMAECYPARIS OBTUSA 'NANA GRACILIS'	DWARF HINOKI CYPRESS	#3 POT	0.5 m	0.9 m		EVERGREEN FOR FULL SUN/PART SHADE			
		ARCTOSTAPHYLOS UVA-URSI	WOOD'S COMPACT KINNICKINICK	#1 POT	0.6 m	0.1 m	Y	PART TO FULL SUN, CREEPING FORM	PINK/WH	SPRING	RED
		ILEX VOMITORIA 'SCHILLINGS'	DWARD YAUPON HOLLY	#3 POT	1.0 m	1.0 m		SUN/PART SHADE, MOUNDING EVERGREEN	WHITE	SPRING	RED (IF BOTH M&F PLANTS)
		ROSA RUGOSA 'ALBA'	WHITE RUGOSA ROSE	#2 POT	1.2 m	1.5 m		FULL SUN, MOUNDING SCREEN AT	WHITE	SPR/SUMM	RED
		CLEMATIS ALPINA	ALPINE CLEMATIS (VINE)	#2 POT	1.5 m	3.0 m	Y	PART TO FULL SHADE, ACID SOIL	PURPLE	SPRING	SEED HEADS
PERENNIALS - SUN/PART SUN MIX											
		CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FOERSTER'S FEATHER REED GRASS	#1 POT	0.8 m	1.8 m		FULL SUN	BEIGE	JUN- WINTER	
		PENNISETUM ALOPECUROIDES 'MOUDRY'	MOUDRY FOUNTAIN GRASS	#1 POT	0.6 m	0.7 m		FULL SUN, MOUNDING CLUMPS, BLACK SEED HEADS	SILVER/PINK	AUG- WINTER	
		FESTUCA ROEMERI	ROEMER'S FESCUE	#1 POT	0.6 m	0.3m	Y	FULL SUN, WELL DRAINED, TALLER SEED HEADS	GR/PURPLE	JUN- WINTER	
		LAVANDULA ANGUSTIFOLIA	LAVENDER	#1 POT	0.5 m	0.6 m		FULL SUN, POLLINATORS	LAVENDER	SUMMER	
		PENSTEMON FRUTICOSUS	BUSH PENSTEMON	#1 POT	0.5 m	0.4 m	Y	FULL SUN, POLLINATORS, SEMI- EVERGREEN, DROUGHT-TOL	PURPLE	MAY-AUG	
		SEDUM RUPESTRE 'ANGELINA'	ANGELINA STONECROP	#1 POT	0.6 m	0.2 m	Y	PART/FULL SUN, DROUGHT-TOL, GOLD MAT	YELLOW	SUMMER	
		SEDUM SPURIMUM 'DRAGON'S BLOOD'	TWO-ROW STONECROP	#1 POT	0.5 m	0.2 m	Y	PART/FULL SUN, DROUGHT-TOL, BURGUNDY MAT	PINK	SUMMER	
		ANAPHALIS MARGARITACEAE	PEARLY EVERLASTING	#1 POT	0.6 m	0.6 m	Y	FULL SUN, DROUGHT TOL	WH/YELLOW	JUN-OCT	
		ACHILLEA MILLEFOLIUM	YARROW	#1 POT	0.5 m	0.7 m	Y	FULL SUN/PART SHADE, DROUGHT TOL	WH/YELLOW	APR-SEP	
		ASTER LAEVIS	SMOOTH ASTER	#1 POT	0.3 m	0.9 m	Y	FULL SUN	LAVENDER	FALL	
PERENNIALS - SHADE/PART SHADE MIX											
		LUZULA SYLVATICA	GREATER WOOD RUSH	#1 POT	0.5 m	0.5 m		SHADE/PART SHADE, ACID LOVING, TOL SOME DROUGHT	PINK/BURG	MAY-JUL	
		POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT	1.0 m	1.2 m	Y	SHADE/PART SUN, ACID LOVING, SHADE/PART SHADE, ACID LOVING, SPREADS SLOWLY			
		ADIANTUM PEDATUM	AMERICAN MAIDENHAIR FERN	#1 POT	0.6 m	0.6 m					
		HOSTA X MINUTEMAN	MINUTEMAN PLANTAIN LILY	#1 POT	0.6 m	0.4 m		PART SHADE/PART SUN, ACID LOVING	LAVENDER	SPR-FALL	
		HOSTA 'ITTY GOLD'	ITTY GOLD HOSTA	#1 POT	0.3 m	0.3 m		PART/FULL SHADE, MOIST	WHITE	MIDSUMM	
		GAULTHERIA PROCUMBENS	WINTERGREEN	#1 POT	0.5 m	0.2 m	Y	PART/FULL SHADE, MOIST, WINTER INTEREST	WHITE	JUN-JULY	RED (EDIBLE)

LEAVE SOME GAPS FOR BULBS, ANNUALS TO ADD COLOUR

07	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS	THIS DRAWING AND DESIGN IS THE PROPERTY OF MCELHANNEY AND SHALL NOT BE USED, REUSED OR REPRODUCED WITHOUT THE CONSENT OF MCELHANNEY. MCELHANNEY WILL NOT BE HELD RESPONSIBLE FOR THE IMPROPER OR UNAUTHORIZED USE OF THIS DRAWING AND DESIGN.
06	2020-10-09	RESUBMITTED FOR FIRST READING	EC/JM	JS	JS	
05	2020-09-15	RESUBMIT FOR RE-ZONING	EC/JM	JS	JS	
04	2020-09-03	RESUBMIT FOR RE-ZONING	EC	JS	JS	
03	2020-03-04	DEPARTMENTAL REVIEW - RESPONSE PACKAGE	EC/KW	JS	JS	
02	2019-09-10	ADVISORY DESIGN PANEL MEETING	KW	JS	JS	INFORMATION ON EXISTING UNDERGROUND FACILITIES MAY NOT BE COMPLETE OR ACCURATE. MCELHANNEY, ITS EMPLOYEES AND DIRECTORS ARE NOT RESPONSIBLE NOR LIABLE FOR THE LOCATION OF ANY UNDERGROUND CONDUITS, PIPES, CABLES OR OTHER FACILITIES WHETHER SHOWN OR OMITTED FROM THIS PLAN. PRIOR TO CONSTRUCTION CONTRACTOR SHALL EXPOSE LOCATIONS OF ALL EXISTING FACILITIES BY HAND DIGGING OR HYDROVAC AND ADVISE THE ENGINEER OF POTENTIAL CONFLICTS.
01	2019-07-12	RE-ZONING APPLICATION	CA	JS	JS	
Rev	Date	Description	Drawn	Design	App'd	

ORIGINAL DWG SIZE: ANSI D (22" x 34")



Suite 2300  
13450 102nd Avenue  
Surrey BC  
Canada V3T 5X3  
Tel 604 596 0391

Permit

PRELIMINARY  
NOT FOR  
CONSTRUCTION

THIS DRAWING HAS NOT BEEN APPROVED  
AND MAY CONTAIN ERRORS AND OMISSIONS

Cressey Development Group  
200-555 8th Avenue West Vancouver, BC V5Z 1C6

200 W ESPLANADE

Landscape Plan - Level 4

NORTH VANCOUVER, B.C.

Drawing No.

L3

Project Number

2111-05444-00

Rev.

07



**ADVISORY DESIGN PANEL**  
CITY OF NORTH VANCOUVER  
141 WEST 14TH STREET  
NORTH VANCOUVER  
BC / CANADA / V7M 1H9

T 604 985 7761  
F 604 985 9417  
INFO@CNV.ORG  
CNV.ORG

September 24, 2019

Rafii Architects Inc.  
Attn: Foad Rafii  
1600 Howe Street, Suite One  
Vancouver, BC V6Z 2L9

Dear Mr. Rafii:

**Re: 200 West Esplanade (Rezoning Application)**

At their meeting on September 18<sup>th</sup>, 2019 the Advisory Design Panel reviewed the above application and endorsed the following resolution:

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for 200 West Esplanade and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Animate the corner with an art piece and/or a canopy that comes more to a human scale to create a sense of place;
- Encourage more colour at the podium and/or raise it up on the building façade
- Consider achieving Step 4 of the Step Code;
- Consider sun shading on the south and west elevations to reduce cooling costs;
- Ensure the use of substantial doors at the lane and interior doors for the bike room to address CPTED concerns;
- Ensure graffiti proof coating is painted on the wall at the lane;
- Encourage a full roof instead of a trellis at the gazebo;
- Consider the separation between the commercial and residential crossover spaces on the lower levels;
- Review the column locations in the CRU;
- Review the Adaptable Design units for the turning radius at corridors and the access door;
- Recommend all street trees be replaced; and
- Incorporate street level lighting.

**AND THAT** the Panel wishes to thank the applicant for their presentation.

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

Yours truly,

R. Fish  
Committee Clerk



**PLANNING & DEVELOPMENT DEPARTMENT**  
**TRANSPORTATION**  
 CITY OF NORTH VANCOUVER T 604 985 7761  
 141 WEST 14TH STREET F 604 985 8439  
 NORTH VANCOUVER INFO@CNV.ORG  
 BC / CANADA / V7M 1H9 CNV.ORG

September 11, 2019

Mr. Graham Brewster  
 Cressey (Esplanade) Development LLP  
 200 – 555 West 8<sup>th</sup> Avenue  
 Vancouver, BC V5Z 1C6

Dear Graham:

**Re: 200 West Esplanade**

At their regularly scheduled meeting on September 4, 2019, the Integrated Transportation Committee received a presentation from yourself, Parm Mahal, Darith Sok and Foad Rafiii regarding the above mentioned. Following review and discussion, the following motion was made:

**THAT** the Integrated Transportation Committee, having received the presentation from G. Brewster, P. Mahal, D. Sok and F. Rafaii, supports the project at 200 West Esplanade as presented at the September 4, 2019 meeting, but notes the following issues for further consideration and to be resolved to the satisfaction of City staff:

- ITC strongly encourages the provision of as many alternative high quality transportation demand management measures as possible such as individual secure bike storage, transit passes, bike maintenance area, individual charging spaces for e-bikes or other electric mobility solutions and car share vehicle and space allocation.
- Given ITC's concern about increasing demand for already-limited street parking in Lower Lonsdale, encourages Council to direct staff to investigate additional parking-demand management strategies for this area.

The Committee also commends the developer for the improvement of the pedestrian realm regarding the elimination of the above ground service kiosks.

**CARRIED UNANIMOUSLY**

The recommendations of the Integrated Transportation Committee do not, in any way, represent Council and/or staff approval or rejection of this proposal.

Yours truly,

Edytha Barker  
 Committee Clerk/Secretary

c. W. Tse, Planner, City of North Vancouver  
 K. Graham, City Clerk, City of North Vancouver



Suite 200  
 555 West 8<sup>th</sup> Avenue  
 Vancouver, BC V5Z 1C6  
 Tel 604 683 1256  
 Fax 604 683 7690  
[www.cressey.com](http://www.cressey.com)

Emily Macdonald  
 City Planner  
 City of North Vancouver  
 141 West 14<sup>th</sup> Street  
 North Vancouver, BC  
 V7M 1H9

Dear Emily,

### **200 W Esplanade – Developer Information Session Summary**

This letter is to summarize the details of the developer information session for the rezoning of 200 W Esplanade which took place on September 19, 2019, from 5:00 - 8:00pm at the Presentation House Theatre.

The purpose of the Open House was to present the project to the public and request feedback on the development proposal. Presentation material and in person discussion during the event was centered on this objective. The local community was notified of the Developer Information Session by three methods:

1. Site signage;
2. Mailed notifications to surrounding properties/residents;
3. Newspaper ads.

All of these materials were approved by City staff prior to placement or delivery. Copies of each notification method have been attached hereto as Appendix A.

The developer information session was held in the Anne MacDonald Studio at the Presentation House Theatre, and was set up with the following items:

- **Sign-in station** – upon entering the room, attendees were asked to sign in, were given a brief description of the room layout, and then given a comment card.
- **Display boards** – Display boards included architectural drawings, landscape drawings and renderings. Attendees were free to browse the display boards and ask questions about the project from the consultant team or City staff.
- **Comment Forms** – Comment forms were available at tables near the entrance/exit of the room and attendees were encouraged to fill these out.

A number of representatives from the project team and City Staff were in attendance to answer questions. These people included the following:

- Graham Brewster – Cressey Development
- Madeline Mulvihill – Cressey Development
- Foad Rafii – Rafii Architects
- Julie Schooling – McElhanney
- Wendy Tse – City of North Vancouver (planning)

There were approximately 23 people that attended the information session, 10 of whom left comment forms. The majority of the attendees lived nearby in the neighbourhood, and came to see the proposed

project and voice their concern regarding the height of the proposed building. Most attendees were in support of the property being developed, however had concerns about the height. The comment form feedback from the ten forms that were submitted, along with emails and comments received post information session can be summarized as follows:

Comment forms received: 14 (10 at meeting, 4 emailed)

- In support: 1
- Conditional support: 7
- Opposed: 6

Common areas of support included the following:

- Mixed use ground floor;
- Amount of rental housing being added;
- Design of project.

Common areas of concern included the following:

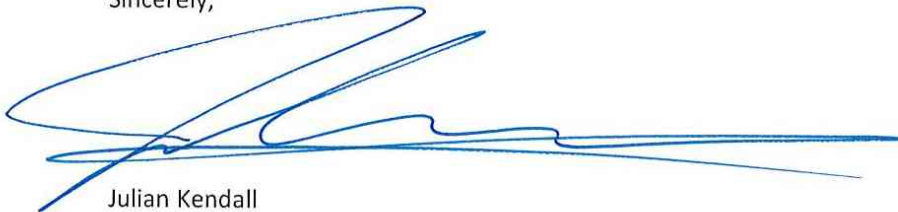
- Building Height;
- Traffic congestion;
- Noise of construction site.

Regarding the common concern of the building being too tall, we have ensured that the building height does not exceed the height that is designated in the Official Community Plan (OCP) for this property (which is designated as Mixed-Use Level 4A (high density)). The OCP went through a lengthy public engagement process and the height designated for this area reflects the overall consensus of this process.

A traffic impact study was done to assess the impact on traffic this development will have. It was determined that the future building will have a very minimal effect on traffic, especially given the small amount of parking that the project includes. Cressey will also be upgrading both Chesterfield and Esplanade in order to make traffic movements more efficient.

One attendee raised the concern of construction noise being disruptive. While this is impossible to avoid completely, Cressey will be submitting a Construction Management Plan to the City for approval and will abide by all city noise bylaws.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julian Kendall', with a long horizontal flourish extending to the right.

Julian Kendall  
Director of Development

Cc: Emily Macdonald, Planner

# DEVELOPMENT APPLICATION

## 200 West Esplanade

### PROPOSAL:

**Cressey (Esplanade) Development LLP and First Capital Reality** has submitted a Development Application for 200 West Esplanade to permit a ten-storey development consisting of commercial retail units at the ground level, above-grade parking on the second level, and 75 market rental units. A total of 3.6 Floor Space Ratio (FSR) is proposed, of which 1.0 FSR is a density bonus for the provision of market rental housing. A variance is requested to permit a total of 33 parking spaces, in consideration of the proximity of the site to the SeaBus, in addition to other minor variances.

**Cressey (Esplanade) Development LLP and First Capital Reality** will be hosting an information session where interested members of the public will have the opportunity to learn about and respond to the application.

### APPLICANT:

**NAME:** Graham Brewster

**COMPANY:** Cressey (Esplanade) Development LLP

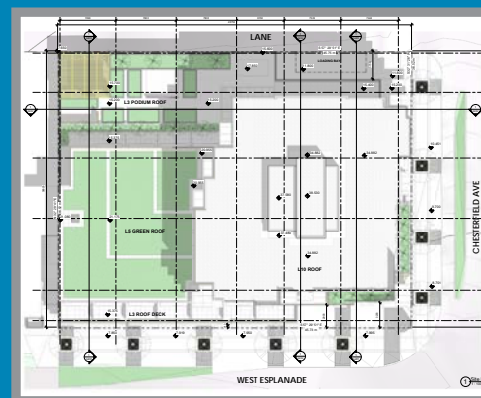
**EMAIL:** [gbrewster@cressey.com](mailto:gbrewster@cressey.com)

**PHONE:** 604.683.1256

PROPOSED DEVELOPMENT



SITE PLAN



**FOR MORE INFORMATION  
AND TO SHARE YOUR OPINION:**

### DEVELOPER'S INFORMATION SESSION

**LOCATION:** Presentation House Theatre  
333 Chesterfield Avenue,  
North Vancouver

**DATE:** Thursday, September 19, 2019

**TIME:** 5pm - 8pm

### CITY OF NORTH VANCOUVER CONTACT

**Wendy Tse, Planner 2**  
[wtse@cnv.org](mailto:wtse@cnv.org) 604.982.3942



8' ft

x2



## Development Information Open House

Early Public Input Opportunity

Rezoning Application

200 West Esplanade, North Vancouver

Date: September 19, 2019

Time: 5:00pm - 8:00pm

Place: Presentation House Theatre  
333 Chesterfield Ave  
North Vancouver





The City of North Vancouver has received a rezoning application from Cressey (Esplanade) Development LLP and First Capital Realty to develop a 10-storey mixed-use building at 200 West Esplanade.

Interested members of the public are invited to attend the Development Information Open House with the Applicant for an early opportunity to review the proposal and offer comments.

#### **Applicant Contact**

Graham Brewster

Cressey (Esplanade) Development LLP

#200-555 West 8th Avenue

Vancouver, BC V5Z 1C6

+T 604.683.1256

#### **City of North Vancouver Contact**

Wendy Tse

Planning & Development Department

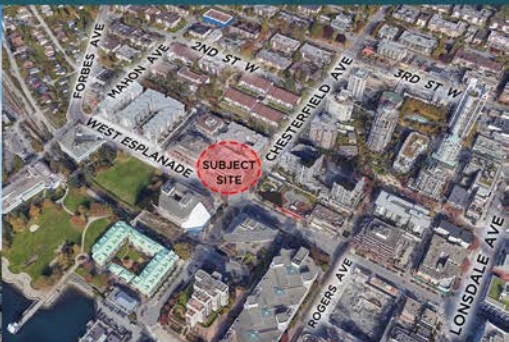
141 West 14th Street

North Vancouver, BC V7M 1H9

+T: 604.982.3942

# PUBLIC INFORMATION MEETING

Cressey (Esplanade) Development LLP, in partnership with First Capital Realty, have submitted a Development Application for 200 West Esplanade. The proposal is for a mixed-use building consisting of retail at grade along West Esplanade, and 75 rental housing units above. The applicant has applied to rezone the site from its current CD-148 zoning to allow for a 10-storey building at the corner of Chesterfield Avenue, with a 4 level podium building along West Esplanade. The project is compliant with the City of North Vancouver's Official Community Plan, and addresses a number of key items from the CNV's Housing Action Plan.




## Cressey (Esplanade)

Development LLP is holding an information session where interested members of the public are invited to learn about the proposed development.

**Date:** September 19, 2019

**Time:** 5:00pm - 8:00pm

**Place:** Presentation House Theatre  
333 Chesterfield Ave  
North Vancouver




# Public Hearing

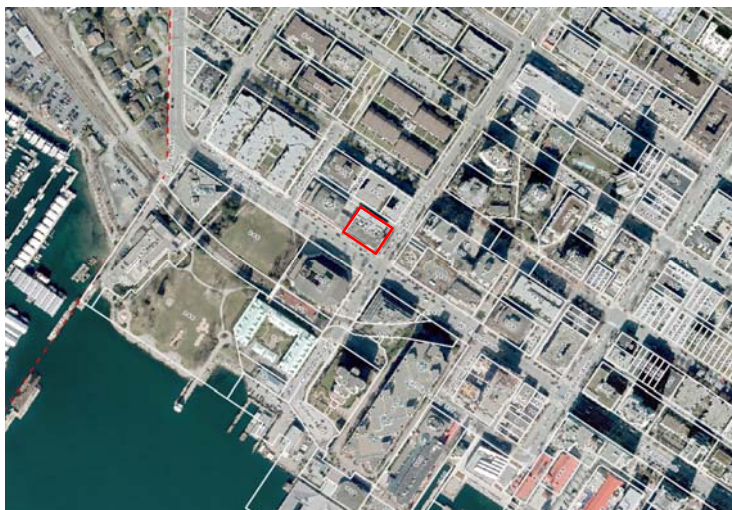
## 200 West Esplanade

Development Application

Staff Presentation  
Presented November 23, 2020  
Planning Department



## Site Context



## Project Overview



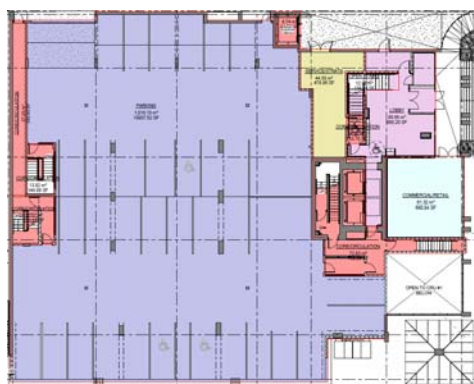
city  
of north  
vancouver

3

## Project Overview



Level 0 (at West Esplanade)



Level 1 (at lane/Chesterfield Ave)

city  
of north  
vancouver

4

## Transportation and Public Realm



## Zoning Bylaw Amendment

	Base Zone Requirements	Proposal
Zoning	C-1A Zone	CD-729
Permitted Uses	Residential and commercial uses	Residential and commercial uses
Maximum Density	2.6 Floor Space Ratio (FSR)	3.6 Floor Space Ratio (FSR)
Maximum Height	24.4 metres (80 feet)	23 metres (75.5 feet) (OCP maximum)
Setbacks	Front: 0 m/ft. Exterior Side: 0 m/ft. Rear: 3-6 m / 10-20 ft. Interior Side: 0 m/ft.	Front: 0.31 m (1 ft.) Exterior Side: 0 m/ft. Rear: 0 m/ft. Interior Side: 0 m/ft.
Lot Coverage	Maximum 90 percent	94 percent
Minimum Parking	56 spaces	38 spaces

## Policy Review

- Market and Mid-Market Rental Units
- Proximity to Amenities
- Design and Public Realm
- Active Transportation
- Reduced Household Transportation Costs
- Units for Families
- Sustainable Development Features
- Public Art and Plaza
- Employment Generating Uses



7

## Advisory Bodies and Public Engagement

- Advisory Design Panel
- Integrated Transportation Committee
- Developer's Information Session



### Advisory Design Panel

**Purpose:** To recommend to Council on applications for renovation, addition or new construction usually on three levels or higher development based on building materials, design and location within the subject and surrounding property, mass or scale of building, design, landscape, exterior finishes, impact on neighbourhood, crime prevention and environmental impact. The Advisory Design Panel also provides Council with reports on large applications and major development proposals such as public streets, parks, or other public properties.



### Integrated Transportation Committee

**Purpose:** The Integrated Transportation Committee shall advise Council and City staff on transportation policy, planning and mobility issues within the City of North Vancouver. These will be on active transportation walking and cycling, transit and the integration of all modes of transportation including cycling, transit, goods movements, and general passive mobility.

The Committee will work towards creating, promoting, developing and improving an energy efficient, affordable and safe transportation network in the City of North Vancouver that supports a variety of transportation choices and minimizes environmental impacts including the reduction of greenhouse gas emissions, energy consumption and potential for noise pollution.

### DEVELOPMENT APPLICATION

**PROPOSAL:**

Cressey Development Corp. has submitted a Development Application for 200 West Esplanade to permit a new multi-story development consisting of commercial retail units at the ground level, above-grade parking on the second level, and 73 market rental units. A total of 1.6 Floor Space Ratio (FSR) is proposed, of which 1.2 FSR is a density bonus for the provision of market rental housing. A variance is required to permit a total of 33 parking spaces, a consideration of the proximity of the site to the Station, in addition to other minor variances.

Cressey Development Corp. will be holding an information session where interested members of the public will have the opportunity to learn about and respond to the application.

**APPLICANT:**

NAME: Brian Brasher  
COMPANY: Cressey Development Corp.  
EMAIL: brian@cressey.com  
PHONE: 604.266.1451

**FOR MORE INFORMATION AND TO SHARE YOUR OPINION:**

**DEVELOPER'S INFORMATION SESSION**

LOCATION: Presentation House Theatre  
633 Chestnut Street  
North Vancouver

DATE: Thursday, September 18, 2019

TIME: 6pm - 8pm

**CITY OF NORTH VANCOUVER CONTACT:**

Wendy Tan, Planner  
wendy@city-nv.org 604.962.3842



8



# 200 WEST ESPLANADE

CITY OF NORTH VANCOUVER  
PUBLIC HEARING  
NOVEMBER 23, 2020



## Context of Proposed Development



- Located in the vibrant neighbourhood of Lower Lonsdale.
- Close to transit including the SeaBus.
- Will replace the Empire Theatres building.



## Project Summary

- 8/9-storey, mixed-use building with small format retail at grade.
- 100% of residential will be secured rental units (75 units).
- 10% of residential units will be "Mid-Market Rental Units."
- Approximately 32% of units are two and three bedroom units, suitable for young families.
- Reduced parking ratio due to proximity to SeaBus:
  - 30 Residential parking stalls
  - 8 Retail parking stalls



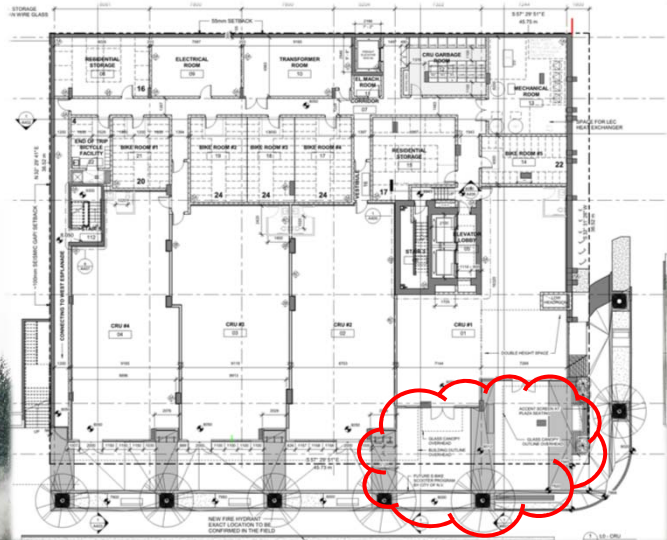
## Building Architecture



- The architectural design is contemporary and bold with building facades carrying several colours engaged in a playful design.
- The exterior cladding is a high-pressure laminate cladding system that creates a simple yet sophisticated feel throughout the building.
- Building design responds to the sloping grade along Chesterfield by locating parking on the second floor.
- Both streets are activated either by retail or the resident lobby.

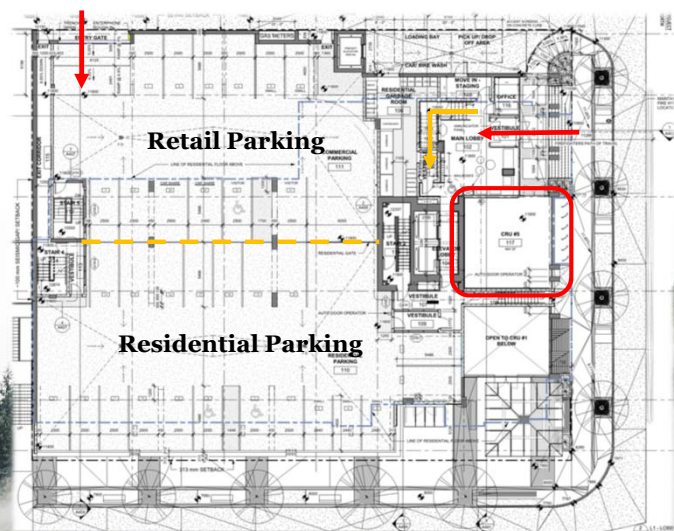
## Building Architecture – 1<sup>st</sup> floor

- First floor consists of four retail units facing West Esplanade, with bike storage and service rooms behind.
- Building has been cut back on the corner of Esplanade & Chesterfield to create an open plaza space adjacent to the sidewalk. A large portion of this plaza will be covered by an architectural glass canopy.
- Public art is also planned to be located on this prominent corner.
- Sidewalks are being widened to ensure comfortable space for pedestrians.
- Bike storage entrance directly off of Esplanade.

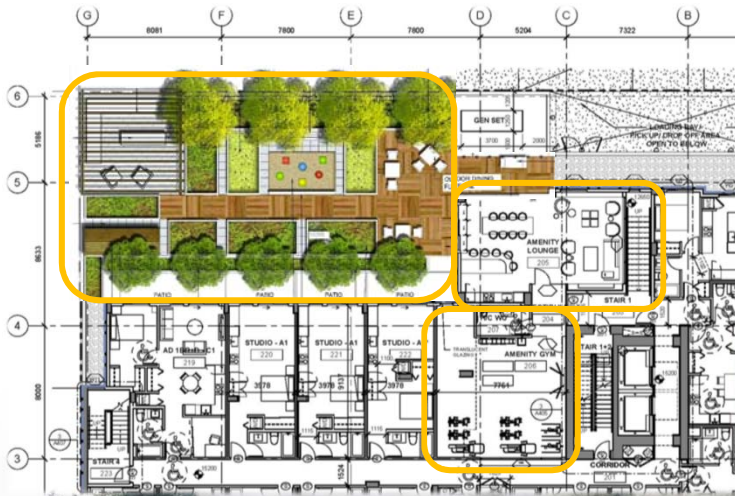


## Building Architecture – 2<sup>nd</sup> floor

- Second level consists of:
  - Separated parking for retail and residents (including 2 car-share stalls);
  - One retail unit facing Chesterfield Ave;
  - Main building lobby for residents.
- Parking entrance is located off the lane.
- A loading bay and garbage pickup area are also in the lane.
- The resident lobby contains an active stair case which provides both a visual and physical connection to the amenity space located on the third level.



## Resident Amenities



- Located on the third floor.
- 1,500 sq. ft. indoor amenity area including:
  - Gym;
  - Social lounge;
  - Large kitchen/dining area for bigger gatherings.
- 2,300 sq. ft. outdoor amenity area including:
  - Kids play area;
  - Urban agriculture plots;
  - Gazebo with outdoor lounge;
  - BBQ and outdoor dining area.

## Sustainable Design

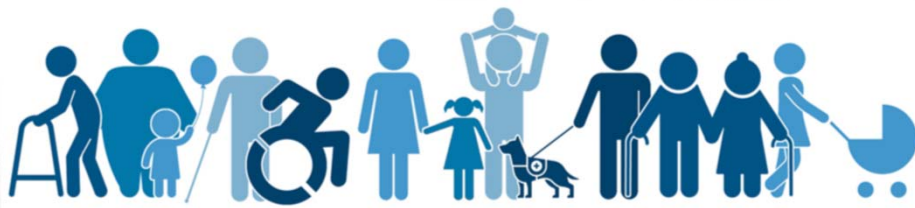


- Designed to Step Code Level 3 – increases building efficiency and reduces GHGE.
- Connecting to the LEC district energy for all heating and hot water.
- Solar shading devices used across the project to mitigate solar heat gain.
- Roof surfaces are finished as either green roofs or in a light colour gravel to mitigate the heat island effect.
- On site stormwater retention is being achieved with extensive planted roofs, on site landscaping and a storm-water detention tank.
- Urban agriculture plots included.
- 100% of parking wired for EV charging, 25% of bike parking wired for charging.



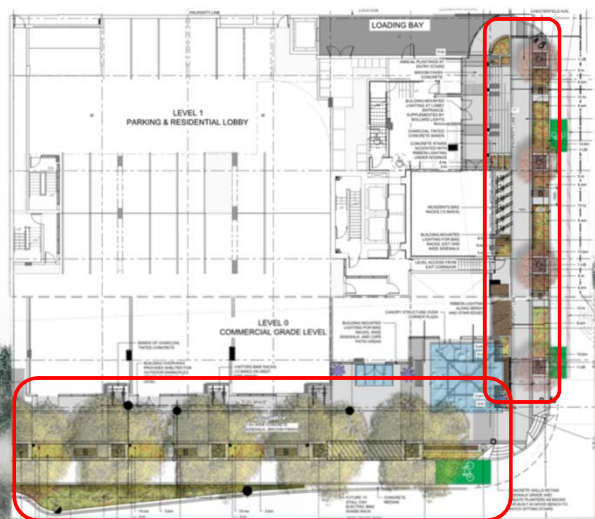
## Adaptable Design

- CNV's adaptable design guidelines have been incorporated throughout the project
  - 100% of units are Level 1 Adaptable;
  - Over 25% of units are Level 2 Adaptable.
- All common areas are fully accessible including all amenity spaces and common outdoor areas;
- The roof deck amenity will be surfaced with accessible materials including recycled decking modules and permeable paving stones.



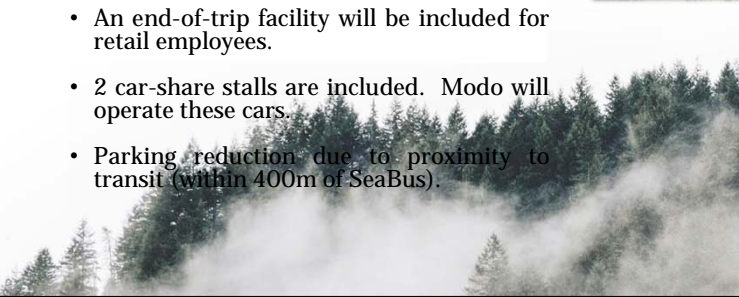
## Off-Site Landscaping

- Both frontages will be improved with wider sidewalks and planted boulevards.
- Boulevards will be planted with street trees and ground cover that are primarily native to the North Shore.
- Benches have been incorporated into the landscape design to promote social interaction.
- Public bike racks are located at each retail entrance and near the residential lobby.



# Transportation

- Surrounding streets will be upgraded to allow for more efficient traffic circulation, including a new southbound vehicle lane on Chesterfield.
- Addition of 3 separated bike lanes:
  - Westbound on W. Esplanade all the way to Semisch Ave;
  - Southbound on Chesterfield Avenue;
  - Northbound on Chesterfield Avenue.
- An end-of-trip facility will be included for retail employees.
- 2 car-share stalls are included. Modo will operate these cars.
- Parking reduction due to proximity to transit (within 400m of SeaBus).



THANK YOU



**From:** Glenn Fisher <>  
**Sent:** November-12-20 9:01 AM  
**To:** Submissions  
**Subject:** Cressey Development Group. 200 West Esplanade

Public Hearing Nov 23.

I am against approving a mix use building with 75 rental units and only 32 parking stalls. Parking is already very difficult in Lower Lonsdale area and this will continue to add to this ongoing problem.

Glenn Fisher  
1903-120 West 2<sup>nd</sup> St  
North Vancouver

# NOTICE OF PUBLIC HEARING

**WHO:** Cressey Development Group

**WHAT:** Zoning Bylaw, 1995, No. 6700,  
Amendment Bylaw, 2020, No. 8798  
Housing Agreement Bylaw, 2020,  
No. 8799

**WHERE:** 200 West Esplanade

**WHEN:** Monday, November 23, 2020  
at 5:30 pm

**HOW:** View the meeting online at  
[cnv.org/LiveStreaming](http://cnv.org/LiveStreaming)

Notice is hereby given that Council will consider:

**Zoning Amendment Bylaw, 2020, No. 8798**  
**Housing Agreement Bylaw, 2020, No. 8799**

to rezone the subject property to permit an 8-storey mixed-use building with 75 rental units and commercial units at grade. The proposal includes approximately 813 sq. m. of commercial floor area with parking above, accessed from the lane. A total of 75 rental units are proposed including 8 mid-market units. A total of 32 parking spaces are proposed, 2 of which would be for car share.



As City Hall remains closed to the public, the Public Hearing will be held electronically via "WebEx". All persons who believe their interest in property may be affected by the proposed bylaws will be afforded an opportunity to speak at the Public Hearing and/or by email or written submission. To ensure all submissions are available for Council at the Public Hearing, certain deadlines have been implemented.

For email submissions (preferred): Include your name and address and send to [input@cnv.org](mailto:input@cnv.org) **no later than 12:00 noon on Monday, Nov. 23, 2020.**

For written submissions: Include your name and address and mail or deposit into a drop-box at City Hall **no later than 4:00 pm on Friday, Nov. 20, 2020.** Written submissions are subject to a 24-hour quarantine period before being opened due to COVID-19.

To speak at the Public Hearing by phone, pre-registration is required by completing an online form at [cnv.org/PublicHearings](http://cnv.org/PublicHearings). Persons can also pre-register by phoning Julie Peters at 604-990-4230 and providing contact information so call-in instructions can be forwarded to you. **All pre-registration must be submitted no later than 12:00 noon on Monday, November 23, 2020.**

In order to accommodate any last minute speakers with new information to provide, please phone 604-990-4230 and a staff member will provide instructions on how to call in to add comments.

Once the Public Hearing has concluded, no further information or submissions can be considered by Council.

The proposed Zoning Amendment and Housing Agreement Bylaws, background material and presentations of staff and the applicant will be available for viewing online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings) on Friday, November 13, 2020.

Please direct any inquiries to Emily Macdonald, Planner, at [emacdonald@cnv.org](mailto:emacdonald@cnv.org) or 604-982-3904.

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8798

### 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, 2020, No. 8798**” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729).
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-729 (Comprehensive Development 729 Zone):

Lots	Block	D.L.	Plan	
E	163	271	22317	from CD-148

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
  - A. Deleting, in its entirety, Comprehensive Development 148 Zone (CD-148)
  - B. Adding the following section to Section 1101, thereof, after the designation “CD-728 Comprehensive Development 728 Zone”:

“CD-729 Comprehensive Development 729 Zone”

In the CD-729 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking and Loading shall be as in the C-1A Zone, except that:

- (1) The permitted Uses on the Lot shall be limited to:
  - (a) Retail Service Group 1 Use;
  - (b) Civic Use;
  - (c) Accessory Apartment Use, subject to Section 607(1);
  - (d) Accessory Arcade Use, subject to 607(10);
  - (e) Accessory Off-Street Parking Use;
  - (f) Accessory Off-Street Loading Use;
- (2) Section 607(1)(a) Accessory Apartment Use location shall be varied to permit a Residential Use above the First Storey, which, for clarity, is the floor with a geodetic elevation closest to 12 meters;
- (3) Gross Floor Area
  - (a) The maximum Gross Floor Area is 2.6 Floor Space Ratio (FSR);

- (b) Notwithstanding (3)(a), the Gross Floor Area may be increased as follows:

ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE
Rental Housing	100 percent secured rental apartment units	Maximum 1,670.1 square metres (17,977 square feet)	As per OCP Policy Section 2.2.1

Such that the total effective on-site Gross Floor Area is not to exceed 3.6 FSR;

- (4) Lot Coverage

The Principal Building shall not exceed a Lot Coverage of 94 percent;

- (5) Building Height

- (a) The Principal Building shall not exceed a Height of 23 metres (75.5 feet) as measured from the average Building Grades at the north property line;
- (b) Mechanical rooms, ventilating machines, elevator over-runs, mechanical screening, architectural appurtenances, and access to communal outdoor rooftop areas may project beyond the Height defined in (a) by a maximum of 3.7 metres (12 feet);

- (6) Siting

Section 610(5) shall be waived and the Principal Building shall be sited not less than:

- (a) 0.31 metres (1 foot) from West Esplanade;
- (b) 0.0 metres (0 feet) from the lane;
- (c) 0.0 metres (0 feet) from Chesterfield Avenue;
- (d) 0.0 metres (0 feet) from the west property line;

- (7) Section 609 Special Landscape Requirements for Commercial Buildings Adjoining or Opposite a Residential Zone shall be waived;

- (8) The definition of Cellar shall include portions of floor area that extend beyond the First Storey;

- (9) Off-Street Parking, Short-Term and Secure Bicycle Parking, and Accessory Off-Street Loading Spaces shall be provided in conformity with the requirements of Division IV, Parts 9, 10, and 10A, except that:

- (a) A minimum of 22 residential vehicle Parking spaces shall be provided, of which, 2 shall be dedicated for visitor vehicle Parking and a minimum of 2 shall be Disability Parking;

- (b) Of the 2 required residential Disability vehicle Parking spaces, a minimum of 1 shall be provided for visitors;
- (c) A minimum of 8 commercial vehicle Parking spaces shall be provided;
- (d) Two Shared Vehicles and two Shared Vehicle Parking Spaces shall be provided in accordance with Section 905(3) except that subsection 905(3)(d) shall be waived;
- (e) One Loading Space shall be provided;
- (f) Section 906(4)(f) Setbacks from Intersections shall be waived;
- (10) A building constructed on the lot shall achieve an energy efficiency of Step 3, subject to Section 419;
- (11) Unit mix within the Accessory Apartment Use shall include a minimum 10 percent of three-bedroom or larger units;
- (12) All exterior finishes, design and landscaping shall be approved by the Advisory Design Panel.

READ a first time on the 26<sup>th</sup> day of October, 2020.

READ a second time on the 26<sup>th</sup> day of October, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8799

**A Bylaw to enter into a Housing Agreement (200 West Esplanade)**

**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, 2020, No. 8799**” (**First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, 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 First Capital (200 West Esplanade) Corporation with respect to the lands referenced as 200 West Esplanade, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729).
3. The Mayor and Corporate Officer are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 26<sup>th</sup> day of October, 2020.

READ a second time on the 26<sup>th</sup> day of October, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CORPORATE OFFICER

## RENTAL HOUSING AGREEMENT

**THIS AGREEMENT** dated for reference \_\_\_\_\_, 2020.

**BETWEEN:**

**FIRST CAPITAL (200 WEST ESPLANADE) CORPORATION,  
INC. NO. BC356576**

815 – 17<sup>th</sup> Avenue SW, Suite 200, Calgary, AB, T2T 0A1

(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, rent that is 10% less than:
  - (i) rent payment amount equal to 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;

- (ii) if such amount has not yet been set for the year, a rent payment amount equal to 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 previous to the year the tenancy is entered into plus an annual rent increase then permitted under the RT Act; or
  - (iii) if such amount is no longer set out in CMHC’s Housing Market Information Portal, then such amount determined by a survey conducted by an independent consultant acceptable to the City, acting reasonably;
- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Building”** means the following building to be constructed on the Lands pursuant to the Rezoning Bylaw: 9-storey building located at the northeast corner of the intersection of West Esplanade and Chesterfield Avenue, containing one storey of commercial units and 75 Dwelling Units, of which 67 will be Market Rental Units and 8 will be Mid-Market Rental Units;
- (e) **“Commencement Date”** has the meaning set out in section 2.1;
- (f) **“Council”** means the municipal council for the Corporation of the City of North Vancouver;
- (g) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (h) **“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;
- (i) **“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;
- (j) **“Lands”** means those lands and premises legally described as: Parcel Identifier: 014-375-168 Lot E Block 163 District Lot 271 Plan 22317;
- (k) **“Mid-Market Rental Units”** means Dwelling Units that are rented to tenants for Affordable Rent;
- (l) **“Market Rental Units”** means Dwelling Units that are rented to tenants for market rental rates as set by the Owner;
- (m) **“Rental Purposes”** means an occupancy or intended occupancy which is or would be governed by a tenancy agreement as defined in Section 1 of the *Residential Tenancy Act*, SBC 2002 c. 78 as amended from time to time;
- (n) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units, and **“Rental Unit”** is a singular thereof;
- (o) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78 and regulations thereunder, as amended or replaced from time to time; and

- (p) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8799”, as amended or replaced from time to time;
- (q) **“Term”** has the meaning set out in section 2.1.

## 2. TERM

- 2.1 This Agreement will commence upon the issuance of the first occupancy permit for the Building, or any portion thereof, constructed or to be constructed on the Lands (the **“Commencement Date”**) and will continue until the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c) (the **“Term”**).
- 2.2 This Agreement will terminate immediately upon the removal or destruction of the Building provided the Building is not repaired 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, notwithstanding the Rezoning Bylaw, the Lands will be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
  - (a) during the term of this agreement:
    - (i) the Lands and the residential portion of the Building will not be subdivided (including by filing an air space plan) or stratified, without the prior written approval by the City. As a condition of approval, the City may require a covenant pursuant to section 219 of the *Land Title Act* to be registered on title to the Mid-Market Rental Units requiring these units to be sold or transferred together, as a single site, pursuant to section 219(2)(d) of the *Land Title Act*; and
    - (ii) no Dwelling Unit in the Building will be occupied for any purpose except for Rental Purposes;
  - (b) At least 8 Dwelling Units in the Building will be Mid-Market Rental Units rented at Affordable Rent to tenants eligible pursuant to section 5.1(c), all in accordance with this Agreement.
- 3.2 The Owner further covenants and agrees with the City that the Lands and any residential buildings or structures constructed thereon including the residential portions of the Building will 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 Building will be as follows:

- (a) Studio: 23 Dwelling Units;
- (b) 1-Bedroom: 28 Dwelling Units;
- (c) 2-Bedroom: 16 Dwelling Units;
- (d) 3-Bedroom: 8 Dwelling Units,

or as otherwise approved in writing by the Director of Planning in his or her discretion.

4.2 The unit mix for the 8 Mid-Market Rental Units in the Building will be as follows:

- (a) Studio: 2 Mid-Market Dwelling Units;
- (b) 1-Bedroom: 3 Mid-Market Dwelling Units;
- (c) 2-Bedroom: 2 Mid-Market Dwelling Units;
- (d) 3-Bedroom: 1 Mid-Market Dwelling Unit.

or as otherwise approved in writing by the Director of Planning in his or her discretion.

The locations of the 8 Mid-Market Rental Units within the Building will be in the Owner's sole discretion.

4.3 The Owner will enter into a minimum 1 year tenancy agreement for each of the Mid-Market Rental Units which will convert to a month to month tenancy at the end of the 1 year term. For greater certainty, at the end of each tenancy, the Mid-Market Rental Unit will continue to be rented as a Mid-Market Rental Unit at Affordable Rent, which obligation will be ongoing at all times during the Term.

#### 5. OWNER'S OBLIGATIONS

5.1 The Owner will operate and maintain the Rental Units in accordance with the following requirements:

- (a) **Management and administration:** The Owner will be fully responsible for the management and administration of the Rental Units, and all associated costs. Without limiting the Owner's responsibility, liability and obligations under this Agreement, the Owner may retain one or more subsidiaries, agent(s) and/or licensee(s) to conduct the management and/or administration of the Rental Units;
- (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 Eligibility- Mid-Market Rental Units:** The Owner will only rent Mid-Market Rental Units to tenants whose gross annual household income does not

exceed the following formula: Affordable Rent for the appropriate size of Mid-Market Rental Unit [multiplied by] 12 [divided by] 0.25.

To determine financial eligibility, the Owner may reasonably rely on information provided by the prospective tenant. Unless the Owner's reliance is unreasonable, negligent or in wilful misconduct, the Owner will have no liability nor will have breached this agreement if the prospective tenant intentionally or unintentionally provides inaccurate information. The Owner will have no obligation to monitor or update financial circumstances of the tenant once the tenancy agreement has been signed;

- (d) **Rent Amount and Permitted Increases:** Affordable Rent for Mid-Market Rental Units is to be determined at the time of entering into a tenancy agreement. Rent amounts may be subsequently increased by the permitted annual rent increase then set under the RT Act.
- (e) **Parking:** All tenants and occupants of the residential portion of the Building, including tenants and occupants of Mid-Market Rental Units, will have equal access, at equal rates, to parking stalls assignable for exclusive use of residential occupants of the Building, acknowledging that due to the ratio of parking stalls per Dwelling Units in the Building, there may be instances when no parking stalls are available for exclusive use of a Dwelling Unit.
- (f) **Common Amenities:** All residential occupants of the Building, including tenants and occupants of Mid-Market Rental Units, will have equal access, at equal rates, to all indoor and outdoor residential amenities on the Lands from time to time, including visitor parking stalls, storage units, fitness facilities, guest suites, recreation facilities and the like.
- (g) **Short Term Rentals:** Mid-Market Rental Units will only be used as a principal residence of a tenant. The Owner will not permit a Mid-Market Rental Unit to be used for short term rental purposes (being rentals for periods shorter than 30 consecutive days).
- (h) **Compliance with applicable laws:** 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.
- (i) **Performance:** The Owner will perform its obligations under this Agreement diligently and in good faith.
- (j) **Evidence of compliance:** Provided that the same can be done without breaching the *Personal Information Protection Act* (British Columbia) and *Personal Information Protection and Electronic Documents Act* (S.C. 2000, c. 5) (each as amended from time to time) the Owner will, at business license renewal or upon request by the City, from time to time, 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 (the “**Notice**”) requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice or such longer period as may reasonably be required to cure such default provided the Owner is diligently pursuing same. 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 Owner fails to correct a default as contemplated in section 6.1, the Owner will pay to the City, within 30 days of receiving a written request by the City:
- (a) \$2,000.00 for each default under this Agreement that has not been remedied as provided under section 6.1; and
  - (b) \$200.00 each day the default remains un-remedied beyond the date for correcting the default as provided under section 6.1;

This section is without prejudice to any other remedies available to the City under this Agreement and at law or in equity.

- 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 Notwithstanding section 6.2, 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 or wilful misconduct of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any act or omission, negligent or otherwise, by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible;
  - (b) the Owner's default under this Agreement; and
  - (c) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.
- 7.2 Except to the extent such advice or direction is given negligently or in wilful misconduct, 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

- (c) the City may at any time execute a release and discharge of this Agreement in respect of the Lands, without liability to anyone for doing so.
- 8.4 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement. Without limiting the generality of the foregoing, the Owner will not be liable for any breach of any covenant, promise or agreement herein in respect of any portion of the Lands sold, assigned, considered or otherwise disposed of, occurring after the Owner has ceased to be the owner of the Lands.
- 8.5 The covenants and agreements on the part of the Owner in this Agreement have been made by the Owner as contractual obligations as well as being made pursuant to section 483 of the Act.
- 8.6 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement is noted 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 notation.
- 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 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, 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 Department**

Owner: At the address set out on the registered title to the Lands, from time to time.

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.

- 8.11 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.
- 8.12 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 and except for any covenants and statutory rights of way that may be registered on title to the Lands from time to time. 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 Council of an amending bylaw to Bylaw 8799.
- 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 and delivered electronically.

**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,**  
by its authorized signatories:

\_\_\_\_\_  
MAYOR




\_\_\_\_\_  
CORPORATE OFFICER

**FIRST CAPITAL (200 WEST ESPLANADE) CORPORATION ,**  
by its authorized signatories:

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: REZONING APPLICATION: 801 - 925 HARBOURSIDE DRIVE AND  
18 FELL AVENUE (518166 BRITISH COLUMBIA LTD., CD-646 TEXT  
AMENDMENT)

Date: October 21, 2020 File No: 08-3400-20-0034/1

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

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated October 21, 2020, entitled "Rezoning Application: 801-925 Harbourside Drive and 18 Fell Avenue (518166 British Columbia Ltd., CD-646 Text Amendment)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805" (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment) be considered and the Public Hearing be waived;

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

AND THAT legal agreements assuring access to the bicycle parking and facilities for the appropriate persons be secured at the applicant's expense and to the satisfaction of staff.

**ATTACHMENTS:**

1. Context Map (Doc# [1956127](#))
2. Phase 1 End Destination Facility Plans, dated October 5, 2020 (Doc# [1960328](#))
3. Applicant's Design Rationale Technical Memo (Doc# [1943965](#))
4. HUB Cycling Report, dated October 2, 2020 (Doc# [1960333](#))
5. Zoning Bylaw Amendment Bylaw No. 8805 (Doc# [1956224](#))

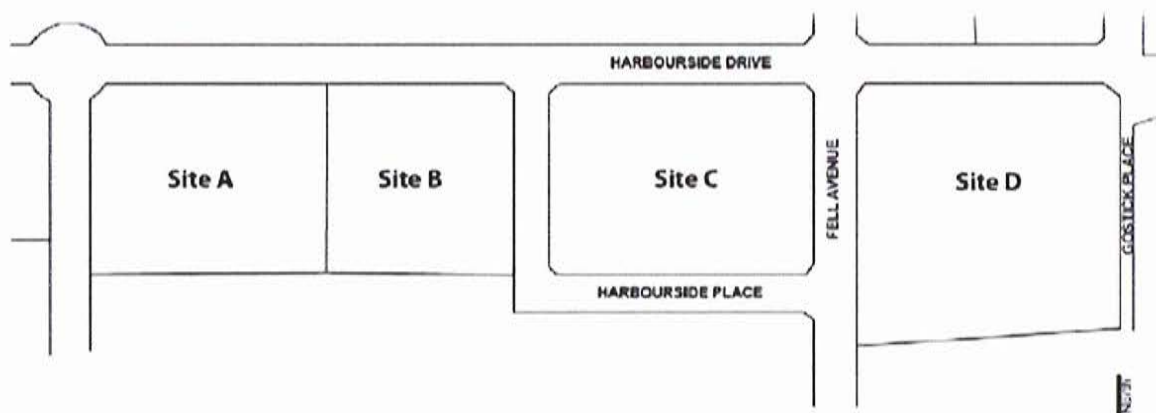
## SUMMARY

This report recommends a text amendment to CD-646 Zone (Harbourside Development) to allow commercial bike parking and shower and locker facilities (End Destination Facilities) to be combined for multiple buildings within each of the four sites in the CD-646 Zone.

## BACKGROUND

The properties at 801-925 Harbourside Drive and 18 Fell Avenue comprise the Comprehensive Development 646 (CD-646) Zone and Harbourside Development Permit Area. Planning processes for the area began prior to adoption of the current Official Community Plan (OCP). These properties were identified in the 2002 OCP as a special study area, with a mixed-use (commercial and residential) designation. An OCP amendment was completed in 2013 to allow for a mixed-use development, which subsequently submitted for rezoning and which was approved in 2014. The rezoning drawings included conceptual designs for the four sites within the Harbourside area, and for the surrounding streets and park land. Unlike other rezoning projects, but similar to the Harry Jerome Neighbourhood Lands, the specific details of the future development were not solidified at the time of rezoning, but rather, Development Permit Guidelines were adopted that would guide the design of future development through a Development Permit process. A proposal which complies with the approved CD-646 Zone and Development Permit Guidelines may be approved by staff.

**Figure #1 (from CD-646 Zone Schedule 103)**



Since the initial rezoning, there have been two text amendments requested by the applicant, Concert Properties. The first was to add supportive seniors' housing as a permitted use, and the second was to allow for a redistribution of floor areas, by Use, allotted to the four Sites. These amendments were approved in 2015 and 2017, respectively.

A Development Permit application for the first phase of development at 18 Fell Avenue (Site D) was submitted in December 2017 and is currently in the final stages of review.

A park planning process, which is separate from the Development Permit review, is also underway for Kings Mill Walk Park, led by Parks & Environment staff. Applications for development of the other sites have not yet been received, but a development permit application for Phase 2, at 801 Harbourside Drive (i.e. Site C), is anticipated sometime in 2021.

## PROJECT DESCRIPTION

The proposal for Phase 1 of the Harbourside Development includes a subdivision of Site D into three separate parcels, with a total of four buildings. An overall site plan showing the four proposed buildings is included in the Design Rationale Technical memo (Attachment #3). The memo shows the location of the proposed bike parking and facilities within the site. A more detailed drawing of the parking and facilities is shown in the End Destination Facility Plans (Attachment #2). The proposed secure bike parking and facilities, located within Building 3, would be available for use by employees of the commercial units, which are located in Buildings 1, 2, and 4.

The Zoning Bylaw currently does not contemplate the provision of pooled bike parking or End Destination Facilities serving multiple buildings. For the proposed development at 18 Fell Avenue, the current Zoning would require that each building have its own bicycle parking and that each building containing a commercial use must also provide an End Destination Facility.

The proposed changes to the Zoning Bylaw are summarized in the table below.

**Table #1. Requested Changes to CD-646**

	Current Regulation	Proposed Regulation
Accessory End Destination Facility Location	All new Buildings and Uses that require Secure Bicycle Parking (except for a Residential Use) shall provide an Accessory End Destination Facility	Accessory End Destination Facility requirements may be calculated and provided for a Site (as defined in CD-646), rather than for individual buildings or parcels.
Secure Bicycle Parking Location	Secure Bicycle Parking is required to be provided on the same property as the Use to which it is Accessory	Secure Bicycle Parking may be located "off-site", provided that it is within the same Site (as defined in CD-646) as the use for which it is required.

The proposed text amendment would allow for required commercial secure bicycle parking and End Destination Facilities to be provided in a single location for each of the four Sites within CD-646, even if the Sites are subdivided into multiple parcels.

A comparison of the minimum and proposed facility requirements is provided in Table #2, below. Plans for phases 2, 3 and 4 have not been developed to a level of detail that would allow for review of future End Destination Facilities and Secure Bicycle Parking on those Sites.

**Table #2. Required and Proposed End Destination Facilities and Bicycle Parking**

	Minimum for Site D	Proposed
Secure Bicycle Parking	9 spaces (minimum 6 horizontal)	13 horizontal, plus 3 trailer spaces
Showers and grooming stations	1	2
Wash basins	1	2
Water closets	0	2
Lockers	18	28

The proposal only requires an amendment to address requirements for commercial bike parking and facilities. Requirements for residential uses will be met for each of the proposed parcels.

## POLICY FRAMEWORK

The property is designated as Harbourside Waterfront (Mixed Use) in the OCP. This designation is limited to the four sites at 801–925 Harbourside Drive and 18 Fell Avenue.

Official Community Plan	
Policy 1.4.4 <i>Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community;</i>	A shared facility, as opposed to more limited separate facilities, would allow for more social interactions and community-building among employees who actively commute to the site for work.
Policy 2.1.1 <i>Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;</i>	The proposed shared facility is in a very convenient location, located at grade and separate from motor vehicles. The location can be accessed directly from the Spirit Trail or from the north or west vehicle entry points.
Policy 2.2.2 <i>Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures (e.g. providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments in close proximity to transit, on-street pay parking, electric vehicle charging stations, and parking spaces for car-share, carpool and low-emission vehicles);</i>	A reduction in required parking is not part of this application, however, this proposal will support future possible reductions in on-street or off-street parking in the Harbourside area.
Policy 2.3.2 <i>Accommodate the transportation needs of all users, including those with limited mobility and disabilities;</i>	The improved facility supports affordable modes of transportation, including cycling and walking or jogging.
Policy 2.3.8 <i>Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles;</i>	The proposed facility will help to make active transportation options more viable as alternatives to single-occupancy vehicle travel.

## PLANNING ANALYSIS

### Site Context and Surrounding Use

The subject area is made up of four separate Sites, which are identified in the CD-646 Zone as Site A, Site B, Site C and Site D. The buildings and uses immediately surrounding the subject site are outlined in Table #3.

**Table #3. Surrounding Uses**

Direction	Address	Description	Zoning	OCP Land Use Designation / Height Maximum
North	Multiple addresses: 758 to 930 Harbourside Dr.	2-4 storey, large floor plate buildings with surface parking, primarily Industrial Business Park Uses	Various CD Zones	Mixed Employment
East	18 Gostick Pl. 10 Gostick Pl.	2-storey, light industrial Burrard Yacht Club	CD-366 Zone W-1 Zone	Mixed Employment
West	955 Harbourside Dr.	Bodwell High School	CD-428 Zone	Commercial
South	n/a	Kings Mill Walk Park	P-1 Zone	Parks, Recreation, and Open Space

### End Destination Facility Design

The proposed End Destination Facility for Site D, shown in Attachment 2, exceeds zoning requirements in terms of minimum facilities, whether these are calculated separately for each proposed parcel, or for the Site as a whole.

The location and design of the facility shows careful consideration for convenience and appeal for users. The location is highly visible and easily accessible from the Spirit Trail, which can help to ensure that eligible users are aware of it, making active commuting a more attractive mode choice.

HUB Cycling has provided a third-party review of the proposed facility design (Attachment #4). The review notes a maximum travel distance of up to 80 metres from the proposed facility to the commercial units, which would take no more than 1-2 minutes to walk.

An additional aspect of a shared facility is that users would benefit from having access to the two shower facilities, making availability of at least one shower more likely at any given time. Were the facilities to be provided separately on the three parcels, employees of commercial establishments in one parcel would not likely be able to use the facilities on another parcel.

If approved, legal agreements will need to be secured to ensure use of the End Destination Facility is free and accessible to employees of the commercial units as needed.

For future phases of development within the Harbourside Development Permit Area, the appropriateness of combining facilities within a shared space will be assessed. On Sites where commercial floor areas are much higher and therefore generate a high requirement for secure bicycle parking, pooling of the facilities may not provide as much benefit. In these cases, separate facilities will likely be needed. Review of the appropriate use of the allowance for pooled facilities will be conducted through review of the Development Permit applications for each Site.

## **COMMUNITY CONSULTATION**

Because this proposal will have no impact on adjacent properties, staff did not recommend that community consultation be conducted.

The applicant hired HUB Cycling to provide a third-party review of the proposed facilities. The review concludes, after comparing several alternative options, that the proposed design is preferred over current Zoning requirements. See Attachment #4 for the full report.

## **CONCLUSION**

This proposal represents good planning and is in line with the Official Community Plan. The proposed facilities exceed minimum Zoning requirements and are designed and sited to provide a high level of quality and convenience for active commuters.

RESPECTFULLY SUBMITTED:



Emily Macdonald  
Planner 1



City of North Vancouver

## Context Map

## Legend

- Subject Site
- Legal\_Parcels
- Aerial 2019**

0 15 30 60  
Meters  
1:3,000

## 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

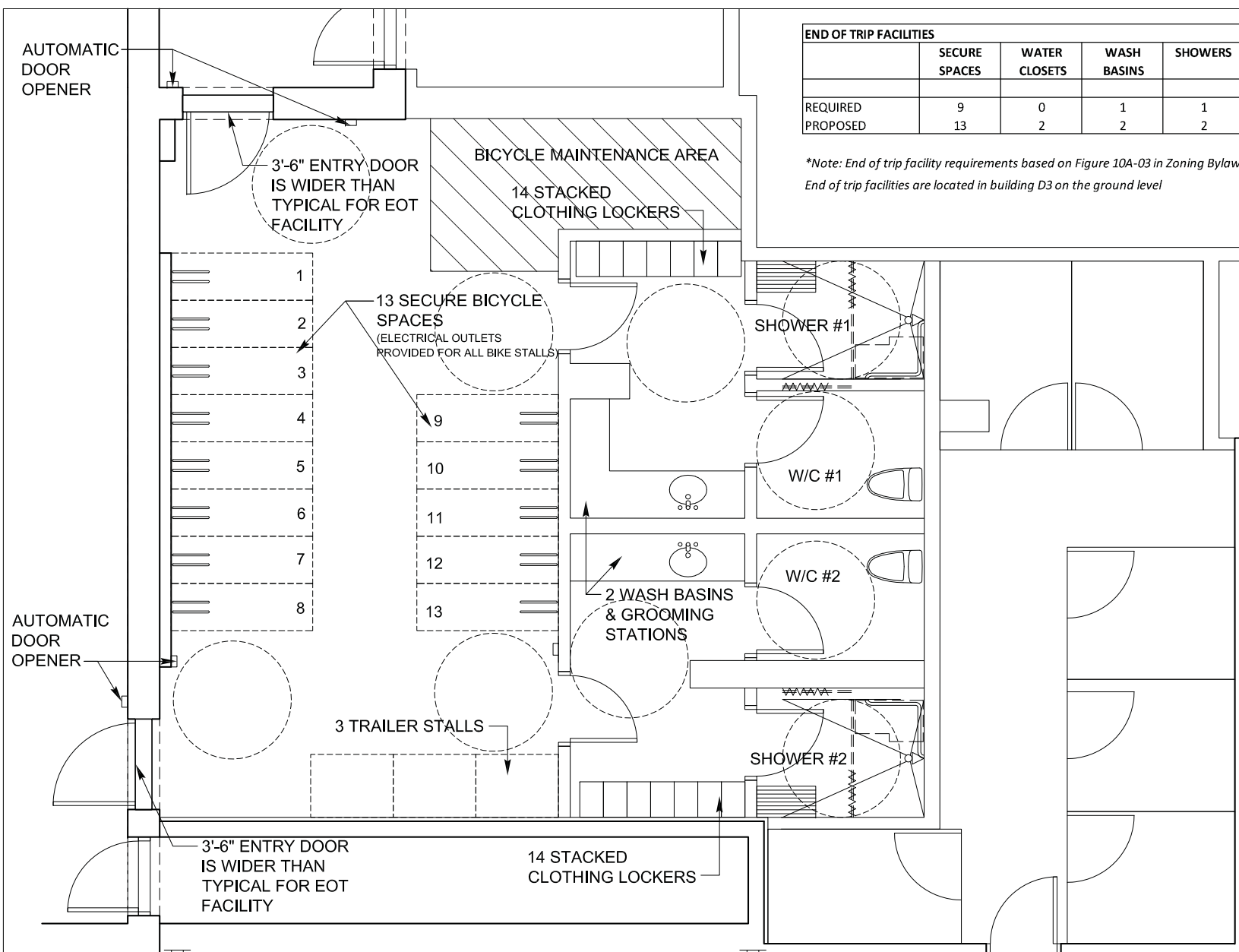
**city**  
of north  
vancouver

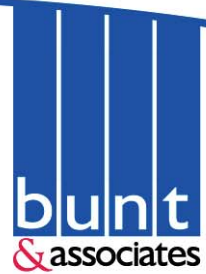
**END OF TRIP FACILITIES**

	SECURE SPACES	WATER CLOSETS	WASH BASINS	SHOWERS	GROOMING STATIONS	CLOTHING LOCKERS
REQUIRED	9	0	1	1	1	18
PROPOSED	13	2	2	2	2	28

*\*Note: End of trip facility requirements based on Figure 10A-03 in Zoning Bylaw, No.6700*

*End of trip facilities are located in building D3 on the ground level*





## MEMO

DATE: August 20, 2020  
PROJECT NO: 04-18-0420  
PROJECT: Harbourside, City of North Vancouver  
  
SUBJECT: Centralized Accessory End of Destination Facility, Technical Memo  
  
TO: Emily Macdonald, City of North Vancouver  
  
PREPARED BY: Paul Dorby, MSc  
REVIEWED BY: Henry McQueen/Michael Webb, Concert Properties

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### 1. INTRODUCTION

This memo has been prepared to support the technical bylaw amendment application for Zoning Bylaw, 1995, No 6700, Comprehensive Development "CD"-646 Zone. The purpose of this amendment is to allow for Amenity End of Destination Facilities (AEDFs) to be centralized within each of the four sites identified in 'CD-646 Zone', rather than on a per legal lot basis as it is currently written. This memo focuses on the access benefits of a centralized AEDF on Lot D as it is the furthest along in the design process and provides the most effective case study.

The memo should be read in conjunction with Hub Cycling's document 'Bicycle Friendly Business Review: Harbourside Development Phase 1 (Lot D) August 2020' which essentially audits the AEDF components together with providing an assessment of the merits for a centralized facility compared to three separate locations serving each building (as prescribed in the City of North Vancouver's Zoning Bylaw requirements).

This memo will focus on the access and circulation arrangements to/from the AEDF in the context of relevant planning guidance and the City's bicycle network.

### 2. DESIGN GUIDANCE REVIEW

A review of design guidance for the planned location of the secure bicycle facility has been made where the following cites materials from two local independent documents.

Camille B. Lefrancois prepared a document referred to as 'SECURE BIKE PARKING IN VANCOUVER: Local & Regional Context, Best Practices, and Recommendations for an EasyPark Pilot'. On Page 4 of

this guidance document, it provides the following best practice approach to secure bicycle location selection:

***‘High demand area:*** secure bicycle parking facilities should be built close to transit stations, workplaces, schools, or other destination-rich locations.

***Proximity to destination:*** for longer stays, a maximum distance of 50-100 metres to the final destination is recommended, although TransLink suggests that it can be up to 250 metres if it is a staffed bicycle station that provides additional services.

***Connection to the bicycle network:*** the bike parking should be directly on or easily accessed from a bike route, with no need to dismount until as close to the entrance as possible.

***Ease of access:*** the bike parking should be at grade, or otherwise accessible by a ramp separated from motorised traffic.’

In respect to the planned Lot D Accessory End Destination Facility, it will be within 100-metres of each commercial building it serves, it will be at-grade, and be directly accessible to a bicycle route. All these points will be confirmed in Section 4.

Hub Cycling produced a document called ‘Not Just Bike Racks: Informing Design for End of Trip Cycling Amenities in Vancouver Real Estate’ that set out the challenges and opportunities in accommodating secure cycling facilities within new development projects. On Page 44 of this document, it references the developer challenges in providing at-grade facilities:

*‘...suggestions and examples we heard involved moving bikes and related amenity spaces to above-grade areas either in common areas on each floor or in bike-sized in-unit storage ... While it seems certain that many cyclists would be glad to avoid underground parking garages, developers told us that making these sorts of storage and amenity ideas financially feasible, especially given the city’s high land costs, would require the area taken up by them to be excluded from calculations of floorspace ratios (FSR).’*

Even with the above, Concert Properties is committed to provide an at-grade secure bicycle facility to support the Lot D commercial uses and they recognize the benefits it will provide to future employees.

### 3. CITY OF NORTH VANCOUVER BICYCLE NETWORK

Presented in **Figure 1** is Harbourside Lot D site in the context of the City of North Vancouver’s bicycle network.

Along the site’s south frontage is the ‘Spirit Trail’, which connects to Lonsdale Quay and Moodyville Park in the east and to the Lions Gate Bridge and West Vancouver in the west. This route also

connects with the Bewicke Avenue Greenway (north south route), located one block east of the site, with connections to the West Keith Road bicycle route (to Upper Lonsdale) and Green Lacey Greenway.

**Figure 1: City of North Vancouver Bicycle Master Plan On-street & off Street**



#### 4. LOT D ACCESSORY END OF DESTINATION FACILITY

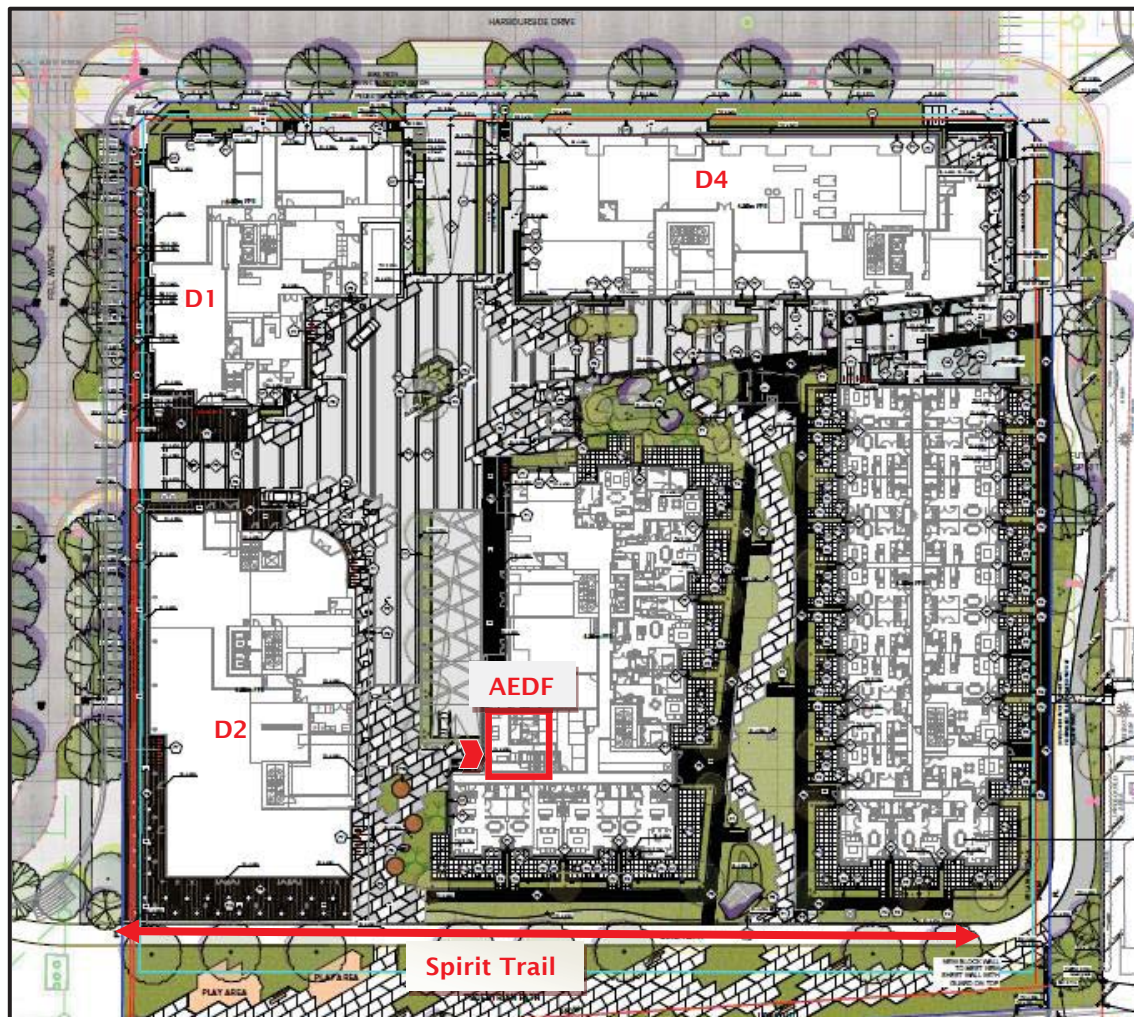
The Lot D Access End of Destination Facility will be accessed from the southern extension of the internal plaza to the waterfront, as identified in **Figure 2**, with direct access to the Spirit Trail (25-metres).

The AEDF can also be accessed from Harbourside Drive (north driveway) and Fell Avenue (west driveway) although both are also used by general vehicle movements to access the ramp to the P1 Parking Level.

The AEDF will be around 15 to 20-metres from the commercial facilities in Building D2, 70 to 80-metres from those in Building D3, and 80-metres from those in Building D4. All are within the 100-

metre walk distance guidance threshold referenced in Section 2, and where employees can comfortably walk across the internal plaza to access the rear of each building from the AEDF. Furthermore, the at-grade AEDF avoids the need for vertical circulation whether to cycle up/down a ramp or to use an elevator to access each building from the P1 Level.

**Figure 2: Harbourside Lot D Amenity End of Destination Facility**



## 5. SUMMARY

This memo highlights the benefits of the planned Accessory End of Destination Facility from an access and circulation perspective, while the approach is also consistent with local best practice guidance.

\* \* \* \* \*



## **Bicycle Friendly Business Review: Harbourside Development Phase 1 (Lot D)**

HUB Cycling

*October 2, 2020*

### **Purpose & Process of the Review**

HUB Cycling has been hired as a consultant to provide an objective review of the Amenity End Destination Facilities (AEDFs) required in zoning bylaw No. 6700 (1995) as part of the Phase 1 (Lot D) development application. HUB Cycling's involvement is to provide planning, design, and user knowledge to ensure that the proposed AEDFs would provide the most comfortable, efficient, and safest user experience. As such, the majority of this review focuses on proposed AEDFs that are required through Bylaw 6700.

The review process began with a meeting between HUB Cycling, Concert Properties, and Bunt & Associates Transportation Planning and Engineering to provide an overview of the proposal as it pertains to the bicycle user. HUB Cycling staff then met with City of North Vancouver staff to learn more about Bylaw 6700. Lastly, HUB Cycling staff met with representatives from the HUB North Shore Local Committee, who provided feedback on the first and second drafts of the review.

### **Background**

The Harbourside Development at 18 Fell Avenue is a proposed multi-phased, parceled, and master-planned project located in the southwest corner of the City of North Vancouver. Phase 1 would exist on Lot D and consist of four separate buildings located between Gostick Place and Fell Avenue. Area 1 comprises buildings D1, Area 2 comprises building D2 and D3, and Area 3 comprises building D4. The total square metres of ground-floor commercial retail units (CRUs) for all of the buildings is 2305.2 m<sup>2</sup> (see Figure 1).

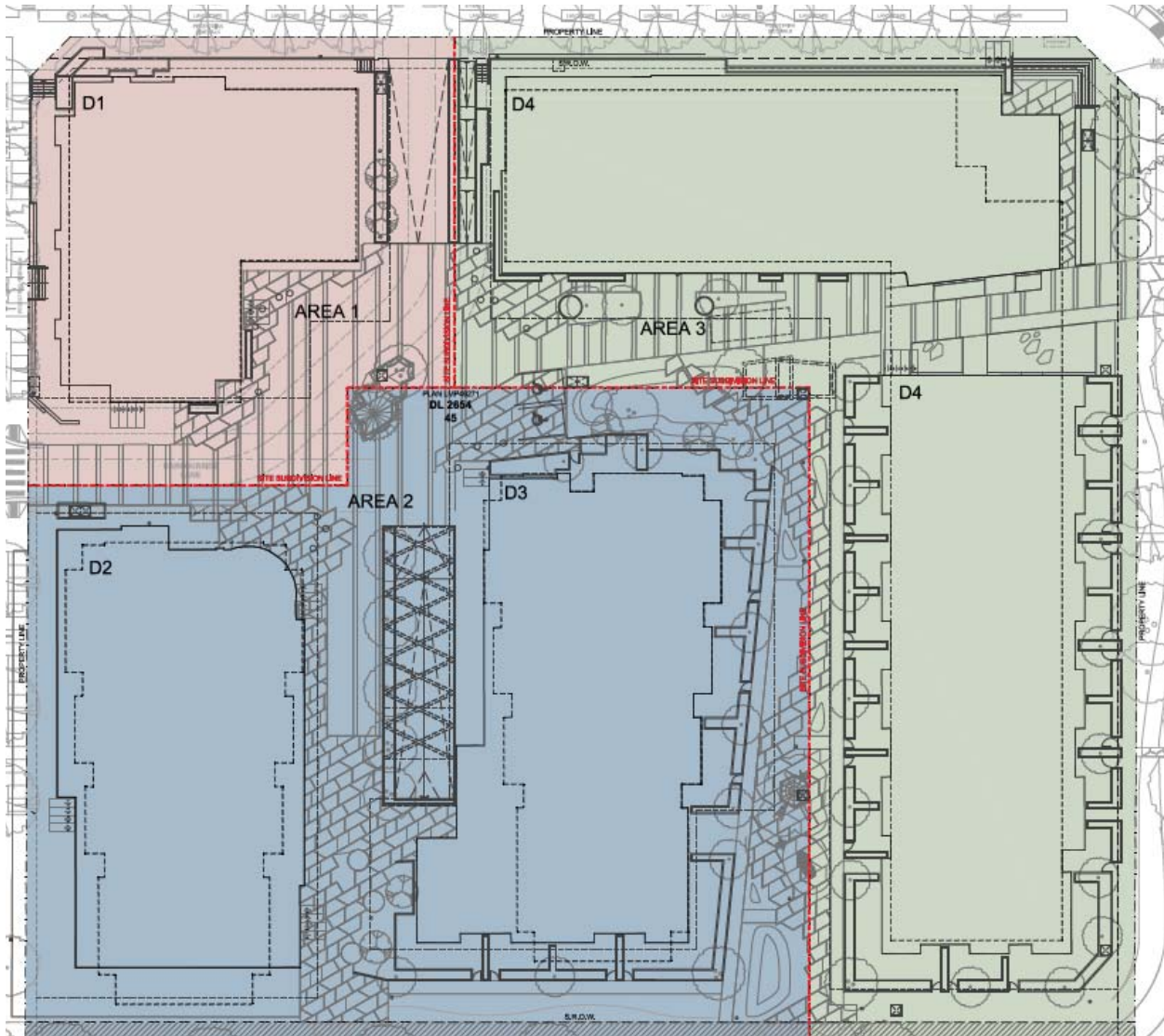


Figure 1 - Phase 1 would consist of three subdivided areas that include four separate buildings.

Bylaw 6700 was amended in 2010 so that developments could adequately accommodate users with bicycles<sup>1</sup>.

Given the current numbers provided by Concert Properties as of July 2020, the following bylaw requirements have either been met or exceeded as part of zoning bylaw No. 6700:

<sup>1</sup> Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2010, No. 8076 (Bicycle Parking), adopted by Council in April 2010.

## Bicycle Parking Spaces

The table below summarizes the required and proposed residential and commercial bicycle parking spaces.

BICYCLE PARKING									
RESIDENTIAL									
	# OF UNITS	SHORT TERM		SECURE		VERTICAL		TOTAL	
		6 spaces per 60 units		1.5 spaces per unit		max 35%			
		REQ.	PROV.	REQ.	PROV.	MAX.	PROV.	REQ.	PROV.
AREA 1	110	11	11	165	165	58	49	176	176
AREA 2	103	10	10	155	165	54	33	165	175
AREA 3	164	17	17	246	247	56	83	263	264
TOTAL	377	38	38	566	577	198	165	604	615
COMMERCIAL									
	COMMERCIAL	SHORT TERM		SECURE		VERTICAL		TOTAL	
	AREA (m <sup>2</sup> )	6 spaces per 1000 m <sup>2</sup>		1 space per 250 m <sup>2</sup>		max 35%			
		REQ.	PROV.	REQ.	PROV.	MAX.	PROV.	REQ.	PROV.
AREA 1	556.6	6	6	2	4	1	1	8	10
AREA 2	913.3	6	6	4	5	1	1	10	11
AREA 3	835.3	6	6	3	4	1	0	9	10
TOTAL	2,305.2	18	18	9	13	3	2	27	31
TOTAL RESIDENTIAL & COMMERCIAL								631	646

Summary of bicycle parking as provided by Concert Properties.

- **Short-Term Residential - Met**

In the current proposal, there are eight racks dispersed between buildings D1, D2, D3, and D4. Three out of eight racks provide covered parking, while one rack is semi-covered<sup>2</sup>.

**Consider 100 percent covered short-term parking to maximize the comfort for bicycle users.** Covering all short-term spaces will increase year-round usage and allow users to park throughout the development.

- **Secure Residential** - Required: 566; Proposed: 577 - *Exceeded by 11 spaces*
- **Vertical Residential - Met**
- **Short-Term Commercial** - Required: 18; Proposed: 18 - *Met*
- **Secure Commercial** - Required: 9; Proposed: 13 - *Exceeded by 4 spaces*

<sup>2</sup> At the time of this submission, Concert Properties is exploring opportunities to maximize the number of short term parking stalls that are fully covered.

### Accessory End Destination Facilities (AEDFs)

The number of AEDFs is determined by the number of required secure bicycle parking spaces (see Figure 10A-03).

<b>Figure 10A-03 – Accessory End Destination Facility Requirements – Minimum Total Facility Requirements</b>			
<b>Required Number of Secure Bicycle Parking Spaces</b>	<b>Water Closets</b>	<b>Wash Basins</b>	<b>Showers</b>
Less than 3	0	0	0
3-10	0	1	1
11-20	0	2	2
21-30	0	3	3
31-40	2	4	4
For each additional 30 or part thereof	2 additional	2 additional	2 additional

Figure 10A-03 within Bylaw 6700 outlines the number of AEDFs according to the number of required secure bicycle parking spaces.

In accordance with Figure 10A-03, the table below summarizes the required and proposed AEDFs provided by Concert.

<b>END OF TRIP FACILITIES</b>						
	<b>SECURE</b>	<b>WATER</b>	<b>WASH</b>	<b>SHOWERS</b>	<b>GROOMING</b>	<b>CLOTHING</b>
	<b>SPACES</b>	<b>CLOSETS</b>	<b>BASINS</b>		<b>STATIONS</b>	<b>LOCKERS</b>
REQUIRED	9	0	1	1	1	18
PROPOSED	13	2	2	2	2	28

*\*Note: End of trip facility requirements based on Figure 10A-03 in Zoning Bylaw, No.6700*  
*End of trip facilities are located in building D3 on the ground level*

- **Water closets** - Exceeded by 2
- **Wash basins** – Exceeded by 1
- **Showers** – Exceeded by 1
- **Lockers** - Exceeded by 10

## Location of Commercial AEDFs

Under zoning bylaw 6700, section 10A07 specifies that "...all new Buildings and Uses that require secure bicycle parking shall provide an Accessory End Destination Facility." Residential uses are exempt from the AEDF requirement. Depending on how many secure spaces are required, AEDFs may include water closets, wash basins, showers, and lockers. The bylaw also requires the location of all AEDFs to be no more than 50 metres away from the secure bicycle parking. Lot D has been subdivided into three areas, therefore the bylaw requires buildings D1, D2, and D4 to include elements of an AEDF. However, Concert Properties is proposing one centralized AEDF which is in contravention of section 10A07 of the bylaw.

## Centralized AEDF Precedents

We are not aware of any current examples in the City of North Vancouver where comprehensive development zones have been subdivided and as such, there are limited examples of AEDFs within such developments to draw from. However, we are aware of a number of large developments that consist of multiple buildings that include a centralized AEDF. The first precedent below is compared with Concert Properties' proposed centralized AEDF (Option 1).

- **Vancouver General Hospital (VGH) Cycling Centre, 866 West 10th Avenue, Vancouver BC**  
Accessible at-grade via the 10th Avenue Bikeway, VGH's Cycling Centre serves staff working at multiple buildings throughout the hospital campus.

Details	Harbourside Development (Lot D) Option 1	Vancouver General Hospital (VGH) Cycling Centre
Location	18 Fell Avenue, City of North Vancouver BC	866 West 10th Avenue, Vancouver BC
Zoning	CD - Comprehensive Development	CD - Comprehensive Development
Area (m <sup>2</sup> )	15,827	100,000+
Number of buildings serviced by AEDF	3	13

<b>Total amount of Commercial / Office Space (m<sup>2</sup>)</b>	2,305	50,737 <sup>3</sup>
<b>Secure spaces</b>	13	174
<b>Water closets</b>	2	4
<b>Showers</b>	2	5
<b>Lockers</b>	28	8
<b>Bicycle Maintenance Area</b>	1	1
<b>Distance from secure bike parking and AEDF</b>	Less than 5 metres	5 - 20 metres
<b>Distances from secure bike parking to CRUs</b>	15 - 80 metres	10 - 350 metres <sup>4</sup>

- [Oxford Place, 1055 West Hastings Street, Vancouver BC](#)**  
 Oxford Place contains one below-ground centralized AEDF that services four large commercial buildings.
- [The Post, 349 West Georgia, Vancouver BC](#)**  
 This undergoing heritage redevelopment would include a centralized AEDF as well as automatic bicycle storage, accessed through a bike-only entrance/exit via Homer Street [\[see Level 2 Floor Plan\]](#).
- [Oakridge Centre, 650 West 41st Avenue, Vancouver BC](#)**  
 During the public consultation phase, providing secure bicycle storage and amenities for guests and users of the commercial and office spaces was one of the key suggestions. As a result, secure parking and the AEDF will be provided on the [P1 Mezzanine](#) via Cambie Street.
- [Nathan Phillips Square Bicycle Station, Toronto ON](#)**  
 Built in 2019, it services two municipal buildings, providing 170 secure bicycle spaces, washrooms, showers, and a staff office.

<sup>3</sup> Data provided by Vancouver Coastal Health's Facilities Management Team

<sup>4</sup> Distances estimated using the City of Vancouver's [VanMap](#) tool

- **RiverScape Bike Hub, Five Rivers MetroPark, Dayton Ohio.**  
While not part of a multi-unit building complex, this centralized AEDF is located in a downtown public park at the centre of the region's largest paved trail network, providing commuters with secure parking and end of trip amenities.
- **McDonald's Cycle Centre, Millennium Park, Chicago Illinois**  
Similar to the Riverscape Bike HUB, the Cycle Centre is located in a downtown public park, providing commuters with a centralized AEDF, secure bike parking, a bicycle repair shop with professional mechanics, and bike rentals.

## Review of Options

The following section reviews the three options that Concert Properties could choose to take as part of their next submission.

- **Option 1:** Pursue existing proposed centralized ground-floor AEDF in building D3 through a zoning bylaw amendment
- **Option 2:** Pursue decentralized, ground-floor AEDFs in buildings D1, D2 and D4
- **Option 3:** Pursue decentralized AEDFs below ground (P1) in buildings D1, D2, and D4

A framework using criteria to determine the most comfortable, efficient, and safest user experience for each of the three options is summarized in the table on the following page.

### Provision of Amenity End Destination Facilities (AEDFs)

Option	Area	Buildings	Required Amenity	Secure Spaces (SS)		Water Closets (WC)		Washbasins (W)		Showers (S)		Lockers (L)		Bicycle Repair Station
			Calculation	1 space per 250m <sup>2</sup>		3-10 SS = 0 WC 11-20 SS = 0 WC		3-10 SS = 1 W 11-20 SS = 2 W		3-10 SS = 1 S 11-20 SS = 2 S		L=SS(2)		Not required
			Total Commercial Area (m <sup>2</sup> )	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Proposed
Option 1	1 + 2 + 3	D1, D2, D3, D4	2,305.20	9	13	0	2	1	2	1	2	18	28	1
			<b>Total</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>28</b>	<b>1</b>
Option 2 & 3	1	D1	556.6	2	2	0	0	0	0	0	0	4	8	0
	2	D2, D3	913.3	4	4	0	0	1	1	1	1	8	12	0
	3	D4	835.3	3	3	0	0	1	1	1	1	6	8	0
			<b>Total</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>28</b>	<b>0</b>
Rank				Option 1		Option 1		Option 1		Option 1		Option 1		Option 1

### Access and Egress

Criteria	Option 1	Option 2	Option 3
Approximate distance from secure bicycle parking spaces to AEDF(s) (50 metre maximum required)	Less than 5 metres	50 - 100 metres [1]	50 - 140 metres [1]
Approximate distance from AEDF(s) to CRUs	15-80 metres	Less than 10 metres	35 - 90+ metres + elevation
Approximate distance from	75 metres	Less than 25 metres	110 - 150 metres + elevation
Rank	2nd	1st	3rd

### Health & Safety

Criteria	Option 1	Option 2	Option 3
Visibility to those passing [2]	Good	Limited	Very limited
Passive surveillance [2]	High	Low	Very low
Likelihood of interacting with motor	Low	Low	Medium-high
Exposure to air pollution	Low	Low	Medium-high
Rank	1st	2nd	3rd

### Social Wellbeing

Criteria	Option 1	Option 2	Option 3
Likelihood of interacting with other	High	Low	Low
Rank	1st	Tied for 2nd	Tied for 2nd

### Overall User Experience

Summation of all criteria	Option 1	Option 2	Option 3
Rank	1st	2nd	3rd

#### Footnotes

[1] Note that in Options 2 and 3, lockers are required in all three of the AEDFs. However, a wash basin and a shower are required in two out of three of the AEDFs. Therefore, lockers would need to be within 50 metres of the secure bike parking for all three of the rooms, while the water closet, wash basin, and shower would need to be within 50 metres of the secure bike parking for one out of three of the rooms.

[2] This criteria could be particularly beneficial to those who are more likely to feel unsafe on their own.

## Evaluation of Options 1, 2, and 3

### Provision of amenity and destination facilities (AEDFs)

1st: Option 1

2nd: Option 2

3rd: Option 3

**Option 1 provides greater viability and comfort through the provision of more and centralized amenities.** While the total number of wash basins, showers, and lockers would be the same in Options 2 and 3, Option 1 would provide users these facilities in the same space as the secure bicycle parking. Whereas, in Options 2 and 3, one out of three of the AEDFs would only require lockers. Furthermore, Option 1 currently exceeds the minimum number of amenities with 13 instead of 9 secure spaces, 2 instead of 0 water closets, and 28 instead of 18 lockers. Additionally, a bicycle maintenance area has been proposed, given that a centralized facility increases the usage and viability of shared amenities.

### Access and Egress

1st: Option 2

2nd: Option 1

3rd: Option 3

**Option 1 provides the shortest distance between the secure bicycle parking and AEDF.** Providing the secure bicycle parking and AEDFs in a singular space meets the bylaw's 50 metre maximum distance requirement and provides the shortest distance between the three options. Whereas given that one out of three of the AEDFs in Options 2 and 3 would not have enough secure bicycle spaces to require all of the amenities, users who have access and want to use the wash basin and shower would be required to walk approximately 60 - 100 metres (Option 2) from one building to the other or 100 - 140 metres (Option 3) across P1. Note that in Options 2 and 3, lockers are required in all three of the AEDFs and would need to be within 50 metres of the secure bike parking. Whereas, a wash basin and a shower are required in two out of three of the rooms, therefore requiring the room with these facilities to be within 50 metres of the secure bike parking.

**Option 2 provides the shortest distance between the AEDFs and the CRUs.** AEDFs inside each of the three buildings would provide the shortest distance (less than 10 metres) from each facility to the CRUs. Whereas in Option 1, users would be required to walk 15 - 80 metres from the AEDF to the CRUs and in Option 3, 35 - 90 metres plus added time and energy as a result of the elevation gain, as well as interaction with motor vehicles and exposure to air pollution.

**Option 2 provides the shortest distances from the off-site entrances to the AEDFs.** Ground floor decentralized AEDFs would be easily accessed off of Harbourside Place

and Fell Avenue. Whereas the distances in Option 1 would be approximately 75 metres and in Option 3 between 110 - 150 metres, plus time and energy as a result of the elevation gain, as well as interaction with motor vehicles and exposure to air pollution.

### **Health & Safety**

**1st: Option 1**

**2nd: Option 2**

**3rd: Option 3**

**Option 1 provides the most passive surveillance for users and visibility to passersby.** With greater accessibility brings greater visibility to passersby as well as usage, so a centralized AEDF would allow enhanced passive surveillance and a sense of safety for the users. Furthermore, the adjacent wall to the parkade ramp is 3 foot 6 inches tall, allowing users of the AEDF to be visible within the main interior courtyard. Whereas smaller, decentralized AEDFs in Options 2 and 3 would result in less usage and less passive surveillance.

**Options 1 and 2 provide the least interaction with motor vehicles.** The AEDFs in both options would be accessible from the exterior and/ or interior ground-floor of the development, reducing the need for users to travel below ground and interact with motor vehicles (Option 3), increasing safety and reducing exposure to air pollution. Furthermore, AEDFs positioned below ground could increase opportunity theft with fewer users and invisibility from passersby at ground level. Theft could be mitigated in any option through FOB access and security cameras.

### **Social Wellbeing**

**1st: Option 1**

**2nd: Option 2**

**3rd: Option 3**

**Option 1 provides the greatest potential for social interaction.** Users accessing one AEDF could interact with users from all CRUs, increasing the likelihood of social interaction and fostering social cohesion through sustainable workplace behaviour. A shared communication platform could be created to alert users of a new user, in order to reduce concerns about interacting with strangers.

Whereas smaller, decentralized AEDFs in Options 2 and 3 would lead to less interaction with other users and the ability to foster social cohesion through sustainable workplace behaviour. In Option 3, some residents may feel uncomfortable having non-residents access P1 to use the secure bicycle parking and AEDFs, presuming the residential and commercial facilities are accessed by a shared entrance/ exit.

## Additional considerations

### Option 1

- **Potential to set a negative precedent for future developments.** If approved by the City of North Vancouver, a centralized AEDF may allow future sites rezoned as comprehensive development with a larger surface area to adopt the same approach, resulting in the possibility of unreasonably long walking distances between the AEDF and CRUs. One way to address this is to identify maximum walking distances between the AEDFs and CRUs and require dispersed AEDFs where the maximums are exceeded.
- **Efficiency of space and sharing of resources.** A centralized AEDF provides the amenities in a singular space, avoiding the construction of three separate rooms, each requiring access corridors and other infrastructure that would reduce the overall CRU square footage. A centralized AEDF also encourages the sharing of resources, such as the proposed bicycle maintenance area inside the AEDF.

### Option 2

- **Cumbersome to integrate into buildings.** Decentralized ground floor AEDFs require corridors for access and egress that would reduce the overall CRU square footage. Given the site's proximity to the Burrard Inlet, mechanical equipment is required at ground level, further reducing the CRU square footage.

## Overall user satisfaction

1st: Option 1

2nd: Option 2

3rd: Option 3

This metric was calculated by considering the performance of each option against the criteria relating to the provision of amenity end destination facilities, access and egress, health and safety, and social wellbeing. Together, this ranking determines the most comfortable, efficient, and safest user experience.

## AEDFs - Further Considerations

- **Charging outlets for electric cycles in both secure and short-term parking.** While not currently in Bylaw 6700, uptake in electric bicycle usership is increasing globally. Locally, the [District of North Vancouver](#) and the City of Vancouver

([S6.3.21](#)) require level 1 (110v) electrical outlets in secure bike parking spaces in order to accommodate electric cycles.

- **Opening & closing AEDF doors.** Doors that automatically open via FOB access and/ or a push button are much more comfortable to use while handling a bicycle than a manual, heavy, spring-loaded door. Doors should be at least 1.6 metres wide to accommodate a wide array of bicycle sizes<sup>5</sup>.
- **Require maximum walking distances between AEDFs and CRUs.** A centralized AEDF may allow future sites rezoned as comprehensive development with a larger surface area to adopt the same approach, resulting in the possibility of unreasonably long walking distances between the AEDF and CRUs. One way to address this is to identify maximum walking distances between the AEDFs and CRUs and require dispersed AEDFs where the maximums are exceeded.
- **Consider separating the secure bicycle parking and AEDF requirements between Commercial and Office.** Under the current bylaw, office space is included under commercial use when calculating the number of secure bicycle parking spaces and AEDFs. However, the number of employees per square metre may be greater in an office versus commercial environment, therefore the calculation may not completely reflect the total number of people and end-of-trip amenities required.

## Other Considerations

- **Consider 100 percent covered short-term parking to maximize the comfort for bicycle users.** Covering all short-term spaces will increase year-round usage and encourage users to park throughout the development, rather than only at the racks that are covered<sup>6</sup>.
- **Consider adding covered short-term parking on public lands surrounding the development.** Currently, exterior public realm components include several curbside spaces for motor vehicles. Upon arrival, the interior bicycle parking spaces are not visible to bicycle users. Therefore, adding curbside bicycle parking spaces to the exterior of the building would be more visible and increase transportation equity as part of the development.

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<sup>5</sup> [BC Active Transportation Design Guide](#), Section H: Amenities + Integration (p. H48).

<sup>6</sup> At the time of this submission, Concert Properties is exploring opportunities to maximize the number of short term parking stalls that are fully covered.

- **Consider raised bicycle and pedestrian crossings at Fell Avenue.** Currently, the bicycle and pedestrian paths lower to the grade of the roadway. However, best-practice design recommends a level crossing for people cycling and walking, requiring motor vehicles to reduce speed when driving through the crossing.
- **Consider secure bicycle parking on each residential floor instead of in P1 for residential users.** HUB Cycling's North shore Local Committee has been working with developers to include centralized secure bicycle storage on each floor rather than one singular space at or below ground level. This approach maximizes convenience and reduces the likelihood of theft, as the bicycle parking spaces are as close to each residential unit as possible. Currently, this approach has been used in the *həmləsəm*, *qələxən*, and *časnaʔəm* student residences at the University of British Columbia.

## Select Resources

- [\*Not Just Bike Racks: Informing Design for End of Trip Amenities in Vancouver Real Estate\*](#) (HUB Cycling, 2018)
- [\*Essentials of bike parking\*](#) (APBP, 2015)
- [\*Secure bike parking in Vancouver: Local and regional context, best-practices, and recommendations for an EasyPark pilot\*](#) (Lefrancois, 2014).

## Appendix

- *Pandemic Safety for Bike Racks and Amenities* (HUB Cycling, 2020)

## About HUB Cycling

HUB Cycling is a charitable not-for-profit organization that makes cycling better through education, planning, research, action, and events. Through our diverse range of services we are leading the way in making cycling an attractive choice for everyone. Our broad knowledge and expertise make us uniquely positioned to provide consulting services to evaluate bicycle infrastructure planning, policy, and design. HUB Cycling has also educated thousands of people, and motivated tens of thousands more to cycle regularly, and has championed improvements that #UnGapTheMap to create a high quality connected regional cycling network.

## Contact

Andrew Picard, MSc.PI  
Planner  
HUB Cycling  
[andrew@bikehub.ca](mailto:andrew@bikehub.ca)

# NOTICE OF PUBLIC HEARING (WAIVED)

**WHO:** Concert Properties Ltd.

**WHAT:** Zoning Bylaw, 1995, No. 6700,  
Amendment Bylaw, 2020, No. 8805

**WHERE:** 801-925 Harbourside Drive and  
18 Fell Avenue

**WHEN:** Monday, November 23, 2020  
at 5:30 pm

**HOW:** View the meeting online at  
[cnv.org/LiveStreaming](http://cnv.org/LiveStreaming)



Notice is hereby given that Council will consider:

## **Zoning Amendment Bylaw, 2020, No. 8805**

to amend the existing Comprehensive Development 646 (CD-646) Zone to allow for off-site commercial bicycle parking and amenities. The proposal would allow for required commercial bicycle parking and End Destination Facilities (showers, etc.) to be provided on separate legal parcels from the commercial uses while still requiring at least 1 facility for each of the 4 development sites.

As City Hall remains closed to the public, the Regular Council Meeting will be held electronically via "WebEx". All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by email or written submission. To ensure all submissions are available for Council at the meeting, certain deadlines have been implemented.

For email submissions (preferred):

Include your name and address and send to [input@cnv.org](mailto:input@cnv.org) **no later than 12:00 noon on Monday, November 23, 2020.**

For written submissions:

Include your name and address and mail or deposit into a drop-box at City Hall **no later than 4:00 pm on Friday, November 20, 2020.** Written submissions are subject to a 24-hour quarantine period before being opened due to COVID-19.

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 online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings) on Friday, November 13, 2020.

Please direct any inquiries to Emily Macdonald, Planner, at [emacdonald@cnv.org](mailto:emacdonald@cnv.org) or 604-982-3904.

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8805

### 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, 2020, No. 8805” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment)**.
2. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
  - A. In Section 1100 within the designation “CD-646 Comprehensive Development 646 Zone”, adding the following after Section B11:

(B12) Non-Residential Secure Bicycle Parking

    - (a) Secure Bicycle Parking that is required for any Use, other than a Residential Use, may be provided on a parcel other than the parcel containing the Use for which it is required, provided that the parcel is within the same Site as the Use for which it is required, and provided that the Secure Bicycle Parking is secured by legal agreement(s) in favour of the City that allows, among other things, access by the owners and employees of businesses located within the commercial units of the Site to the Secure Bicycle Parking area.

(B13) Accessory End Destination Facilities

- (a) Accessory End Destination Facilities may be provided as a shared amenity for each Site, rather than for individual parcels. Where Accessory End Destination Facilities are provided for multiple parcels, the number of facilities, outlined in Section 10A09, shall be calculated based on the combined total required Secure Bicycle Parking for non-residential Uses on those parcels. The Accessory End Destination Facilities shall be secured by legal agreement(s) in favour of the City that allows, among other things, access by the owners and employees of businesses located within the commercial units of the Site to the Accessory End Destination Facilities.

READ a first time on the 2<sup>nd</sup> day of November, 2020.

READ a second time on the 2<sup>nd</sup> day of November, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CORPORATE OFFICER



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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Naz Kohan, Chair, Social Planning Advisory Committee  
Heather Evans, Community Planner

Subject: 2020 ROUND TWO COMMUNITY GRANT RECOMMENDATIONS

Date: November 10, 2020 File No: 5-1850-20-0005/2020

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

**RECOMMENDATION**

PURSUANT to the report of the Chair of the Social Planning Advisory Committee and the Community Planner, dated November 10, 2020, and entitled "2020 Round Two Community Grant Recommendations":

THAT grants be allocated to the following organizations from the 2020 Community Grants budget:

Autism BC – Program – North Shore Information & Resources and Parent Community Group	\$5,000
Big Sisters of BC Lower Mainland – Operating	\$2,000
Greater Vancouver Youth Unlimited North Shore – Program – Mobile Youth Drop-In	\$6,000
Highlands United Church – Program – Shelter to Home	\$5,671
Hollyburn Family Services – Program – Life Success	\$1,000
Hollyburn Family Services – Program – North Shore Youth Safe House	\$2,000
Hollyburn Family Services – Program – Seniors Safe House	\$4,000
Hollyburn Family Services – Program – Wired 4 Success	\$500
Hollyburn Family Services – Program – Youth Education Navigator	\$500
Living Systems Family Systems Counselling & Education Society – Program – Access Counselling	\$5,000

Muscular Dystrophy Canada – Program – North Vancouver Equipment Program	\$6,000
North Shore Meals on Wheels Society – Program – New Food Packaging Procedures Due to COVID-19	\$6,000
North Shore Stroke Recovery Centre – Program – Young Survivor of Stroke	\$2,500
North Shore Table Tennis Society – Operating	\$7,000
Lynn Valley Services Society – Program – Better Balance	\$500
<b>TOTAL</b>	<b>\$53,671</b>

AND THAT the following organizations be notified that the City will not fund their application for a 2020 Community Grant:

North Shore Table Tennis Society – Program – Adapted Table Tennis Program for Persons with Disabilities
Alliance of British Columbia Students Society – Operating
The Harlequin Theatre Society – Operating
Keats Camps – Operating
Lynn Valley Services Society – Program – Power for Life

## ATTACHMENTS

1. North Shore Municipal Community Grant Applications Guidelines (Document [#1732931](#))
2. List of 2020 Round Two Community Grant Applications (Document [#1987667](#))

## PURPOSE

The Social Planning Advisory Committee (SPAC) is pleased to submit to Council its recommendations for the allocation of the 2020 Round Two Community Grants. SPAC appreciates Council's continued support of the Community Grant Program.

## BACKGROUND

Community Grants are among several grant funding opportunities that the City of North Vancouver offers to non-profit groups to assist with the delivery of services that work to reduce social, economic or physical disadvantage, and/or which improve the quality of life for City residents.

Community grants have been available in some form for decades, and provide an opportunity for non-profit agencies to gain municipal financial support for projects or general operations that address provisions of the City's Social Plan and Official Community Plan. The City's annual budget for Community Grants is the sum of two components: the City's operating budget: \$100,000 per year plus the interest accrued on a reserve fund called the Lower Lonsdale Legacy Fund ("LLLLF"). The LLLF amount varies annually based on the previous year's interest and is approximately \$75,000 to \$80,000 per year.

## DISCUSSION

### ***Total Amount of Community Grants***

In 2020 the operating budget funding of \$100,000 is combined with interest in the amount of \$76,423 from the Lower Lonsdale Legacy Fund, for a total 2020 Community Grants budget of \$176,423. This amount is being distributed into two rounds of application submission intakes in January 2020 (first round) and September 2020 (second round). This report addresses the second round of grants for 2020.

### ***Application Review Process***

SPAC reviews applications thoroughly and evaluates them systematically according to criteria set out in the Community Grant Guidelines (Attachment #1) and in relation to the City of North Vancouver's Social Plan.

To be eligible for funding, an organization must be not-for-profit, be providing services to residents of the City of North Vancouver, seeking additional other sources of funding, and provide proof of financial responsibility (financial statements).

Eligible not-for-profits are required to offer services in the City of North Vancouver and they must provide a service that directly benefits local residents. The number of residents benefiting from the services must be measured and reported by the receiving agency.

Grant applications that meet basic criteria are reviewed by SPAC and prioritized according to the "Procedural Guidelines for the Review of Grant Applications by Sub-Committees" as follows:

- |                        |  |
|------------------------|--|
| 'A' or top priority    | <ul style="list-style-type: none"><li>- evidence of need for the service or project</li><li>- evidence of clear goals and expected outcomes</li><li>- evidence of financial need for a Community Grant</li><li>- relevance to Social Plan</li></ul>            |
| 'B' or medium priority | <ul style="list-style-type: none"><li>- quality of management</li><li>- uniqueness of service</li><li>- involvement with community partners</li><li>- addressing barriers to services for people with disabilities and for ethno-cultural residents.</li></ul> |
| 'C' or lower priority  | <ul style="list-style-type: none"><li>- number of local residents served</li><li>- number of local volunteers and their role</li><li>- amount of funding requested from each municipality related to the numbers of residents served.</li></ul>                |

The applicants included information within their application submissions about the COVID-19 context, and the impact and ability to continue operations and run programs and services. SPAC considered this information in the review process for the applications.

### ***Grant Recommendations***

Twenty grant applications were received and reviewed in the second round of 2020 grants in September, requesting a total amount of \$120,940. Of those, fifteen were repeat applications for new or existing programs and 5 were applications from first-time applicants. A list of grant applications with recommended allocations is in Attachment #2.

Of the twenty applications received in round two, fifteen are recommended to receive funding. The committee's recommendations are to allocate the full \$53,671 remaining in the 2020 community grants budget.

Five applications are not recommended to receive funding. Some of these agencies applied for more than one grant and are recommended to receive some but not all of the grants they applied for. For other applications that are not recommended to be funded, the need was not as evident (compared to other applications) or as prioritized as other applications that were received.

### ***Proportion of Operating Grant and Program Grant Applications***

In 2020 Round 2 Community Grants, the City received 5 operating grant applications and 2 are recommended to receive funding for a total value of \$9,000. See Table 1 below.

Table 1 – Operating Grant Applications 2020 Round Two

Operating grant applications recommended to receive funding:	
Big Sisters of BC Lower Mainland – Operating	\$2,000
North Shore Table Tennis Society – Operating	\$7,000
<b>TOTAL</b>	<b>\$9,000</b>
Operating grant applications not recommended to receive funding:	
Alliance of British Columbia Students Society – Operating	
The Harlequin Theatre Society – Operating	
Keats Camps – Operating	

In 2020 Round 2 Community Grants, the City received 15 program grant applications and 13 are recommended to receive funding for a total value of \$44,671. See Table 2 below.

Table 2 – Program Grant Applications 2020 Round Two

Program grant applications recommended to receive funding:	
Autism BC – Program – North Shore Information & Resources and Parent Community Group	\$5,000
Greater Vancouver Youth Unlimited North Shore – Program – Mobile Youth Drop-In	\$6,000
Highlands United Church – Program – Shelter to Home	\$5,671
Hollyburn Family Services – Program – Life Success	\$1,000
Hollyburn Family Services – Program – North Shore Youth Safe House	\$2,000
Hollyburn Family Services – Program – Seniors Safe House	\$4,000
Hollyburn Family Services – Program – Wired 4 Success	\$500
Hollyburn Family Services – Program – Youth Education Navigator	\$500
Living Systems Family Systems Counselling & Education Society – Program – Access Counselling	\$5,000

Muscular Dystrophy Canada – Program – North Vancouver Equipment Program	\$6,000
North Shore Meals on Wheels Society – Program – New Food Packaging Procedures Due to COVID-19	\$6,000
North Shore Stroke Recovery Centre – Program – Young Survivor of Stroke	\$2,500
Lynn Valley Services Society – Program – Better Balance	\$500
<b>TOTAL</b>	<b>\$44,671</b>
Program grant applications not recommended to receive funding:	
North Shore Table Tennis Society – Program – Adapted Table Tennis Program for Persons with Disabilities	
Lynn Valley Services Society – Program – Power for Life	

## FINANCIAL IMPLICATIONS

The 2020 annual budget for community grants is the same as previous years.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The allocation of grant funding is in keeping with the guiding principles of the 2014 Official Community Plan, specifically:

Community Supporting Community:

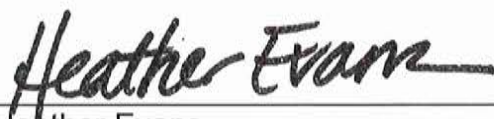
The City will continue to be a compassionate community recognizing that all individuals and/or their families will require support at some point in their lives. The City will assist organizations and individuals that provide community support through the responsible allocation of its resources.

All community grant applications are reviewed relative to the goals and objectives of the City's Social Plan and the Community Grant Guidelines. These will be reviewed within the scope of the Community Well Being Strategy project.

RESPECTFULLY SUBMITTED:



Naz Kohan  
Chair, Social Planning Advisory Committee



Heather Evans  
Community Planner

## Submission Deadline: January 31st each year\*\*

**\*\* Please note: The City of North Vancouver has an additional intake of applications with a deadline of September 15<sup>th</sup>.**

**PLEASE NOTE:** These guidelines are for the City of North Vancouver and the District of North Vancouver. The District of West Vancouver now has a separate Community Grants Program, which can be found at: <https://westvancouver.ca/be-involved/grants-awards/community-grants>.

# Guidelines

## Using these Guidelines

These guidelines are to be used to correctly and effectively complete the North Vancouver Municipal Grant Application Forms.

***Read this document before completing the forms to ensure your application is completed correctly.***

### Contents

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## North Vancouver Municipal Community Grants - Overview

### Purpose of the North Vancouver Municipal Community Grants

North Vancouver Municipal Community Grants are intended to support not-for-profit organizations serving North Vancouver (both City and District) residents. The City and District of North Vancouver provide these grants in order to:

- To provide local government endorsement to better attract funding from more senior levels of government, donors, and foundations;
- To assist groups with the delivery of services which work to reduce *social, economic or physical* disadvantage; and/or which *improve the quality of life* for residents;
- To serve vulnerable and hard to reach populations in areas where the municipalities do not provide services;
- To effect positive social change;
- To provide seed money to enable quick responses to changing and / or unmet community needs.

## **Who Can Apply?**

### Eligible Organizations

The organization applying for a grant must be:

- a) A not-for-profit with a BC Society No. and/or Charitable Registration No.
- b) Providing services to residents of the municipality(ies) from which funding is requested.
- c) Seeking sources of funding other than North Vancouver Municipal Community Grants.
- d) Able to provide proof of financial responsibility (latest financial statement).

### Eligible Expenses

- a) Special projects and events: e.g. hosting a workshop or producing resource material.
- b) Operating costs: e.g. ongoing operating costs such as rent, utilities, fixed costs.
- c) New projects: e.g. a new program to serve a particular group. A program typically has distinct resources committed to the operation of that specific program such as staff costs and other expenses related to that program.
- d) Capital costs: e.g. the purchase of office equipment. NOTE: Only the City of North Vancouver, the District of North Vancouver does not fund capital costs.

### Program Grants: Applying for More than One

You may apply for more than one program grant, but must complete a SEPARATE Program Grant Application Form for EACH additional grant.

## **Funding Characteristics of the North Vancouver Municipal Community Grants**

Each municipality is working with a set grant budget during each funding cycle and strives to be equitable in funding both new and established needs. Funding is not guaranteed: each cycle, the applications are considered and grants are allocated in response to current needs and resources.

### Funding Limits

The District of North Vancouver has no limit to the amount of money an organization may request. The maximum grant available from the City of North Vancouver is \$15,000.

### Funding Term

The term of a North Vancouver Municipal Community Grant is one year.

### Funding Cycles

In the District of North Vancouver, two year operating and program grants are provided. An Annual Accountability Form must be completed by agencies currently on the District's 2-year funding cycle.

Grants are allocated bi-annually in the City of North Vancouver. An annual Accountability Form must be completed.

### Notification of Application Decisions

Allocations by municipal Councils are made in June/July. Organizations are notified at this time by letter.

## Disbursement of Funds

Cheques are typically issued by each municipality's finance department in June or July.

## **Acknowledgement of North Vancouver Municipal Community Grants**

All recipients of North Vancouver Municipal Community Grants are required to publicly acknowledge such donations on their print and digital promotional materials, website, and social media relating to the program and/or service funded by the grant.

## **Applying for North Vancouver Municipal Community Grants**

### **Two Municipalities.... One Set of Application Forms**

#### Each Municipality Allocates Grants Separately

The North Vancouver Municipal Community Grant Application forms are to be used when applying for funds from the North Vancouver Municipalities: the City of North Vancouver and the District of North Vancouver. **PLEASE NOTE:** the District of West Vancouver has a separate Community Grants Program, which can be found at: <https://westvancouver.ca/be-involved/grants-awards/community-grants>.

Each municipality allocates grants separately.

#### Applying to One or More Municipality(ies)

Organizations may apply to one or more of the North Shore municipalities depending on which municipality(ies) the organization serves. You must submit a copy of your completed application package to each municipality to which you are applying for funding.

### **Application Submission**

#### Application Deadline

The deadline for applications is 5:00 p.m. January 31 of each year, or, where January 31 lands on a weekend, the last Friday of January.

The City of North Vancouver has an additional intake of applications with a deadline of September 15. **PLEASE NOTE:** If your organization applied for a grant in the first round of the year, you may apply to the second round but for a **different** program only.

#### Submitting Forms to Each Municipality

##### *City of North Vancouver*

Submit two copies of your completed application package:

- Email: [communitygrants@cnv.org](mailto:communitygrants@cnv.org)  
**or**
- Mail:  
Planning Department, Attn: Edytha Barker  
City of North Vancouver  
141 West 14th Street  
North Vancouver, V7M 1H9.

*District of North Vancouver:*

Send one copy of your completed application package:

- Email: [csac@dnv.org](mailto:csac@dnv.org)  
**or**
- Mail:  
Community Services Advisory Committee  
District of North Vancouver  
355 West Queens Road  
North Vancouver, V7N 4N5

## Evaluation Criteria

In evaluating each application for funding, the following will be the basis for assessment of your application. Please address these in your application:

- a) Evidence of need for the service or project.
- b) Number of local residents served.
- c) Quality of management (established track record, proposal well thought out and clear, etc.).
- d) Evidence of clear goals and expected outcomes.
- e) Uniqueness of service (does not duplicate but may complement an existing service).
- f) Number of local volunteers.
- g) Evidence of financial need for a North Vancouver Municipal Community Grant.
- h) Amount of funding requested from each municipality is proportional to the numbers of residents served.
- i) Addressing barriers to services for people with disabilities, from varying social and economic backgrounds, and for ethno-cultural residents.
- j) Indicated involvement from other community partners whether financial or in kind.

Further, the social goals and objectives for each municipality will also be considered while reviewing grant applications, these can be found in the following documents:

- City of North Vancouver:
  - The City's Social Plan  
<http://www.cnv.org/CityServices/PlanningandPolicies/SocialPlan>
- District of North Vancouver:
  - Section 6.3 Community Services, Programs, and Facilities of the DNV Official Community Plan [identity.dnv.org/](http://identity.dnv.org/)
  - Municipal Community Grant Goals and Guiding Principles found at [www.dnv.org/communitygrants](http://www.dnv.org/communitygrants)

## Filling in the Application Forms - Overview

Please ensure the following information is read carefully prior to filling in your application forms to ensure the forms are filled out adequately, accurately, and effectively.

### Acceptable Applications

Applications will only be accepted if they are:

- Completed *in full* including all attachments listed on the North Vancouver Municipal Community Grant Application Checklist.

- Completed legibly
- Submitted on time to each municipality from which funds are being requested

**\*\*\*Please note:** unless all information is supplied or an acceptable explanation offered as to why this information cannot be supplied, incomplete applications will not be considered.

### Three Application Forms

There are three application forms to be used as follows:

- Organization Summary Form: to be filled out by *all* applicants;
- Operating Grant Application Form: for organizations applying for financial assistance for ongoing operating costs such as rent, utilities, fixed costs;
- Program Grant Application Form: for individual projects/services/programs. You may apply for more than one program grant, but must complete a SEPARATE Program Grant Application Form for EACH additional grant.

### Quality of Information

The application forms provide the opportunity to explain information on the history, mandate, experience, and objectives of your organization; and to demonstrate to Committee members what makes your organization and its programs valuable to the North Vancouver communities and how your organization responds to community need.

### Maximum Words for Answer

Always stick to the stated word count and be concise with your answer.

### Questions Regarding Both North Vancouver Municipalities

The grant application includes some questions where information concerning both North Vancouver municipalities is required. These questions must be completed even if an organization is applying for a grant from one municipality only.

### Filling in the Organization Summary Form

The Organization Summary Form is to be filled out by *all* applicants.

The questions on the Organization Summary Form should make it clear what information is required. Keep in mind the information above in Evaluation Criteria and Quality of Information. However, some specifics and examples are provided here to assist.

#### Section: Accessibility

*Examples of topics to consider are provided below for each item in this question:*

Question: How does your organization ensure your services are accessible and inclusive to:

- a) People with disabilities
  - Is your building wheelchair accessible?
  - Are you on a bus route?
  - Are there designated parking spots for persons with disabilities adjacent to the building in which your programs/services take place?
  - How do you market/communicate your programs/services to people with disabilities?
- b) Culturally diverse communities: (maximum 50 words)
  - Do you list languages other than English that are spoken by your staff/volunteers?

- Are your program/service materials available in languages other than English? Which languages?
- Are your website and/or social media in languages other than English? Which languages?
- How do you market/communicate your programs/services to speakers of languages other than English?
- c) People of various social and economic backgrounds: (maximum 50 words)
  - Which organizations have you approached that serve this demographic in order to promote your programs/services?
  - How do you market/communicate your programs/services to people of various social and economic backgrounds?

### **Section: Trends**

Question: What current trends affect your organization? E.g. is the demographic changing, is the waitlist changing, etc. (maximum 50 words)

Municipalities rely on the non-profit social service organizations to identify current trends. For example, whether more of their clients are feeling isolated, more families are seeking food or on the verge of homelessness. Other trends could include growing waitlists for particular programs or a decrease in volunteer hours.

As a social service organization working closely with our more vulnerable populations, the organization's ability to adapt or create new programs and services to meet these changing needs is significant.

This question asks organizations to identify and share these trends.

### **Section: Sustainability**

Question: Please describe what steps your organization has taken to reduce Green House Gas Emissions and increase energy efficiency (e.g. implementing Power Smart measures, carpooling to meetings, etc.).

The North Vancouver municipalities all place strong value on environmental sustainability. Explain how the organization shares this value. Please be sure to provide examples.

## **Filling in the Operating Grant Application Form**

The Operating Grant Application Form is for organizations applying for financial assistance for ongoing operating costs such as rent, utilities, fixed costs.

The questions on the Operating Grant Application Form should make it clear what information is required. Keep in mind the information above in Evaluation Criteria and Quality of Information. However, some specifics are provided here to assist.

### **Section: Operating Budget**

The Operating Budget refers to the costs and revenue associated with the general operation of the organization. Examples of expenses include ongoing operating costs such as rent, utilities, fixed costs.

### Question: In-kind Sources

In-kind sources are sources of non-cash support in the form of goods and services.

## **Filling in the Program Grant Application Form**

The Program Grant Application Form is for individual projects/services/programs. You may apply for more than one program grant, but must complete a SEPARATE Program Grant Application Form for EACH additional grant.

The questions on the Program Grant Application Form should make it clear what information is required. Keep in mind the information above in Evaluation Criteria and Quality of Information. However, some specifics and examples are provided here to assist.

### **Section: Program Proposal**

Question 4. If you applied for and received funding for this program last year, what were the specific outcomes of that program? Please provide quantitative and qualitative information.

This question asks for “quantitative and qualitative information”. Qualitative information is anecdotal, quantitative is numbers, statistics.

Stories and anecdotal responses are interesting and valuable; however, the response should be backed with numbers to validate the statements made. Examples of numbers could be: count of volunteers, volunteer hours, clients served, meals provided, referrals made.

Question 5. Please identify the specific criteria you will use to evaluate your program's results and how you will measure success.

The tools used to evaluate should provide quantitative information, be backed by numbers, whenever possible as this helps demonstrate the results. Examples of criteria you could use could be: count of volunteers, volunteer hours, clients served, meals provided, referrals made.

Question 7. If you did not receive the amount of money requested last year, what was the impact to the program?

Qualitative or anecdotal information is expected along with quantitative information, the numbers, in order to demonstrate the impact. Examples of quantitative information could be the number of clients turned away, resources that had to be cut which impacted the quality of the program.

### **Section: Program Budget**

Question: Please indicate program start and end dates or fiscal start date as appropriate

Note that programs can have a specific start and end date or be continuous. Please indicate as appropriate.

### Question: In-kind Sources

In-kind Sources are sources of non-cash support in the form of goods and services.

## Final Steps to Completing the Application Package

### The Checklist

Organizations must include attachments with the application forms to create their completed *application package*. Please be sure to use the Checklist provided as a cover sheet for your submission. This Checklist details the attachments and forms that must be completed to ensure your application will be considered.

### Attachments

All attachments required with your application should be marked on your Checklist

All applications will be required to include:

- Organization Summary Application Form
- Most recent Year End Financial Statement (examples include balance sheet, income/expenditure)
- Most recent Annual Report (just one per organization to municipality regardless of number of applications submitted)
- Organization's Proposed Budget for your fiscal year

Depending on grant applications being made, an application may be required to include any of the following:

- Signed Operating Grant Application form
- Signed Program Grant Application form(s)
- Annual Accountability Form for grant funds spent in the previous year

## Frequently Asked Questions

### 1. *What is the difference between a program grant and an operating grant?*

Generally, an operating grant refers to the general on-going operation of your organization (e.g. rent, utilities, fixed costs), whereas a program has distinct resources committed to the operation of that specific program (staff costs and other expenses related to that program).

Note: Programs can be continuous or have a specific start and end date.

### 2. *The service that my organization offers on the North Vancouver is part of a larger umbrella organization located elsewhere. Our published financial statements reflect the larger organization. Is this an issue?*

There is an expectation that the budgets and financial information that you include in your grant application reflect the North Vancouver service that is being offered by your organization. The financial information for the larger umbrella organization is informative, but does not provide Committee members the information they need to assess your application.

### 3. *When we apply for grants, our organization typically requests more than we require in anticipation that we may receive less. Is this advisable?*

It is best to request the actual amount that your organization requires. Applications where the funding request appears to be inflated can be viewed unfavourably.

*4. Can we rely on the municipal community grant funding as the sole source of funding?*

Municipal funding is considered one source of funding. Organizations should not prepare and submit budgets where the municipal request is the only source of revenue.

*5. In order to save time, our organization sometimes will 'cut and paste' from previous application forms. Is this acceptable?*

Although we do not expect agencies to re-write their applications from scratch every year, we do expect the information included in the application form to reflect current information, both qualitative/anecdotal and quantitative/statistical.

*6. When filling out the application, I sometimes reduce the font size in order to get all of my answer to fit into the box, is this acceptable?*

Always stick to the stated word count and be concise with your answer.

*7. Can I just include qualitative/anecdotal information in my application form, or do you require statistics or other quantitative analysis?*

The answer is both. Stories and anecdotal responses are interesting and valuable; however, your response should be backed with numbers and photos whenever possible as this helps Committee members clearly see the funding need for your program or organization.

Examples of numbers could be: count of volunteers, volunteer hours, clients served, meals provided, referrals made.

*8. As some of the services that we offer are done discreetly without recording names or addresses, it is challenging to provide precise numbers of individuals accessing services or what municipality they come from.*

While we respect your clients' need for anonymity, there is data that can be collected that will not infringe on confidentiality. For further information or assistance, please contact one of the municipal staff liaisons.

*9. On the Operating Grant Application, the question asks for how many individuals were served in each municipality. Are percentages okay or do we need to go through postal codes and get exact numbers?*

The actual numbers are required. For further information or assistance, please contact one of the municipal staff liaisons.

*10. To make it easier for applicants, could the municipalities not evaluate the applications in line with the fiscal years and funding cycles of the applicant organisations?*

The application timeline is based on the timing of the municipal budgets and includes the time required for the Committees to evaluate the applications and make recommendations to Council. Further, the current model allows the funds to be allocated taking into consideration all applications received which is only possible with a single review per grant period.

*11. If we are making applications to each municipality, do we ask for the full amount we require from each municipality?*

You should split the full amount you require and ask for a portion, usually a third, from each municipality.

*12. I am not sure whether certain expenses would be considered operating costs, how do I know?*

Operating costs are your ongoing costs such as rent, utilities, fixed costs. If you are unsure, please contact one of the municipal staff liaisons.

*13. We receive a great deal of funding in-kind, are these considered in relation to financial funding in terms of evaluating whether the municipal grant would be a sole source of funding?*

Indeed, yes: in-kind sources of funding are requested in the budget sections of the application forms to allow them to be evaluated in monetary terms along with financial sources.

*Updated: December 2018*

**2020 ROUND TWO  
COMMUNITY GRANTS APPLICATIONS  
AND RECOMMENDATIONS**

<b>APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT</b>	<b>2020 ROUND TWO AMOUNT REQUESTED</b>	<b>2020 ROUND TWO AMOUNT RECOMMENDED</b>
<b>APPLICANTS THAT HAVE APPLIED FOR COMMUNITY GRANTS IN PREVIOUS YEARS</b>		
<b><u>Autism BC</u></b> <b>Program – North Shore Information &amp; Resources and Parent Community Group</b> - Autism can be isolating and overwhelming for the whole family. AutismBC acts as a support hub for various community and social groups to build inclusive communities across BC. Facilitated by parent volunteers, community groups bring parents together for speaker series and discussion nights to learn from experts and from each other.	<b>\$5,000</b>	<b>\$5,000</b>
<b><u>Big Sisters of BC Lower Mainland</u></b> <b>Operating</b> - Funding would be used to support operating costs associated with supporting mentoring matches in the City of North Vancouver. These expenses include case worker travel expenses, occupancy expenses, office administration expenses and membership expenses for affiliation with Big Brothers Big Sisters of Canada.	<b>\$2,000</b>	<b>\$2,000</b>
<b><u>Greater Vancouver Youth Unlimited North Shore</u></b> <b>Program - Mobile Youth Drop-In</b> - YUNS's Mobile Youth Drop-In is accessible to youth, ages 10 to 24, but targeting high school age (13 to 18) and partnering primarily with the City of North Vancouver -Mountainside Secondary School and Carson Graham Secondary School primarily. Since 2015, an overwhelmingly positive reputation has been built in the community, especially in the CNV. This is the only mobile outreach of its kind on the North Shore; youth are met on their own turf, rather than asking them to come and join a group.	<b>\$13,000</b>	<b>\$6,000</b>
<b><u>Highlands United Church</u></b> <b>Program - Shelter to Home</b> - This is an outreach program which collects and stores donations on of gently used furniture, linens and household items and distributes them to referred clients moving from homelessness to independent living or those unable to afford to furnish a home with basic necessities. Clients are referred by several North Shore agencies. Funds are needed for rental of storage facility, moving of donated items, assisting with salary of part time storage facility manager, cost of new cell phone for dedicated	<b>\$8,940</b>	<b>\$5,671</b>

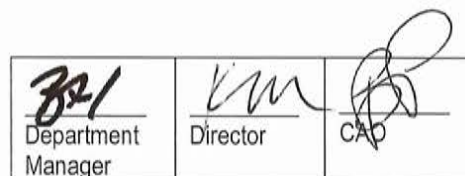
APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2020 ROUND TWO AMOUNT REQUESTED	2020 ROUND TWO AMOUNT RECOMMENDED
use and purchase of small household items to supplement donations.		
<b><u>Hollyburn Family Services Society</u></b> <b>Program - Life Success</b> - This program is a series of transitional housing and skill development support for youth to acquire the skills they need to live independently. The program is for youth 18 to 24 who are or have been homeless. Key areas of focus include employment, education, interpersonal relationships and community integration. To graduate youth must be employed or in a post secondary program. Funds would be used for staff wages and program supplies.	\$2,000	\$1,000
<b><u>Hollyburn Family Services Society</u></b> <b>Program - North Shore Youth Safe House</b> - The safe house is a six bed resource with space dedicated to transgender youth and is licensed through VCH. It offers a serene environment necessary for youth coming off the street. The Safe House is available 24/7/365. Funds would be used for staff wage and utility costs.	\$4,000	\$2,000
<b><u>Hollyburn Family Services Society</u></b> <b>Program - Seniors Safe House</b> - The SSH provides temporary shelter to seniors experiencing homelessness or seniors living in unsafe situations. It has also become a recuperation home for homeless seniors discharged from the hospital that require time to recover from illness or surgery. Seniors can stay as long as it takes them to secure sustainable housing. Funds would be used for staff wages and utilities.	\$4,000	\$4,000
<b><u>Hollyburn Family Services Society</u></b> <b>Program - Wired 4 Success</b> - A highly successful employment program for youth 15 to 30 years of age who have barriers to employment. The program includes class room curriculum and soft core skills and youth are supported to participate in 12 weeks of paid work experience. Funds would be used for staff wages and program supplies.	\$2,000	\$500
<b><u>Hollyburn Family Services Society</u></b> <b>Program - Youth Education Navigator</b> - Supports marginalized youth to qualify for and enroll in post-secondary or other training programs. Support is provided throughout the entire program with extra support during high stress periods. Funds would be used for staff wages and client costs.	\$2,000	\$500

APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2020 ROUND TWO AMOUNT REQUESTED	2020 ROUND TWO AMOUNT RECOMMENDED
<p><b><u>Living Systems: Family Systems Counselling &amp; Education Services</u></b>  <b>Program - Access Counselling Program</b> - This program offers a sliding fee scale to clients whose income falls below \$30,000 per year. Min. counselling fees are ordinarily \$15 - 20 per session. Counselling is offered to individuals, couples and families based on family systems theory. Clients include people in danger of becoming homeless, aboriginal people and people from diverse cultural backgrounds.</p>	\$5,000	\$5,000
<p><b><u>Muscular Dystrophy Canada</u></b>  <b>Program – North Vancouver Equipment Program</b> - MDC's longstanding equipment program has assisted thousands of individuals living with a neuromuscular disorder obtain the equipment needed to enhance their quality of life by helping with mobility, breathing, sitting and positioning, accessibility, sleeping &amp; communication. Next to finding a cure, the highest priority for adults &amp; children with neuromuscular disorders is the need for equipment. Funding would be used directly for securing the appropriate equipment for clients.</p>	\$10,000	\$6,000
<p><b><u>North Shore Meals on Wheels Society</u></b>  <b>Program - New Food Packaging Procedures Due to COVID-19</b> - Due to COVID-19 and required social distancing, kitchen volunteers can no longer package meals for delivery. The chef at the Medley Grill has taken on this responsibility and has had to hire a part-time employee. This has raised the price of each meal for MOW but they have not raised the price to their clients. Funds would be used to help with these additional costs.</p>	\$6,000	\$6,000
<p><b><u>North Shore Stroke Recovery Centre</u></b>  <b>Program - Young Survivor of Stroke</b> - Effects of a stroke can be devastating and present unique challenges for a Young Stroke Survivor (under age 65 or "young at heart"). This program addresses topics that are unique to that group. They meet once a week for conversation, games, exercise, etc. Funding would support the cost of developing and providing activities and networking opportunities for members as well as some volunteer training &amp; program development.</p>	\$2,500	\$2,500
<p><b><u>North Shore Table Tennis Club Society</u></b>  <b>Operating</b> - Operating funding would assist with day to day costs of running a table tennis facility centre with designed kids, youth, seniors and community programs, classes, leagues, tournaments, special community events. Funding is</p>	\$13,500	\$7,000

APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2020 ROUND TWO AMOUNT REQUESTED	2020 ROUND TWO AMOUNT RECOMMENDED
needed to further provide a place to be physically active and provides services to people of all ages, able bodies as well as persons with disabilities. Funding will help keep fees affordable, provide affordable compensation to contracted staff and maintain a quality table tennis centre for the community.		
<b><u>North Shore Table Tennis Club Society</u></b> <b>Program - Adapted Table Tennis Program for Persons with Disabilities</b> - This program is designed to progressively improve each person with mental or physical disabilities individually. The main goal is to support mental and health wellness through physical activity of table tennis to develop the knowledge, skills and abilities and provide each one of the participants with the opportunity to reach their full potential in this sport.	\$3,000	\$0

**NEW APPLICANTS (HAVE NOT APPLIED FOR COMMUNITY GRANTS IN PREVIOUS YEARS)**

<b><u>Alliance of British Columbia Students Society (ABCS)</u></b> <b>Operating</b> - The ABCS is a coalition of five different student associations across British Columbia advocating at the provincial level for accessible and affordable post-secondary education in BC. Funds would be used for staff wages.	<b>\$15,000</b>	<b>\$0</b>
<b><u>The Harlequin Theatre Society</u></b> <b>Operating</b> - This newly formed society aims to create a safe, professional working environment for emerging artists, particularly those who identify as being minorities. Funding would go towards paying for elements such as set pieces, costumes, props as well as paying the artists.	<b>\$15,000</b>	<b>\$0</b>
<b><u>Keats Camps</u></b> <b>Operating</b> - Keats Camps was established in 1926 and have been providing fun and exciting camps every summer since then. Approximately 2,000 campers come each year where they are mentored and learn self-confidence and leadership skills that help them in all walks of life. With no programming this year due to COVID-19, they have suffered a loss of over 50% of their overall revenue. Any grant funding provided would go toward continuing general operations.	<b>\$7,000</b>	<b>\$0</b>
<b><u>Lynn Valley Services Society (LVSS)</u></b> <b>Program - Better Balance</b> - This program has been provided for eight years and is specifically designed to improve balance for anyone, focusing on seniors at risk of falling. Participants pay a fee and instructors are paid. Funds would be used to subsidize rental space, instructor costs and utilities.	<b>\$500</b>	<b>\$500</b>
<b><u>Lynn Valley Services Society (LVSS)</u></b> <b>Program - Power for Life</b> - This exercise and education program is specifically designed to improve quality of life for those living with Parkinson's Disease. Trained instructors assist participants to build balance and strength and regain and maintain independence. Funds would be used to subsidize rental space, instructor costs and utilities.	<b>\$500</b>	<b>\$0</b>



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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: David Matsubara, Section Manager – Engineering Design

Subject: WATER UTILITY FUND TRANSFER FOR WATERMAIN REPLACEMENT  
PROJECT AT GLADSTONE AVE AND COTTON ROAD

Date: November 10, 2020 File No: 11-5430-01-0001/2020

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

**RECOMMENDATION**

PURSUANT to the report of the Section Manager – Engineering Design, dated November 10, 2020, entitled “Water Utility Fund Transfer for Watermain Replacement Project at Gladstone Ave and Cotton Road”:

THAT \$51,749.27 of capital funds be transferred from Project 56075 to Project 56086 to fund the replacement of watermain in the 300 Block of Gladstone Avenue, from Cotton Road to 4<sup>th</sup> Street;

AND THAT \$1,632.10 be transferred from Project 56100 to Project 56086 to fund the replacement of watermain in the 300 Block of Gladstone Avenue, from Cotton Road to 4<sup>th</sup> Street.

**DISCUSSION**

A watermain replacement project was planned for Gladstone Avenue in 2019 to address the replacement of aging watermain from the south side of Cotton Road north to 4<sup>th</sup> Street. This work was planned to replace the watermain ahead of the B-Line rapid bus route development to coordinate disturbance in the area and limit the need to disturb Cotton Road following establishment of rapid bus service.

A budget of \$240,000 was allocated for the replacement of about 190 metres of watermain; however, due to a number of scheduling and operational constraints, a total of \$293,381.37 was required to complete the project. Two main factors drove costs higher on this project, and included, phasing the project over two construction seasons to meet the B-Line schedule, and night work to avoid day time lane closures and impacts to traffic.

In 2019, the City Water Operations was tasked with replacing 1 kilometre of watermain along East 3<sup>rd</sup> Street between St. David's Avenue and Lonsdale Avenue in addition to the completion of the watermain work at Gladstone Avenue. In order to meet the B-Line schedule for all areas, work was prioritized and it was necessary to complete the Gladstone project in two phases, with the second phase completed in summer of 2020. Splitting the project in two phases incurred additional costs with mobilizing and demobilizing the project twice. Mobilization and demobilization is estimated at approximately one to two days of work per phase of about \$4,000 to \$6,000 or more.

In 2019, there was regular traffic congestion along the 3<sup>rd</sup> Street – Cotton Road corridor. In consultation with City Traffic and Transportation teams, it was determined that the Gladstone water project in the area of Cotton Road should be constructed during night shifts to limit further disturbance to traffic on Cotton Road. The 2019 project required more than \$29,000 of staff overtime, \$4,500 of traffic control, and \$32,000 of night paving to complete the phase of work.

In order to meet the deadlines and priorities associated with work along East 3<sup>rd</sup> Street and Cotton Road in 2019, the works in Cotton Road cost approximately twice the cost of the work in 2020 on a cost per metre basis. While some contingency was included in the project to account for work on Cotton Road, it did not account for the need to complete all work during night shifts, which led to majority of the increased costs on the project.

## **FINANCIAL IMPLICATIONS**

A total of \$51,749.27 will be transferred from a completed watermain project that replaced watermain between the 900 and 1100 Block of East 4<sup>th</sup> Street (Project 56075). This project was completed in 2018, and substantial cost savings were realized as the project was coordinated with the construction of the Spirit Trail in that location. The surplus funds from Project 56075 would be returned to the Water Utility reserve at the end of 2021 if not used.

The remaining balance of \$1,632.10 will be transferred from Project 56100, a water utility capital surplus project that currently has a balance of \$11,427.21. Any surplus funds from completed projects are transferred to Project 56100, and also would be transferred to the Water Utility reserve at the end of a 3-year period.

Transfer of the funds from these two projects will not result in a change to delivery of current projects or influence current utility rates.

## **INTER-DEPARTMENTAL IMPLICATIONS**

Finance and Engineering, Parks and Environment staff jointly identified the proposed funding reallocation.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The 2018-2022 Council Strategic Plan identifies a vision to create the Healthiest Small City in the World, through five key priorities. Provision of an affordable, safe, and sustainable sewer utility to meet the needs of future residents supports the priorities of:

- A City for People; and
- A Liveable City.

The replacement of this section sewer improves reliability, improves future capacity and longevity at the most efficient cost to the Utility.

The 2014 Official Community Plan includes the guiding principles to serve the community vision for infrastructure management, which reads as follows:

- Goal 8.1      Provide the community with public infrastructure that protects the natural environment at an affordable cost;
- Goal 8.2.1    Maintain or improve service levels related to water supply, sewers, transportation, communication and energy infrastructure;
- Goal 8.2      Employ a proactive approach to infrastructure maintenance and upgrades;
- Goal 8.2.2    Identify and monitor the condition of our infrastructure on a regular basis in order to identify the remaining operation life of individual elements, and to identify and rectify weaknesses before failure, thereby optimizing capital and maintenance program expenditures;
- Goal 8.3      Use innovative planning and design to ensure infrastructure longevity.

RESPECTFULLY SUBMITTED:






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David Matsubara, M.Eng., P.Eng.,  
Section Manager – Engineering Design

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: NORTH SHORE HOMELESSNESS ACTION PROJECT:  
TERMS OF REFERENCE

Date: November 10, 2020 File No: 10-5040-04-0001/2020

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

**RECOMMENDATION**

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 10, 2020, entitled "North Shore Homeless Action Project: Terms of Reference":

THAT Council endorse the attached Terms of Reference.

**ATTACHMENTS**

1. North Shore Homelessness Action Project - Terms of Reference (CityDoc[#1985607](#))
2. June 22, 2020 Council Agenda Item #18 Notice of Motion: Cross Jurisdictional Action on Homelessness (excerpt) (CityDoc[#1986502](#))

**PURPOSE**

This report provides an update on the governance structure and work plan for the 'North Shore Homelessness Action Project'.

**BACKGROUND**

On Monday, June 22, 2020 Council passed a Notice of Motion directing staff to create a cross-jurisdictional Steering Committee and Working Group to develop short, medium and long-term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness, to serve the people who are currently homeless and to create pathways out of homelessness (see Attachment 2). The actions are to include working to deliver permanent supportive housing with wrap-around services and

creating one point of entry for people across the North Shore who are experiencing or are at risk for homelessness.

The District of North Vancouver and the District of West Vancouver passed similar motions in summer 2020.

### **Homelessness on the North Shore**

The 2020 Metro Vancouver Homeless Count (2020 Count) provides a snapshot of the minimum number of people experiencing homelessness in the Region. It is used to understand trends in visible homelessness by providing an estimate of the number of people experiencing homelessness, obtaining a demographic profile of those individuals, and identifying trends compared to previous counts. The 2020 Count took place on the evening of March 3 and throughout the day on March 4.

The preliminary data documented that 121 individuals on the North Shore were homeless at the time of the count. For the purposes of the count, the North Shore included the City of North Vancouver, District of North Vancouver, District of West Vancouver, and Bowen Island.

***Table 1: North Shore Individuals Experiencing Homelessness***

Definition		Total Homeless
<b>Unsheltered</b>	Individuals who were living outside, such as in makeshift shelters or tents, vacant buildings, vehicles, or were staying temporarily indoors (couch-surfing).	46
<b>Sheltered</b>	Individuals who stayed in emergency shelters, transition houses, safe houses, jail and health or detox facilities.	75
<b>TOTAL</b>		<b>121</b>

The 2020 Count also included an Extended Count Pilot process on the North Shore. The objective was to explore alternative methods for collecting homelessness data. The pilot included five additional days where service providers continued to collect basic information from clients accessing services on the North Shore following the original count. The data is anticipated to be released before the end of 2020.

It is important to note that the 2020 Count took place before the Provincial Government declared a state of emergency due to the COVID -19 pandemic and before any restrictions were put in place. The data may no longer adequately reflect the state of homelessness in the Region given the economic impacts and policy responses stemming from the pandemic.

## **DISCUSSION**

The June 22, 2020, the Notice of Motion directing the creation of a Steering Committee and Working Group was in response to the fact that the number of people who are experiencing or are at risk of homelessness is not decreasing and that COVID-19 has highlighted the need for additional shelter spaces to support people on the North Shore.

Staff have collaborated with the District of North Vancouver and the District of West Vancouver to create the cross-jurisdictional Steering Committee and Working Group described in the Terms of Reference and named it the North Shore Homelessness Action Project (NS-HAP). The Steering Committee will be comprised of elected and appointed government officials while the Working Group will be comprised of staff from each municipality. In addition, a number of key Partners have been identified to support the work of the Steering Committee and Working Group.

The NS-HAP will function as a forum for coordination amongst municipal and provincial governments and agencies with direct and indirect authority for homelessness initiatives, supportive policies, funding and capital investments. The project aims to:

- Review and consider community needs pertaining to homelessness;
- Inventory opportunities and existing planned actions;
- Develop a concise list of priority actions and partner roles in advancing the respective actions;
- Explore alternative and coordinated delivery mechanisms for services, supports, and response to issues; and,
- Launch a coordinated and ongoing communications and advocacy strategy.

The project duration is anticipated to be twelve months. However, the project may be extended at the discretion of the Steering Committee. The NS-HAP will officially launch in Q1 of 2021.

The complete Terms of Reference are attached for information (see Attachment 1).

## **FINANCIAL IMPLICATIONS**

On June 29, 2020, Council approved the reallocation of funding from other initiatives to support action on homelessness to address the required administrative support, dedicated staff time, and resources to research, evaluate and pursue initiatives identified through the NS-HAP process. Funds for the implementation of projects arising from NS-HAP will be evaluated and allocated through the budget process.

## **INTER-DEPARTMENTAL IMPLICATIONS**

This report has been shared with the Policy Planning Team as well as the Community and Partner Engagement Department.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The City's Housing Action Plan includes the following goals, which are supported by this initiative:

To build partnerships with and capacity of non-profit organizations, community partners, the development sector, and housing stakeholders to collectively respond to housing issues in the City of North Vancouver; and,

To advocate to senior levels of government for increased funding and support for housing, in recognition of adequate housing being a fundamental right of all citizens.

Council's Strategic Plan is supported by the initiative, which advances the priority of "A City for People is welcoming, inclusive, safe, accessible and supports the health and well-being of all".

RESPECTFULLY SUBMITTED:



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Renée de St. Croix  
Manager, Long Range and Community Planning

# **North Shore Homelessness Action Project**

## **Terms of Reference**

### **PURPOSE**

The North Shore Homelessness Action Project (NS-HAP) is an assembly of North Shore public officials with a mutual commitment to enhancing coordination and action to prevent and alleviate homelessness in our communities.

### **FUNCTION AND OBJECTIVES**

The North Shore Homelessness Action Project is a forum for coordination amongst municipal and provincial governments and agencies with direct and indirect authority for homelessness initiatives, supportive policies, funding and capital investments. This Project aims to:

- Review and consider community needs pertaining to homelessness in close coordination with service providers, relevant community agencies, and First Nations, including the work being undertaken through the North Shore Poverty Reduction Strategy;
- Inventory opportunities and existing planned actions across jurisdictions on the North Shore;
- Develop a concise list of priority actions and partner roles in advancing the respective actions, with a focus on identifying opportunities for investments in permanent supportive housing;
- Explore alternative and coordinated delivery mechanisms for services, supports, and response to issues, including the potential for a North Shore-wide approach to resourcing related to homelessness;
- Provide a Report deliverable to the North Shore Councils with the outcomes of the Project; and,
- Launch a coordinated and ongoing communications and advocacy strategy outlining key North Shore challenges, needs, and partner commitments including reporting priority actions to the community and senior government.

The Project duration is anticipated to be twelve months. The Project may be extended at the discretion of the Steering Committee. The Project will officially launch in Q1 of 2021.

## **STEERING COMMITTEE MEMBERSHIP**

The work of the NS-HAP will be directed by a Steering Committee comprised of elected and appointed government officials or delegates including:

- (1) City of North Vancouver Mayor
- (1) District of West Vancouver Mayor
- (1) District of North Vancouver Mayor
- (1) Vancouver Coastal Health Board Chair
- (1) BC Housing Board Chair
- Provincial and Federal Elected Liaisons (involved at key intervals in reviewing findings and investments)

The Steering Committee's deliberations will be supported by information provided by a Staff Working Group, Partners, and by invited presentations from selected advisors from external agencies and not-for-profit organizations with direct involvement in the delivery of public health initiatives, social services, housing, real estate, finance and other services.

## **STAFF WORKING GROUP**

A Working Group, comprised of staff from each municipality, will support the work of the Steering Committee. The Working Group will include representatives of:

- District of North Vancouver staff representative(s)
- City of North Vancouver staff representative(s)
- District of West Vancouver staff representative(s)

The Working Group, or selected members of the Working Group, will be convened to advance business as directed by the Steering Committee.

## **PARTNERS**

A number of Partners have been identified to support the work of the Steering Committee and Staff Working Group. They are comprised of key not-for-profit organizations and stakeholders:

- North Shore Homelessness Task Force
- Lookout Housing and Health Society
- North Shore Crisis Services Society
- Canadian Mental Health Association (North Shore branch)
- Hollyburn Family Services Society
- Vancouver Coastal Health

- BC Housing

The Partners, or selected members, will be convened to participate in discussions and advance business as directed by the Steering Committee and Staff Working Group.

## **MEETINGS AND STAFF SUPPORT**

- A Chair and Vice Chair will be determined by the membership of the Steering Committee at the first meeting.
- Steering Committee meetings will be held monthly at the call of the Chair and hosted by City of North Vancouver for the first four months, rotating to District of North Vancouver and District of West Vancouver thereafter for four month increments. This will include taking and distributing any minutes.
- Working Group Meetings will be held as required.
- Each member organization will provide in-kind staff support to the Project.
- Each member organization will identify financial resources to be committed to the Action Project's objectives and implementation.
- Consensus shall be the method of conducting business.
- Roberts Rules of Order shall be the parliamentary procedures for the Steering Committee.
- A quorum of the Steering Committee shall be a minimum of one member representing each of the three municipal partners. A meeting shall not proceed if a quorum cannot be achieved.
- A quorum of the Working Group shall be a minimum of two members representing two municipal partners.



**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD IN THE CAO MEETING ROOM, CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, JUNE 22, 2020****

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**NOTICE OF MOTION**

18. Cross Jurisdictional Action on Homelessness – File: 10-5040-04-0001/2020

Submitted by Mayor Buchanan

Moved by Mayor Buchanan, seconded by Councillor McIlroy

WHEREAS the right to safe, suitable, adequate and affordable housing is a fundamental human right that we all share and housing is essential to the vitality, health and well-being of individuals, families and communities;

WHEREAS housing is a key responsibility of the federal and provincial governments with support from local government;

WHEREAS Metro Vancouver released Addressing Homelessness in Metro Vancouver (2017);

WHEREAS the provincial government released TogetherBC: British Columbia's Poverty Reduction Strategy (2019);

WHEREAS homelessness is a symptom of many underlying causes that demand inter-sectoral collaboration and a system-based approach;

WHEREAS the North Shore municipalities have contributed by support and/or initiatives, such as the Emergency Shelter, Youth Safe House, Seniors Safe House, transitional and supportive housing, as well as financial support for outreach workers and employment initiatives;

WHEREAS the North Shore is rich in community-based organizations that provide support to people experiencing homelessness or at risk of homelessness;

WHEREAS the number of people experiencing homelessness or are at risk is not decreasing;

WHEREAS COVID-19 has illuminated the need for an additional emergency shelter to support people across the North Shore who are experiencing homelessness that is temporary;

THEREFORE BE IT RESOLVED THAT staff be directed to create a North Shore cross-jurisdictional Steering Committee and Working Group (government, staff and relevant community agencies) to develop short, medium and long-term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness, to serve the people who are currently homeless and to create pathways out of homelessness;




THAT these actions will specifically include working to deliver permanent supportive housing with wrap-around services creating one point of entry for people across the North Shore who are experiencing or at risk for homelessness;

AND THAT a copy of this resolution be forwarded to local MLA's and MP's.

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Natalie Corbo, Sustainable Transportation Coordinator  
Zachary Mathurin, North Shore Mobility Options Coordinator

Subject: PROPOSED BYLAW AMENDMENTS TO ENABLE E-BIKE SHARE PERMIT

Date: November 10, 2020 File No: 16-8330-11-0002/1

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

**RECOMMENDATION**

PURSUANT to the report of the Sustainable Transportation Coordinator and the North Shore Mobility Options Coordinator, dated November 6, 2020, entitled "Proposed Bylaw Amendments to Enable E-Bike Share Permit":

THAT "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791" be considered;

AND THAT "Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792" be considered.

**ATTACHMENTS**

1. Council Report dated October 21, 2020, entitled "E-Bike Share Planning Framework" (CityDoc #1990628)
2. Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791 (E-Bike Share Service Permit) (CityDoc #1937322)
3. Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792" (E-Bike Share Service Permit Enforcement) (CityDoc#1937324)

**BACKGROUND**

At the November 2, 2020 Council meeting, Council endorsed an E-Bike Share Policy outlining the City's position and goals for e-bike share. Council also directed staff to prepare enabling bylaw amendments that will allow the City to receive applications from

prospective e-bike share operators and issue one e-bike share permit for a two-year pilot period.

## **DISCUSSION**

### **Overview of bylaw amendments**

There are three bylaws that require amendments to fully enable the e-bike share framework as laid out in the E-Bike Share Policy:

1. Street and Traffic Bylaw, No. 6234;
2. Bylaw Notice Enforcement Bylaw, No. 8675; and,
3. Business License Bylaw, No. 8640.

This report covers amendments to Street and Traffic Bylaw, No 6234 and Bylaw Notice Enforcement Bylaw, No. 8675 which will enable staff to receive and evaluate applications from prospective e-bike share operators.

Amendments to Business License Bylaw, No. 8640 will create a new business license category for shared mobility services, which will include e-bike share services, and will be brought to Council before the end of 2020 as part of a wider suite of amendments being developed by staff. This delay should not affect the e-bike share permit process as the business license is only required prior to the launch of service, which is not expected before spring 2021.

Together, these bylaw amendments will allow staff to proceed with the permit and licensing process for e-bike share on a pilot basis for approximately two years after launch. Staff will evaluate these amendments after the conclusion of the pilot and may recommend they be modified, repealed, or expanded.

Staff at the Districts of North Vancouver and West Vancouver intend to bring forward equivalent bylaws to participate in the e-bike share pilot prior to a planned launch in spring 2021.

### **Introducing a new street use permit in the Street and Traffic Bylaw to support and regulate e-bike share**

#### New and Updated Definitions

Staff recommend introducing new and updated definitions to the Street and Traffic Bylaw, No. 6234 for e-bikes, including minimum performance specifications based on BC's Motor Assisted Cycle Regulation, and to authorize the new permit and parking zones detailed below.

#### New E-Bike Share Permit

Staff propose creating a new street use permit using the City's existing authority through the Street and Traffic Bylaw, No. 6234. This new permit will allow staff to receive and review applications based on the goals and operating conditions in the E-Bike Share

Policy and supporting Permit Guidelines, issue the permit, and collect the associated fees, which are highlighted in Table 1 below. The primary purpose of the permit is to authorize an e-bike share operator to establish and use E-Bike Share Zones, explained later in this report, located on City right-of-way.

**Table 1: E-Bike Share Permit Fees**

Fee reason	Cost	Frequency	Notes
Permit Application	\$250	Once	Paid upon submitting a complete Permit application form.
E-Bike Share Permit	\$40 per E-Bike deployed	Annual	The fee is based on the total number of deployed E-Bikes. Additional E-Bikes in storage that are kept in reserve are not part of the active fleet.
Security for Performance	\$10,000	Once	Non-recurring, refundable minus deductions. Paid to each participating municipality.

The permit application fee will help offset the administrative cost associated with reviewing applications and is not refundable in the event an applicant is unsuccessful.

The E-Bike Share Permit fee will be based on the size of the active e-bike fleet, which is the number of e-bikes deployed and available for rental by the public. Staff propose to set the fee at \$40 per e-bike, which is comparable with fees in other jurisdictions in Canada. Should an operator seek to expand the fleet, which will be subject to staff approval, the operator will pay the E-Bike Share Permit fee for each additional e-bike. E-bikes kept in storage for re-balancing, equipment or battery swaps, or in reserve for future fleet expansions will not count for the purpose of charging the E-Bike Share Permit fee.

The permit conditions contained in the Permit Guidelines will form the basis of staff monitoring and enforcement. Should staff need to respond to an issue flagged by a member of the public, as a last resort following failure by the operator to act, costs to the City and any additional penalties will be charged against the Security for Performance. The remaining balance in the Security for Performance is refundable at the end of the two-year pilot, which is intended to incentivize the operator to respond to issues in an appropriate and timely manner. Similar strategies have yielded a high level of compliance from operators in other jurisdictions, such as UBC.

Creation of the new street use permit category will allow staff to require detailed plans covering safety, operations, parking and staging, data sharing, and liability obligations from prospective operators as outlined in the Permit Guidelines. As with other street use permits, operators will be required to provide proof of valid commercial and liability insurance. Staff should be able to begin receiving applications shortly after adoption of the enabling bylaw amendments. The application period will remain open until the City receives a permit application, after which the application period will remain open for approximately three weeks to allow staff to receive additional proposals and potentially compare operators during the review process.

### New E-Bike Share Zone

Staff propose introducing a new type of zone called an E-Bike Share Zone in the public right-of-way which will allow the City to designate reserved areas for e-bike share parking and staging. E-Bike Share Zones may be located on municipal infrastructure such as City streets, plazas, and parks and will be marked using traffic control devices such as pavement markings and signage.

The Permit Guidelines will contain the minimum standards for E-Bike Share Zones, including their dimensions, permitted materials for pavement markings, signage positioning and required information for display. As part of the application process, operators are expected to outline potential locations for E-Bike Share Zones for consideration by the City.

### **Introducing enforcement measures to ensure compliance from the operator and the public**

Staff propose introducing two new bylaw infractions associated with the E-Bike Share Zones in the Bylaw Notice Enforcement Bylaw, No. 8675: "Improper Use of an E-Bike Share Zone" and "E-Bike Share Permit Infraction."

The penalty for "Improper Use of an E-Bike Share Zone", set at \$50, is intended to allow staff to respond to improper or unauthorized use of E-Bike Share Zones such as a motor vehicle parking in a designated E-Bike Share Zone. The amount is in line with penalties for improper use of other designated street zones in the City. The penalty for "E-Bike Share Permit Infraction", also set at \$50, is intended to ensure compliance from the operator and will be issued for failure to comply with the conditions of the E-Bike Share Permit.

### **FINANCIAL IMPLICATIONS**

Staff expect any shared service operator to absorb all program costs, including equipment, operating, and promotional costs. Revenue from permit fees will help offset staff time associated with administration and enforcement. An amount of \$50,000 has been appropriated to support the creation of device staging and parking zones in the public right-of-way through pavement marking and signage in addition to those proposed or provided by any service operator. Pending selection of an operator, additional funding is not expected to be required and any remaining capital funds from the budgeted \$50,000 will be returned.

### **INTER-DEPARTMENTAL IMPLICATIONS**

Staff from the City's Planning and Development department developed the bylaw amendments outlined in this report, with input from the City's Solicitor, Community and Public Engagement and Engineering, Parks, and Environment departments. Staff have also worked with colleagues at the Districts of North Vancouver and West Vancouver. These departments and colleagues from neighbouring municipalities will continue to be involved in implementing and monitoring e-bike share services.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The e-bike share planning framework supports key goals and objectives in the City's Official Community Plan, including prioritizing the use of non-automobile modes of travel (Objective 2.1), encouraging technological innovation to overcome transportation barriers (Objective 2.3.7), encourage low-emission transportation options (Objective 2.3.8), and collaborating with neighbouring municipalities to improve the connectivity of the transportation system (Objective 2.3.10). Enabling an e-bike share system also supports key 2018-2022 Council Strategic Plan priorities, including: exploring innovative solutions to transportation challenges, increasing the City's viability as a tourism destination, and investigating actions to reduce barriers and challenges to local businesses.

RESPECTFULLY SUBMITTED:



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Natalie Corbo  
Sustainable Transportation Coordinator



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Zachary Mathurin  
North Shore Mobility Options Coordinator



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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Zachary Mathurin, North Shore Mobility Options Coordinator  
Natalie Corbo, Sustainable Transportation Coordinator

Subject: E-BIKE SHARE PLANNING FRAMEWORK

Date: October 21, 2020 File No: 16-8530-01-0001/2020

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

**RECOMMENDATION**

PURSUANT to the report of the North Shore Mobility Options Coordinator and the Sustainable Transportation Coordinator, dated October 21, 2020, entitled "E-Bike Share Planning Framework":

THAT the E-Bike Share Policy, included as Attachment 1 of this report, be endorsed;

THAT the E-Bike Share Policy be implemented on a pilot basis for two years;

THAT staff be directed to limit the number of permits the City issues to one E-Bike Share provider during the pilot;

AND THAT staff be directed to draft required amendments to applicable City Bylaws to enable the E-Bike Share Policy, for Council consideration and approval.

**ATTACHMENTS**

1. North Vancouver E-Bike Share Policy (Doc #1925010)
2. Draft E-Bike Share Permit Guidelines (Doc #1925011)

## **SUMMARY**

In response to Council direction, staff have prepared a planning framework to manage and support third-party operators of shared electric bicycle (“e-bike”) fleets across the City. Council endorsement of the E-Bike Share Policy will allow staff to finalize a licensing and permitting process and prepare required bylaw amendments to enable regulations. Should Council proceed, staff anticipate being able to receive applications from e-bike share providers for review in fall 2020. Based on conversations with industry stakeholders, this timeline would allow e-bike share operators to launch by spring or summer of 2021.

## **BACKGROUND**

In 2018, Council directed staff to pursue a pilot for a public e-bike share system, in collaboration with the Districts of North Vancouver and West Vancouver. Attempts to identify an appropriate third-party vendor to operate a system through a request-for-proposal process were unsuccessful. In October 2019, Council directed staff to develop a licensing framework to enable supportive conditions for third-party e-bike share operators. A licensing and permitting framework would allow providers to establish and operate e-bike share services in the City subject to terms and conditions. This service and regulatory model is common in many jurisdictions in North America.

## **DISCUSSION**

### **Overview of e-bike share planning framework**

The key elements of the proposed e-bike share planning framework are:

1. E-Bike Share Policy (see Attachment 1), which outlines the goals and expectations of e-bike share systems and services. Council endorsement of this policy is being requested through this report.
2. Permit Guidelines (see Attachment 2), which will outline the application process and conditions for operation, insurance, liability, safety, and enforcement for third-party service operators who obtain a permit. The permit guidelines are considered draft and still subject to refinement and are provided here for Council information. Final guidelines will be brought back to Council for information at the same time as the enabling bylaw amendments in fall 2020.
3. Enabling bylaw amendments to authorize the permit and business license, and create enforcement mechanisms. These bylaw amendments are forthcoming and dependent on Council endorsement of the policy.

The planning framework is ultimately envisioned to be a model for coordinated management and regulation of e-bike share services across the North Shore. To this end, the framework was developed collaboratively with staff at the Districts of North Vancouver and West Vancouver. At this time, the framework is only being brought to the City of North Vancouver Council for consideration, as the City’s density and position

as the Regional Urban Centre makes the logical first phase of any shared mobility system. Staff at the Districts of North and West Vancouver intend to bring the framework to their councils for consideration in the future, to support opportunities for inter-jurisdictional system expansion.

### **Overview of e-bike share permit process**

Should Council endorse the E-Bike Share Policy, staff anticipate being able to launch an open call for applications before the end of 2020. The issuance of a permit will be enabled by the bylaw amendments to be considered by Council later this fall, should those be passed.

The E-Bike Share Permit Guidelines (see Attachment 2) detail the minimum operating requirements for e-bike share, including device staging and parking, safe use on streets, liabilities and obligations, equity and sustainability practices, and data sharing. Applications will be evaluated based on the level of detail provided and their capacity to meet the requirements established in the Permit Guidelines and ability to achieve the goals outlined in the Policy. Providers will need to complete an application form and submit the following additional information:

- Detailed description of their e-bike with an emphasis on its safety and performance;
- Detailed operations and maintenance plans covering parking and staging, device relocation and rebalancing, maintenance standards, customer education, safety, payments, data sharing; and sustainability and equity measures.

The proposed framework has multiple benefits for both the City and prospective operators, including: a simplified application process, flexibility for the City to respond to issues and adjust permit conditions to reflect what staff observe through monitoring, and clear delineation of the City's and operators' roles and obligations regarding operations, enforcement, and liability. The policy and permit framework does not guarantee that operators would be interested in applying once the framework is adopted. However, it positions the City and, eventually, our North Shore partner municipalities, to be ready to review and accept applicants in the future.

### **The planning framework will be implemented on a limited pilot basis in order to better assess potential uptake and manage City efforts**

Staff recommend that the e-bike share permit framework be initially implemented as a pilot running for 24 months during which the City would only issue a single permit to one operator.

The purpose of the pilot phase is to understand demand for e-bike share services, measure their impacts in the community and the public realm, and manage risks, cost and resource implications for City staff to mitigate issues which may be caused by e-bike share services. In the pilot phase, permits would initially be available for e-bike share as it is one of the few forms of shared micromobility with a performance history staff can reference when evaluating the safety of devices proposed for deployment.

Staff are proposing to pilot the introduction of private e-scooters in partnership with the Ministry of Transportation and Infrastructure (MoTI), but e-scooters will not be included in the E-Bike Share Policy. The performance of the private e-scooter pilot will help staff evaluate whether e-scooters, and other device types, may be deployed for shared use in the future.

### **The planning framework will be enabled through amendments to City bylaws**

The permitting process will be enabled primarily through amendments to the City's Street and Traffic Bylaw to create a new street use permit class to authorize and regulate the deployment of e-bikes on municipal roads. Provincial regulations on how e-bikes are to be used on municipal roadways will apply and staff will evaluate whether there is a need for additional local regulations (including speed restrictions and designating streets, roadways, or facilities permitted for their use in order to safely and effectively manage potential conflicts with other road users).

Additional amendments will be necessary to add e-bike share providers to the business schedule in the Business License Bylaw and to create penalties for operators under our Bylaw Notice Enforcement Bylaw. These proposed bylaw amendments will be brought back to Council for consideration for approval in fall 2020. The City will not be in a position to receive applications for e-bike share services until bylaw amendments are adopted.

### **FINANCIAL IMPLICATIONS**

Staff expect any shared service operator to absorb all program costs, including equipment, operating, and promotional costs. Revenue from permit fees will help offset staff time associated with administration and enforcement. An amount of \$50,000 has been appropriated to support the creation of device staging and parking areas in public right-of-way through pavement marking and signage in addition to those proposed or provided by any service operator. Pending selection of an operator, additional funding is not expected to be required.

Constraints on the City's operation staff and services resulting from COVID-19 may limit staff's ability to respond to issues associated with any e-bike share service in a timely manner. As such, the proposed e-bike share planning framework is designed to limit potential exposure to risks and other impacts. Staff propose to limit the number of permits to one e-bike operator for ease of monitoring, and to require operators to provide a performance deposit to cover costs to the City should the operator not meet the agreed upon terms and conditions. Experience from other jurisdictions has demonstrated that these financial mechanisms are effective in yielding high compliance.

### **INTER-DEPARTMENTAL IMPLICATIONS**


Staff from the City's Planning and Development department developed the e-bike share planning framework with input from the City's Solicitor, Records Management and Privacy Coordinator, and Engineering, Parks, and Environment department. Staff have also worked with colleagues at the Districts of North Vancouver and West Vancouver.

These departments and colleagues from neighbouring municipalities will continue to be involved in implementing and monitoring e-bike share services.

### **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**


The e-bike share planning framework supports key goals and objectives in the City's Official Community Plan, including prioritizing the use of non-automobile modes of travel (Objective 2.1), encouraging technological innovation to overcome transportation barriers (Objective 2.3.7), encourage low-emission transportation options (Objective 2.3.8), and collaborating with neighbouring municipalities to improve the connectivity of the transportation system (Objective 2.3.10). The policy also supports key 2018-2022 Council Strategic Plan priorities, including: exploring innovative solutions to transportation challenges, increasing the City's viability as a tourism destination, and investigating actions to reduce barriers and challenges to local businesses.

RESPECTFULLY SUBMITTED:



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Zachary Mathurin  
North Shore Mobility Options Coordinator



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Natalie Corbo  
Sustainable Transportation Coordinator

## COUNCIL POLICY

### 12 Transportation



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<b>Policy Name</b>	North Vancouver E-Bike Share Policy
<b>Policy Number</b>	12 ###
<b>Effective Date</b>	Month DD, YYYY
<b>Approved By</b>	Council

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### PURPOSE

The purpose of this policy is to establish the City's vision and goals for Electric Bike (E-Bike) Share. This policy guides the E-Bike Share licensing framework, including the E-Bike Share Permit Guidelines and business license. Together, the policy and licensing framework create the enabling conditions for E-Bike Share to operate in a safe, accessible way that supports the City's goals.

### POLICY

#### 1. Scope

- a) E-Bike Share services are provided by a legal entity whose business is to offer on-demand public rental of motor assisted cycles (as defined in the *Motor Vehicle Act*). E-Bikes are typically distributed throughout a service area and picked up and dropped off primarily in the public right-of-way as an additional travel option for short, point-to-point trips. This policy does not cover businesses renting devices from a brick-and-mortar establishment for roundtrip use.

#### 2. Vision, Goals and Alignment with City Policy/Strategy

- a) The City's vision for E-Bike Share is a widely-deployed service that provides a sustainable transportation mode which complements transit and provides a safe and comfortable alternative to private vehicles for local trips.
- b) E-Bike Share will support the following goals:
  - i. *Increasing Freedom of Mobility*: E-Bike Share is intended to grow the number of travel options available in the City, which can promote equity in our transportation system by making active transportation an attractive and affordable option, helping to shift more local trips to active modes;
  - ii. *Supporting and Supplementing Transit Usage*: E-Bike Share can play a vital role in connecting the first- and last-mile gap between transit and local destinations. The City will ensure E-Bikes are distributed across the community to complement the transit network and help increase transit ridership;
  - iii. *Promoting Sustainable Transportation*: E-Bike Share can reduce community greenhouse gas emissions linked to transportation and improve health outcomes through cleaner air and increased physical activity;

- iv. *Providing a Safe Mode of Travel:* E-Bike Share should be a safe mode of travel for riders and other road users. The City will work with partners to monitor incident reports and respond to risks if they appear;
- v. *Maintaining a High Quality Public Realm:* E-Bikes must be safely stored to maintain accessibility and should complement the public spaces they share with other road users;
- vi. *Making Efficient Use of Resources:* E-Bike Share operations should rely on existing infrastructure and planned investments and impacts to municipal resources must be monitored closely; and
- vii. *Ensuring a Great Mobility Experience:* E-Bike Share is a key part of growing the City's active transportation network and reducing barriers to moving around. Understanding the community's experience will help the City improve E-Bike Share services as they evolve.

c) Alignment with City Policy/Strategy

- i. E-Bike Share services support the Strategic Plan vision and priority to be a Connected City that provides active and sustainable ways for people and goods to move to, from and within the City safely and efficiently.
- ii. E-Bike Share aligns with the Official Community Plan objectives to encourage technological innovation to overcome physical barriers to transportation, and to encourage transportation options that reduce fossil fuel use.

3. Operations

a) License to Operate

- i. Service providers will be required to obtain a street use permit and business license to operate E-Bike Share services in the City.
- ii. The E-Bike Share Permit Guidelines set the standards and procedures for all applicants seeking a street use permit to operate an E-Bike Share service in the City. The Guidelines include requirements for safety, service availability, operations and parking, insurance and liability, and data sharing and reporting.
- iii. Applicants that are issued a permit must also obtain a business license, enabling them to operate in accordance with all City regulations and bylaws.

- b) This E-Bike Share Policy covers Motor Assisted Cycles, also known as electric bicycles ("e-bikes").

4. Accountability

- a) Council is responsible for approving the E-Bike Share Policy, approving and allocating funds and resources, and providing oversight regarding the E-Bike Share Policy.
- b) The City Engineer is responsible for issuing the Street Use Permit (per Street and Traffic Bylaw, 1991, No. 6234).
- c) The Licensing Inspector of the City is responsible for granting business license (per Business Licence Bylaw, 2018, No. 8640).

## AUTHORITY

- Community Charter, SBC, 2003,
- Local Government Act, RSBC, 1996
- Motor Vehicle Act, RSBC, 1996

## REFERENCES

- North Shore E-Bike Share Permit Guidelines
- City of North Vancouver Business License Bylaw, 2018, No. 8640
- City of North Vancouver Bylaw Notice Enforcement Bylaw, 2018, No. 8675
- City of North Vancouver Intermunicipal Business License Agreement Authorization Bylaw, 2001, No. 7350
- City of North Vancouver Street and Traffic Bylaw, 1991, No. 6234

## DOCUMENT HISTORY

Date	Action	By
	TBFD	

# City of North Vancouver E-Bike Share Permit Guidelines

**Permit guidance and conditions for electric bicycle share.**

**Version 0.91 (DRAFT 10)**

NOTE: These guidelines should be considered draft and subject to change and refinement.

**October 16, 2020**

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## 1. E-Bike Share Permit Overview

The Permit guidelines intend to assist Operators in understanding the process for obtaining an E-Bike Share Permit from the City and guide the operations of E-Bike Share services after a permit is issued. The Permit Guidelines outline the key requirements relating to operations, parking and staging, data sharing, and compliance and liability that Operators must meet as a condition of their permit. Failure to meet any of the requirements to the satisfaction of the City could result in fines, suspension of the Permit, or cancellation of the Permit.

### A. Components of the E-Bike Share Permit Guidelines

The E-Bike Share Permit Guidelines contains the following key sections:

**Section II.** Definitions used in the E-Bike Share framework documents

**Section III.** Application guidance for prospective Operators

**Section IV.** Operator requirements

The City expects Operators to familiarize themselves with the contents of the Policy and the Permit before a Permit is issued and throughout the E-Bike Share program's length of operation.

### B. Implementation of the E-Bike Share Permit

The Policy and Permit Guidelines are in force on a pilot basis. The pilot period of the E-Bike Share program will last 24 months from the issuance of a permit. For the duration of the pilot phase, the City will be accepting applications for the E-Bike Share services and limiting the number of Permits they issue to Operators to one (1).

Prior to the end of the pilot period, the City will review and assess the performance and success of the program in delivering E-Bike Share services in the City. At that time, the City may cease or suspend the Policy and Permit or update them to extend the pilot, expand the maximum number of Operators that can be issued a Permit, make the Policy and Permit Guidelines permanent, or make other updates deemed necessary for the ongoing success of E-Bike Share in the City.

## 2. Definitions

**"Broken E-Bike"** means an **E-Bike** that is no longer reasonably safe to operate on public roadways, fails to meet standards of the **E-Bike** specifications as defined by the City's Street and Traffic bylaw, or is unable to be unlocked by a **Customer**.

**"City"** means the municipal corporation of the City of North Vancouver.

**"Customer"** means a person or corporation that rents an **E-Bike** from the **Operator** for any amount of time within the lands of the **City**.

**“Data”** means the information defined in the **Data** specifications section of the **Permit** supplied by the **Operator** to the **City** at regular time intervals.

**“E-Bike”** means a Motor Assisted Cycle approved by the **City** for use in a **Fleet**.

**“E-Bike Share”** means a service and platform owned and managed by an **Operator** offering a **Fleet** of **E-Bikes** intended for rent by the public for transportation **Trips** on an on-demand basis, typically accessed through a **Mobile App**.

**“Fleet”** means all **E-Bikes** publically available to rent by **Customers** and deployed by an **Operator** holding a valid **Permit**.

**“Geo-fence”** means a virtual boundary between two geographic areas or a virtual perimeter around a geographic area, the location and delineation of which shall be determined by the **City** for implementation by the **Operator** in the **Mobile App**.

**“Helmet”** means a type of protective equipment worn on a head which is required when riding an **E-Bike**.

**“Licence”** means a business licence issued after approval of the **Permit** by the **City** to an **Operator** granting the right to operate an E-Bike Share service in the **City** for a specific length of time.

**“Mobile App (or Application)”** means the **Operator’s** piece of software installed on a **Customer’s** phone that is used to connect to the **Operator’s E-Bike Share** service. All communications delivered through the **Mobile App** as per the **City’s** wishes will need to be included in any other software or communications technology that is used to reserve and make use of an **E-Bike** associated with the **E-Bike Share** service.

**“Operator”** means a person or corporation that holds a valid **Permit** issued by the **City** and that owns, operates, and maintains an **E-Bike Share** service.

**“North Shore”** is the common term to refer to the area located north of the Burrard Inlet that includes the area contained within the municipal boundaries of the three **City**.

**“Permit”** means the document issued to an **Operator** by the **City** granting the right and responsibility to provide **E-Bike Share** services within the **City**.

**“Personal Information”** means recorded information about an identifiable individual as defined by the B.C. Freedom of Information and Protection of Privacy Act (RSBC 1996, c. 165).

**“Policy”** means the guiding policy document that describes the goals and scope of the **E-Bike Share** program.

**“Trip”** means the action of a **Customer** renting an **E-Bike** by unlocking (**‘Trip start’**), travelling during that period (**‘Trip time’**) and ending the rental in its final parking location (**‘Trip end’**).

### 3. Permit Application Guidance

#### A. Process

This application process for the Permit covers E-Bike Share services in the City of North Vancouver. The potential Operator must complete the Permit application form and submit it, with additional required documents, to the City. The City may request additional information from the Operator to make an evaluation.

The Operator is not guaranteed the issuance of a Permit, and the City may refuse to issue a Permit for any reason including and not limited to:

- (a) If the Operator has failed to comply with the laws of any other jurisdiction;
- (b) If the Operator is unable or unwilling to agree to any of the terms and conditions of the Policy or the Permit; and,
- (c) If the City for any other reason believes the Operator will be unable to provide safe, equitable and reliable E-Bike Share services.

Application materials must be submitted in English, by email to, **transportation@cnv.org** <mailto:tranmgmt@kelowna.ca> in PDF format.

The potential Operator who is approved for a Permit must submit the following additional materials and fees before the Permit will be issued:

- (a) Proof of insurance meeting the requirements set out in this Policy and in the Permit conditions;
- (b) The fees matching the initial Fleet size as outlined in the Fee Schedule;
- (c) The Performance Deposit as outlined in the Fee Schedule; and,
- (d) Apply to the City of North Vancouver for the E-Bike Share Inter-Municipal Business Licence and pay the appropriate fee.

The City will invite potential Operators to apply for a Permit through a two-week open call for applications. The City will strive to review applications in a timely matter from the end of the open call for applications. The evaluation of applications will be based on the criteria set out in *Section III C – Application Assessment* set out below, which includes the readiness of a potential Operator to deploy their E-Bikes in the City, the Operator's ability to achieve the goals outlined in this Policy, and the quality of their application materials. The application requirements and assessment criteria are described in the Permit. If no applications are submitted during the two-week open call, the City may choose to keep applications open until such time that a potential Operator submits an application.

#### B. Required Information and Documents

The Operator must submit the following information and documents for the City to consider an application to be complete. See Section IV for further details on program requirements.

- (a) Completed Permit application form;
- (b) Description and images of all E-Bike models that will be used in the Fleet and evidence that E-Bike models meet or exceed safety standards in the Provincial Motor Vehicle Act, including;
  - i. Detailed description of the E-Bike's safety equipment and features
  - ii. Detailed description of the Helmet distribution plan for Customers to ensure compliance with BC Helmet laws
- (c) Operations and maintenance plan, covering the Operator's qualifications for operating an E-Bike Share service, enforcement activities, initial service area, E-Bike maintenance standards, response times to complaints and issues, and staffing plans;
- (d) Parking and relocation plan, outlining proposed staging and parking locations, physical description of parking areas and their features, and operational activities for rebalancing;
- (e) Customer education and safety plan, including conditions for using E-Bikes and a cleaning plan;
- (f) Customer payments plan, including how those without smartphones and those without a credit card, debit card, or bank account can access the E-Bike Share service;
- (g) Data collection and management plan, including details on how it will share Data with the City, store Data, and how the Personal Information of Customers will be protected.
- (h) Sustainability plan, including estimates for lifecycle emissions and an operations emissions reporting plan; and,
- (i) Equity plan, including options for low-income individuals and those with alternate mobility needs.

### C. Application Assessment

The City will only consider complete applications from potential Operators that provide all the information required by these Permit guidelines by the end of the open call period. The City reserves the right not to consider an incomplete application, but may, at their discretion, advise applicants of any missing application materials and accept such materials during the open call period to rectify an incomplete application. The City further reserves the right to reject all applications.

The Operator must demonstrate through its application that it can deliver on the goals and expectations established in the Policy and meet all of the requirements described in the Permit guidelines.

The key criteria the City use during the application assessment and evaluation are:

Criteria	Weight
(a) Whether the Operator is a fit and proper organization for the purposes of providing E-Bike Share services in the City taking into account the experience of the Operator, financial capacity, local presence, reputation, and staffing levels;	15%
(b) The quality of the E-Bike(s) proposed for deployment, specifically its demonstrated ability to be responsive to	35%

the safety needs in North Shore conditions;	
(c) The quality of the information provided in the plans included in the application;	25%
(d) Demonstrated responsiveness the needs and benefits to the City community; and,	15%
(e) Quality of proposed value-add program features such as education, promotion, and program strategic planning.	10%

Following the submission of the application package, the City expects potential operators to demonstrate the E-Bike they propose to use on the North Shore. The City will not consider an application complete until municipal staff have receive a sample E-Bike for testing and have an opportunity to perform a test ride or the potential Operator demonstrates the E-Bike to the satisfaction of municipal staff.

#### D. Program Expansion and North Shore Coordination

The Permit Guidelines were developed jointly by staff at the City of North Vancouver, District of North Vancouver, and District of West Vancouver. It is anticipated that the first phase of an e-bike share program will begin in the City, with the possibility of future expansion to these other municipalities on the North Shore. Should the other North Shore municipalities endorse an E-Bike Share framework, references to the City in these Permit Guidelines may be expanded to include the other participating municipalities. Should the program be expanded, it is anticipated that one municipality will be the central permit receiving authority acting on behalf of the participating municipalities.

### 4. E-Bike Share Program Requirements

#### A. Safety

The Operator is responsible for the safe and secure deployment of E-Bikes in its service area, including all operations and staging activities related to the management of its E-Bike Share service. The Operator is responsible to ensure the safe use of its E-Bikes by Customers on public and private spaces where they are permitted for use, as defined by the City's Street & Traffic bylaw.. The Operator is the first point of contact for issues or complaints related to E-Bike Share operations.

In addition, the City expects the Operator to meet the following safety requirements:

- (a) The Operator must comply with all applicable federal, provincial and municipal laws, bylaws, and regulations;
- (b) The Operator is responsible to conduct their own due diligence, including reviewing all relevant legislation;
- (c) The Operator must have visible language on each E-Bike, within the Mobile App, and on its website, that requires Customers to follow all relevant laws including Federal, Provincial, and municipal legislation and regulations;
- (d) The Operator is responsible for informing all Customers about all Helmet laws applicable based on E-Bike class;

- (e) The Operator must provide on all E-Bikes and all other communications materials contact information for Customers and members of the public to report a complaint or inquire about the service;
- (f) The Operator must immediately remotely lock down any E-Bike that is inoperable, unresponsive or not safe to operate once notified;
- (g) Once notified of an issue, the Operator should remove any Broken Device from the public right-of-way within 6 hours and remove the Broken Device from the Fleet or have the Broken Device repaired; and,
- (h) The Operator must provide ongoing inspection, maintenance, and cleaning of all E-Bikes.

## B. Service Availability

The City expects Operators to make their Fleet available, at a minimum, from May through September inclusively. Operators are encouraged to make their E-Bike Share service available throughout the year. The City acknowledges that some forms of E-Bike Share may not be suitable for 24-hour per day use and therefore expect the Operator to establish regular business hours and display them appropriately on all E-Bikes and within the Mobile App.

In addition, the City expects the Operator to meet the following requirements:

- (a) The Operator must inform the City of any changes to the availability of its services at least 10 business days in advance;
- (b) The Operator's Mobile App must be available 24 hours per day for Customer sign up, support requests, and information;
- (c) The Operator must have operations support staff available during regular business hours at minimum, and should have support staff available 24 hours per day;
- (d) The Operator must provide its communications and Mobile App in English and French, and preferably provide other language options, including Farsi, Mandarin, and Cantonese;
- (e) The Operator should make available different payment methods available to Customers in addition to those typically found in the Mobile App such as using a pre-loaded balance credit, over the phone, debit transaction, or others deemed feasible; and,
- (f) The Operator should provide at least 1 paid membership account to the City for enforcement purposes and describe the features of the membership to the City.

## C. Operations and Parking

The Operator is responsible for informing Customers on how to operate and park E-Bikes properly and in approved locations. The Operator has the responsibility to ensure its operations and its Customers follow the rules of the road as defined in the City's Street and Traffic bylaw.

E-Bikes must not obstruct pedestrians or other road users at any time. As such, the City expects the Operators to establish, with approval, designated parking and staging areas that are demarcated physically and virtually through the Mobile App. The City will also allow for the use of lock-to solutions for parking and staging. Operators who use E-Bikes equipped with lock-to capability in their Fleet must provide the City with the means to unlock E-Bikes for no charge.

Parking and staging areas are subject to approval by the City and must, at a minimum, meet the following physical parameters:

- (a) At a minimum, parking areas must accommodate at five (5) E-Bikes standing upright and be sized to accommodate the full size of the E-Bikes;
  - i. No part of the E-Bikes can extend beyond the parking area;
- (b) At a minimum, parking areas must be delineated with pavement markings showing the boundary of the parking area;
- (c) Pavement markings must be approved by the City and must be one of the following materials:
  - i. Paint;
  - ii. Pavement marking tape;
  - iii. Chloroplast seal;
- (d) At a minimum, parking areas must be identified with a sign that states;
  - i. The name of the Operator and their contact information;
  - ii. The Operator's general rules and instructions on the use of the E-Bike Share service; and,
  - iii. The parking rules that apply to the parking area.

In addition, the City expects the Operator to meet the following operating and parking requirements:

- (e) The Operator shall contribute to costs associated with the establishment and installation of parking areas;
- (f) The Operator must Geo-fence its designated parking areas, no parking, slow zones, and no riding zones, and any other locations within the Mobile App and upon request of the City;
- (g) The Operator is responsible for ensuring Customers are informed on how to use E-Bikes in these areas;
- (h) The Operator must not allow Customers to end a Trip outside of designated parking areas;
- (i) The Operator must have the ability to communicate with Customers to notify them if an E-Bike is outside a parking area at the Trip end, and that the Customer is not permitted to end the Trip outside parking areas;
- (j) Any parked E-Bike must remain within designated parking areas and must not obstruct the path of travel of other road users;
- (k) All E-Bikes and parking areas must be marked with the Operator's contact information to allow Customers and members of the public to report obstructive E-Bikes to the Operator;
- (l) All E-Bikes which are not parked adequately must be re-parked to the satisfaction of the City Engineer;
- (m) The Operator must re-park E-Bikes not properly parked within 6 hours of a complaint and should strive to respond faster than the maximum timespan;
- (n) The City may remove or re-park any E-Bike parked in violation of the requirements specified or other municipal bylaws at any time and the costs to the City related to such actions will be charged against the Performance Deposit, as outlined in the Fee Schedule;
- (o) If a hazard or lack of legal access prevent an Operator from responding within the times required the Operator shall:
  - i. Remove the E-Bike at the next reasonable opportunity;
  - ii. Bear the removal costs, including reimbursement for any costs to the City; and,
  - iii. Disclose the irretrievable E-Bike to the City if the Operator cannot safely and legally remove the E-Bike.

## D. Insurance and Liability

The Operator will indemnify, defend and save harmless the City, its elected officials, employees and agents (the “Municipal Parties”) from and against any and all liability, damages, losses, liens, charges, claims, demands, payments, suits, causes of action, proceedings, actions, recoveries and judgments, including without limitation all costs of defending or denying the same (including all legal, expert and consultant fees and disbursements) (collectively, “Claims”) which arise out of or result from:

- (a) Any act or omission, negligent or otherwise, of the Operator, its Customers, invitees, employees, subcontractors or agents or others for whom it is responsible at law in connection with the Operator’s operation of the E-Bike Share service;
- (b) Any breach by the Operator of the terms, conditions, obligations, requirements, representations and warranties of this Policy, the Permit, or of any bylaw, statute, rule, regulation or policy applicable to the operation of the E-Bike Share service; and,
- (c) Any damage to property or any personal injury, including death, resulting directly or indirectly from the Operator’s use or occupation of land for the E-Bike Share service.

In no event will the Municipal Parties be liable to the Operator or any of its Customers, invitees, employees, subcontractors or agents for any indirect, special, incidental, punitive or consequential damages (including lost profits or revenues) arising out of or in any way related directly or indirectly to the Permit.

The Operator hereby releases the Municipal Parties from and against any and all Claims which the Operator may at any time have against the Municipal Parties in respect of the Permit and the rights granted under it, except to the extent the same has resulted from the sole negligence of the Municipal Parties.

The Operator will at the Operator’s expense maintain at all times during the Permit period the following insurance:

- (a) Commercial General Liability Insurance with limits not less \$10 million per occurrence, covering all operations of the Operator under the Permit including claims for bodily injury, death and property damage. Such insurance will include a non-owned automobile liability, products and completed operations liability and contractual liability of sufficient scope to include the liability assumed by the Operator under the Permit. Such insurance must:
  - iv. Be endorsed to include the City and its administrators, successors, assigns, insurers, officials, officers, employees, servants and agents as additional insureds;
  - v. Contain a cross liability clause;
  - vi. Be written by insurers licensed to do business in the Province of British Columbia;
  - vii. Contain a waiver of the insurer’s rights of subrogation against the City;
  - viii. Be primary (and non-contributory) to any insurance maintained by the City;
  - ix. Contain a 30-days written notice of cancellation of or material change to the policy provision;
- (b) Automobile Liability Insurance of not less than \$5 million dollars in any one accident, covering all licensed motor vehicles owned or leased by the Operator and used in connection with the Permit; and
- (c) Workers’ Compensation Coverage in respect of all Operator’s employees, workers and servants engaged in the operations under the Permit.

Certificates of insurance evidencing the specified insurance must be delivered to the City prior to the issuance of the Permit and subsequent renewals must be delivered to the City not later than 10 days following the expiry of the prior policy.

In the event of any notice of loss, damage, occurrence, accident, claim or suit (collectively "Claim"), the Operator will notify within 5 business days the insurer and the City of such Claim. The Operator and or the Operator's insurer will assume the defense of any such Claim, including the City's defense. The Operator will be responsible for all costs of the City relating to the defense of the Claim, including the costs of an independent investigator, and ensure that the City is kept apprised of the status of the Claim.

The Operator may not transfer a Permit without the prior written approval from the City, which may be unreasonably withheld. The Operator must notify within 5 business days the City of any changes to the Operator's corporate structure or ownership. Failure to do so shall be cause for revocation of the Permit. For purposes of this paragraph, "transfer" shall include the sale or other exchange of 50% or more of the ownership or control of the Operator to a third party.

#### E. Data Sharing and Reporting

The City expect the Operator to meet the following Data sharing and reporting requirements:

- (a) The Operator must share all Data on North Shore operations with the City;
- (b) The Operator must supply an E-Bike inventory list to the City complete with each unique identifier number and serial numbers before making any E-Bikes available for rent;
- (c) The Operator must comply with the Mobility Data Specification (MDS) (<https://github.com/openmobilityfoundation/mobility-data-specification>) and provide raw information in a format acceptable to the Municipal or City Engineer on Fleet, Trip, location, parking, incident, and maintenance Data that must be secured with a token or authentication that is shared with the City;
- (d) The Operator must provide the City monthly summary reports on key metrics as required by the City Engineer;
- (e) The Operator must provide the City access to a dashboard, software interface, or Application Programming Interface (API) that shows anonymized real-time information on E-Bike locations and usage (e.g. number of trips on a given E-Bike in the previous 24 hours), condition status, and battery level;
- (f) The Operator must ensure that E-Bike locations are known, even when on Trip, by incorporating into all E-Bikes a location tracking component (this excludes phone-based location services information e.g. Bluetooth technology);
- (g) Raw Data feeds supplied by the Operator must be consumable by third-party software if the Operator does not maintain its own dashboard for use by the City or if the City chooses to partner with a third-party partner;
- (h) The Operator and the City will maintain all Data use rights for at least three years after the date when the Operator ceases operation in the City;
- (i) Personal Information shall not be shared with the City or any other entity and the Operator must ensure the privacy of its Customers;
- (j) Raw Data consumed through the API by third-party software providers specified by the City must not be publicly available without consent from the Operator; and,

- (k) The Operator must include questions from the City in surveys as requested and conduct surveys upon request.

#### i. User Protections

The Operator must ensure Customer Data privacy, including all financial and Personal Information. The Operator inform Customers about how their data will be collected, stored, used, and shared. Any Customer Data collected must not be shared with third parties without express consent from the Customer.

The Operator must provide a written justification to the Customer explaining why they need access to each type of Customer file (e.g. contacts, camera, photos, location, interaction with other software or apps, etc.).

The Operator must provide Customers with clear, prominent information about what Data will be accessed (e.g. location services, camera, contacts, photos, etc.) and explain how and why Data will be used. Information must not be hidden in longer terms-of-service notifications.

If the Operator has the desire to access such features, the Operator must provide Customers with an opt-in option feature within the Mobile App, where they can agree to provide access to their contacts, camera, photos, files, and other private Data and third-party Data sharing.

### F. Enforcement

In case of emergency or immediate threat to public safety, the City may take any action as deemed necessary to remove the emergency or threat.

If the Operator fails to comply with any of the requirements of the Policy or the conditions of the Permit, in addition to revocation of the Permit, the City may modify the Permit conditions including reducing Fleet sizes and/or add additional Permit conditions. If the Permit is revoked for failure to comply with the requirements of the Policy or the conditions of the Permit or for any other reason, the Operator must remove its entire Fleet from all City streets, parks and pathways within 30 calendar days of notice, unless otherwise directed by the City. If this is not completed, the City will remove the Operator's Fleet from municipal property and deduct the costs from the remaining Performance Deposit.

Any changes to the Permit will be communicated via email at the address provided at the time of application unless the Operator provides a subsequent email address for notification.

### G. Fee Schedule

The fees in the table below are to be paid annually to the City to receive or renew the Permit to ensure that the Operator manages the right of way constraints and delivers effective operations and maintenance throughout the Permit period and to cover the City's costs.

Fee reason	Cost	Frequency	Notes
Permit application	\$250	Once	Paid upon submitting a complete Permit application form.
Fleet Permit	\$40 per E-Bike deployed	Annual	The fee covers the total number of deployed E-Bikes. Operators may have additional E-Bikes in storage that are kept in reserve and therefore not part of the active fleet.
Performance Deposit	\$10,000 per municipality	Once	Non-recurring, refundable minus deductions. Paid to each participating municipality.

Fees charged against the Performance Deposit (deductions):

- (a) E-Bike removal fee: The City will deduct from the Performance Deposit for any fees, resources, and staff time plus 15% related to the removal of the E-Bike,
- (b) E-Bike impoundment fee: \$50 per E-Bike plus \$1 per day for storage. If the Operator fails to retrieve the E-Bike after 30 days, the City will recycle the E-Bike and charge any recycling costs incurred; and,
- (c) Fines for contravening of any requirements or conditions of the Permit will be fined at a rate of \$50 for each occurrence, per E-Bike, if applicable.

If fees exceed the value of the Performance Deposit, the City reserves the right to charge fines and fees directly to the Operator, to require payment of an additional Performance Bond, or to pursue cancellation of the Permit.

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8791

### A Bylaw to amend “Street and Traffic Bylaw, 1991, No. 6234”

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 “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8791**” (E-Bike Share Service Permit).

2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:

- A. In Part 3 – Definitions, by adding the following definitions to section 302:

“E-Bike Share Permit” means a permit issued by the City Engineer under section 520 of this Bylaw.

“E-Bike Share Service” means a legal entity whose business is to provide access to a fleet of Motor Assisted Cycles for a fee.

“E-Bike Share Zone” means the area or space on a roadway designated by a Traffic Control Device and established for the exclusive use of a specified E-Bike Share Service.

“Motor Assisted Cycle” or “E-Bike” means a type of Cycle:

- (a) with two or three wheels to which pedals or hand cranks are attached that will allow for the Cycle to be propelled by human power;
- (b) on which a person may ride;
- (c) to which is attached an electric motor that has an output not exceeding 500 W; and,
- (d) that meets the other criteria prescribed under the *Motor Vehicle Act*, the Motor Vehicle Act Regulations, and the Motor Assisted Cycle Regulation.

“Motor Vehicle Act Regulations” means the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58.

- B. In section 508 Power to Establish Restrictive Parking Zones, by deleting:

“The City Engineer is hereby authorized to place or erect or designate or cause to be placed or erected or designated a Traffic Control Device establishing:

- (a) a Loading Zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Film Zone, Disability Zone, Building Zone, Fire Zone, Time- Limited Zone, and Shared Vehicle Zone as he deems desirable;”

and replacing with the following:

“The City Engineer is hereby authorized to place or erect or designate or cause to be placed or erected or designated a Traffic Control Device establishing:

- (a) a Loading Zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Film Zone, Disability Zone, Building Zone, Fire Zone, Time- Limited Zone, Shared Vehicle Zone, and E-Bike Share Zone as the City Engineer deems desirable;"
- C. In section 508 Power to Establish Restrictive Parking Zones, by adding section 508.4 after 508.3 as follows:
- "4 Power to Charge E-Bike Share Services for the Establishment of a Shared Mobility Zone
- If the City Engineer places or erects or causes to be placed or erected a Traffic Control Device establishing an E-Bike Share Zone, the City Engineer may charge the E-Bike Share Service for which the E-Bike Share Zone was established, a fee for the placement or erection of the Traffic Control Device. If the City Engineer places or erects or causes to be placed or erected a Traffic Control Device establishing an E-Bike Share Zone in a Metered Zone, the City Engineer may charge the E-Bike Share Service for which the zone-Bike Share Zone was established an annual fee equal to the meter revenue that would have been collected by the City had that area not been established as an E-Bike Share Zone."
- D. In section 509 Parking Zone Restrictions, by deleting:
- "No person shall stop or park a vehicle in any loading zone, commercial loading zone, passenger zone, bus zone, taxi zone, building zone, film zone, disabled zone, fire zone, shared vehicle zone, resident permit only zone and special parking permit zone except that a person may do so:"
- and replacing with the following:
- "No person shall stop or park a vehicle in any Loading zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Building Zone, Film Zone, Disabled Zone, Fire Zone, Shared Vehicle Zone, Shared Mobility Zone, Resident Permit Only Zone, and Special Parking Permit Zone except that a person may do so:"
- E. In section 509 Parking Zone Restrictions, by adding section 509.14 after 509.13 as follows:
- ".14 in an E-Bike Share Zone with an E-Bike belonging to an E-Bike Share Service assigned to that E-Bike Share Zone."
- F. In Section 813 Obstructions – Removal, by deleting subsection 813.3 and replacing with the following:
- ".3 The City Engineer and any person designated as a Bylaw Enforcement Officer pursuant to the "Bylaw Notice Enforcement Bylaw, 2005, No. 7675" may remove, detain or impound or cause to be removed, detained, or impounded such goods chattels, motor-vehicles, Cycles, and E-Bikes or other thing which unlawfully has been placed or maintained or permitted to remain or used in any way in contravention of this Bylaw upon any highway and the cost of removing, towing, impounding and storing the same shall be charged to the owner thereof or the

person placing, maintaining or permitting to remain or using in any way in contravention of this Bylaw the said goods, chattels, motor vehicles, Cycles, E-Bikes, or other things.”

- G. By adding section 822 E-Bike Share Services after section 821 Utility Access Agreement as follows:

**“822 E-Bike Share Services**

- .1 The City Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of E-Bike Share Services within any Geo-fenced Area, including the speed of E-Bikes and the regulation or prohibition of parking of any E-Bikes within a Geo-fenced Area.
- .2 No person or legal entity may operate an E-Bike Share Service without a valid E-Bike Share Permit.
- .3 The holder of an E-Bike Share Permit may deploy a fleet of E-Bikes in any location where parking is permitted for the purpose of making E-Bikes available to reserve for use.
- .4 The City Engineer may issue an E-Bike Share Permit to an E-Bike Share Service for the fee set out in Schedule F to this Bylaw, as amended from time to time, which fee may vary based on the total number of E-Bikes deployed in a fleet by the E-Bike Share Service and which fee shall be payable prior to being issued a permit in a manner satisfactory to the City Engineer.
- .5 Successful applicants for the Shared Micromobility Permit must pay a performance deposit set out in Schedule F to this Bylaw, as amended from time to time, prior to being issued a permit. The performance deposit fee is refundable, less any deductions.”

- H. In Schedule “D” – Table of Authority for the City Engineer and Their Duly Authorized Representatives, by adding a new line after “819 Tag Days” and inserting the following authority for “822 E-Bike Share Permit”:

Section No.	Section	City Engineer	Deputy City Engineer	Assistant City Engineer	Traffic Engineer	Superintendents	Engineering Staff	Corporate Officer	Enforcement Officer
822	E-Bike Share Permit	X	X				X		

- I. In Schedule “F” — Fees, by adding a new line after “Congestion and Curbside Management” and inserting the following fees for “E-Bike Share Permit—Permit for Shared E-Bikes” and “E-Bike Share Permit—Security for Performance”:

E-Bike Share Permit – Permit for Shared E-Bikes (Total fleet deployed)	s.822.3	\$250.00	\$40 per E-Bike deployed
E-Bike Share Permit – Security for Performance	s.822.4	N/A	\$10,000.00

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READ a second time on the <> day of <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CORPORATE OFFICER

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

**BYLAW NO. 8792**

**A Bylaw to amend “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”**

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 **“Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8792” (E-Bike Share Permit Enforcement)**.
2. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675” is amended as follows:
  - A. Schedule “A” – Designated bylaw contraventions & penalties for bylaw contraventions is amended by adding the following new lines after “Street & Traffic No. 6234, Improper Use of a Special Parking Permit Zone, Contravene Street Use Permit Conditions, 1501” and inserting the following penalties relating to “E-Bike Share”:

<b>Bylaw</b>	<b>Description</b>	<b>Section</b>	<b>A1 Compliance Agreement Available</b>	<b>A2 Penalty</b>	<b>A3 Early Payment Penalty</b>	<b>A4 Late Payment Penalty</b>	<b>A5 Compliance Agreement Discount</b>
Street & Traffic No. 6234	Improper Use of an E-Bike Share Zone	509.14	No	\$50	\$40	\$80	N/A
Street & Traffic No. 6234	E-Bike Share Permit Infraction	822	No	\$50	\$40	\$80	N/A

READ a first time on the <> day of <>, 2020.

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READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

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

MAYOR

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CORPORATE OFFICER

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: PRELIMINARY REPORT: OCP AMENDMENT AND TEXT AMENDMENT  
FOR 123 – 145 EAST 13<sup>TH</sup> STREET (MILLENNIUM NORTHMOUNT)

Date: November 10, 2020 File No: 08-3360-20-0405/1

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

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated October 28, 2020, entitled  
“Preliminary Report: OCP Amendment and Zoning Bylaw Text Amendment for 123-  
145 East 13<sup>th</sup> Street (Millennium Northmount)”:

THAT the application for Official Community Plan and Zoning Bylaw amendments  
for a seven-storey height increase and additional 1.4 FSR be rejected;

THAT staff be directed to receive an application, for a 1.7 metre increase in height  
(Option B) and other variances as described in this report (“Additional  
Amendments”);

AND THAT staff be directed to undertake a streamlined Official Community Plan  
and Zoning Bylaw amendment process as described in this report;

**ATTACHMENTS:**

1. Context Map (Doc# [1990455](#))
2. Letter from Millennium, dated October 16, 2020 (Doc# [1983023](#))
3. Conceptual Drawings, dated August 2020 (Doc# [1941069](#))

## SUMMARY

This report presents proposed amendments to a rezoning that was approved in 2018 for the properties at 123-145 East 13<sup>th</sup> Street (Northmount Medical), see Attachment 1. Prior to processing the application, staff are seeking direction from Council regarding the proposal: three alternatives (Options A, B and C) are discussed in this report. For each option, separate processes are suggested which are described in the Project Description Section. With each of the options, some minor variances have been requested by the applicant, and several other amendments to the zone are recommended. These are described further in the following sections of this report.

The original rezoning application for 123-145 East 13<sup>th</sup> Street was completed in 2018 and included an Official Community Plan (OCP) amendment to allow a residential (strata) tower with a six-storey podium including three levels of commercial on the front (north) side. The total building height permitted through that application was 18 storeys (57 metres). As part of this project, a density transfer was completed and Community Amenity Contributions were paid for bonus density. In total, over \$17 million has been paid to the City as a result of the initial development application.

Option A includes an increase in height of seven storeys (23 metres), for a total proposed height of 25 storeys (80 metres). The additional floor area would be approximately 60,000 square feet (roughly 1.4 FSR) for a total FSR of 6.35. An increase in commercial ceiling heights would also be included in this option, with floor-to-floor measurements being increased from 12 feet to 14 feet on Levels 2 and 3. Option B does not include additional storeys or floor area, but would result in a minor height increase of 1.7 metres to the overall building height to allow for greater floor-to-floor height on commercial floor levels 2 and 3, from 12 feet to 14 feet. Option C presents an alternative that would not allow a height increase. Additional amendments to the CD-004 Zone are also described in this report and are recommended to be considered in conjunction with either of the two options.

## BACKGROUND

After the initial rezoning was approved in 2018, the applicant, Northmount Millenium Properties, notified staff that they wished to pursue changes to the approval and were considering an increase in height of the podium and tower, without any increase in Gross Floor Area, to accommodate a greater range of potential commercial tenants.

A Building Permit application was submitted in December 2019 based on the design approved at rezoning, with the exception of minor variances to parking standards. Staff reviews of the Building Permit application are underway. Demolition permits have been received for the existing buildings though no permits have yet been issued and no other work has been authorized to date, other than hazardous material abatement.

In July of 2020, an OCP amendment and zoning amendment application was submitted, proposing a minor increase in height that would allow for increased ceiling height in the commercial units, and several Zoning variances. The applicant subsequently revised the OCP and rezoning application, still including the extra ceiling height for the commercial units, but adding seven residential storeys to the tower, for a total proposed

tower height of 25 storeys. The proposed additional floor area would be for the provision of rental dwelling units, which would be located within either the tower or podium.

## **PROPOSAL OPTIONS**

This preliminary report is seeking direction regarding the processing of the proposed OCP amendment and rezoning. It is the Planning and Development Department's practice to refer all OCP amendment applications to Council for preliminary direction prior to conducting a full application process. The required process for each of the options is described in this section. The "additional amendments" are recommended to be considered whether Option A, B or C is chosen.

### ***Option A) Rental Density and Seven Storey Height Increase:***

Option A includes an additional 7 storeys beyond what was approved in 2018. The additional floor area would be approximately 60,000 square feet (roughly 1.4 FSR). The commercial levels' floor-to-floor height would also be increased from 12 feet to 14 feet. This option would require an Official Community Plan (OCP) amendment for height and density, and a further density transfer would be required, as the project exceeds the OCP maximum densities.

The Applicant has indicated, should this path be pursued, a willingness to explore the potential for child care, prioritization of rental housing for healthcare workers and first responders, and LEED Gold equivalency (See Attachment #2). The estimated number of new rental units is 78. Standard policies would apply to these units and staff would expect the applicant to provide a minimum of 10% of all rental units as Mid-Market units, and 10% to have three or more bedrooms.

This option requires a substantive change to the OCP height map. Should staff be directed to process such an application, a full review would be required, which would entail:

- The application would be considered a new Planning Application. Full reviews would be conducted by all City departments typically engaged in new Planning Applications.
- Standard City practices for OCP amendments would be pursued, including a Town Hall Meeting and consultation with relevant external agencies (e.g. School District);
- The project would be seeking to exceed the OCP maximum density. This is possible through density transfer. A density transfer would be negotiated for the proposed additional rental floor area, with the density coming from a City-owned source. A third-party evaluator would be hired to assess the value of the density. Funds from the sale / transfer of density would be available for use at Council's discretion.
- Staff would return to Council with proposed bylaws after the review process is completed, with an estimated timeframe of 10-14 months.

- During the processing of the application, reviews of all building permits, except for demolition would be suspended.

***Option B) Minor Increase in Height for Improved Commercial Levels  
(Recommended):***

This option would allow for an increase in floor-to-floor height for commercial floor levels 2 and 3, from 12 to 14 feet, with no increase in FSR. This option would require an OCP amendment for height, from 57 metres to 58.7 metres, and no density transfer.

For this option, staff recommend a streamlined OCP amendment and rezoning process. This process would differ from a standard OCP amendment and rezoning in the following ways:

- Revised drawings would be reviewed, addressing concerns directly relating to the proposed changes, including height, floor elevations and grades;
- Given the small change in height and no additional density, no Town Hall meeting or Developer's Information Session would be required;
- Notification of some external agencies may be required;
- No Density Transfer or Community Amenity Contributions would be required due to the overall density (Floor Space Ratio, or 'FSR') remaining the same;
- Staff would return to Council with the proposed Bylaws after the expedited review process is completed, with an estimated timeframe of 3 to 6 months.
- A Public Hearing and notifications would still be required as per the Local Government Act.
- During the processing of the application, reviews of all building permits, except for demolition would be suspended, however, the demolition process is expected to continue for a period of 6 months or longer so construction delays due to this option are not anticipated.

***Option C) No Height Increase***

A third option is to reject the OCP amendment application, not allowing for any additional height. Should this option be chosen, the OCP amendment application would be rejected. Staff recommend that the Additional Amendments below would continue to be processed through an application for Zoning Bylaw amendments.

***Additional Amendments***

In addition to the height increase, the applicant has requested several variances to the Zoning Bylaw that were not presented with the initial rezoning. Included in these are:

- New guest suite to be considered as residential Amenity;
- Waiving Parking Space setbacks from walls and columns and increasing minimum dimensions from 8.2m to 8.6m width;
- Reducing minimum garbage and recycling storage area requirements with provision of a compacting device;
- Location of End Destination Facilities on Level 2 office level (more than 50m from bicycle parking).

Several other items have been identified since the initial rezoning that were reflected in the approved drawings, but were not accounted for within the approved Bylaws.

Changes to the Bylaw are recommended to address this omission and allow for these previously contemplated elements of the project. These include:

- Accessory Apartment Units located below the Second Storey
- Lot Coverage above the Second Storey exceeds 35 percent

Staff are recommending that these variances, both the new ones being requested and ones required to support the initial proposal, be considered in conjunction with Option B, or with Option A or Option C, should Council choose one of those options.

## PLANNING ANALYSIS

The initial OCP amendment in 2018 allowed for an increase in maximum height from 46 metres to 57 metres. The increase was recommended at that time because achieving a density similar to surrounding sites without an increase in maximum height would have required a two-tower form. Compared to a two-tower form, the single tower was seen to result in fewer negative impacts, including preserving development potential on adjacent sites, maintaining views from neighbouring buildings, reducing shadowing on the public realm, and ensuring distancing from existing towers.

### ***Option A) Rental Density and Seven Storey Height Increase (Not Recommended):***

There are two components of the proposed height increase. The first is the increased tower height, and the second is the increased podium height. The increase in tower height to 25 storeys would result in this site having the tallest tower in the immediate area. The next tallest building would be the residential tower on the north side of the Centreview site, which is 24 storeys in height. The new tower at 1441 St. Georges will be 23 storeys. Other towers in the area range from 15 to 19 storeys. At 18 storeys, the tower that was originally proposed and approved, is within the range of the heights for towers that are located at or near the perimeter of the OCP areas that allow for tower form developments.

Properties directly to the south of the Northmount site are designated Residential Level 5, which permits mid-rise residential developments up to six storeys in height. Goals of the OCP call for gradual transitions from higher density to lower density areas. In this case, the difference between the proposed density of the Northmount site, at approximately 6.35 FSR, and the Residential Level 5 designation, at up to 2.6 FSR, is

significant. This density would also be much higher than the surrounding tower developments, which are generally at 5 FSR or less.

Through a full review, staff would evaluate shadow and view impacts that would result from the increased height. It is expected that there would be an increase in shadow impacts on buildings to the north as well as on the public realm. It is likely that ocean views from existing buildings would be minimally obscured beyond the already-approved 18-storey development. A 25-storey building on this site may appear to be incongruous with the surrounding properties, particularly with the lower developments to the south.

The second element of the requested additional height is the increase in floor-to-floor height of the commercial floor levels. This portion of the proposal would benefit future tenants of these commercial units in allowing for equipment and facilities associated with medical and paramedical services. This would be especially beneficial on the second storey, where medical labs, offices and clinics are most likely to be located. Option B, below, describes a process that would allow for just this element of the height increase to be considered.

The rental housing that would be provided with this option supports the continuum of housing needs on the north shore, particularly when the mid-market units considered. Based on the number of expected units (78), a total of 8 mid-market units would be expected. While a Community Amenity Contribution would not be warranted with this proposal, the applicant would be required to pay for density transferred to the site. The applicant has advised that they would seek to transfer density from a City-owned site. As part of the application review process, the value of the transfer density would be determined by a third-party and the sale would be negotiated between staff and the applicant, with input from Council, as required.

If directed to proceed with processing this application, through the application process, staff would review whether additional density could be accommodated on site. This includes an updated review of transportation impacts and servicing requirements.

Because the proposed additional height and density represents a development that is substantially different from the initial application, staff recommend a full review process and public consultation. The typical duration of this process is 10-14 months.

***Option B) Alternative proposal (Recommended):***

With this option, Council would direct staff to request a revised application from the applicant that removes the additional seven storeys. The application would closely resemble the development as it was originally proposed, with a minor height increase of 1.7 metres. The increase in height would be seen in both the podium and tower portions of the building.

As is noted above, this element of the requested height increase would result in a significant improvement to the commercial units. Entrances could also be made more accessible through minor changes to the ground floor elevation and surrounding grades.

The increased height would make the units more attractive to medical and paramedical businesses, contributing to the area as a medical services hub for the broader area.

The additional 1.7 metres in height would have minimal impact on surrounding buildings and the public realm.

The expected timeframe for a streamlined review process, including the Additional Amendments described below, is three to six months.

### ***Option C) No Height Increase***

This option would see no change to the permitted height. Commercial floor levels would remain at 12 feet, floor-to-floor, presenting challenges for medical and paramedical businesses. Possible benefits to this option would be the elimination of delays caused by Planning processes on the overall construction of the project, however, this option is not recommended due to the low quality of commercial units that would be constructed as a result.

### ***Additional Amendments***

At this point in time, staff are seeking direction on how to process the application and have not completed a review as to the appropriateness of each of the variances requested by the applicant but do believe they are worth considering.

The amendments that have been identified by staff would need to be addressed in order to allow elements of the project that were shown in drawings at the initial rezoning. Without amendments to the Zone, a project could still be constructed that meets the Zoning Bylaw requirements, however, it would differ from the project that was considered by Council, and would lack some of the elements that staff had encouraged such as the laneway townhouse units.

## **RECOMMENDATION**

Based on planning analysis, staff are recommending Option B, which would include a minor height increase of 1.7 metres for improvements to commercial floor levels, consideration of the newly requested variances and clean-up of the CD-004 Zone. Should Council direct staff to process these amendments, an expedited OCP and zoning bylaw amendment process would be conducted as described in this report. The recommendations on page one of this report provide the direction needed for staff to pursue this approach.

Should Council wish staff to proceed with one of the other options, the active clauses on page one of this report should be amended as follows:

Option A: The first active clause should be deleted and replaced with the following:

THAT staff be directed to process Official Community Plan and Zoning Bylaw amendments for increases in height and density (Option A) and other variances as described in this report (Additional Amendments);

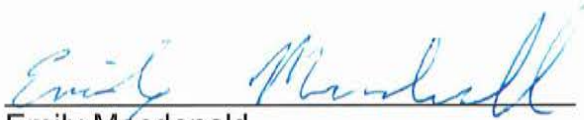
And the second and third active clauses should be deleted and replaced with the following:

AND THAT staff be directed to negotiate a sale of transferrable density from an existing City-owned site with residual density.

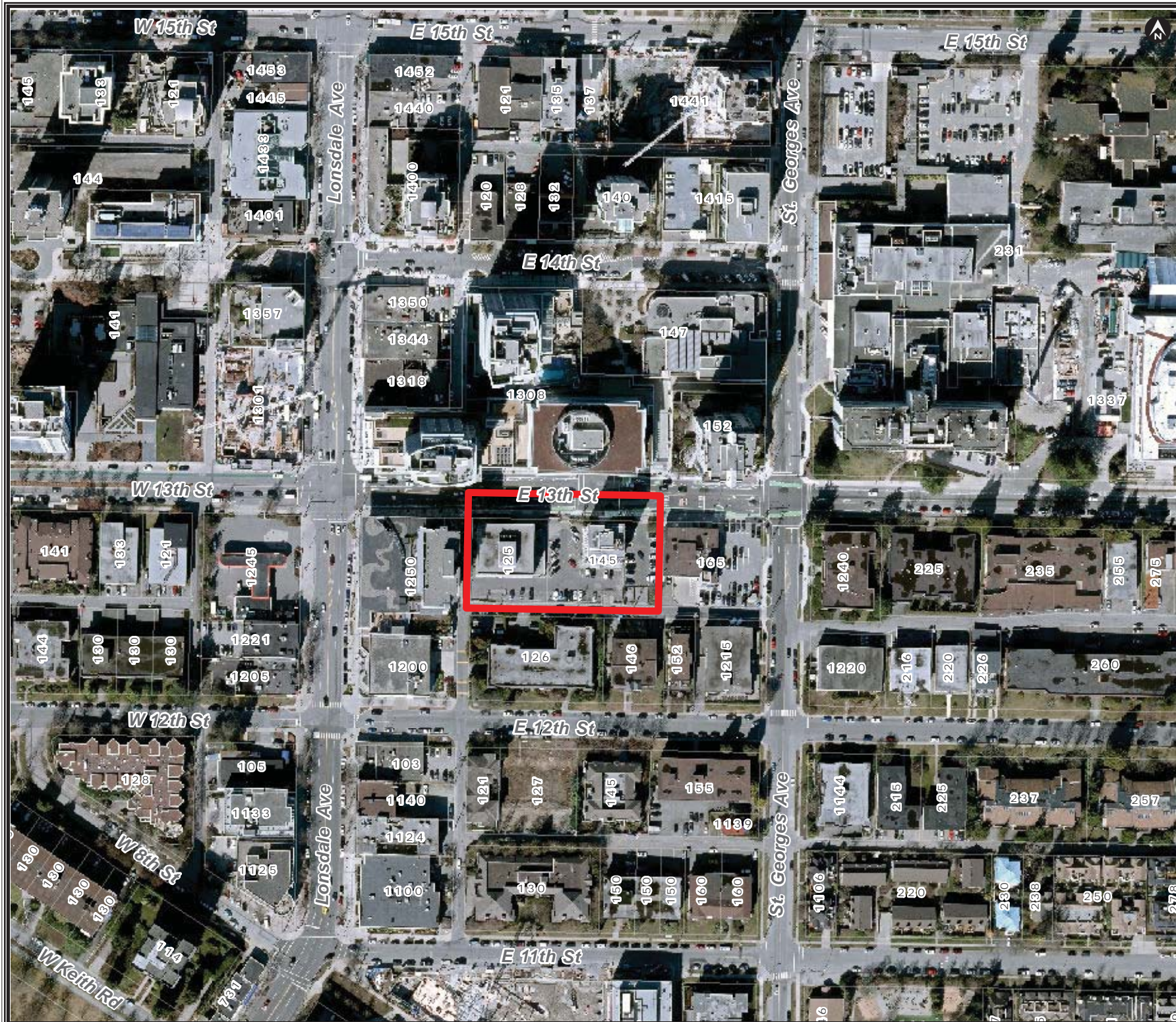
Option C: The second and third active clauses should be deleted and replaced with the following:

AND THAT staff be directed to receive an application for amendments to the CD-004 Zone (Additional Amendments);

RESPECTFULLY SUBMITTED:



Emily Macdonald  
Planner 1



City of North Vancouver

## Context Map

### Legend

- Subject Site
- Legal Parcels



### 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

**city**  
of north  
vancouver

October 16, 2020

City of North Vancouver  
Planning and Development  
14 W 14<sup>th</sup> Street  
North Vancouver, BC V7M 1H9



Attention: Mike Friesen

**Re: 125-145 East 13<sup>th</sup> Street**

788 Richards Street,  
Vancouver, BC,  
Canada V6B 3A4  
Tel: (604)688-2300  
Fax: (604)683-3420

Mr. Friesen,

Email: [hq@millenniumdevelopment.com](mailto:hq@millenniumdevelopment.com)

We have prepared the following for you to include, as a direct quote if you like, with your report to Council to expand upon the value of additional floors and height at our premium location similar to that achieved on the 1308 Lonsdale site with the added bonus of rental accommodation.

Website:  
[www.millenniumdevelopment.com](http://www.millenniumdevelopment.com)

Thank you for the zoom meetings on September 8 and September 29, 2020 regarding the above. We are including a graphic brief, previously shared with members of Council, showing the merits of our rental proposal and illustrating its small impacts and significant urban design improvements and practical community benefits.

We are proposing to add rental housing to the above development by way of an increase to the tower height (please see attached 2 pager previously shown to council). This will leave the attractive street scale of the development untouched, and provide much needed rental housing while better utilizing the potential of this key site in Central Lonsdale. According to the architects, this will result in an attractive tower form with good proportions for the overall development, since the current tower design while elegant can be enhanced with this extra height.

We believe that there will be no additional impact on water views and shading impacts limited compared to the project already approved.

The city's current policy for gradual lowering of tower heights down to E.13th Street will be carried out by way of stepped heights of our buildings as opposed to a more rigid street by street framework. This is a basis used in many great cities, including in Manhattan by Central Park.

The resulting extra density will be purely in the form of rental housing, catering to hospital staff, fire hall and other first responders and others working nearby. The additional residents on this major transit Hub will in turn help revitalize the neighbourhood and the surrounding businesses, some of which were already facing challenges before the pandemic.

This will also help the economics of the overall development and our established neighbours where values of residential and commercial components have been severely affected by recent events.

Again we are planning to prioritize the rental housing for healthcare workers, nurses and first responders working at Lion's Gate Hospital.

We are also studying other options that can be beneficial to the community, such as a Daycare with an outdoor patio.

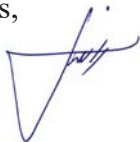
In its revised form, our project will be a showpiece of green initiatives including Green Home Building measures leading to LEED Gold equivalency.

Financially, as you are aware we have made a substantial contribution to CNV by way of \$17 .1 million cash payment, and the commercial and ownership housing will benefit the City's tax base; while the provision of rental housing will also benefit the City's tax base immediately even though, it will lose money for the ownership in the first several years.

We respectfully ask Mayor and Council to consider this unique opportunity to add to the community's vitality and livability while helping this important project's viability and allowing it to finally move forward after 4 years of planning.

Please also note the two existing medical towers are now effectively vacant, and will soon be boarded up and prepared for demolition. Starting the new project immediately thereafter will be a great benefit to the City, welcome in the neighbourhood, and add significant improvement to the vitality of this immediate area.

Regards,

A handwritten signature in blue ink, appearing to read 'Hazel Jambor', written over a large, stylized blue checkmark.

Hazel Jambor

PM - Millennium Northmount Limited Partnership

Tel: 778-885-7019

# Millennium's Proposal For New Rental Housing in North Vancouver



## Does The City of North Vancouver Need More Rental? YES!

- New rental housing in the middle of North Vancouver is very popular
- Our Tenants will have secure housing unlike rented strata units that are short term
- We will provide **approximately 78 rental units (60,000 s.f.)**
- Convenience for Fire Hall and Lion's Gate Hospital staff
- We will also provide townhomes and large ownership residences serving demand that has no current supply in the uptown core
- **A search of Zumper for rental apartments in Central Lonsdale (May, 2020) revealed 10 available from \$1450 to \$2900 per month**

## " Central Lonsdale" Rental Proposal at 119-149 East 13th Street

The proposal is for a 25-storey mixed-use building including rental and market residential units, townhomes ,Commercial retail and Offices (potential medical offices).This includes:



The addition of  
60,000 s.f. of new  
rental units



Family-oriented  
2-Bedroom and  
3-bedroom suites



Shared outdoor pool at  
the amenity level



Shared roof top amenity  
spaces: indoor &  
outdoor



An enhanced public  
realm |



Expanded green  
and open Spaces



A walkable and  
bikeable location



The new  
pedestrian Mews



Easy access to the  
medical offices and  
Lion's Gate Hospital



Secure and  
Long-term rental  
housing options

## Proposal Renderings



Looking to Northwest Corner from 13th Street



Looking to Breezeway from 13th Street

# A History Firmly Rooted On The North Shore

Millennium Development Group, is a community builder that started its operations on Upper Lonsdale in the City of North Vancouver more than 30 years ago. Projects include rental and commercial buildings, master planned communities and residential towers, all built to the highest standards and enhancing their neighbourhoods. Millennium's commitment to the City of North Vancouver includes:

- **A long history of being part of the CNV community**
- **Support of Lion's Gate Hospital**
- **Sponsor of Centennial Theatre events**
- **\$17 Million paid to CNV for Northmount**

## Millennium's North Shore Buildings



Edgewater

Edgewater-2888 Bellevue Avenue in West Vancouver, crossroads are Bellevue and 23rd Street. Edgewater has 13 stories 15 units comprised of 12 one-per floor residences and 3 town homes which was completed in 1999.



One Park Lane

One Park Lane, built in 2005, is a 13 storey building composed of 117 units located at 170 West 1st Street, North Vancouver- Nestled in the compelling neighborhood of North Vancouver's Lower Lonsdale community between West 1st Street and Chesterfield Avenue.



Water's Edge

A tribute to the former Park Royal Hotel, this low rise project is located at 568 Water's Edge Crescent in West Vancouver. It comprises an enclave of 3 freestanding condominium buildings and one rental building with a total of 95 suites. Water's Edge is the proud recipient of the prestigious National SAM award for the "Best Multi-Family Housing in Canada".



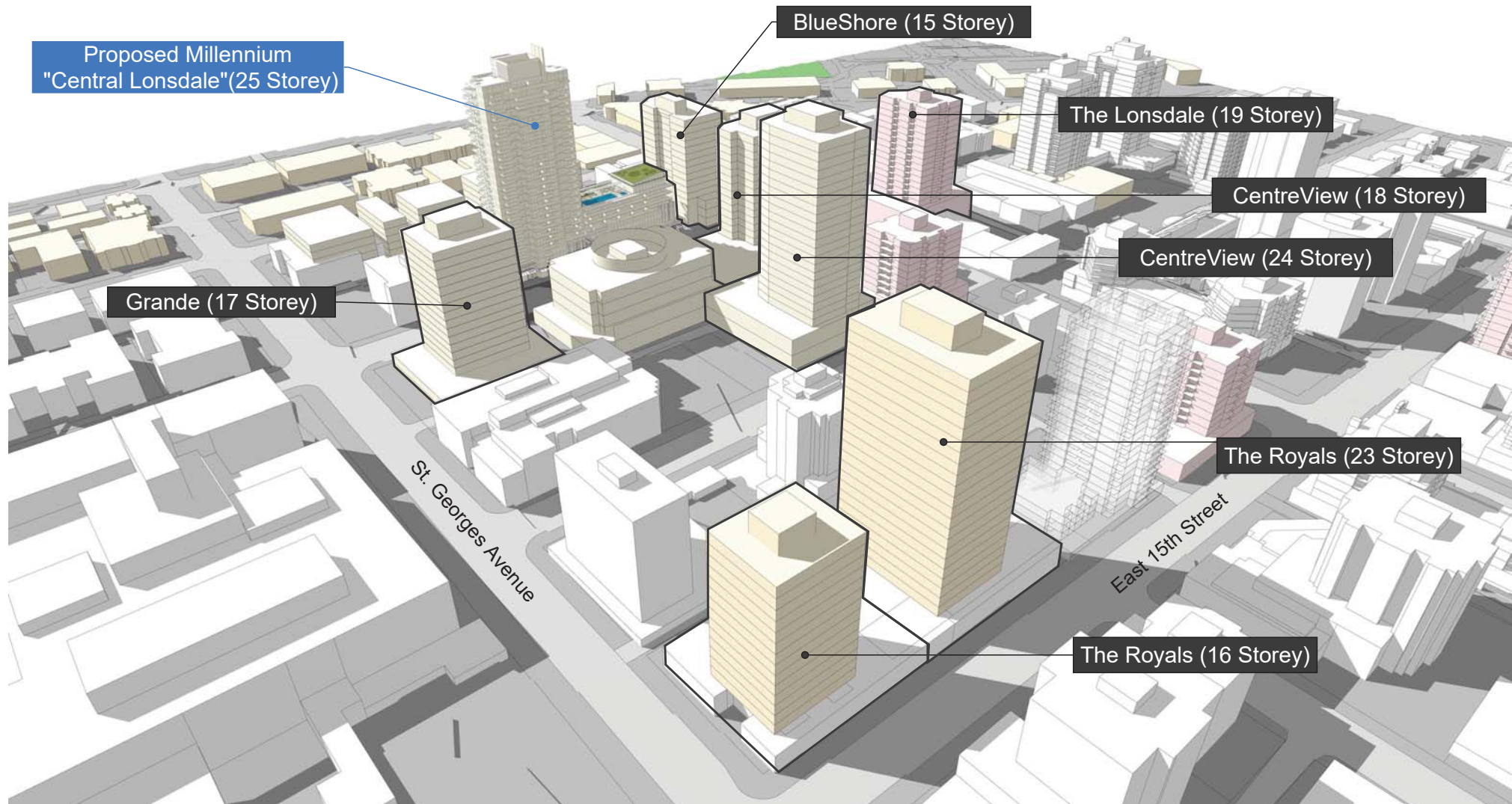
Carneby Place

Built in 1969, it is a 3 storey, low-rise multi-family rental property renovated by Millennium and consisting of 27 apartments. The development is located at 1215 St. Georges Avenue across from the Fire hall in North Vancouver.



For more information about the proposal, please contact:  
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# Millennium's Proposal For New Rental Housing in North Vancouver



Bird's Eye View Looking to Proposed Millennium Tower from Northeast

# PROPOSED NORTHMOUNT MIXED-USE DEVELOPMENT

119-149 EAST 13TH STREET, NORTH VANCOUVER, BC

RZ/DP RE-SUBMISSION DRAWINGS  
AUGUST 2020



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## Design Rationale for Additional Rental Residential Levels

### Introduction and Background

Millennium Northmount Properties obtained approval for the development of an 18 storey mixed use development on the south side of the 100 block of East 13th Street in the City of North Vancouver in 2018. The original rezoning/OCP amendment for the project was approved on September 2018 and includes retail space on the first level facing East 13th Street; two storey townhomes facing the new improved mews like lane; two storeys of offices above on Level 2 and 3, along with nine condo residences and condo for sale units on the remaining 15 storeys of the building. We are very grateful for the City's support for this proposal and we hope to proceed with construction of this ground breaking development as soon as possible bearing in mind the changed environment we are now operating in.

We have been proceeding with our development plans, including a major relocation of commercial, mostly medical-dental tenants and ICBC from the two existing buildings on this site. In addition, a few elements of the design required reassessment since the City's regulations for on-site parking stalls changed in the period of approval, and disabled and practical accessibility requirements have also led to an application for a minor height increase as well.

These minor adjustments to site zoning are ongoing as are discussions with the Building and Engineering Department about traffic calming improvements on East 13th along with some convenience parking there for the project and for the Blue Shore Building and its residential tower. We also have agreed to let the Fire Department use the existing buildings for training purposes, which they have been doing successfully on an ongoing basis.

Very importantly, other adjustments to the economics of the project are now necessary to make the project viable in the foreseeable future. After considerable deliberation and consultation with our business partners and urban planning and design consultants, we are requesting a further change to the approved development: The addition of 7 storeys of height to allow us to provide much needed rental housing for the City and at the same time boost the financial viability of the project made all the more challenging due to recent events. All other aspects of the project including the podium levels, elegant character, high quality materials and architectural expression remain the same.

We believe this addition is very supportable and we offer the following rationale for this change to allow a very viable form of housing in addition to the land uses already approved.

### Central Lonsdale Planning Context

Central Lonsdale is the commercial and institutional heart of the City. The Millennium development intends to augment the City core with an up-to-date commercial/medical component adding strength to the health care hub already taking shape in Central Lonsdale. In addition, street improvements planned and being designed (removal of three driveways, a street to lane passage, landscape and sidewalk improvements, public art, dining opportunities and retail frontages) are all intended to make our south side of East 13th into a more attractive place for all City residents and workers.



Looking to Breezeway Corner from 13th Street



Looking to Northwest Corner from 13th Street

There already are three plus 20 storey towers in central Lonsdale. In 2018, the City approved a 23 storey rental residential tower on the south side of the 100 block East 15th Street part of a project (that also includes a renovated Royal George) all now called the Royals. The Royals is nearing completion. That new tower joins both one of similar height by Onni Development on the south side of the 100 Block East 14th that is primarily condo residential (with a day-care and main floor retail) and the 1970s vintage Marlborough Tower on the north side of the 100 block West 14th Street.



The Royals



Centre View



Marlborough Tower

The 2014 Official Community Plan provides for 68-74 meter high towers from the North side of 13th street to the south side of 17th street in the mid block areas east and west of Lonsdale. The Royals was approved in 2018 with general community support in this 68-74 meter range. At least 4 or 5 other sites are planned in the OCP.

Rental residential was not an option when this project was initiated. The City sold density to Millennium as part of the approval. Over \$17 million has already been provided to the City in cash as part of the approval of the project since the City was seeking a financial community amenity contribution at the time. That fee plus the cost of acquiring the site from the doctor owners and spending the time to enable the relocation of existing commercial tenants made it necessary for the residential component of the project to be strata titled. Millennium was amenable to be restricted to Strata since there is no new premium strata in the Central Lonsdale market and there is little doubt that a market exists for such a project from local home owners. However, the current real estate market and recent global events have affected the viability of this project that was conceived and approved in a very strong market from 2016-18.

### North Shore Planning Context

Towers of 20 to 30 storeys have been approved, are under construction or are successfully finished and occupied in five other town or village centres in the two Transit Oriented planned centres on the North Shore: Park Royal, Lions Gate, Lower Lonsdale, Central Lonsdale North and Lynn Creek. Two of these centres or hubs are in the City, and none of the other centres can aspire to being the centre of the North Shore. By virtue of the existing commercial, office and institutional base including the bulk of the medical and health related services and the Lions Gate Hospital anchor, central Lonsdale will be the pre-eminent North Shore Centre for the long term.

### Why Rental Now?

While each North Shore hub will provide its share of residential development, only those in the City are likely to provide a good balance of market rental, so necessary for working people and young families that also find central City living increasingly attractive. Central Lonsdale also will continue to provide the largest number of essential service jobs that are so important to the public health and safety of the North Shore. Having rental in such an attractive location on East 13th will add to the success of projects like the Bridgewater, the Lonsdale, and the Royals, and further enhance the pedestrian character of the town centre

## Planning and Urban Design Analysis

The City and the North Shore are selecting appropriate heights for tower development unlike some Town Centres where towers are being approved that exceed those of the Vancouver downtown. With extremely high towers of 50-70 storeys, high densities of built area, population, traffic, utility and other service demands will also arrive. Municipal Town centres elsewhere in the Region are experimenting with densities two and three times higher than Central Lonsdale. Parks, open spaces, community services and other amenities will be provided for these additional residents, as well as a large tax base and a large number of jobs



We are proposing a height and density that Central Lonsdale and other transit Hubs on the North Shore already have. We believe it is appropriate particularly because of the rental residential that we will be able to provide with the extra height, a type of housing in constant demand in the City.

The attached architectural analysis shows that the Central Lonsdale skyline will easily accommodate a similar sized building to the new Royals tower and that a taller tower equally spaced on the south side of 13th fits with the rhythm already created by towers on 15th and 14th. The City was wise to add this mid-block potential for taller towers providing more density and a better rhythm of heights: lower on Lonsdale -- the High Street, taller on the mid-block and dropping slightly on the corner of the 100 blocks east and west and beyond.

The City Skyline is extremely attractive viewed from a distance, from Lions Gate Bridge for instance or downtown Vancouver. Central Lonsdale deserves to be recognized as the Centre of the North Shore with significant tower forms that exceed a height to width ratio 3 to 1 usually appear less bulky and that will be the case with a taller height on east 13th Street as shown in the concept drawings.

With the podium kept to 7 levels in height inclusive of the higher floor-to-floor provided for the commercial and office floors as well as the overall height of the tower at 25 storeys the result is a form of development that has better and more elegant proportions and doesn't appear too squat. The attached study also indicates that the additional floors on the tower do not seriously negatively impact views from the heights of the existing towers to the northeast, north and northwest.

With the addition of 7 floors of rental residential units the total number of rental units gained is approximately 78 (60,000 sq.ft.) in a mix of 1 bed, 1 bed plus den, 2 bed plus den and 3 bed plus den units.

## Conclusion

Millennium look forward to Council giving consideration to a revised development proposal with an additional height of 7 storeys to accommodate the rental housing that we are now proposing.



Bird's Eye View Looking to Proposed Millennium Tower from Northeast

# Project Development Data - Mixed-use Development

A. Project:	25 Storey Residential Tower with Mixed Use Commercial Podium	
	Parcel Identifier 007-757-085 Lot A Block 74 District Lot 549 Plan 14652 ("Lot A") and Parcel Identifier 011-257-466, Lot R, except part in Plan 14652 Block 74 District Lot 549 Plan 5006 ("Lot R")	
C. Current Zoning:	CD-642	
D. Proposed Setbacks:	East Side	0'0"
	North Side	3'0" General Setback -5'6" at L1 Except Tower Portion
	South Side	8'0"
	West Side	7'6"

E. Building Height:	262'-6" (80.0 M)
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F. Site Coverage Calculations:			
Gross Site Area	43,476 sq ft	4039 sq m	
Road Dedication	0 sq ft		
Net Site Area	43,476 sq ft	4039 sq m	
Lot Coverage	30,650 sq ft		(Including Loading Bays – Excluding Ramp, Covered Breezeway & Projected Structures Above)
Percentage of Lot Coverage	71%		
Proposed FSR	6.33		
Total FAR	275,113 sq ft	25559 sq m	

Proposed FSR:						
Retail/Office FAR	Retail/Office Area	Residential FAR	Residential Area	Total FAR	Total FAR Area	Total GFA
1.15	50,049 sq ft.	5.18	225,064 sq ft.	6.33	275,113 Sq. Ft.	284,291 sq ft.

G. Floor Areas:										
Retail	Level	Number of Floors	Area Per Floor	Area Total	Common Area Per Floor	Common Area Total	Gross Area Per Floor	Gross Area Total	Total FAR Exclusion	Total FAR Area
	L1	1	17,016 sq ft.	17,016 sq ft.	775 sq ft.	775 sq ft.	17,791 sq ft.	17,791 sq ft.	0 sq ft.	17,791 sq ft.
	Total	1	17,016 sq ft.	17,016 sq ft.	775 sq ft.	775 sq ft.	17,791 sq ft.	17,791 sq ft.	0 sq ft.	17,791 sq ft.
Office	Level	Number of Floors	Area Per Floor	Area Total	Common Area Per Floor	Common Area Total	Gross Area Per Floor	Gross Area Total	Total FAR Exclusion	Total FAR Area
	L1	1	1,224 sq ft.	1,224 sq ft.	135 sq ft.	135 sq ft.	1,359 sq ft.	1,359 sq ft.	1,224 sq ft.	135 sq ft.
	L2	1	14,520 sq ft.	14,520 sq ft.	2,287 sq ft.	2,287 sq ft.	16,807 sq ft.	16,807 sq ft.	1,344 sq ft.	15,463 sq ft.
	L3	1	15,321 sq ft.	15,321 sq ft.	2,063 sq ft.	2,063 sq ft.	17,384 sq ft.	17,384 sq ft.	724 sq ft.	16,660 sq ft.
	Total	3	31,065 sq ft.	31,065 sq ft.	4,485 sq ft.	4,485 sq ft.	35,550 sq ft.	35,550 sq ft.	3,292 sq ft.	32,258 sq ft.

LOBBY & STORAGE (EXEMPTED UP TO 10% OF GFA = 21,520 S.F.)

Residential	Level	Number of Floors	Unit Area Per Floor	Unit Area Total	Common Area Per Floor	Common Area Total	Amenity/Excluded Area Total	Gross Area Per Floor	Gross Area Total	Adaptable Units FAR Exclusion	Total FAR Exclusion	Total FAR Area
	L1	1	6,291 sq ft.	6,291 sq ft.	1,757 sq ft.	1,757 sq ft.	1,416 sq ft.	9,464 sq ft.	9,464 sq ft.	0 sq ft.	1,416 sq ft.	8,048 sq ft.
	L3 - UPPER	-	5,549 sq ft.	5,549 sq ft.	0 sq ft.	0 sq ft.	0 sq ft.	5,549 sq ft.	5,549 sq ft.	0 sq ft.	0 sq ft.	5,549 sq ft.
	L2	1	3,731 sq ft.	3,731 sq ft.	1,009 sq ft.	1,009 sq ft.	896 sq ft.	5,636 sq ft.	5,636 sq ft.	60 sq ft.	956 sq ft.	4,680 sq ft.
	L3	1	4,763 sq ft.	4,763 sq ft.	914 sq ft.	914 sq ft.	80 sq ft.	5,677 sq ft.	5,677 sq ft.	80 sq ft.	80 sq ft.	5,597 sq ft.
	L4	1	14,060 sq ft.	14,060 sq ft.	1,916 sq ft.	1,916 sq ft.	15,976 sq ft.	15,976 sq ft.	220 sq ft.	220 sq ft.	0 sq ft.	15,756 sq ft.
	L5	1	14,211 sq ft.	14,211 sq ft.	1,916 sq ft.	1,916 sq ft.	16,127 sq ft.	16,127 sq ft.	260 sq ft.	260 sq ft.	0 sq ft.	15,867 sq ft.
	L6	1	12,496 sq ft.	12,496 sq ft.	1,913 sq ft.	1,913 sq ft.	14,409 sq ft.	14,409 sq ft.	160 sq ft.	160 sq ft.	0 sq ft.	14,249 sq ft.
	L7	1	7,463 sq ft.	7,463 sq ft.	1,109 sq ft.	1,109 sq ft.	2,754 sq ft.	11,326 sq ft.	11,326 sq ft.	40 sq ft.	2,794 sq ft.	8,532 sq ft.
	L8-22	15	7,463 sq ft.	111,945 sq ft.	1,109 sq ft.	16,635 sq ft.	8,572 sq ft.	128,580 sq ft.	0 sq ft.	0 sq ft.	0 sq ft.	128,580 sq ft.
	L23	1	6,455 sq ft.	6,455 sq ft.	920 sq ft.	920 sq ft.	7,375 sq ft.	7,375 sq ft.	0 sq ft.	0 sq ft.	0 sq ft.	7,375 sq ft.
	L24	1	5,879 sq ft.	5,879 sq ft.	854 sq ft.	854 sq ft.	6,733 sq ft.	6,733 sq ft.	0 sq ft.	0 sq ft.	0 sq ft.	6,733 sq ft.
	L25	1	3,204 sq ft.	3,204 sq ft.	894 sq ft.	894 sq ft.	4,098 sq ft.	4,098 sq ft.	0 sq ft.	0 sq ft.	0 sq ft.	4,098 sq ft.
	Total	25		196,047 sq ft.		29,837 sq ft.	5,066 sq ft.	230,950 sq ft.	820 sq ft.	5,886 sq ft.		225,064 sq ft.

## H. Residential Statistics - Unit Counts

Level	Number of Floors	Studio	1 Bed	1 Bed + Den	2 Bed	2 Bed + Den	3 Bed	3 Bed + Den	Total
L1-LOWER (CRUTH)	1							8	8
L1-UPPER (TH)	1							0	0
L2 (OFFICE/RES.)	1			1	1	1		1	4
L3 (OFFICE/RES.)	1			1	1	2		1	5
L4 (RES.)	1		4	5	6	1		2	18
L5 (RES.)	1		4	5	6	1		2	19
L6 (RES.)	1		1	5	5	2		2	15
L7 (RES/AMENITY)	1	1	1	2	3	3		2	9
L8-22 (RES.)	15		1	3		3		2	138
L23 (PH)	1				4	1		1	6
L24 (PH)	1				2	1		2	5
L25 (PH)	1							2	2
Total		1	25	64	25	57	2	51	228
Percentage		0%	40%		30%		24%		100%

## I. Residential Statistics - Adaptable Unit Counts (Level 2)

Level	Number of Floors	Studio	1 Bed	1 Bed + Den	2 Bed	2 Bed + Den	3 Bed	3 Bed + Den	Total
L1-LOWER (CRUTH)	1								0
L1-UPPER (TH)	1								0
L2 (OFFICE/RES.)	1			1	1			1	3
L3 (OFFICE/RES.)	1			1	1	1		1	4
L4 (RES.)	1		4	1	6			2	13
L5 (RES.)	1		4	2	7			2	15
L6 (RES.)	1		4	2	5			2	13
L7 (RES/AMENITY)	1	3						2	5
L8-22 (RES.)	15							2	2
L23 (PH)	1							1	0
L24 (PH)	1							1	0
L25 (PH)	1							1	0
Total		0	15	7	20	1	0	12	55
Percentage		0%	40%		38%		22%		25%

Excluding TH Suites

## J. Parking Statistics

Commercial/Residential Parking Counts				
Commercial	Residential	Res. Visitor		Total
1 per 50 S.M.	1.05 x units	0.1 x units		
Required:	93	236	23	352
Provided:	93	236	23	352
Required Bike Storage				
Commercial (Secure)	Commercial (Short-term)	Residential (Secure)	Residential (Short-term)	Total
1 per 250 S.M.	6 per 1000 S.M.	1.5 x units	6 per 60 units	
Required:	19	28	338	405
Provided:	19	28	338	405
Required Loading Spaces				
Commercial				
Required:	3			
Provided:	2			





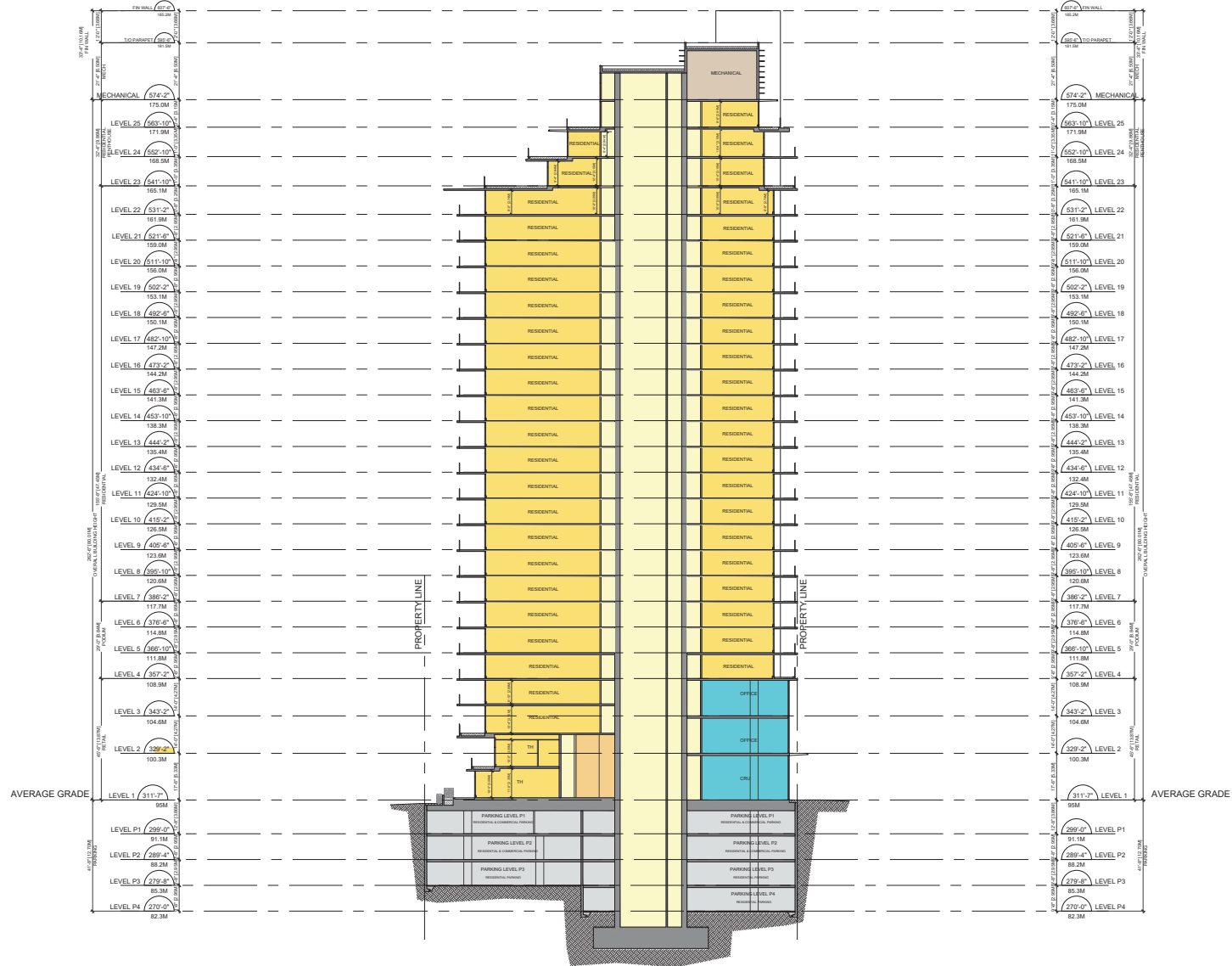




1 WEST ELEVATION  
A302 SCALE: 1/16" = 1'-0"



2 EAST ELEVATION  
A302 SCALE: 1/16" = 1'-0"



PROPOSED  
25 STOREY  
TOWER



CURRENT  
18 STOREY  
TOWER



3D VIEW LOOKING FROM NORTH

PROPOSED  
25 STOREY  
TOWER

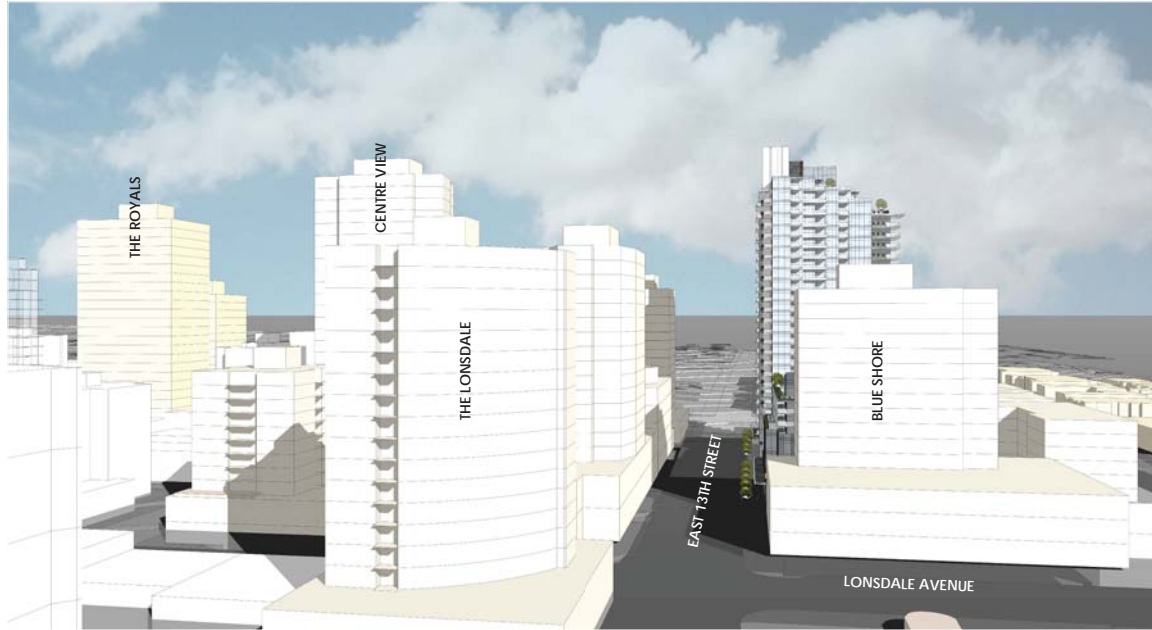


CURRENT  
18 STOREY  
TOWER



3D VIEW LOOKING FROM SOUTH

PROPOSED  
25 STOREY  
TOWER



CURRENT  
18 STOREY  
TOWER

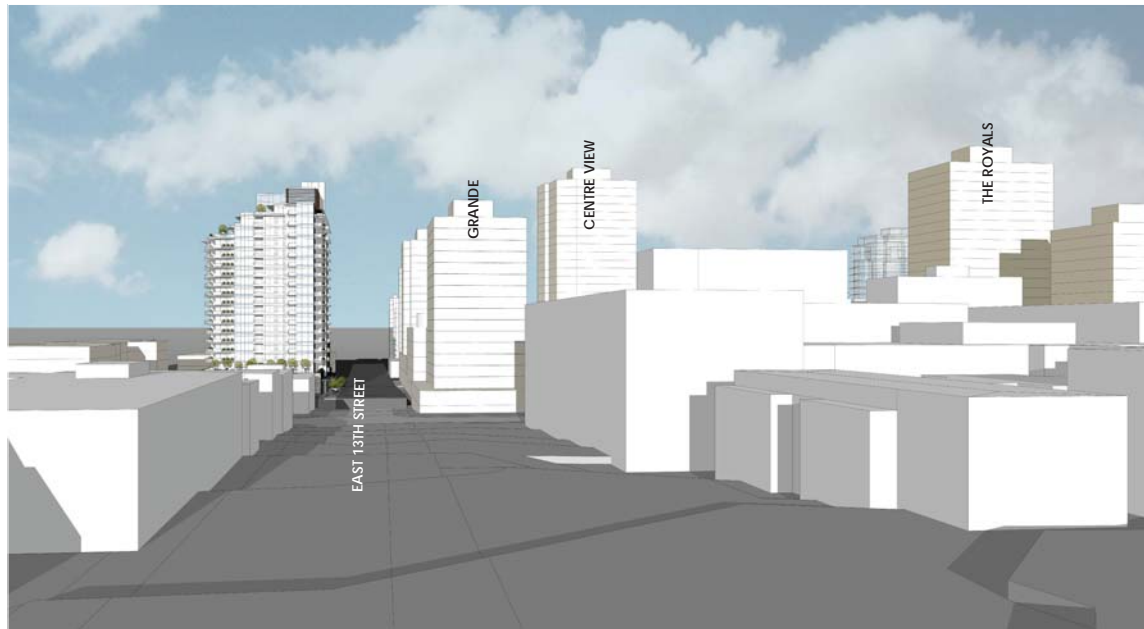


3D VIEW LOOKING FROM WEST

PROPOSED  
25 STOREY  
TOWER



CURRENT  
18 STOREY  
TOWER



3D VIEW LOOKING FROM EAST

PROPOSED  
25 STOREY  
TOWER



CURRENT  
18 STOREY  
TOWER



3D VIEW LOOKING FROM SOUTHWEST

PROPOSED  
25 STOREY  
TOWER



CURRENT  
18 STOREY  
TOWER



3D VIEW LOOKING FROM NORTHWEST