



The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: Emilie K. Adin, Deputy Director, Community Development

SUBJECT: REZONING APPLICATION: 801 - 925 HARBOURSIDE DRIVE, 18 FELL AVENUE (CONCERT PROPERTIES LTD./HCMA, CD-646)

Date: December 11, 2013 File No: 3360-20 REZ2012-00025 801 889 and 925

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

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Community Development, dated December 11, 2013, entitled "Rezoning Application: 801 – 925 Harbourside Drive, 18 Fell Avenue (Concert Properties Ltd./HCMA, CD-646)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2013, No. 8337" (Concert Properties Ltd./HCMA, 801 – 925 Harbourside Drive, 18 Fell Avenue, CD-359 to CD-646) be considered;

AND THAT a Public Hearing be scheduled when the applicant has submitted a proposal for a TransLink-run Augmented Bus Service #231 and has submitted a back-up proposal for a private shuttle service, to the satisfaction of the City Engineer;

AND THAT additional offsite works and community amenities listed in the sections "Off-Site Infrastructure Improvements" and "Community Amenity Contributions and Public Benefits" be secured, to the satisfaction of staff, as conditions of rezoning;

AND THAT a works-or-cash agreement be secured on title to the subject properties such that estimated costs from the order of magnitude budget submitted by the applicant can be, at the City's option, converted to a cash contribution, where appropriate;

AND THAT staff be directed to negotiate with the applicant an increase in the community amenity cash contribution from \$5 million to \$8 million based upon a 10% costs reduction in the infrastructure and amenities budget.

ATTACHMENTS:

1. Context Map
2. Project Summary Sheet
3. Letter from Concert Properties
4. Final Harbourside Waterfront Rezoning Submission
5. Referral Response from the North Shore Emergency Management Office
6. Referral Response from Port Metro Vancouver
7. Referral Response from CN Rail
8. Advisory Body Input
9. Town Hall Meeting Summary Report prepared by CitySpaces Consulting
10. Zoning Amendment Bylaw No. 8337

PURPOSE AND INTRODUCTION:

The purpose of this report is to present Zoning Amendment Bylaw No. 8337 for a new comprehensive development zone at 801-925 Harbourside Drive and 18 Fell Avenue for Council's consideration and referral to a Public Hearing.

The rezoning phase of a multi-year multi-phase development review process focuses on land use and density, building DPA Guidelines, and formulating a complex series of legal agreements to secure public amenities and off-site works, and to essentially set the ground rules for development review processes to come.

BACKGROUND:

When the first OCP was adopted in 1980, the Harbourside Business Park (formerly the Fullerton Fill) was identified as a "Special Study Area". Special Study Areas are areas of the City that require in-depth study to resolve issues and/or provide basis for future growth and development. In 1998, Concert (formerly known as Greystone Properties) amended the OCP and rezoned the area to create the Harbourside Business Park.

In every OCP since 1998, these four lots that are the subject of this rezoning application were commercially designated. The OCP has never had an industrial designation for these sites. The current zoning does permit light industrial as well as commercial uses.

An OCP amendment application submitted by Concert Properties and Knightsbridge Properties for the four lots at 801, 889, 925 Harbourside Drive and 18 Fell Avenue was processed by the City between 2009 and 2012, and was successfully completed in spring 2012. The original amendment application called for retaining the commercial

density at 1.0 times the lot area and adding an additional 1.5 times the lot area of density for residential uses, for a combined density of 2.5 times the lot area.

The aforementioned OCP Amendment Process was put on hold while a comprehensive planning study was performed and completed in 2010-2011, which in turn informed the OCP Amendment Bylaw that was proposed and adopted. To be specific, the OCP amendment application was revised based on the outcome of the land use study, to result in a combined density of 2.05 times the lot area or floor space ratio (FSR) with 0.7 FSR commercial plus 1.35 FSR residential. The application also calls for an additional 0.15 times the lot area for rental housing, to be bonused above the allowable floorspace of 2.05 FSR for an as-built density of 2.2 FSR.

During the planning study phase and subsequent OCP amendment bylaw review process, the public was consulted on several occasions. This too created the basis for the subsequent rezoning submission.

During the OCP Amendment Process that completed in July 2012, and by Council direction, a covenant was registered to title to codify various commitments from the applicants to the City, which would be delivered at future steps in the development review process, including:

- Detailed traffic and parking studies
- Commitment to traffic demand measures
- Kings Mill Park Plan
- Utility upgrades plan
- Commercial building as an industrial buffer to Seaspan
- Phasing Plan
- Community Amenity Contributions strategy
- Noise attenuation strategy
- Confirmation that the lands will not be sold without the purchaser being notified of the obligations contained within the covenant

All of these commitments have been addressed in the rezoning submission review process, or are being secured as fully funded commitments to follow a successful rezoning.

Previous substantive staff reports to Council dating back to 2009 have been uploaded to the City website under Property and Development/Major Development Projects.

DISCUSSION:

Development Proposal

On November 19, 2012, Concert Properties submitted an application to amend the zoning of the subject properties from the existing CD-359 Zone to a new Comprehensive Development Zone allowing for residential uses, heights and densities consistent with the Official Community Plan amendment approved by the City in July

2012. The development site includes four complete blocks combining to a total area of 4.906 Ha or just over 12 acres. Concert Properties applied for the rezoning on its own behalf for the three westerly lots, and as the agent for the owner Knightsbridge Properties on the easterly lot, at 18 Fell Avenue.

A breakdown of uses proposed on the site, as per Zoning Amendment Bylaw No. 8337 (Attachment #10), is as follows:

	Floor Space Ratio (FSR)	Total Estimated Floorspace
Maximum residential floorspace (excluding bonus rental)	1.35 FSR	66,230 square metres (~ 800 units)
Minimum commercial floorspace	0.70 FSR	34,340 square metres
Sub-Total (without bonus)	2.05 FSR	100,570 sq m
Rental Housing Bonus	0.15 FSR	7,360 sq m
Total (As-built)	2.20 FSR	107,930 sq m

The excluded rental housing is not required to be constructed, but is available floorspace to be constructed on the site, to the benefit of the City in terms of ensuring a better diversity of residents for this new development node. This provision does not represent a new density bonus and was explored and provided for in the OCP amendment process that ran from 2009 to 2012.

A context map is included as Attachment #1 to this report, and a summary of the rezoning submission and proposed zoning bylaw requirements is included as Attachment #2 to this report.

Attachments #3 and #4 represent the submission that has been provided to the City by the applicant, and the appendices to the submission are provided to Council separately in an Information Report. While these documents have been reviewed by staff, it is important to note that the current submission represents a series of proposals for a development project that is not being approved in a detailed form at this time. As such, these submissions need to be recognized as informing, but not superseding, the creation of Zoning Amendment Bylaw No. 8337 (Attachment #10) and the Development Permit Area Guidelines for the Harbourside Waterfront area. This submission also informs the off-site infrastructure improvements and community amenity contribution package being secured should a rezoning of this site occur, and the legal agreements that will be registered to title. Further detailed review of the proposals will occur through future development stages, including: a City-led parks planning process; the creation of streetscape design guidelines; and development permit review processes for four phases of development over 10 to 15 years.

Development Review Process

Staff and advisory bodies have carefully reviewed the rezoning submission (Attachment #4), including the phasing plan and masterplan for the Harbourside Waterfront area. However, there has been no expectation that development permit level drawings would be created nor approved at the rezoning stage. The build-out of the proposed development is anticipated to take 10 to 15 years, during which time there will be several development permits sought by the applicant. The current rezoning process has focused mainly on the creation of Zoning Amendment Bylaw 8337 (Attachment #10), to which the Development Permit Area Guidelines form an intrinsic part. The zoning bylaw requirements have been drafted more stringently, while the guidelines offer the ability to vary specified zoning bylaw provisions of the Zoning Bylaw based on sound technical rationale and as a result of a comprehensive review process. The rezoning process has also focused attention on the applicant's proposed community amenity contribution package, as well as off-site infrastructure upgrades and a comprehensive transportation demand management strategy. Should Council agree to the proposed rezoning, all of the above will be secured by the City in covenants registered on title to the subject properties.

An updated submission has been requested to be submitted prior to Public Hearing to amend some small inconsistencies between the submission and the Zoning Amendment Bylaw. For any inconsistencies that may be identified, Zoning Amendment Bylaw No. 8337 represents what will be given approval by the City.

In December 2012, referral letters were sent to Squamish Nation, the District of North Vancouver, Port Metro Vancouver, the North Shore Emergency Management Office, and CN Rail, inviting comment and feedback on the development proposal. Input from staff of the Squamish Nation has been provided verbally, with concerns fully addressed, and input at a staff level from DNV has also been received and considered. Input from PMV, NSEMO and CN Rail is summarized below and attached for Council's review.

The applicant has agreed to financially support and resource a separate City-led parks planning process for King's Mill Walk and the Spirit Trail. It is anticipated to take approximately one year to complete. This parks planning process will follow the rezoning process, and will precede application for development permit. Therefore, the only changes to the park that are being secured during this rezoning process are those changes that are needed to address flood management and sea level rise issues. The existing dog park is anticipated to remain unchanged in the short to medium term, while improvements are anticipated to occur on the portions of new and existing park space nearer to the foot of Fell Avenue and during the first two phases of development.

A separate process to create streetscape design guidelines for the site is also proposed to be required following the rezoning process but prior to application for development permit.

Flood Management and Sea Level Rise

The City and the applicant have identified flood management and sea level rise adaptation measures as critical components of a waterside mixed-use development masterplan. While properties in the Burrard Inlet are relatively protected in comparison to many other coastal areas, there are growing risks along the length of the Burrard Inlet with regard to frequent and extreme weather events, increased flooding, and potential property damage.

The applicant has responded to flood management and sea level rise challenges by proposing a number of different resiliency and adaptation measures, including meeting the City's new 4.5m Flood Construction Level requirement. The applicant has put forward a number of shoreline protection strategies including a small concrete wall, a perched beach, and an artificial headland. All of these proposals will be explored further during the separate parks planning process to follow this rezoning, and any design challenges and trade-offs will be explored and resolved at that time.

Staff are in agreement that the applicant's current proposal offers, to the best of current technical knowledge, an adequate response to current risks, and also offers an ability to continue to adapt over time, in response to future sea level rise.

Public Art Proposal

The applicant is proposing a comprehensive public art plan, with a commitment to provide public art at an all-inclusive cost to the applicant of \$600,000. One public art piece is envisioned at the foot of Fell Avenue, and one piece is envisioned at the southwest corner of Harbourside Place near its confluence with the Spirit Trail. These would be commissioned art pieces. The applicant has also proposed inclusivity of artists' work within the streetscape areas and potentially the facades of the buildings, to be accomplished through the potential integration of an artist with the design team.

Parking Provisions

Harbourside area street parking is currently close to capacity (at about 95%) on week days, while off-street parking stalls in the area have a lower utilization rate at around 55%. After careful review, staff are advising to secure parking at a rate of 1 space per 415 sq. ft. for commercial uses. This parking ratio is slightly higher than the parking standards for office and retail floorspace in other parts of the City, due to the constraints on parking in the Harbourside area. The applicant has agreed to this proposal.

A Transportation Demand Management (TDM) strategy has also been developed by the applicant, and should the rezoning be adopted, there will be a secured provision for a monitoring plan to review the targets, successes and shortfalls of the TDM strategy within each of the development permit phases. The issuance of a development permit for each phase will be contingent on meeting or exceeding targets agreed upon between the City and the applicant. Innovative strategies will be developed and

explored further at the development permit stage for shared or unbundled residential and commercial visitor parking, car-sharing, and carpooling or shuttling of employees, to further reduce the pressures on on-street parking.

For more on parking issues and solutions, see the related Information Report, which attaches a transportation assessment from transportation planners and engineers Bunt & Associates.

Transit and Transportation Demand Management

Transit provision at Harbourside is currently quite limited, operating only in a single direction into the area in the morning and out of the area in the afternoon, at peak periods only. Transit use has been estimated to represent about 20% of travel for the Harbourside Business Park (including the two schools operating in the area).

Negotiation with TransLink to provide a new or improved bus service into the area, or passing within closer proximity to the area along First Street, is ongoing. A new or augmented bus service operated by TransLink is the preferred cornerstone of a TDM strategy for the Harbourside area. Concert has proposed to provide a strong subsidy towards the new or augmented bus service. A private shuttle service to augment the existing 231 bus service is being presented as a fall-back option. Neither the full terms of the TransLink option nor the private shuttle option are known at this time, and Council may wish that the full terms of Concert's proposal be known prior to Public Hearing.

For more on transit and the applicant's Transportation Demand Management strategy, see the Bunt study, aforementioned.

Traffic and Access

There are three access points to the Harbourside Waterfront area: the Fell Avenue overpass, the at-grade crossing at Bewicke Avenue, and the pedestrian/bicycle overpass at Mackay Creek. A future potential fourth access point, for the Spirit Trail, is envisioned to connect Bewicke to Mosquito Creek Marina. This potential connection is currently being explored with Squamish Nation staff. Access to the Harbourside area was explored in terms of adequacy for emergency response, and an evacuation strategy proposed by the applicant was supported in a joint review of staff, including Engineering and Fire, as well as the North Vancouver RCMP, the BC Ambulance, and the North Shore Emergency Management Office (see Attachment #5).

CN Rail has also responded to a referral from the City (Attachment #7). CN has listed a number of concerns, including the potential impact of the proposed residential and commercial development on the Bewicke Avenue at-grade crossing. CN also requested the applicant's Traffic Management Plan for review. This plan was sent to CN Rail for their review and it is staff's understanding that the applicant is still awaiting a response.

Consultants to the applicant have studied current transportation patterns and have modeled future transportation growth including vehicles, transit and active modes. This transportation assessment was undertaken in accordance with the terms of reference set by the City. Following submission of the transportation assessment, the consultant's analysis was reviewed and deemed acceptable by staff.

A plan for ongoing transportation monitoring and assessment criteria has further to be developed in consultation with City staff. A requirement to revisit estimates and projections with regard to parking utilization, traffic issues and TDM will be secured such that it occurs with each future phase of development. This will provide an ongoing incentive for the applicant to continue to adjust TDM measures and parking provisions such that future development permits can be considered for issue for the subject property only after demonstrating success in meeting targets agreed upon by the City and the applicant.

Park and Spirit Trail Improvements

A successful rezoning of this site will result either in a dedication of land for park use and/or trail purposes or a public right of way to be secured in perpetuity, or a combination thereof, at the City's option. This area would be approximately 14 metres deep along the length of the south lot line of Lot 45 (Site D). The applicant is also providing allowances for a number of improvements to the surrounding public infrastructure including Kings Mill Walk and the Spirit Trail. Improvements to the Spirit Trail might include both upgrades to the separated multi-use trail sections adjoining the site as well as potential contributions to the overall Spirit Trail project for use to fill any remaining gaps in the City-wide trail or as a contribution that might be converted to cash for the City, if no further Spirit Trail construction or upgrades are required or desired. The land dedication or right-of-ways for park purposes and for the Spirit Trail, including the full dedication of Lot 46, are proposed to be required prior to adoption.

The extent and breadth of the improvements to the public amenity areas, which will result from this rezoning, are to be decided in a subsequent City-led parks planning process. The costs for this subsequent design process will be borne by the applicant, but City staff will ensure full public review as well as opportunities for stakeholder input and advisory body review.

Impacts on Industrial Uses

Port Metro Vancouver, Metro Vancouver, the City of North Vancouver and neighbouring stakeholders such as Seaspan and the Burrard Yacht Club all share an interest in preserving and supporting the employment-generating industrial uses that are occurring in and around the Harbourside Business Park. Seaspan has requested that a buffer be provided in the form of a commercial building along the length of the western edge of the subject property, and this commitment by the applicant, in response to this request, is being secured in Zoning Bylaw No. 8337 (Attachment #10). Guidelines for a respectful interface between the proposed development and industrial uses to the

immediate east of the subject property have been developed and are codified in the Development Permit Area Guidelines appended to and forming part of Zoning Bylaw No. 8337 (Attachment #10).

An Acoustical Evaluation has been submitted by the applicant and can be found in the related Information Report. Noise covenants will be required to be registered to title to the subject properties. These covenants will alert potential residents and tenants of the subject development of the heavy industrial operations that exist and may intensify close to the development. Heavy industrial operations in the vicinity are also being anticipated and considered in the design and glazing of the proposed buildings, which will be reviewed in further detail at Development Permit and Building Permit phases, and secured by covenant. Mitigation measures have been considered in the preparation of the masterplan and will continue to be considered at every stage of review. The submissions to the City from Port Metro Vancouver is Attachment #6 to this report, and that from CN Rail is Attachment #7 to this report. Both stakeholders have provided input on the need to secure these design responses and noise covenants to address interface issues between residential and industrial uses.

Environmental Impacts

The Burrard Inlet Environmental Action Program (BIEAP) and the Fraser River Estuary Management Program (FREMP) have been disbanded by the federal government, but the legislation requiring environmental review and mitigation for works in and around the Burrard Inlet continues to exist. Environmental management activities and mitigation measures will be identified. Any proposed changes to the foreshore, to be identified through the City-led parks planning process to follow this rezoning process, will be brought before the appropriate federally appointed body for input and approval. The City can commit to meeting or exceeding environmental best management practices and to ensuring that adverse effects on habitat are unlikely. Indeed the City, with funding provided by the applicant, can ensure that a net benefit to the environment can be identified and provided for. Commitments with regard to specific environmental management activities will follow in subsequent stages of development review.

Off-Site Infrastructure Improvements

A number of changes to surrounding public infrastructure and a number of upgrades to existing infrastructure would take place off-site of the subject property, should this rezoning application be approved. These would include, but would not be limited to, roadwork upgrades beyond that required by City bylaws, improved intersections and safety improvements, and an allowance for other off-site upgrades that may be required.

A cash contribution in lieu of construction of the Bewicke Avenue at-grade rail crossing improvements and a cash contribution in lieu of the Bewicke pedestrian and cyclist bridge over Mosquito Creek, complete with a pedestrian link from Copping to 2nd Street, will be required as a condition of rezoning. These contributions are proposed to be collected prior to adoption.

Community Amenity Contributions and Public Benefits

The City retained a third party consultant (Sandra Cawley of Burgess, Cawley, Sullivan and Associates) to assist the City in determining an appropriate Community Amenity Contribution package for this master planned 12 acre development. The applicant put together an order of magnitude budget for all infrastructure and amenity works, and provided this information to Ms. Cawley. Ms. Cawley analysed these infrastructure costs in light of other costs of the development (e.g. anticipated construction costs for the proposed development and analysed demand and supply projections for commercial and residential floorspace on the North Shore). Taking into account all contingencies and risks of development, Ms. Cawley concluded that a cash community amenity contribution of up to \$3.69 million dollars would be appropriate. This report was shared with Council in the September 27th, 2013 Information Package to Council.

While questions were raised by staff on the methodology used to analyse data and to provide recommendations to the City, staff generally agree that there is a higher developer risk for a project of this magnitude. Staff have requested that the applicant take a higher portion of the risk associated with this development, and raise their proposed cash contribution from \$3.69 million to \$5 million, and the applicant has concurred with this request. This would amount to a \$5 million cash contribution that is in addition to the estimated \$30 million in public amenities, bylaw-required works and extraordinary costs relating to developing residential uses on the subject properties, including contributions to bus or private shuttle service, significant Transportation Demand Management measures, and improvements to intersections and crossings, including the Fell Avenue overpass.

Works-or-Cash Agreement

The applicant has agreed to enter into a works-or-cash agreement with the City, which will permit the City to, at its option, require the applicant to pay any savings in anticipated development costs in cash to the City. For example, should a Harbourside area sewer pump station upgrade or similar works not be required, then the City could require the applicant to pay the \$1,411,000 set aside for this purpose to the City in cash. This is a good example of a potential cost-to-cash conversion, as it is unknown until the detailed design stage whether the pump station will need to be upgraded or not. This is but one example of flexibility that is to be retained by the City in order to continue to meet the City's interests over the build-out of the project.

The City will not be sharing in any of the risks of the development, but can share in the cost savings by being able, at its option, to convert cost savings to cash. This cash-in-lieu agreement is proposed to apply to costs estimated for both City requirements and for district energy (in favour of the Lonsdale Energy Corporation). More will be known of the actual range of costs when detailed parks plans are drawn and streetscape guidelines are created within the next year, while other costs of development will be better understood at each phase of development over 10 – 15 years.

Figure 1 below summarizes graphically that the staff recommendation that staff work with the applicant to find cost savings in the \$30 million in estimated infrastructure and extraordinary works off-site budget, such that the \$5 million cash contribution be increased to \$8 million in cash to the City. The arrow in Figure 1 visually demonstrates that staff be directed to also seek additional costs-to-cash conversions over time, pursuant to a Works-or-Cash Agreement to be registered to title.

Figure 1. Staff Recommendation to Further Increase the Cash Contribution With Additional Potential Costs-to-Cash Conversions in Future

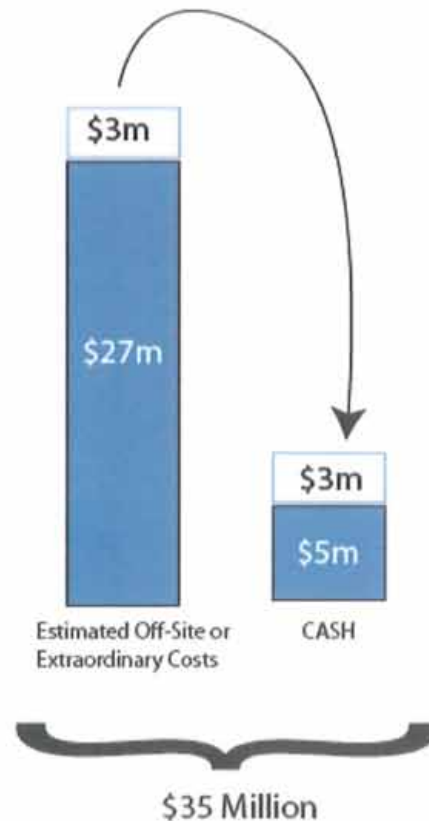


Figure 2 depicts a summary of the Order of Magnitude Infrastructure Budget which was developed by the applicant and reviewed by Ms. Cawley and by staff. The budget includes all provisions for off-site costs, including public benefits, intersection improvements, shoreline and park improvements, utility costs, and measures to address flood management, with the ability to adapt over time to sea level rise. While the estimates appear to staff to be conservative (i.e., on the high side), the Works-or-Cash Agreement to be secured to title, including provision for costs-to-cash conversions in favour of the City, has been negotiated in response to these concerns.

Figure 2. Breakdown of Current Estimated Infrastructure Works and Public Amenities Budget

	Comments	Regular and Extraordinary Works
Roads and Public Realm	<ul style="list-style-type: none"> • Roads and streetscapes • Cycling and pedestrian • Public art • Special public features 	7,410,000
Intersections and crossings	<ul style="list-style-type: none"> • Fell/Automall • Fell/First • Fell/Harbourside • Fell/Marine 	3,520,000
Additional Transportation Demand Mgmt.	<ul style="list-style-type: none"> • Transit infrastructure • Transit subsidy • 5 car-share vehicles • TDM coordinator 	2,093,000
Park and Spirit Trail Improvements	<ul style="list-style-type: none"> • Allowance for City-led park planning process • Allowance for park improvements • Allowance for Spirit Trail 	4,047,000
Flood Mgmt. /Waterfront Structures	<ul style="list-style-type: none"> • Flood management and sea level rise responses • Park foundation structures 	6,800,000
Seismic Dyke	<ul style="list-style-type: none"> • Modification and extension of dyke 	1,665,000
Environmental Habitat	<ul style="list-style-type: none"> • Shoreline habitat • Mosquito and Mackay Creek riparian enhancements 	1,404,000
District Energy	<ul style="list-style-type: none"> • LEC mini-plant shell space • Piping and utility corridors 	2,035,000
Upgrade to sewer pump station or similar	<ul style="list-style-type: none"> • Allowance for upgrades 	1,411,000
TOTAL		\$30,385,000

Conclusion

The development application before Council supports the City's vision for the Western Waterfront area and the Spirit Trail. The masterplan provides buffers and transition areas to other land uses such as the heavy industrial uses to the west, south and east; the park and Spirit Trail uses to the south and the east; the business park uses to the north; and the school use to the immediate west. Should this rezoning process be successful, the applicant would be required to submit development permit applications on a phase-by-phase or building-by-building basis to ensure that each parcel within the site is developed in accordance with the Zoning Bylaw, Development Permit Area Guidelines and a number of legal agreements to be registered on title to the subject properties and as discussed below. This rezoning application does not finalize a plan for Kings Mill Walk Park nor a Spirit Trail plan, streetscape designs or public art designs. Rather, it sets the groundwork for planning and design processes that will follow. These design processes will provide further opportunities for public input and advisory body review.

ADVISORY BODY INPUT

Input from five of the City Advisory Bodies is Attachment #8 to this report.

PUBLIC INPUT

As public input on the development proposal has been ongoing since early 2010, this report will not outline every source and every opportunity for input. There have been public input events associated with the joint study of Concert, Knightsbridge and City lands in the Harbourside area, and the subsequent OCP amendment process. With regard to the rezoning application key public input events have included a Public Open House on January 17, 2013, at Capilano Mall (Grande Court) and a Developer Information Session on January 24, 2013, at the Pinnacle Hotel.

The penultimate public input opportunity was offered as a jointly held Town Hall Meeting on September 30, 2013, at 300-889 Harbourside Drive. This event was organized and facilitated by a third party consultant, Colette Parsons, CitySpaces, with assistance from her associates. The first hour of the meeting was an open house, with informal opportunity to have questions answered by City staff and the development team. The second hour of the event included formal presentations by City staff, the applicant, and the consultant team, as well as a question and answer session. Feedback and input from residents, businesses and other stakeholders was collected at the event and subsequently by fax, email or mail to CitySpaces until October 4th. A Town Hall Meeting Summary Report, prepared by CitySpaces, is Attachment #9 to this report.

Should Council refer this application to Public Hearing, a further public input opportunity will be available on this rezoning submission.

LEGAL IMPLICATIONS

The proposed new Comprehensive Development Zone (CD-646), summarized in Attachment #2 to this report, and detailed in Attachment #10 to this report (Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2013 No. 8337 (Harbourside Drive, CD-646)), will regulate density, height, setbacks, and other quantitative restrictions on a lot by lot basis throughout the site. The zoning amendment bylaw appends development permit area ("DPA") guidelines which must be complied with before a development permit may be issued for the site. These DPA guidelines will control the form and character of the development, and regulate the look and feel of the public realm. Additional streetscape design guidelines and a plan for Kings Mill Walk Park will be developed prior to development permit application, and as a condition of rezoning, to further articulate the look and character of the public realm after build-out.

Should the zoning amendment bylaw receive 3rd reading, a comprehensive phased development covenant will be required to be registered on title to each of the subject properties prior to reconsideration and adoption of the bylaw. This phased development covenant will generally provide that the subject properties may not be subdivided, developed, used, or sold until the applicant has complied with specified requirements of rezoning and has entered into legal agreements with the City to comply with specified requirements at future dates. Such requirements are not required under authority of City Bylaws, but can be made a condition of rezoning under authority of Council. They include, but are not limited to:

- (1) a phasing plan;
- (2) statutory rights of way to secure pedestrian, vehicular and utility access to a variety of areas in the development;
- (3) servicing agreements;
- (4) a green building agreement ensuring that building performance exceeds building code the applicable BC Building Code energy efficiency standard of the day and, that water conservation measures (as outlined in DPA guidelines) are incorporated into the development, and that the applicant will achieve LEED Gold Certification on all buildings in the development;
- (5) a community amenity agreement requiring the applicant to provide off-site infrastructure improvements and upgrades, amenity contributions (including cost-to-cash conversions discussed earlier in this report), public art requirements and the funding of parks improvement process and design;
- (6) a transportation agreement which commits the applicant to making a significant financial contribution to TransLink or, in the alternative, providing for a back-up private shuttle service; which imposes requirements relating to the TDM strategy that has been

created; and commits the applicant to off-site bike lane improvements identified in the transportation study;

(7) a monitoring plan which for each phase of development, has to outline which performance measures will be used, quantitative targets for each phase of development, monitoring process and steps to be taken if targets have not been met (for example, further TDM measures, network infrastructure improvements, modifications to the development phasing). Emphasize should be on providing early incentives to increase travel choices for people before they move to this site either as a resident or employee;

(8) a flooding covenant which requires the applicant to comply with flood management and sea level rise requirements;

(9) a community energy covenant in favour of the Lonsdale Energy Corporation for the mini-plant shell space that is being provided (in addition to the bylaw-required infrastructure to accommodate LEC);

(10) a noise covenant, acknowledging adjacent industrial activities and requiring the applicant to undertake a variety of noise mitigation measures;

(11) an Emergency Access and Egress Plan;

(12) an agreement securing land dedications for parks and for the Spirit Trail, as outlined above; and

(13) confirmation that the applicant has entered into an agreement with a car sharing organization to provide and manage five car share vehicles.

The requirements discussed above are needed to address and mitigate the impacts of this development on the local community and the broader public. These requirements required works are subject to change pending further review of the management team at the development permit review stage, however, they generally represent the scope of works and amenities that will be provided if the attached zoning amendment bylaw is adopted by Council.

FINANCIAL IMPLICATIONS:

There are significant off-site work improvements and community amenity contributions, that are associated with this application. These include:

- **Cash Donation to the Civic Amenity Reserve Fund:** The applicant is proposing to provide a minimum \$5 million cash contribution and sign a works-or-cash agreement with the City that could potentially increase the cash contribution but will not decrease the cash contribution or other secured amenity contributions. Staff are recommending an increase in the cash contribution from \$5 million to \$8 million, based upon a 10% anticipate cost savings in the order of magnitude infrastructure and amenities budget that has been provided.
- **An estimated \$27 - \$30 million in bylaw-required works, off-site infrastructure improvements and public realm amenities.**

The estimated total market value of the off-site infrastructure improvements and amenity contributions to the City is therefore approximately \$35 million. These contributions are intended to mitigate any potential impacts on neighbouring properties, park users and other stakeholders that might result from mixed-use residential commercial development of the subject properties as proposed.

The extension of Kings Mill Walk to the south and east of the lot at 18 Fell Avenue is an immediate asset provision to the City, while upgrades to infrastructure over a phased period of 10 to 15 years can benefit the area and the City over a longer term horizon.

INTER-DEPARTMENTAL IMPLICATIONS:

Given the scale of this project, and its potential impacts on the Harbourside Business Park, Kings Mill Walk park users, and other stakeholders, inter-departmental review has been ongoing and extensive since 2009, inclusive of Parks, Lands, Engineering, Environment, Bylaws, Transportation, and Planning. This report has been endorsed by the Major Projects Committee at their December 9, 2013 meeting.

SUSTAINABILITY COMMENTS:

The additional residential density proposed with this application will support a compact, comprehensive neighbourhood by encouraging a pedestrian-friendly scale. Mixed use development encourages more secure, comfortable public spaces with passive surveillance continuing past business hours. The proposal also includes a rental housing component, a building type supportive of an inclusive community.

As one of the rare opportunities in the City to access the waterfront, King's Mill Park is already a popular destination for residents. The creation of additional amenities,

including a primary hub for the Spirit Trail on the City's western waterfront, will help Harbourside to continue to evolve as an asset to the community.

The proposal would continue to support employment generation through the setting of minimum required commercial floorspace upon build-out, commensurate with the OCP amendment adopted in July 2012.

Efforts on a range of sustainability initiatives is described in the applicant's rezoning submission (Attachments #3 and #4). Notably, the applicant has committed to ensuring that all buildings are registered with the Canada Green Building Council, achieve LEED Gold, and fully certify. Innovative flood management and sea level rise design solutions are also proposed with this submission, such that the City can continue to adapt to the anticipated effects of climate change.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

In 2011, with unanimous support of all Metro Vancouver municipalities, the Regional Growth Strategy (RGS) was adopted. The RGS identifies a "General Urban" designation for the subject properties, and the remainder of the Harbourside Business Park (other than the automall) is designated as "Mixed-Employment" which does not allow for residential uses without a formal amendment to the RGS, with the support of 50% +1 of the regional board. The RGS will prevent residential rezonings north of the waterfront sites.

The City's Waterfront Vision is for an active and vibrant waterfront along the westerly half of the City. This would include waterfront access with the Spirit Trail and active uses and destinations along the way.

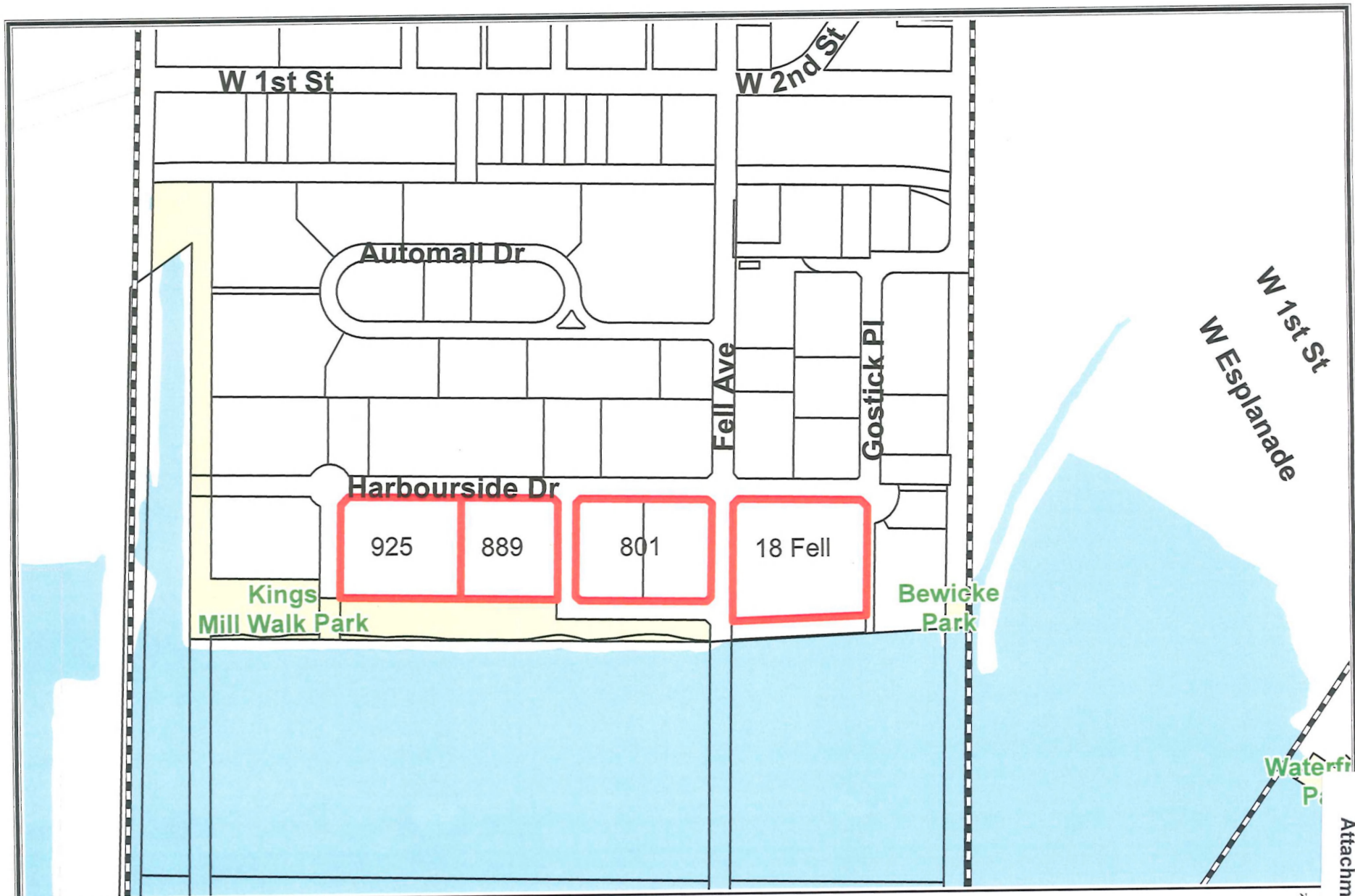
The City's Official Community Plan envisions a vibrant mixed use community on the subject properties, and specifies uses, density and heights that are reflected in the rezoning submission before Council.

RESPECTFULLY SUBMITTED:



Emilie K. Adin
Deputy Director, Community
Development

EA/skj



Context Map: 925, 889, 801 Harbourside Dr., 18 Fell Avenue



Attachment #2

Application Summary

Address: 925, 889, 801 Harbourside, 18 Fell Avenue

PROPOSED: Mixed Use Development

Existing Zoning: Comprehensive Development (CD-359)
Proposed Zoning: Comprehensive Development (CD-646) with Development Permit Area Guidelines
OCP Designation: Harbourside Waterfront (Mixed Use 2.05 FSR plus bonus of 0.15 FSR for rental housing)

	Site A 925 Harbourside	Site B 889 Harbourside	Site C 801 Harbourside	Site D 18 Fell
Height	21.3m– 27.5m	21.3m – 27.5m	21.3m – 27.5m	21.5m - 27.5m
	Building height is measured from the Flood Construction Level and permits a 6 metre height projection for mechanical rooms and amenity spaces. A maximum of four buildings can exceed 21.3 m. Anticipated locations of taller buildings indicated in DPA Guidelines.			
Permitted Uses	Primarily Commercial	Primarily Residential	Residential w/ ground floor Commercial and potential for Pub or Liquor Store Use	Mixed Residential and Commercial with potential for Hotel Use, Pub, and Liquor Store Use
	All Sites include a mix of uses and ground floor commercial in identified areas. Live/Work use is permitted in identified areas on all Sites.			
Open Space	2,200 sq. m.	1,100 sq. m.	2,300 sq. m.	4,700 sq. m.
Floor Area	23,080 sq. m.	17,350 sq. m.	26,067 sq. m.	34,076 sq. m.
	Combined floor space ratio for all sites - 2.05 FSR (100,573 sq. m) This ratio can be increased up to 2.2 FSR (107,932) with provision of rental housing.			
Setbacks	Front setback – 1.6 metres Interior Side setback – 0 metres Exterior Side setback – 2.4 metres Rear setback – 1.6 metres			
Parking	1 space per 38.6 sq. m. for Retail Service Group 1 and Liquor Store Use; otherwise per Part 9 of the Zoning Bylaw.			
Bicycle parking	As per Part 10A of the Zoning Bylaw			

Numbers based on plans provided on: November 25, 2013

Attachment #3



December 9, 2013

Emilie Adin
Deputy Director, Community Development
City of North Vancouver
141 West 14th Street
North Vancouver, BC
V7M 1H9

Dear Emilie,

RE: Harbourside Waterfront – Rezoning Submission

We are pleased to submit the revised rezoning submission for consideration by Council with the First Reading of the Zoning Bylaw. Over the course the year, Concert has worked collaboratively with City staff, Advisory Bodies and the community to shape the vision of Harbourside and we believe that the amended submission represents the best interests of all parties.

Since the rezoning process was initiated in November of 2012, the application has been thoroughly reviewed and the outstanding items from the OCP amendment process have been resolved, or are in the process of being finalized prior to the Public Hearing. For clarity, these items include:

a) Undertaking of detailed traffic and parking studies

A detailed Transportation Assessment has been developed by Bunt & Associates based on terms of reference provided by the City. In summary, vehicle movements to and from Harbourside are imbalanced due to the single-use zoning that puts added pressure on the street system. This imbalance also affects transit provision at Harbourside, which operates only in a single direction in the weekday morning (in) and afternoon (out) peak times.

Peak time periods for vehicle movements are between 8am and 9am, and 4:30pm and 5:30pm on the weekdays. Fell Avenue serves as the main access point accounting for 85% of vehicle trips and Bewicke Avenue for only 15%. Concert is proposing measures at Bewicke Avenue which would improve pedestrian safety at the rail crossing to allow this access to remain functional. To improve traffic flow, a number of intersection improvements are being proposing along Fell Avenue, from Harbourside Drive to Marine Drive. An additional cantilevered northbound lane is also being proposed at the Fell Avenue overpass to reduce peak afternoon congestion.

Accessibility to Harbourside is steadily improving and indeed since the OCP amendment process was initiated, several changes have now been implemented. Additional community amenities are being proposed through this rezoning application to further improve accessibility to Harbourside with changes to pedestrian and cycle networks, TDM measures, and providing more supporting local amenities.

Several concerns have been raised through the community consultation process about the availability of on-street parking supply. Street parking within Harbourside is close to capacity during the work week, while on-site parking has a utilization rate of approximately 55%. This is

reflective of the unequal distribution of parking stalls between strata units, limited off-site employee parking for auto mall staff, and the fact that street parking is free and is largely unenforced by the City. The City is undertaking a separate community consultation process to review the on-street parking supply. To alleviate some of the immediate parking pressures, Concert is constructing a surface parking lot at 925 Harbourside Drive which will provide 50 temporary public parking stalls for employee use as of January 2014. These additional stalls will be incorporated into the new development as surface parking stalls along the proposed internal street network.

Additionally, Concert is planning to accommodate all future parking demands within the development boundaries at parking ratios that exceed the minimum bylaw requirements. Innovative strategies will be developed at the Development Permit stage for shared or unbundled parking, car-sharing, ride-sharing and time-restricted parking measures.

b) Preparation of an emergency access and egress plan

An emergency access and egress plan has been developed with the North Shore Emergency Response Unit. The plan identified a number of measures that can be introduced to allow access for emergency services during extreme circumstances where both access points (Fell Avenue and Bewicke Avenue) may be unavailable to responders, along with various route options and facilities to evacuate existing and new employees and residents.

c) Commitment to traffic demand management

A Traffic Demand Management (TDM) strategy has been developed in consultation with TransLink's Strategic Planning and Travel Smart representatives together with on-going consultation with local bus operators. Through the TDM strategy, Concert is committed to the following measures that will form part of our public benefits offering:

- Frequent transit service for existing and new Harbourside users. Based on the current and future requirements at Harbourside, as well as other potential users of transit service in the area, TransLink has developed two distinct service concepts which are currently being reviewed. The preferred option is a for new bus service running along 1st Street West that would operate between Lonsdale Quay and Park Royal Mall on a frequent basis. As a fall-back, Concert has developed a private shuttle service option that will augment the existing TransLink bus service, running from Harbourside to Lonsdale Quay on a frequent basis.
- Integrate transit infrastructure with the proposed new development, including a transit hub with covered seating and access to WiFi.
- Provide 5 public car share vehicles, including start-up costs and publically-accessible parking spaces.
- Work with Translink's Travel Smart to develop a user-friendly and safe interface for people to ride-share.
- Appoint a Travel Coordinator, provide funding to Travel Smart, and establish a monitoring program over the course of the development.

As outlined, the total cost of the proposed intersection, rail safety and TDM improvements and measures is \$5.6 million.

d) Preparation of a plan for Kings Mill Walk park

Kings Mill Walk is comprised of the existing dog park and un-programmed area, and an additional 1 acre of newly dedicated park area in front of 18 Fell Avenue as part of this rezoning application. Required park improvements have been identified to mitigate the effects of sea level rise and to implement the Spirit Trail master plan, as well as additional programming aspirations developed through community consultation, Advisory Body and staff reviews. The park area will be subject to a City-led parks process post-rezoning to determine any upgrades or changes. Concert is committed to funding the park process and subsequent improvements up to an agreed upon amount, as itemized in the order of magnitude budget presented to City staff.

e) Address utility upgrades

Creus Engineering has completed a preliminary review of the roads, water systems, sanitary sewers, storm sewers and utilities, and a design brief has been submitted to City staff as part of the rezoning application. Concert has also reviewed the requirements of the Lonsdale Energy Corporation (LEC). The project will connect to the LEC and will provide a mini-plant shell space in phase 1. Additional upgrades, as required, will be addressed at Development Permit phase.

f) Negotiation and execution of agreements with respect to off-site works

Off-site works for the project comprise road works and intersection improvements, public realm and streetscape enhancements, integration of the Spirit Trail and contribution to the Bewicke greenway, rail safety improvements, park and shoreline upgrades and transit infrastructure. The execution of agreements with respect to off-site works will be concluded prior to rezoning enactment.

g) Negotiation and execution of agreements with respect to statutory rights of way and related off-site works necessary to support the Spirit Trail

The Spirit Trail runs along the entire development frontage and provides an important greenway connection to Lonsdale Quay. The Spirit Trail is an integral part of the park design and is being proposed as a separated pedestrian walkway and bike lane with planting and seating in between. A temporary right of way has already been provided to the City to accommodate the Spirit Trail in front of 18 Fell Avenue. Along Harbourside Drive, an additional cycle route in the form of a shared lane is also being proposed for commuter cyclists.

h) Consideration and study of the impacts of sea level rise on the future use and development of the lands

The project will meet the City's bylaw requirements for flood management, as defined by the City's interim Flood Control Level (FCL) policy that was endorsed by Council in July of 2013. Additionally, the site will employ adaptive design measures that will ensure the viability of the development and associated public realm infrastructure through to the year 2100. The site specific flood management strategy aims to balance near term capital costs with the ability to employ incremental adaptive measures over time as sea level conditions change.

i) Negotiation and execution of agreements with respect to development of a commercial building on the westerly edge of the development as a buffer to the neighbouring Seaspan site

The western edge of the development has been designed as an office precinct, with three office buildings being proposed in a campus-like setting. Clustering the buildings better positions the neighbourhood to attract a large-scale commercial tenant and provides an acoustical buffer between the development and the Seaspan shipyards. Concert has reviewed the development plan with Seaspan and they are in support of the proposed distribution of uses and massing.

j) Provision of a noise attenuation strategy prepared by a noise consultant

Brown Strachan Associates has completed a preliminary acoustical evaluation as part of the rezoning application. The study considered noise from local shipyard/industrial sources to the west, the commercial operations and CN Rail line to the north, yacht club/marina activities to the east, Coal Harbour float plane activities to the south and future local traffic. The study recommends that a number of provisions be taken into consideration in detailed design of the buildings including exterior façade upgrades, alternative ventilation and full disclosure to prospective residents that the property is in an active area adjacent to various potentially noisy sources.

k) Preparation of a phasing plan for Harbourside Waterfront

The project will be developed in four phases over a period of 10 to 15 years. Off-sites and associated infrastructure costs will also be phased to the satisfaction of the City. A phasing plan has been submitted as part of the rezoning application.

l) Negotiation and execution of agreements with respect to a community amenities contribution based upon a mutually agreed formula/method of calculation and using base land values as of the time of the amendment to the OCP

Concert and the City have been working collaboratively to determine the appropriate mix of amenities for the area and the necessary on-site and off-site infrastructure improvements required to support the development; whilst providing an attractive cash contribution to the City to support other community initiatives. A comprehensive and itemized order of magnitude budget has been prepared by Concert based on the concepts prepared in the rezoning submission and provided to the City to assist in the evaluation of the Community Amenity Contributions (CAC). The City also retained the services of a third party consultant, Burgess, Cawley, Sullivan & Associates, to determine the appropriate CAC and verify the land lift for the project.

The order of magnitude contribution for the project has been calculated as \$35.3m, which includes a substantial contribution in terms of infrastructure improvements, public amenities, as well as a significant cash contribution to the City. The breakdown is as follows:

	Bylaw Requirements	Infrastructure Improvements for Residential	CACs and Public Benefits
Roads and Public Realm Enhancements	\$6.3m		
Intersections and Rail Safety Improvements		\$1.5	
Transportation Demand Management			\$4.1m
Park and Spirit Trail Improvements			\$4.0m
Flood Management and Waterfront Structures	\$5.7m		\$1.1m
Seismic Dike	\$1.7m		
Environmental Habitat	\$1.4m		
District Energy	\$2.0m		
Public Art		\$0.6m	
Additional Public Realm Improvements		\$0.5m	
Upgrade to Pump Station or Similar		\$1.4m	
Cash Contribution			\$5.0m
Total	\$17.1m	\$4.0m	\$14.2m

Highlights of the proposed community benefits and infrastructure improvements include:

- Refinish roads, sidewalks and public realm to upgraded City standards to create a unique destination with a distinct sense of place.
- Provide outdoor plaza space for community events such as farmers markets.
- Deliver 50 additional public parking spaces within the new development.
- Improve key intersections that serve the community to alleviate peak traffic congestion, including an additional northbound right turn lane on the Fell Avenue overpass.
- Upgrade the Bewicke Avenue at-grade rail crossing, to the satisfaction of the City and CN Rail.
- Financial contribution to TransLink for a new bus route with frequent transit service, or implement a neighbourhood-serving private shuttle service.
- Enhance the existing and newly dedicated Kings Mill Walk park, as defined by a separate City-led public park process.

- Integrate the Spirit Trail along the entire development frontage with a separated pedestrian and bicycle path and landscaping.
- Provide an innovative, adaptable flood management design to protect the neighbourhood against sea level rise.
- Provide a mini-plant shell space for, and connect to, the Lonsdale Energy Corporation.
- Contribute \$5m towards the City's community amenity reserve fund.

In addition to outright financial contributions, there are a multitude of social, economic and environmental benefits that a project of this scale offers. These include:

- Over 1,500 additional full-time commercial jobs.
- 800 new homes featuring a range of unit types and affordability, including 100 rentals.
- Nearly 4,000 person-years of construction employment over a 10 to 15 year program.
- \$2.3m in annual property tax revenues to the City.
- Direct and spin-off capital investment of nearly \$1 billion.
- LEED Gold certified buildings that assist the City in achieve its OCP energy and emissions targets.

Lastly, I would also like to remind Council and City staff of the extensive public process that has been provided as part of the Harbourside rezoning. Over the course of the year, extensive efforts, beyond what is generally required, were made to engage the community. These included:

1. Presentations to Advisory Bodies and received support for concepts presented.
 - December 12 – Joint advisory body presentation (ADP, APC, ITC, PEAC and ACDI)
 - January 9 – APC
 - January 10 – PEAC
 - January 16 – ITC and ADP
 - February 13 – APC
 - February 14 – PEAC
 - March 14 – PEAC
 - February 20 – ADP
 - September 18 – ADP
2. Public Events
 - January 9 – Open Forum for Harbourside tenants
 - January 15 – Open House
 - January 22 – Developer Information Session
 - September 30 – Town Hall Meeting
3. 10+ meetings with neighbouring businesses and residents:
 - Squamish Nation
 - Seaspn
 - Burrard Yacht Club
 - North Shore Automall
 - Harbourside Businesses

4. Harbourside Website (www.HarboursideWaterfront.com)

- A dedicated website was created and all presentation materials made available at the public consultation events were posted.
- Two site signs were erected on-site to direct traffic to the website.
- Online questionnaires were made available to encourage the public to provide direct feedback. A total of 374 people registered online of which 314 supported the project.
- Invitations to each public event were emailed to registrants and posted online.
- 60 blog posts were created over the course of the year. These posts were updated on a bi-weekly basis and provided the community with the project status updates and additional information relating to placemaking, distribution of uses, access and parking, amenities and CACs, public art, etc.

We would also like to remind the City that the amended rezoning application is the result of the last four years of City staff and Advisory Body review, and of community consultation. On the heels of a successful OCP amendment process, the rezoning application presents Council with the opportunity to demonstrate significant leadership in the creation of an innovative vision for Harbourside; one that recognizes the opportunities inherent in a project of this scale and location. Harbourside is primed to be a model of sustainability that demonstrates a harmony of uses along with a rich array of community amenities that will meet the needs of a growing urban community. Concert is well positioned to execute this comprehensive vision given our experience, track record and the commitments we honour in each community we serve.

Sincerely,

CONCERT PROPERTIES LTD.

A handwritten signature in black ink, appearing to read 'Lisa Lock', with a large, stylized loop at the beginning.

Lisa Lock
Vice President, Development

Cc Brian McCauley, CPL
Farouk Babul, CPL



HARBOURSIDE WATERFRONT

801, 889, 925 Harbourside Drive & 18 Fell Avenue
North Vancouver, BC

REZONING SUBMISSION

November 22, 2013

ACKNOWLEDGEMENTS

Urban Design / Development Sites

Richard Henry Architect
Hughes Condon Marler Architects
Placemaker

Landscape Architecture / Public Realm

PWL Partnership Landscape Architects

Sustainability

Hughes Condon Marler Architects
Concert Properties
HB Lanarc/Golder

Transportation

Bunt & Associates Engineering

Resiliency / Sea Level Rise

HB Lanarc/Golder

Infrastructure

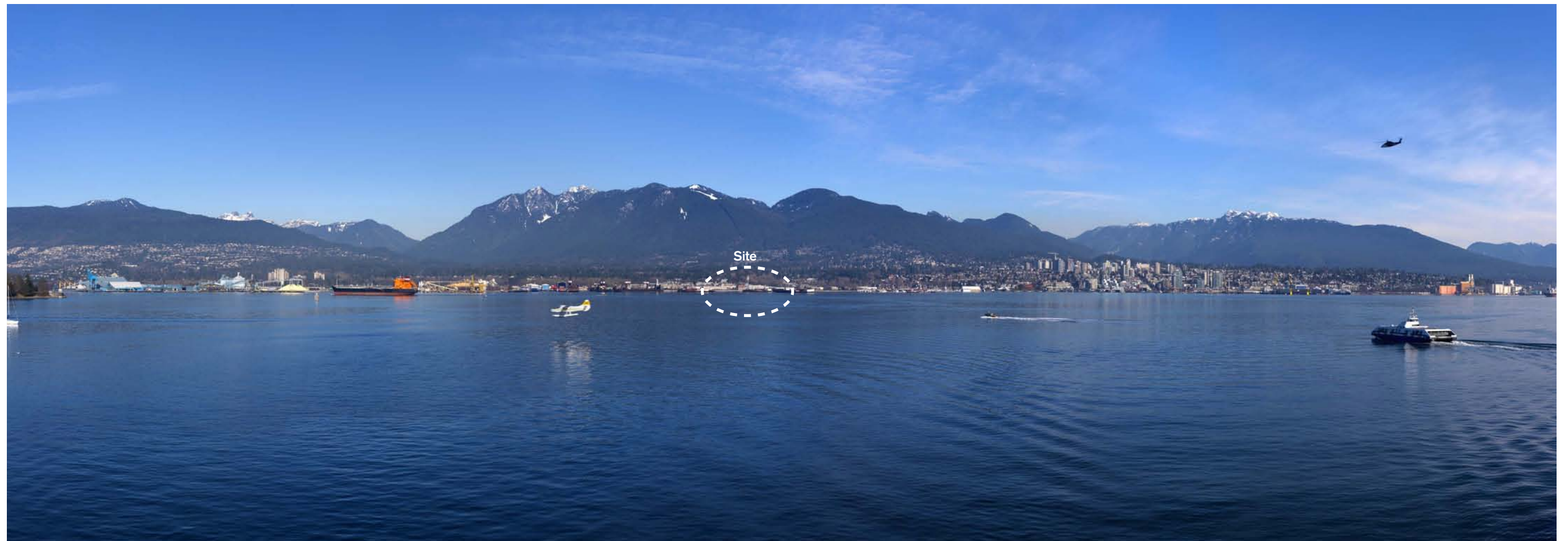
Crues Engineering

View Analysis and Animation

Gene Redvenus

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REZONING PROPOSAL

Harbourside Waterfront was once known as the “Fullerton Fill,” a vacant, contaminated lumber mill and log sort site created by filling in a portion of the Burrard Inlet at the foot of Fell Avenue. In 1996, Concert acquired and subsequently rezoned the site to a mix of commercial, light industrial and auto mall uses. As part of the rezoning, major on-site community amenities were provided including the creation and dedication of Kings Mill Walk park, habitat restoration of MacKay Creek and a financial contribution to the City’s first all-weather play field.

From 1998 to present, Concert serviced and sold lots based on the original vision of a commercial business park. To date, considerable development has occurred on the central and northerly portions of Harbourside providing nearly 3,900 quality jobs to the City of North Vancouver; however, challenging economics, connectivity issues, and limited on-site amenities have made it difficult for the waterfront lands to be developed as originally envisioned.

Following a successful Official Community Plan (OCP) amendment that recognized a broader range of uses, heights and densities at Harbourside Waterfront, this rezoning proposal picks up where the OCP amendment leaves off and describes the specifics of how Harbourside could become a “complete community” with waterfront condominium and rental homes that would appeal to a broad spectrum of income

levels and age groups, high-quality office space for a skilled workforce, boutique retail, restaurants and a full-service hotel.

A DYNAMIC WATERFRONT DESTINATION

Harbourside Waterfront will help to create a dynamic destination aligned with the City’s goals of transforming the western portion of the waterfront into a dynamic Burrard Inlet community amenity, regional tourist attraction and economic development driver. The development at Harbourside will add life and vitality to the existing business park by clustering a critical mass of complementary land uses, along with local amenities and services that will enhance the waterfront experience along the North Shore.

A VIBRANT MIXED USE COMMUNITY

The addition of residential development will yield significant community and financial benefits, the least of which include on-site public realm enhancements and accessibility improvements, and a significant cash contribution to support other City initiatives. These will transform Harbourside into a mixed-use “waterfront destination” with its very own distinct sense of place that will draw those across the North Shore and beyond. In addition, the amenities will support new commercial development in reaching a critical mass of employment.

The interface with nearby industrial uses and park space has been taken into consideration to contribute to a more complete and sustainable

community on the North Shore. The development will support energy conservation, water conservation and the reduction of greenhouse gas emissions.

NEW HOUSING AND EMPLOYMENT

Significant employment will be created with the planned development that will serve local residents, employees and visitors to create a dynamic and active waterfront. High-quality employment space will address the need for larger scale employment generators as well as small scale storefront office to animate the street. Housing opportunities will include both rental and strata, providing a range of options and affordability types.



Land Use Designation

- Urban Corridor
(Mixed Use) FSR 2.3
- Harbourside Waterfront
(Mixed Use) FSR 2.05
- Commercial
- Town Centre
(Mixed Use) FSR 2.6
- Industrial
- School & Institutional
- Park, Rec. & Open Space

Site Address and Legal Description:

Concert:
925 Harbourside Drive
Lot A of the Public Harbour of Burrard Inlet,
New Westminster District Plan LMP 51190
PID 025-120-581

889 Harbourside Drive
Lot B of the Public Harbour of Burrard Inlet,
New Westminster District Plan LMP 51190
PID 025-120-590

801 Harbourside Drive
Lot 43 of the Pubic Harbour of Burrard Inlet,
New Westminster District Plan LMP 49271
PID 024-984-001

801 Harbourside Drive
Lot 44 of the Pubic Harbour of Burrard Inlet,
New Westminster District Plan LMP 49271
PID 025-984-025

Knightsbridge:
18 Fell Avenue
Lot 45 District Lot of 2654 Group 1,
New Westminster District Plan LMP 49271
PID 024-984-094





Existing Lot Area:

Lot Area Concert	
Lot A	1.100 ha
Lot B	0.886 ha
Lot 43	0.630 ha
Lot 44	0.630 ha
3.246 ha (32,460 square metre)	
Lot Area Knightsbridge	
Lot 45	1.660 ha
(excluding Lot 46)	
1.660 ha (16,600 square metres)	
Total Lot area	
4.906ha (49,060 square metre)	

Floor Space Ratio:

Residential	1.35 FSR
Commercial	0.70 FSR
Subtotal	2.05 FSR*
Rental Housing	0.15 FSR
Total	2.20 FSR*

* Based on existing Lot Areas

BASIC INFORMATION

Site Dimensions: Refer to Subdivision Plan

OCP Designation:
Harbourside Waterfront

Following the successful application for an official community plan amendment on the Harbourside Waterfront site, the purpose of this rezoning is to amend the zoning bylaw to a new comprehensive development zone with residential and commercial uses and densities and heights consistent with the OCP.

Building Height
Per the OCP, most buildings are subject to a maximum height of 21.4 metres in height. Up to four buildings shall be up to 27.6 metres in height. Building height is calculated from a Flood Construction Level of 4.5m to the top of the main roof slab, with mechanical uses and roof top amenity spaces exempt from this height calculation up to 6.0 metres.

An extensive public consultation process has helped to shape the development with respect to building scale and form, placement of uses, and private and public views. Concerns of views of the water and downtown Vancouver from the north, and views of the mountains from Kings Mill Walk, have had a significant effect on building heights, configurations and orientations.

REZONING PROPOSAL



Conceptual design of Harbourside Waterfront



NEW POLICIES AND STRATEGIES

The Harbourside Waterfront Policy Statement process generated a set of new policies, strategies and objectives describing land use, density and built form for the site. These points provide the framework upon which both the OCP amendment and rezoning applications are to be evaluated.

1. Sustainability

- Connect to Lonsdale Energy Corp (LEC)
- Incorporate prevailing innovative green building design and construction
- Improve treatment and collection of storm water
- Utilize native, noninvasive and drought tolerant landscaping
- Recover and recycle water and solid waste
- Explore opportunities to enhance aquatic habitat
- Incorporate Crime Prevention through Environmental Design (CPTED) principles

2. Residential Use

- Residential density will not exceed 1.5 FSR
- Provide a range of housing densities, forms, and unit sizes
- Mix residential uses with other commercial uses, where appropriate

- Cluster residential with commercial uses to support transit
- All ground-oriented housing should contribute to a positive streetscape
- Live-work units are strongly encouraged
- Explore opportunities for housing alternatives to increase affordability

3. Commercial Use

- Provide a minimum of 0.7 FSR commercial density
- Provide a range of commercial uses: retail, office, hotel, etc.
- Cluster commercial uses with residential uses
- All ground-oriented commercial uses to contribute to a positive streetscape
- Provide outdoor seating areas
- Provide a variety of employment spaces
- Restrict larger format retail use to one food and/or drug store anchor
- Restrict all other retail uses to smaller neighbourhood-serving formats
- Provide pedestrian weather protection adjacent to all retail frontages
- Encourage landscaped roof areas

4. Community Amenities

- Enhance the planned North Shore Spirit Trail (NSST)
- Incorporate a multi-use trail network integrated into NSST
- Strategically locate retail service amenities that will encourage transit ridership
- Encourage a range of waterfront amenities to maximize the public use of the waterfront

- Consider opportunities for marine-oriented uses
- Encourage shoreline enhancements
- Retain and enhance Kings Mill Walk
- Consider the provision of landscape improvements such as way finding and interpretive educational signage
- Explore opportunities for public art and to combine with sustainability initiatives
- Consider the provision of flex-space to accommodate activities such as Farmer’s Markets

5. Access and Circulation

- Consider improvements to on-site and off-site transportation related infrastructure
- Streets to be bicycle friendly
- Sidewalks should be designed to be safe and attractive
- Incorporate pedestrian-oriented design
- Provide trail connections to Lonsdale Quay and Mosquito Creek Greenways
- Incorporate traffic calming measures
- Consider facilities for cyclists
- Incorporate universal design/accessibility principles
- Integrate transit shelters with commercial uses where possible
- Develop a parking management plan
- Consider a strategy to fund TDM measures

6. Parking

- Provide off-street parking
- Encourage underground parking for residential buildings
- Consider extending the on-street parking time-limit

- Encourage parking for mixed-use development in a communal location
- Incorporate bicycle parking and storage
- Encourage preferential parking for carpools
- Consider selling parking spaces separate from residential units or commercial space
- Locate parking areas so they do not visually dominate the community
- Explore opportunities for car sharing and shared parking
- Work with existing business to better manage current parking demands

7. Built Form

- Permit increase in overall building heights with taller buildings in key locations that support the creation of public open space
- Balance building height and massing with the impact of overshadowing of adjacent buildings, open spaces and streets
- Minimize view blockage
- Maintain view corridor looking south along Fell Ave from top of the overpass
- Building height and massing should reinforce, compliment and enhance the visual character of the street, and contribute to enhancing the public realm
- Require covenants on title acknowledging adjacent industrial operations

8. Open Space and Water

- Create an identifiable neighbourhood focus at the south foot of Fell Avenue

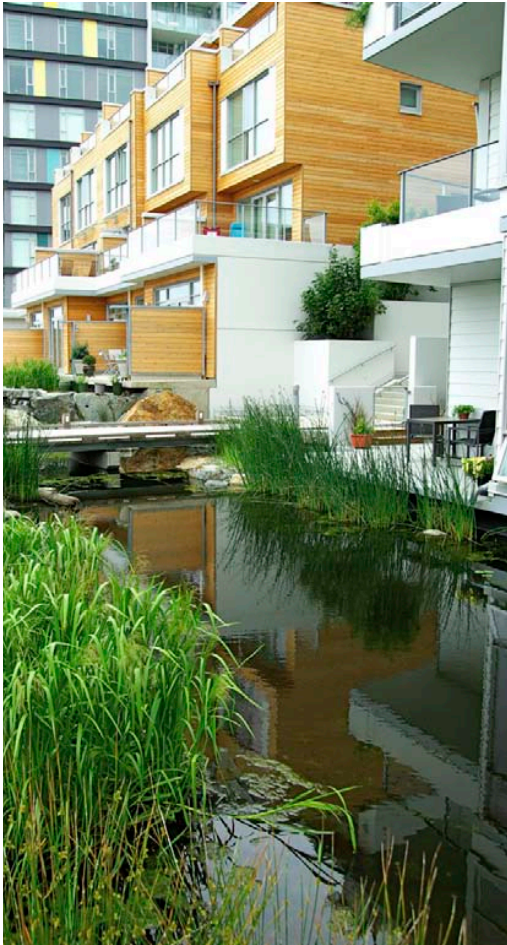
- Maximize public access to open space where possible
- Locate buildings in a manner to provide an outlook to the open space and avoid privatizing that space
- Provide pedestrian-friendly open spaces with appropriate landscape elements including pathways and lighting
- Orient commercial services and amenities to open space areas such as the street and Kings Mill Walk
- Link Kings Mill Walk to open space and waterfront amenities
- Repurpose sections of the waterfront for the community

9. Character

- Incorporate a visually distinctive and consistent architectural design
- Reinforce sense of place through increased sidewalk activity along the waterfront
- Treat building exteriors to blend with the marine and industrial character of the waterfront
- Establish development permit area guidelines to regulate the massing, form and character of all buildings and design of open spaces

REZONING PROPOSAL





STATEMENT OF REZONING RATIONALE

With zoning currently in place that would allow for a final phase of commercial development along the waterfront, Harbourside is slated to continue building on the City of North Vancouver's original vision of for a commercial business park. But the status quo is not the optimal future for Harbourside. A more imaginative, more sustainable and more appropriate use for these lands has been envisioned and developed within this application.

Concert and their consultants have worked collaboratively with the City of North Vancouver and followed an extensive process of public consultation to develop a rezoning structure masterplan that focuses on the following:

PROMOTING A VARIETY OF USES

With the amended OCP that allows for a broader range of uses at Harbourside Waterfront, the purpose of this rezoning submission is to develop and elaborate on the concepts initiated. This proposal seeks to create a neighbourhood destined to be a model of mixed-use development, a truly sustainable community for the City of North Vancouver and the North Shore.

REINFORCING CONNECTIVITY & VIEWS

Connectivity is a fundamental aspect of this rezoning submission, focusing specifically on improving pedestrian, cyclist, transit, and automobile networks. This proposal explores

several options to improve connections to and from Harbourside Waterfront, be it by foot, bike, bus or car. While impediments to the Spirit Trail currently exist between Harbourside and Lonsdale Quay, the applicant is committed to bridging discussions to help resolve them. Transit, and the applicant's commitment to enhance the existing service, is similarly critical to improving connectivity. Traffic improvements are likewise essential, and are closely related to the sustainability objectives proposed.

DELIVERING A HIGH QUALITY PUBLIC REALM

A strong focus on the public realm, street design, internal pathways and building interfaces help to create a range of experiences for users. Dedicated public areas have been created in response to the public input with an expansion of the public realm into the private. The proposal increases the public park space from the original Harbourside rezoning, and the public open space has been increased considerably more.

CREATING A SUSTAINABLE URBAN VILLAGE

Retail and storefront office uses energize the area and provide an amenity for new and existing employees, park users, and the broader community. Office uses are provided in a variety of forms, and maintain and enhance the existing workplace nature of the area. Residential uses enhance the security of public spaces, provide vibrancy to Harbourside outside business hours, and also provide opportunities to live and work in the same community transforming Harbourside into a true, mixed-use community.

REZONING PROPOSAL





AFFORDABILITY AND ADAPTABILITY

MIX OF OCCUPANCY

Harbourside Waterfront is envisioned to be an inclusive mixed-use community welcome to all, regardless of social, cultural and economic status. It will contain places to live, work, shop and play all in a highly connected and compact environment.

Within this rezoning submission, the residential portion of the development will comprise buildings in a combination of street oriented townhouse units, and low-rise and mid-rise building forms. Each building will be designed and positioned for the target market appropriate at the time of development permit stage. Each phase of development will have a mix of unit types.



A continuum of housing affordability is proposed for Harbourside Waterfront, with both strata and rental tenures. Approximately 800 homes are proposed in total, 700 strata ownership homes plus approximately ten percent of the residential development area as market rental (~7,359 sm) providing approximately an additional 100 affordable rental homes. Pricing for the strata homes will be subject to the prevailing market condition; however, buildings will be designed with a variety of unit types (one beds, two beds,

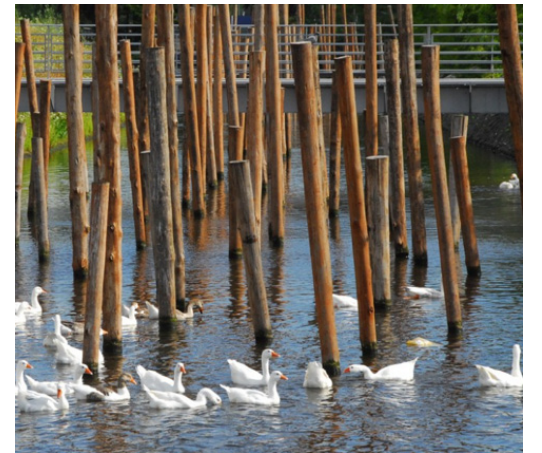
townhomes, etc.) and specifications to provide a range of price points. The northern buildings will be positioned as more affordable housing opportunities. Live/work studios and residential townhomes with accessory home occupation uses are also being explored to create affordable opportunities for entrepreneurs.

ADAPTABILITY

Adaptable design refers to housing or housing features that are intended for use by people with disabilities or those who are limited in mobility. Adaptable design features will be integrated throughout the building and within individual homes to ensure homes are liveable for all.

In accordance with the “Adaptable Design Policy,” 25% of the homes will be designed to Level Two or better guidelines.

REZONING PROPOSAL





SENSE OF PLACE

GENIUS LOCI

The first step to creating a strong sense of place is to recognize the site's unique characteristics and attributes. The “Genius Loci” or “Spirit of Place” at Harbourside Waterfront is defined by the following elements:

The Water

With few accessible waterfront sites left in the City of North Vancouver, water becomes a key attribute in defining the design of the site. How do we engage with the water, interact with it, use it, and enjoy it?

The Mountains

The North Shore mountains stand proudly above the site symbolizing health, beauty, recreation, the seasons, and a unique location along the Pacific West Coast. How can we respond to these magnificent features and enjoy them from both the private and public realms?

Nature

The site sits between MacKay and Mosquito Creeks and fronts onto Kings Mill Walk park. How do we sensitively embrace this natural setting? How do we incorporate opportunities for habitat enhancement, park improvements and on-site rainwater management? How can we utilize the buildings' courtyards and rooftops to provide areas for natural interventions?

Industry

There is a long and ongoing history of industrial uses on this site and the surrounding area. The following are the most identifiable:

Logging – The site was originally a lumber mill and log sort area owned by King Lumber and more recently, Fullerton Lumber

Shipbuilding – Adjacencies to Seaspan and Burrard Yacht Club

Port Operations – Barges and freighters populate the immediate working waterfront

How do we recognize and celebrate the history of the area?

REZONING PROPOSAL





CREATING A SENSE OF PLACE

How does one build on these special attributes to create a recognizable and unique sense of place at Harbourside Waterfront? To start, we must create energy and focus by introducing:

Shopping and Gathering Places

The retail and services at Harbourside Waterfront are concentrated along Fell Avenue and Harbourside Place. The street design focuses on fine grain details to enhance the public realm experience, and the street design has built-in flexibility to accommodate special events such as farmers' markets and car shows.

Recreation Areas and Features

The existing Kings Mill Walk park provides important recreational opportunities for both people and dogs. Opportunities to enhance the existing park area and introduce additional programming will be explored as part of a future public parks process. Improved foreshore access will allow people to interface with tidal areas. And lastly, the multi-use fully accessible greenway, the Spirit Trail, connects Harbourside to adjacent North Shore communities.

Form

The existing area is comprised largely of low blocky forms in response to their existing industrial and commercial uses. Unlike tower building forms in other parts of the City, Harbourside Waterfront will complement the

existing neighbourhood with low and mid-rise building form types. A diversity of form and detail will be explored through architectural expression and use of materials.

Materiality

Harbourside Waterfront exists within a natural setting with industrial and marine surroundings. Materials will be selected to facilitate the harmonious relationship with this setting. Earth tones and natural materials that will acquire a patina from the weather are encouraged to link to "nature". Clean finished soft colored brick, concrete, wood and steel will recall an "industrial chic" vocabulary, and other elements such as smooth metal panels and flush glass will reference a "shiny marine" quality.

All of these considerations should come together as the project proceeds over the next decade or so to create an appropriate and enduring sense of place.

REZONING PROPOSAL



*** CONCEPTUAL DRAWING**
Park and open space design, building siting, and building design to be considered at Development Permit stage

COMMUNITY BENEFITS & INFRASTRUCTURE IMPROVEMENTS

Concert has always been “a developer with a difference”, building strong and vibrant communities. It will be no different at Harbourside Waterfront.

Concert is committed to working cooperatively with the City of North Vancouver, local residents, regional authorities and other stakeholders to create an innovative development that is suited to the needs of the community, achieves the highest quality construction, and generates an attractive return for the City, community and for our shareholders.

The benefits of Harbourside Waterfront speak directly to the three pillar of sustainability – economic, environmental and social.

1. Economic

Harbourside Waterfront is expected to generate significant economic benefits to the City of North Vancouver. With a total construction value of over \$400 million, the development will generate over 4,500 direct and in-direct jobs during construction; provide development revenues of nearly \$10 million; and provide property tax revenues at build-out of over \$2.3 million annually.

Harbourside Waterfront will continue to build on the neighbourhood's success of bring high-quality, high-paying jobs to the City. With a significant proportion of the development as commercial office, the development will

provide over 1,500 additional full-time jobs at completion. Additionally, retail spaces have also been included as part of this proposal to provide an amenity to the existing and new workforce population.

Furthermore, Concert is proposing a cash contribution to the City's Amenity Reserve Fund to support other City initiatives.

2. Environmental

Concert is committed to working with the City of North Vancouver and community to improve the adjacent park spaces and the public realm. As outlined, this rezoning submission is proposing the following community amenities:

- Expanding and integrating the Spirit Trail connection along the entire waterfront frontage with separated bicycle and pedestrian paths and landscaping
- Dedicating approximately an additional 1 acre of public park space to the City
- Funding a City-led public park process for the existing and newly dedicated park lands and subsequently funding improvements
- Providing approximately an additional 2.5 acres of public open space within publicly accessible passages and courtyards
- Funding greenway improvements along Bewicke Avenue, from Copping Street to 2nd Street West
- Enhancing the shoreline to improve environmental quality, habitat and erosion resistance

- Introducing waterfront boardwalks and pier extensions to improve public access to the water
- Connecting to and providing mini-plant space for LEC
- Developing flexible site, park and street designs that mitigate the effects of sea level rise and that can be adapted over time to protect public and private interests

Additionally, as outlined, Concert is committed to implementing a high standard of green building and landscape design principles at Harbourside Waterfront. It is our intention to work collaboratively with the City of North Vancouver to approach sustainability holistically and work towards common priorities.

3. Social

The creation of a mixed-use community that integrates living, employment and supportive amenities is key to creating a truly sustainable community. A number of social benefits are being proposed at Harbourside, including:

- Nearly 800 new homes with a range of housing forms to suit the needs of the community. This includes nearly 7,400 sm of rental housing.
- Outdoor plaza space for community events or festivals
- Unique public art pieces to add to the sense of place
- Retail kiosk with public washrooms at the foot of Fell

- Full-service hotel
- Improvements and expansion to Kings Mill Walk and the provision of additional public open space
- Public realm improvements to the broader Harbourside neighbourhood, which will add vitality, life, security and provide a sense of place to this community.

In addition, to mitigate current and future traffic and parking concerns, Concert is committed to the following transportation improvements to Harbourside, and to the broader community:

- Assess traffic intersections and implement changes to accommodate existing traffic demands and mitigate future traffic growth
- Widen the Fell Avenue bridge to reduce traffic congestion
- Fund rail safety improvements to the at-grade rail crossing at Bewicke Avenue
- Implement a new bus service with an increased frequency and extended operational times
- Provide 50 additional public parking spaces
- Work with TravelSmart to develop and implement a ride-share program and community transportation program
- Provide 5 publicly accessible car share vehicles
- Complete key sections of the Spirit Trail

CONCERT™ a developer with a difference





SITE CONTEXT

LOCATION

Harbourside Waterfront is located in the southwest corner of the City of North Vancouver along Burrard Inlet, between MacKay and Mosquito Creeks. The site is flanked to the west by Bodwell School, to the south by Kings Mill Walk, to the north by Harbourside Drive and to the east by Burrard Yacht Club.

CONTEXT AND CONNECTIVITY

Site Connections

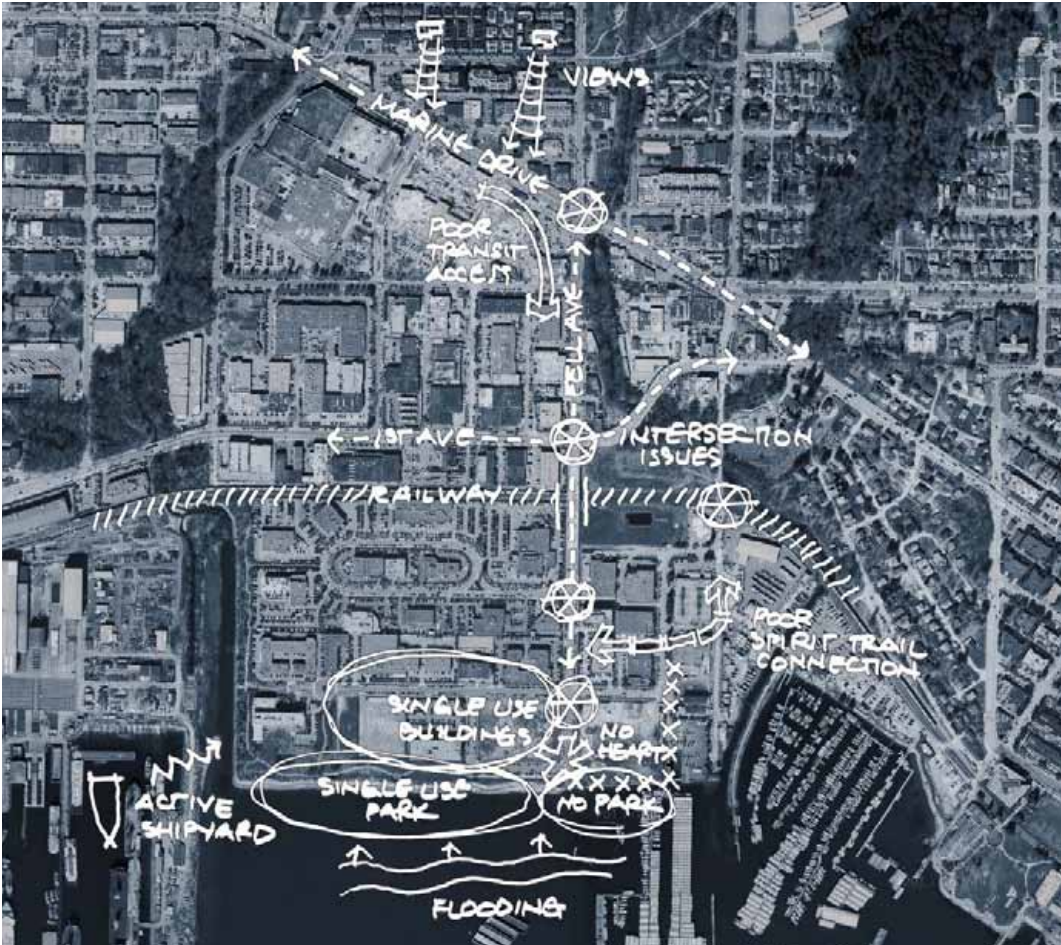
Harbourside Waterfront is connected to the main arterial road network, Marine Drive, via Fell and Bewicke Avenues. The rezoning area also considers improvements along Harbourside Drive, Fell Avenue, Gostick Place and Bewicke Avenue, which are important street connections that link Harbourside Waterfront to the surrounding community.

The Spirit Trail (an integral component of Kings Mill Walk) also runs along Harbourside Drive and along the entire waterfront, providing an accessible, multi-use greenway connection across the North Shore, from Horseshoe Bay to Deep Cove.

SEA LEVEL RISE

The Harbourside Waterfront development will meet the CNV's bylaw requirements for flood management, as defined by the City's interim Flood Control Level (FCL) policy that was endorsed by Council in July 2013. Additionally, the site will employ adaptive design measures that will ensure the viability of the development and associated public realm infrastructure through to the year 2100. The proposed flood management strategy aims to balance near term capital development costs with the ability to employ incremental adaptive measures over time as sea level conditions change. For further information on Sea Level Rise refer to page 80 and to the appendix.

HARBOURSIDE WATERFRONT



Site Challenges sketch



Site Opportunities sketch





CHALLENGES AND
OPPORTUNITIES

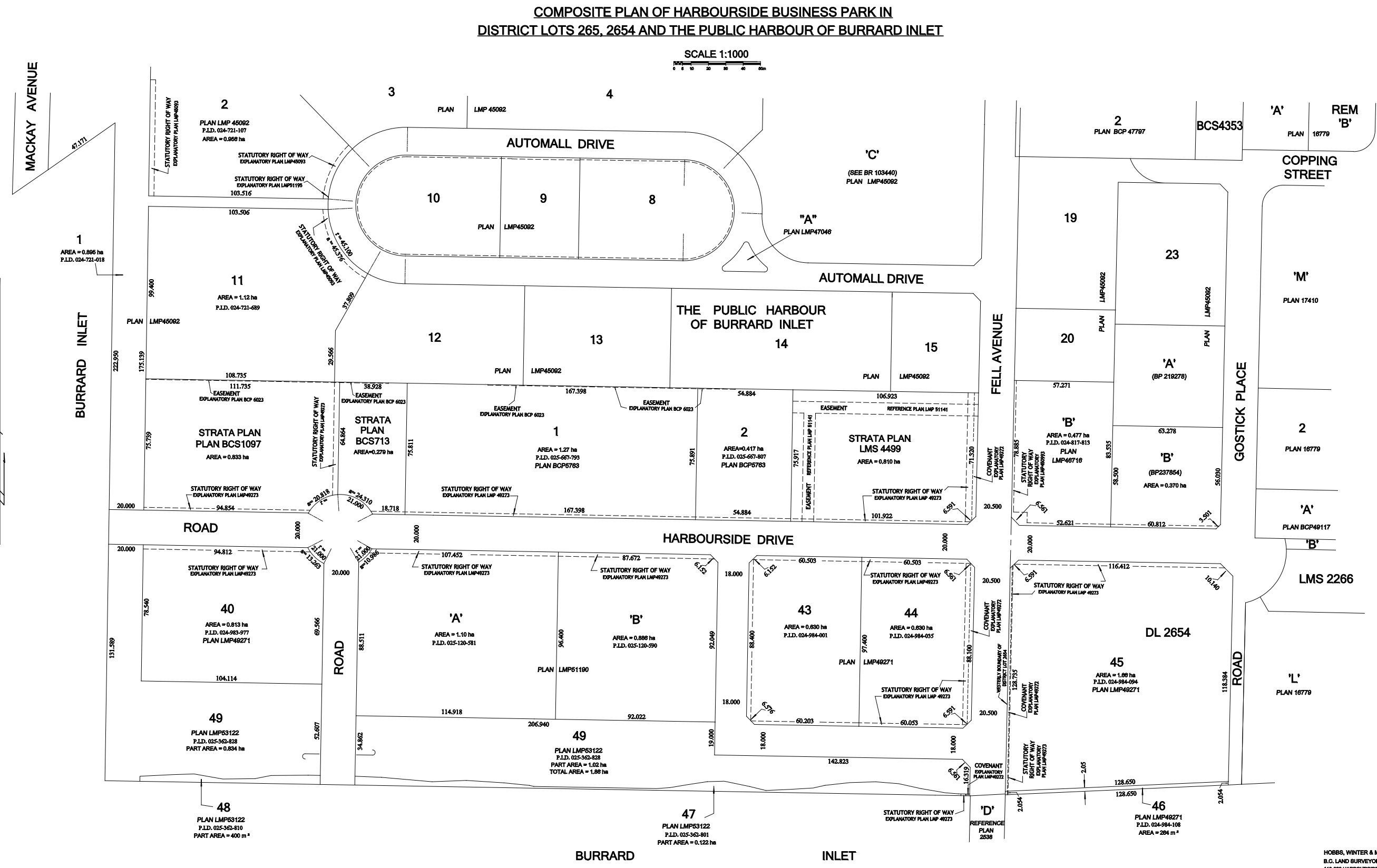
Harbourside Waterfront is perfectly positioned for the development of a new, sustainable urban community. The rezoning vision revitalizes the existing business park and creates a new identity and character for Harbourside that is rooted in its surrounding context. The development of the waterfront lands will:

- Transform Harbourside into a mixed-use “waterfront destination”
- Connect to, expand and improve the recreational experience and amenity mix of Kings Mill Walk, the western waterfront and the Spirit Trail
- Improve public access to the water’s edge on the City’s longest stretch of accessible waterfront
- Provide high-quality employment spaces that will help to retain and attract quality employers to the City
- Provide a range of new housing options with varying degrees of affordability
- Promote connectivity to neighbours such as Seaspan shipyards, Bodwell School, Burrard Yacht Club and Mosquito Creek Marina

It is intended that the development of Harbourside Waterfront will address some of the areas key challenges by:

- Upgrading key intersections that feed into Harbourside to alleviate traffic congestion
- Enhancing and expanding the Spirit Trail connection for cyclists and pedestrians
- Facilitating frequent transit service to Harbourside and surrounding communities
- Improving the existing Kings Mill Walk park and extending it further east to provide areas for additional park programming
- Providing additional on-street public parking for visitors and park users
- Including public gathering and community spaces within the upgraded public realm
- Expanding the mix of retail shops and services that provide amenities to support employees
- **Innovating a site specific flood management design to meet the City’s bylaw requirements.**

The rezoning of Harbourside Waterfront aspires to transform the area into a sustainable, accessible and mixed community that will become an important “pearl” along the City’s Green Necklace.



MS124-24 NYC

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- LEGEND
- » Affected development zone
 - » Future park improvement by the city

DEVELOPMENT BOUNDARIES

The proposed Harbourside Waterfront development area is comprised of 4 sites designated as A,B,C and D, in addition to the park areas to the south.

Areas of City-owned lands have also been included as part of the application to mitigate the effects of sea level rise and to integrate the Spirit Trail.

Future parks improvements will be determined following a City-led public consultation process at the Developer's cost up to a predetermined amount as agreed upon by Concert and CNV.

URBAN DESIGN PRINCIPLES



CONCEPTUAL DRAWING

Park and open space design, building siting, and building design to be considered at Development Permit stage.



URBAN DESIGN PRINCIPLES

MASTERPLAN STRUCTURE

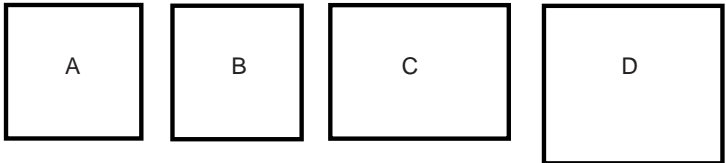
The urban core of Harbourside Waterfront is Site C. The retail area down Fell Avenue and along Harbourside Place serves as the “heart” of the neighbourhood, providing boutique shopping and dining amenities for the new development and the existing community. A central “Mews” acts as the main connecting street that links the individual sites and provides access to loading, underground parking and services.

Taller buildings on either side of Fell Avenue at Harbourside Drive provide the gateway element to Harbourside Waterfront. The buildings along Fell Avenue are splayed in order to reveal the panoramic views of the mountains from the foot of Fell, a view which spans from the Lions to Grouse Mountain.

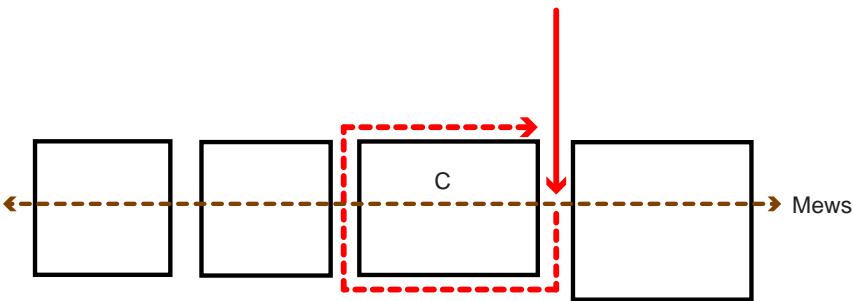
A diagonal pedestrian pathway called “Lions Lane” bisects the urban core and frames the views of The Lions mountains. Lions Lane provides a compressed, street-like experience for pedestrians and will be animated by adjacent land uses such as artisan spaces or residential uses. A weather protected public open space provides a multi-purpose venue at the north end.

Building blocks are oriented north-south to provide pedestrian access through and preserve views through from the north to the water and from the park to the mountains.

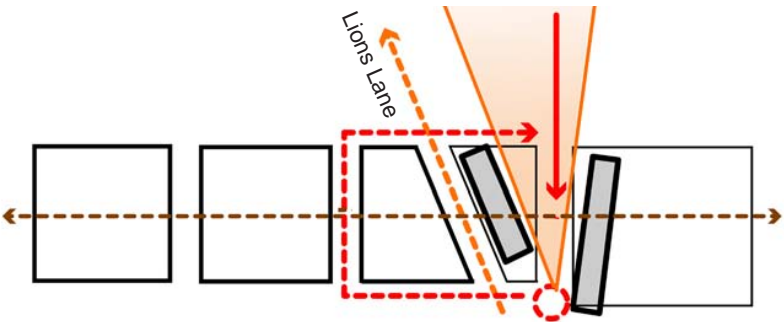
Urban Sites



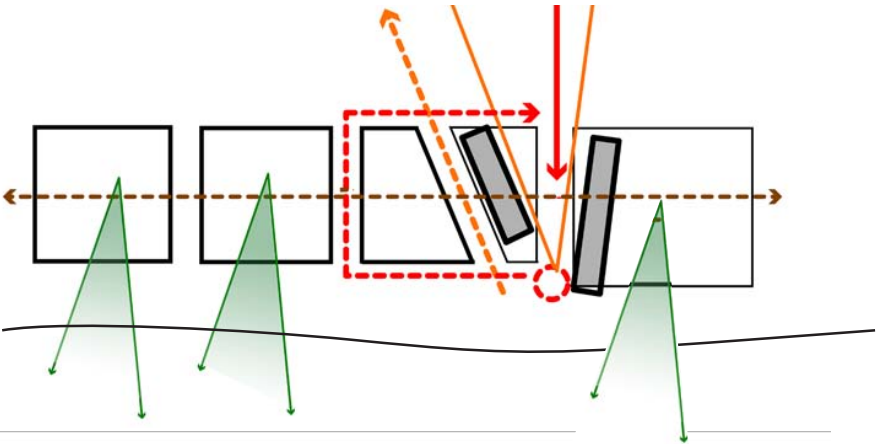
Urban Core



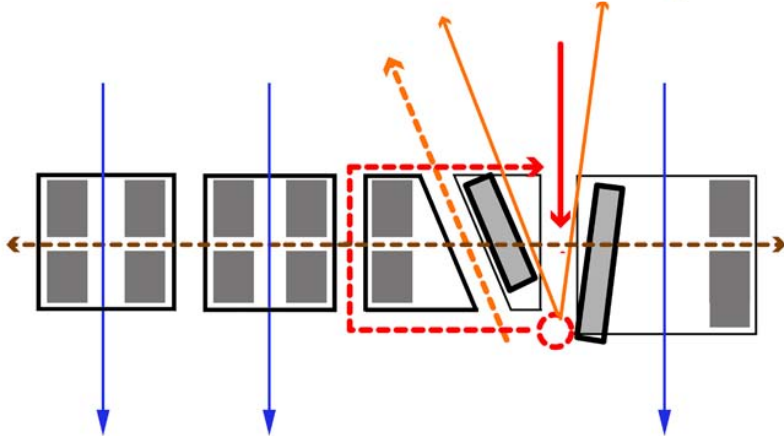
Gateway & Mountain Views

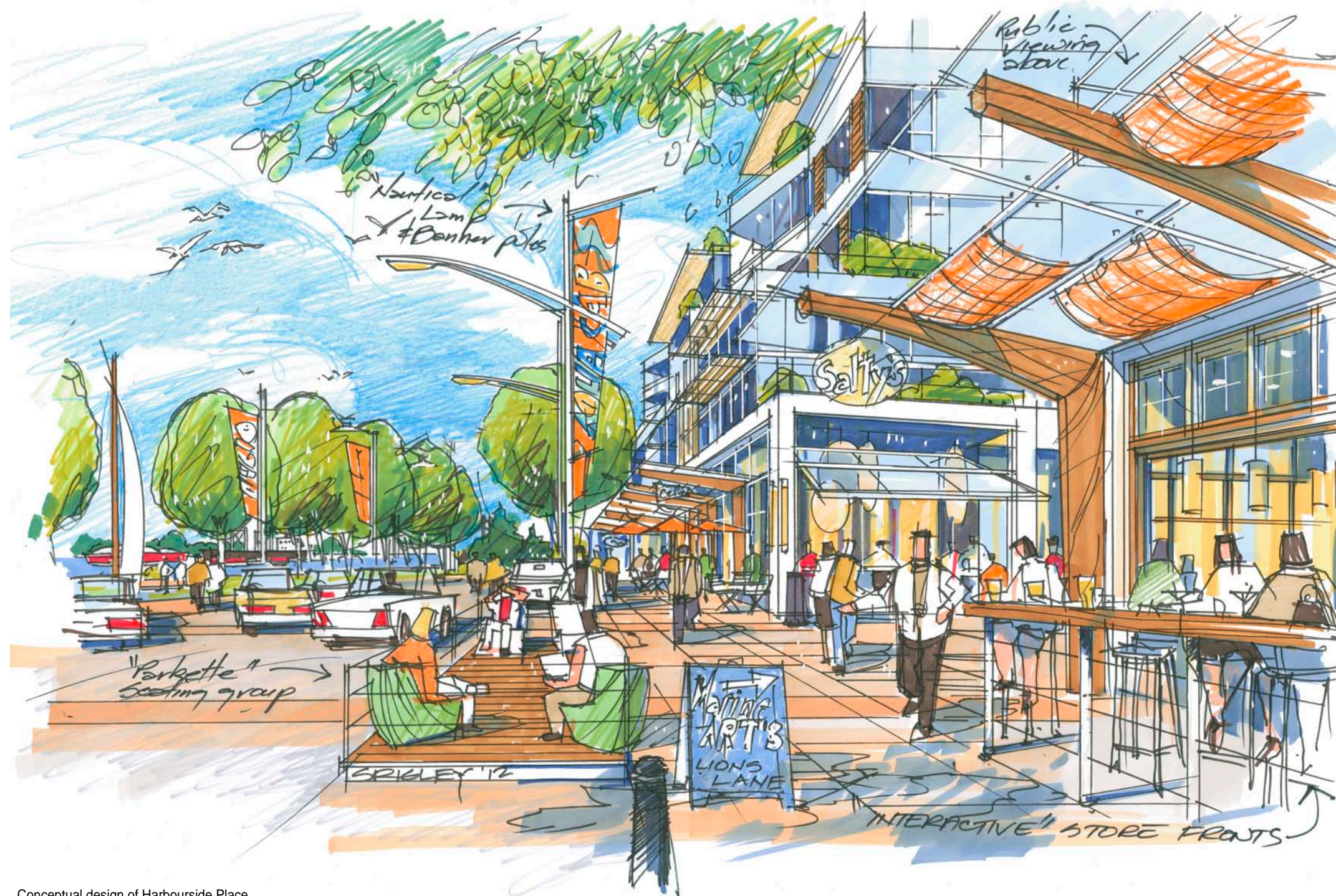


Engaged with Harbour Setting



Pedestrian Access & Views through





Conceptual design of Harbourside Place



Conceptual design of Harbourside Drive and Fell Avenue

URBAN DESIGN PRINCIPLES

Ten design principles have been identified to guide the Harbourside Waterfront development.

1. A development that is legible and responds in a formal manner to its existing context

Development will create a legible overall form that reinforces the idea of “peaks and valleys”. Higher buildings are oriented north-south and are interspersed with lower buildings oriented east-west. This frames views through to the North Shore mountains and to the water, as well as maximizing light penetration into the interior blocks. Recognition of adjacent patterns of natural features as well as commercial, industrial, and marine activity is important in defining the character of the community.

2. Animated Waterfront

Development will engage and animate the public waterfront through the selection of land uses, appropriate interface considerations and the programming and design of the park and public realm.

3. A Strong Sense of Place

A vibrant commercial focus along the Foot of Fell Avenue and Harbourside Place will act as a “heart” of the community that is anchored by a public plaza, and activated by retail frontages along Fell Avenue and Harbourside Place. Future design development at Development Permit phase shall further consider how to enhance the sense of place for this community.

4. Character Palette

The public realm shall be developed around three character influences: the natural character inspired by the riparian corridor of Mackay Creek and the western section of Kings Mill Walk; the urban/village character at the Foot Fell Avenue and Harbourside Place where there will be a concentration of retail activity; and the Marine character on the eastern side that interfaces with Burrard Yacht Club.

5. Connected Public Space

Parks and public open spaces will be the central features in organizing the community. These areas will be connected by greenways to create a fully accessible, pedestrian and cyclist friendly neighbourhood. Permeable east-west and north-south access through the site and beyond will be maximized.

6. Variety of Form and Detail

While the general building forms are rather homogeneous as a result of the public process to date, under the constraints of the amended OCP and the proposed zoning, the building and public realm design will pursue a variety of forms, details and character expressions to provide interest to this complex community.

7. Street Hierarchy

The street network will maximize pedestrian access and permeability. Vehicle access and circulation will be limited to the high activity commercial areas along Fell Avenue and Harbourside Place, and the Mews. The Mews will also provide an internal circulation network with access to the underground parking, loading and servicing.

8. Integrated Transit

Development will allow for an integrated bus connection to serve Harbourside Waterfront and adjacent neighbourhoods. Road design, supportive infrastructure and adjacent land uses will complement and support the enhanced transit service planned.

9. Incremental/Phased Development

Development will encourage land parceling and a coordinated parking strategy that will allow for incremental development over time at a variety of scales.

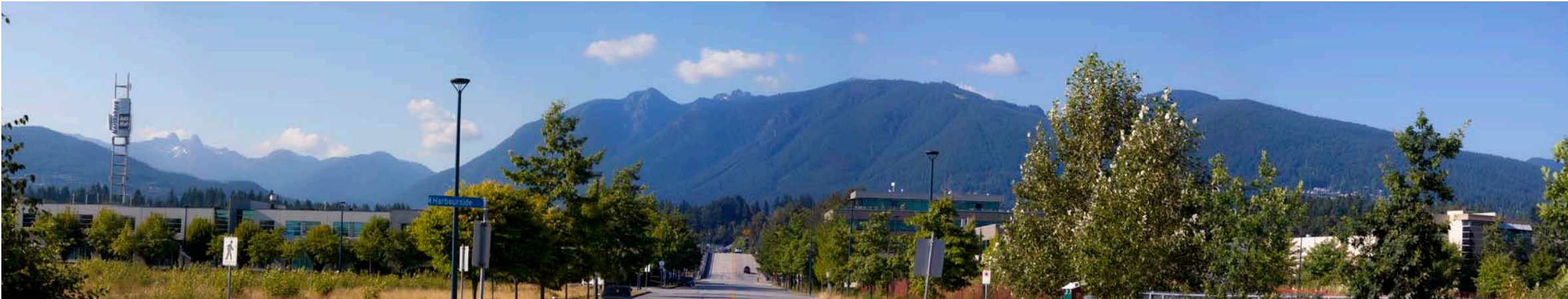
10. Demonstrate Sustainability/Biodiversity

Development will demonstrate a comprehensive approach to sustainability with an emphasis on reducing energy and water demands, reflected in both open space and building design.

URBAN DESIGN PRINCIPLES



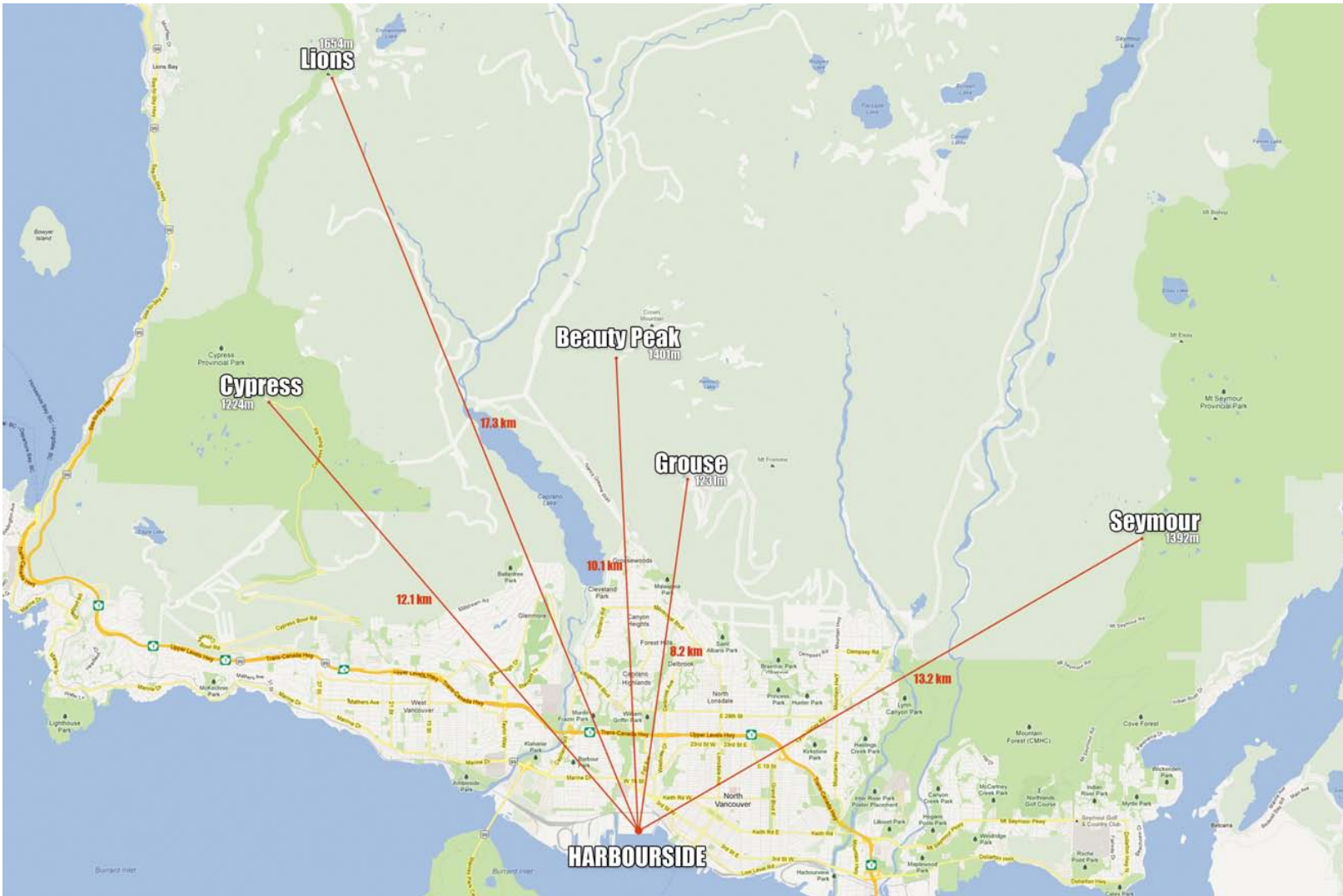
View A



View B



View C



VIEWS / ORIENTATION

View A
Fell Plaza, as a major node along the Spirit Trail and terminus to Fell Avenue, is highlighted as a position to capture panoramic views from The Lions and across to Grouse Mountain. Buildings on either side of Fell Avenue have been set back to frame this spectacular view.

View B
Lions Lane, a pedestrian only passage, is identified as a position to capture views of The Lions. Buildings have been oriented axially to capitalize on this special view.

View C
Buildings have been oriented north-south to maximize views through the development areas with street extensions and courtyard passages providing additional opportunities for through views.



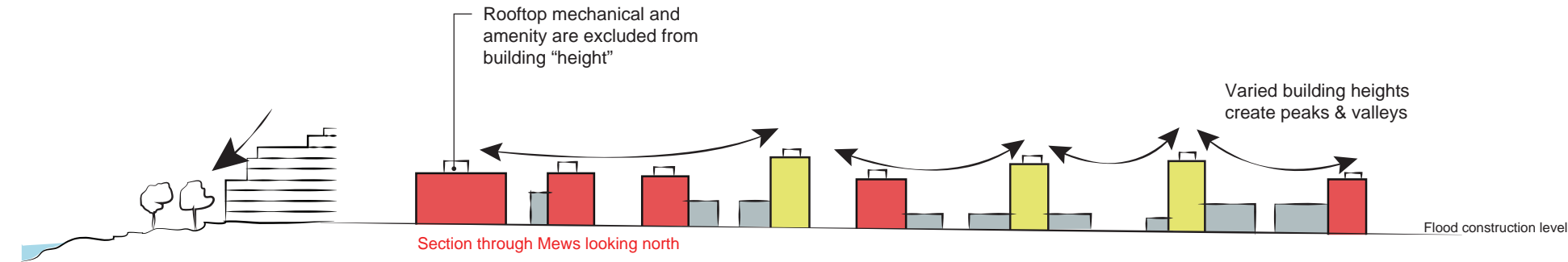
Views to the North Shore Mountains



Views across the Burrard Inlet toward downtown Vancouver



Conceptual Massing and Height - Axonometric



LEGEND

- High 7-9 storeys
- Mid 5-7 storeys
- Low 1-5 storeys
- * Foreground building

MASSING

In response to concerns of view obstruction from neighbours to the north and up the mountain foothills, taller building elements have been massed generally in a north-south orientation with lower buildings oriented in an east-west orientation.

HEIGHT

In accordance with the OCP, four buildings are proposed up to a maximum height of 27.5m (90'); with the remaining buildings up to a maximum height of 21.3m (70'). The proposed location of buildings reinforces the City's desire for a development form with "peaks and valleys".

Building elements adjacent to the park and Spirit Trail are intended to be between 6m and 12m (20' to 40') to create a friendly interface. Foreground buildings are purposely intended to contravene this principle as a means to reinforce their prominent location at Harbourside Waterfront.



Primary Land Uses - Axonometric



PRIMARY USES

The project has been designed as a complete and integrated mixed-use community with opportunities to live, work, shop, and play.

A retail "high street" is proposed along Fell Avenue and Harbourside Place to animate these frontages and is intended to be the heart and energy centre for the neighbourhood. The hotel terminates Fell Avenue and forms a key element along the waterfront.

Additional commercial uses have been distributed as retail, storefront offices, and **potential live/work along Harbourside Drive**, as well as stand-alone office buildings in a campus-like setting at the western end of the site. The at grade uses relate to the light industrial and commercial uses to the north, and clustering the office buildings better positions the neighbourhood to attract a large-scale commercial tenant. Additionally, the placement of the stand-alone office buildings at the west provides an acoustical buffer between Harbourside Waterfront and the Seaspan shipyards.

Along Lions Lane both live/work and townhomes (residential with accessory home occupation use) are being proposed.

With the exception of rental which is only allocated to the Concert site, uses have been distributed between the two land owners as follows:

Market Residential
1.35 FSR

Commercial (Office, Hotel and Retail)
0.70 FSR

Rental (bonus density not counted in FSR)
0.15 FSR

URBAN DESIGN PRINCIPLES



**CONCEPTUAL DRAWING**

Park and open space design, building siting, and building design to be considered at Development Permit stage

ILLUSTRATIVE MASTERPLAN

A. Large office complex provides a buffer between the new development and the Seaspan shipyards.

B. Storefront offices, retail and live/work spaces along Harbourside Drive relate to the office and light industrial uses to the north.

C. Lions Lane provides an axial view to The Lions mountains with complimentary land uses to animate the pedestrian pathway.

D. Building forms are splayed to provide a panoramic view to The Lions and Grouse Mountain.

E. Fell Avenue forms the “High Street” with retail on both sides and the water view entry to the development.

F. Tower components are orientated north-south to allow views through the site and from the north.

G. Public passages run throughout the development connecting streets and courtyards to the waterfront park and Spirit Trail.

H. A foreground building acts as the visual and functional anchor of the development and Fell Plaza.

I. Fell Plaza form the activity intersection between the development, the park, and the Spirit Trail.

J. Harbourside Place is an important “esplanade” with spectacular views to the south and commercial retail to the north. The street can be closed to accommodate special events.

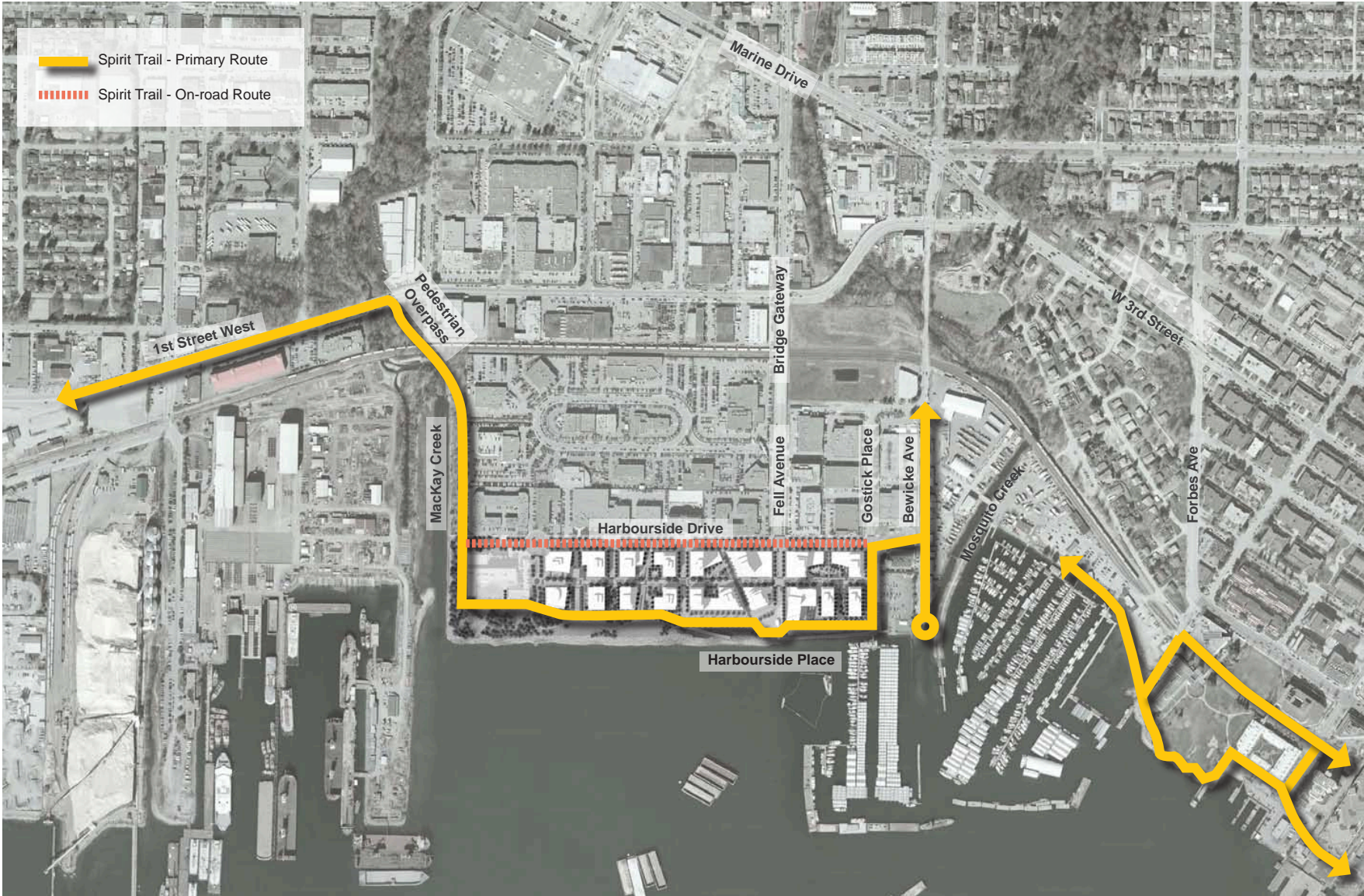
K. Covered space for multi-purpose uses and events.

L. Semi-private courtyards provide open space along the central Mews, and opportunities for future programming.

M. Spirit Trail forms an important alternative east-west greenway linking Harbourside to adjacent North Shore communities.

MASTERPLAN FRAMEWORK

MASTER PLAN FRAMEWORK



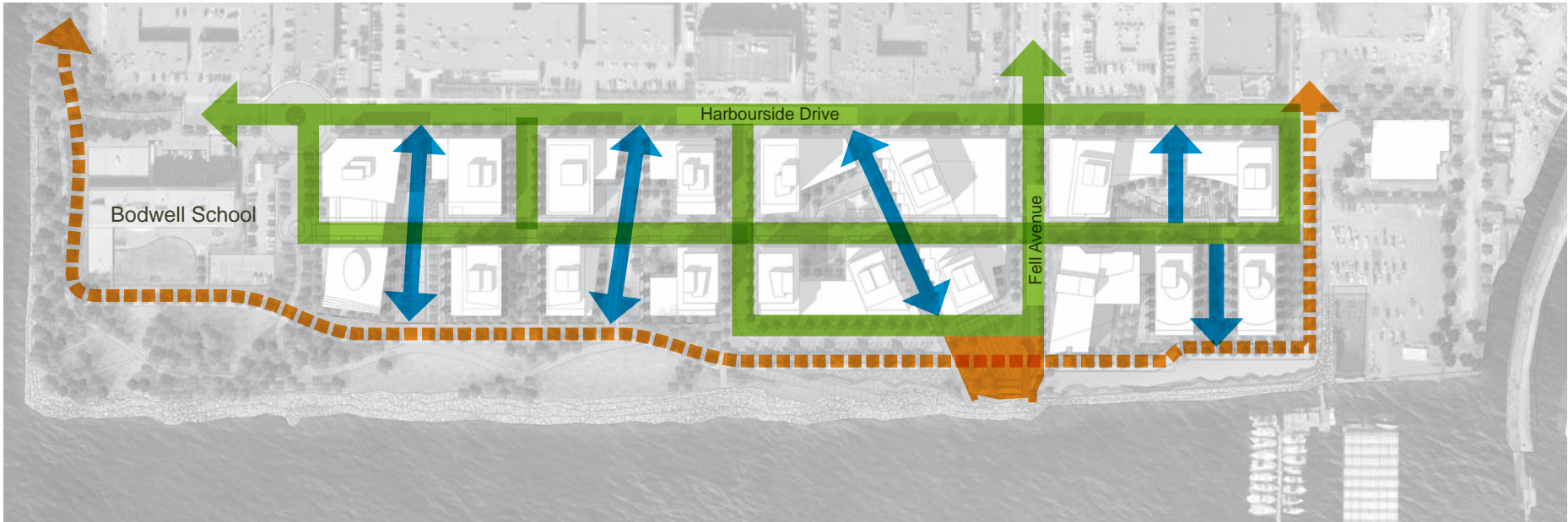
Spirit Trail connections

SPIRIT TRAIL

The City, together with the federal and provincial governments, North Shore municipalities, First Nations, and other agencies are working together to create the North Shore Spirit Trail. The Spirit Trail will be a unique, waterfront-oriented, multi-use and fully accessible greenway that will provide pedestrians, cyclists, and people with wheeled mobility aids access across the North Shore, from Horseshoe Bay to Deep Cove. Specifically, the Spirit Trail runs along the entire development frontage of Harbourside Waterfront and provides an important greenway connection to Lonsdale Quay and Park Royal.

The Spirit Trail along the waterfront is being proposed as a separated and tiered pedestrian walkway and bike lane with the potential for planting and seating in between. Along Harbourside Drive, an additional cycle route in the form of a shared lane will be integrated for commuter cyclists.

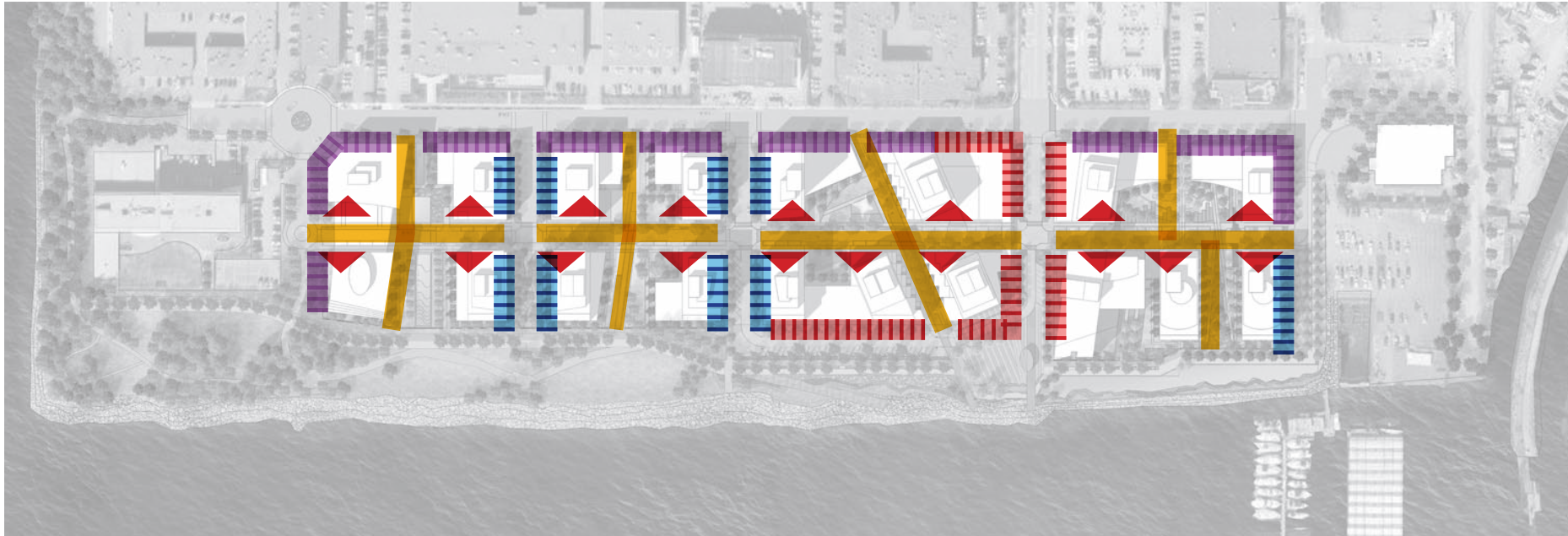
HARBOURSIDE WATERFRONT



- LEGEND
- » Pedestrian, vehicular, & bike route
 - » Pedestrian only
 - » Pedestrian & bikes (Spirit Trail)

VEHICULAR PERMEABILITY & CONNECTIVITY

A fine grain network of streets, lanes and pedestrian linkages provide for a high degree of permeability and connectivity for cyclists, pedestrians and vehicles. A normalized street grid through the site provides for improved vehicular circulation with a road design that provides the option of closing off Harbourside Place without limiting access to the waterfront. Each block will also provide north-south and east-west pedestrian access through mid-blocks, further improving connectivity between the private development lands and the park/waterfront.



- » Main entries
- » Highly porous & transparent
- » Medium porous & transparent
- » Low porous & transparent
- » Public passageways

POROSITY & TRANSPARENCY

Various degrees of engagement between ground oriented units and open space will correspond to the range of building uses. Ground oriented commercial retail uses will be highly porous and transparent and will contribute to the vitality and animation of Fell Avenue and Harbourside Place. Ground oriented commercial uses will be relatively porous and transparent offering some degree of security and defensible space from the street.

Ground oriented apartments and townhomes will be well fenestrated to allow for “eyes on the street” while the access to individual front doors would be defined by grade level changes and adjoining front patios to create defensible private space, and a comfortable transition between the private and public realms.

4.1

HOW IT WORKS

PEDESTRIAN, BIKES, & TRANSIT

A clear hierarchy of mobility modes will influence the design of streets, Mews and pathways with priority placed on pedestrians, followed by cyclists, and transit as a means to encourage alternatives to driving. The circulation system seeks to maximize pedestrian permeability through private development sites via the Mews and a series of mid-block north-south pedestrian linkages. A network of cycle routes are proposed which will include a separated bike path along the Spirit Trail catering to the recreational and family cyclists, and on-street sharrow routes along Harbourside Drive and Fell Avenue to accommodate commuter cyclists. Clear pedestrian and cyclist access routes to three bus stops along Harbourside Drive will maximize use of an enhanced bus service.

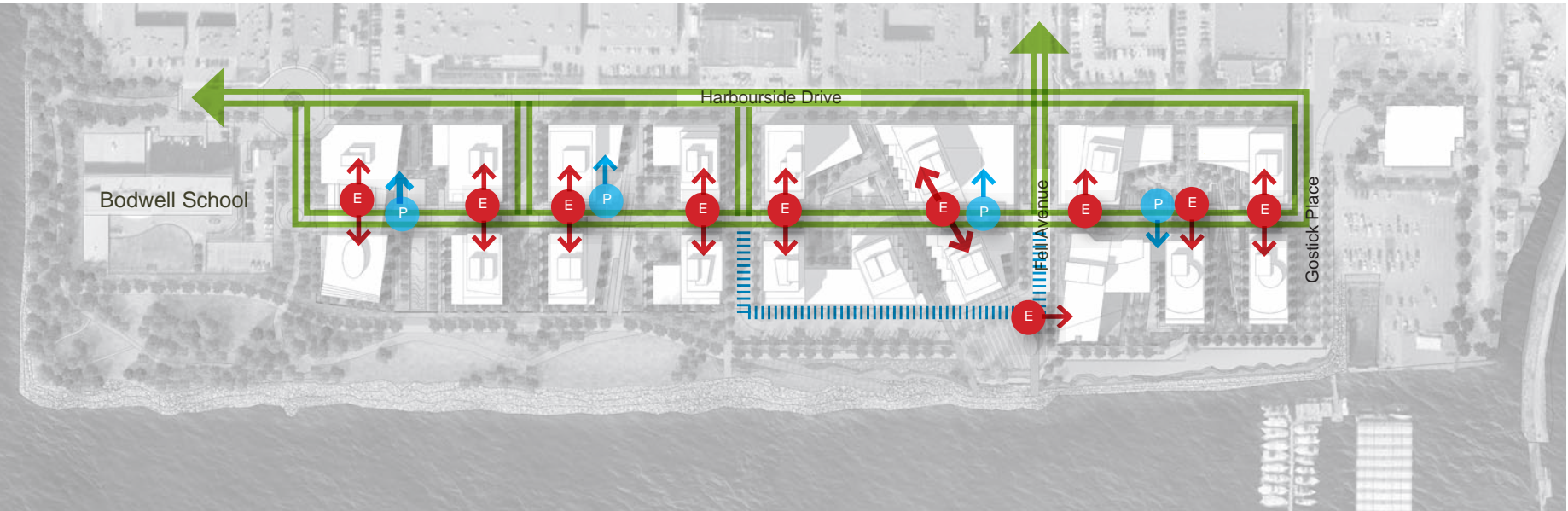
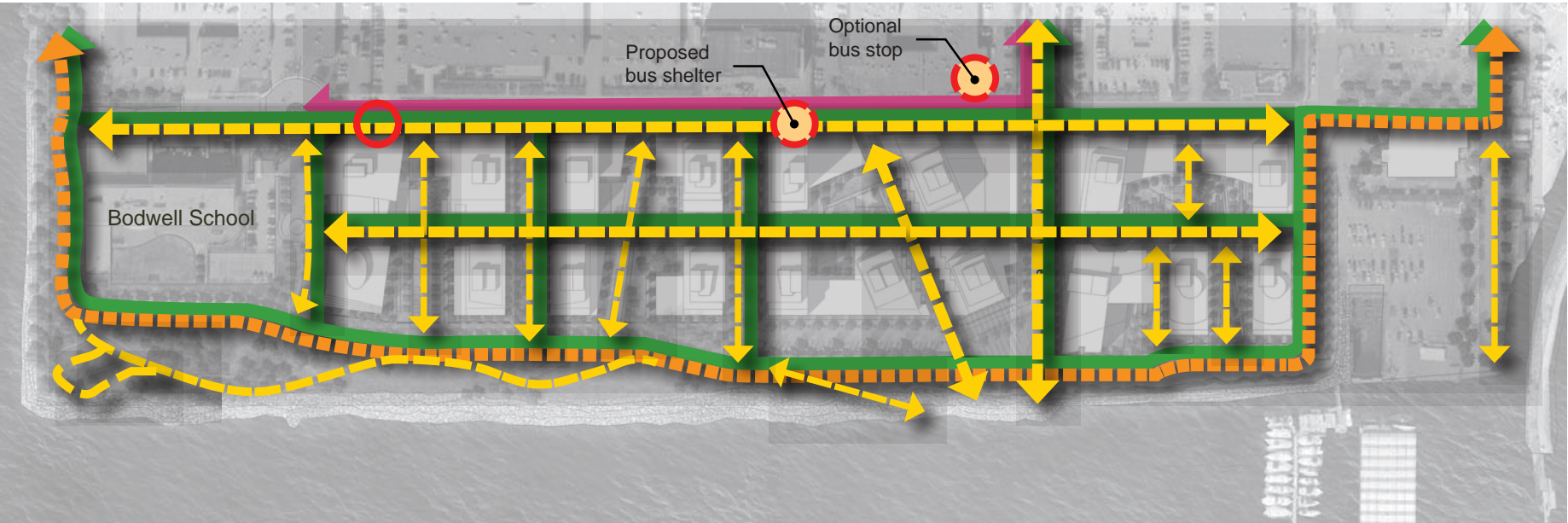
BUILDING ACCESS & PARKING

Primary vehicular access to the site is from Fell Avenue, with secondary access from Bewicke Avenue via Gostick Place. Both of these access points would connect Harbourside to Marine Drive, as well as to west 1st and 2nd Street collector roads.

Generally, 1 to 2 levels of underground parking will be provided for each of the four principle sites. To minimize curb cuts and disturbance to the street character, access will be provided off the Mews. Underground parking entries and lobbies will be constructed at 4.5m FCL. Individual access will also be provided to townhomes fronting the streets, as well as along Lions Lane.

Driveway and lobby entry points shown are illustrative. Number and location of driveways and entries is to be confirmed through the Development Permit process.

Access and servicing may be provided in additional areas such as off of the north-south streets (in addition to the Mews). Details of access locations will be determined through the Development Permit process.



- LEGEND
- » Spirit Trail
 - » Primary Pedestrian Route
 - » Secondary Pedestrian Route
 - » Bike Access
 - » Bus Route
 - » Proposed Bus Stop
 - » Existing Bus Stop

- LEGEND
- » Lobby entry
 - » Underground parking entry
 - » Two-way traffic
 - » One-way traffic

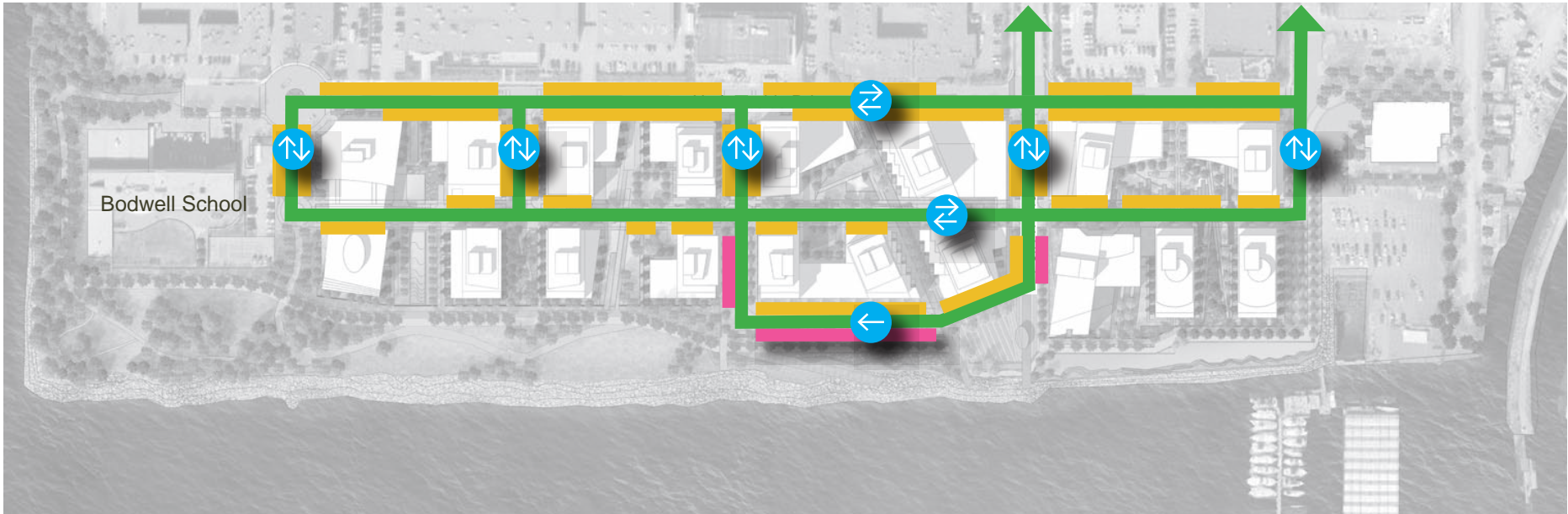
Vehicle Parking Ratios
2.5-2.7 / 100 m2 GFA - Office

1.3 / unit - Residential
(0.1 spaces / unit for visitors)

3 / 100 m2 GFA - Retail

0.7 / bed - Hotel

Bicycle Parking Ratios
1.3 spaces / unit - Residential
1 space / 36 m2 - Office
1 space / 31 m2 - Retail



- LEGEND
- » Two Way Street
 - » One Way Street
 - » Vehicular Access
 - » Angled Parking
 - » Parallel Parking

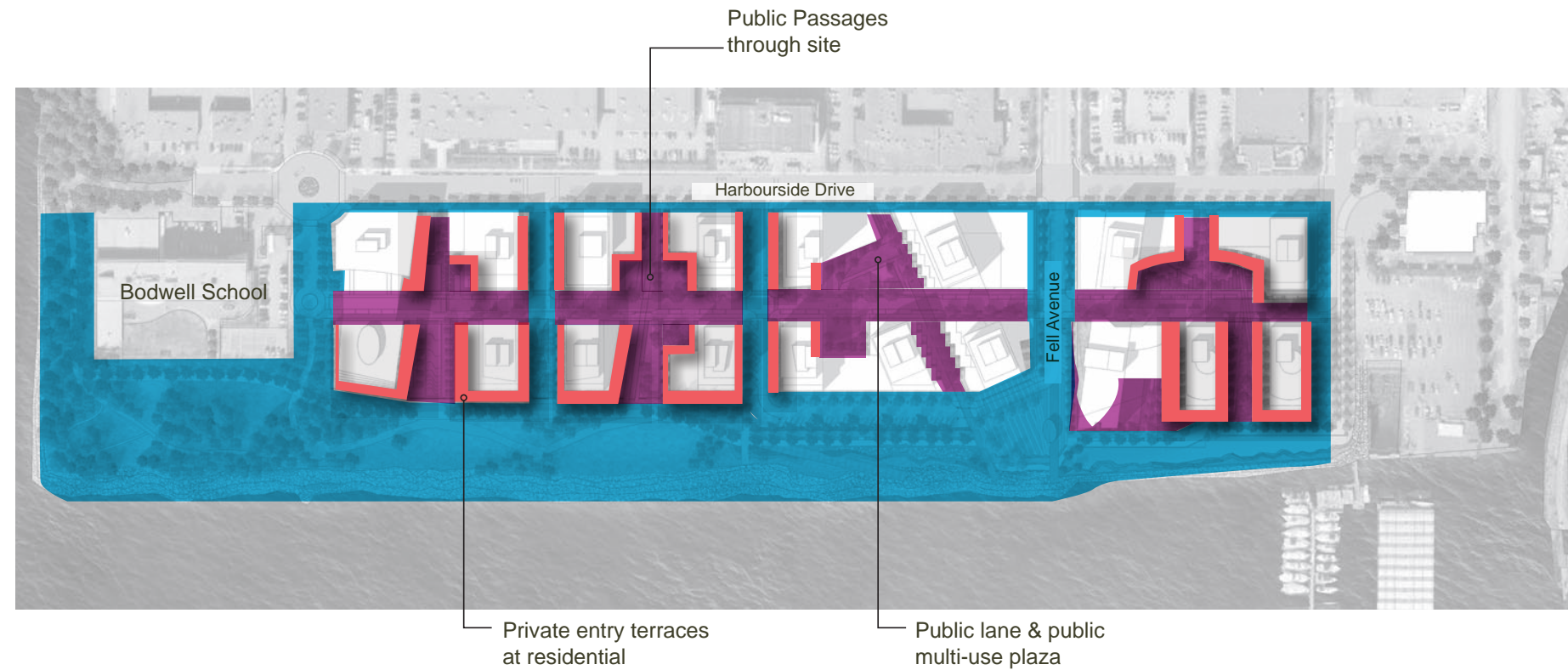
PARK ACCESS & STREET PARKING

The Mews, along with a series of north-south streets and pedestrian corridors, will help to improve permeability and access to the park. The expanded road network will also provide approximately an additional 50 street parking spaces.

Fell Avenue and Harbourside Place are planned to be enhanced from their current "suburban street" form to one that is more in keeping with a mixed-use community, and particularly with a focus on pedestrian activities. One of the key features proposed is to make Harbourside Place one-way south of the Mews. This will allow for direct visual access to the waterfront from Fell Avenue; creates a simplified circulatory part; and allows for a more compact and intimate street structure along the waterfront.



- LEGEND
- » Existing city park space
 - » Increase in public park space from original rezoning
 - » Publically accessible open space through private developments



LEGEND

- » City ownership with public access
- » Private ownership with public access
- » Private ownership and access

PUBLIC & PRIVATE OPEN SPACE

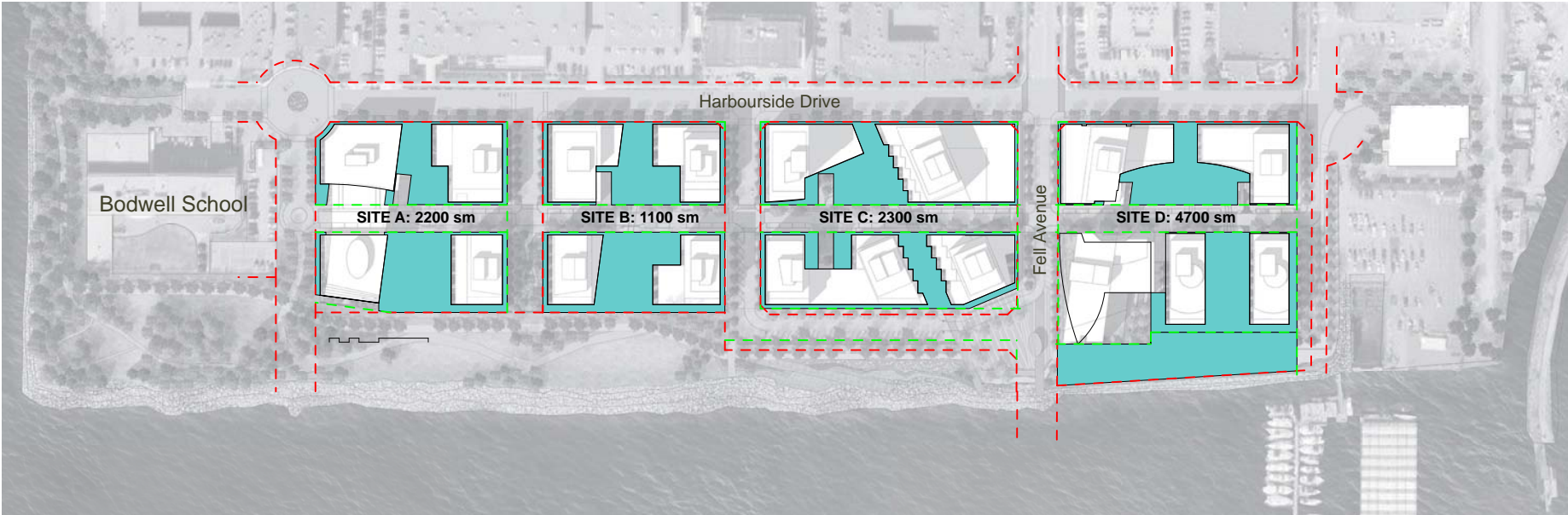
A hierarchy of open spaces are proposed to create a transition between private and public spaces. Areas will be defined through the use of planters and planting; elevating private areas above public to improve safety; low fencing and gates where necessary; and windows and doors for private overview of public areas. It is not the intention to gate the passageways between buildings from public access.

Each development site is designed with a publicly accessible internal courtyard configuration that is privately owned and maintained. Each courtyard is bisected by the east-west Mews and north-west publicly accessible walkways that connect to the adjacent park and streets, and allow greater pedestrian permeability through each development block.



LEGEND

- » Private rooftop ownership with public access
- » Private rooftop ownership with private access



- LEGEND
- » Open Space Area
 - » Existing property lines
 - » Proposed property lines

MINIMUM OPEN SPACE AREA

Harbourside Waterfront will provide a minimum of 2.6 Acres of open space area.



- LEGEND
- » Rain gardens & urban detention areas
 - » Freshwater marsh
 - » Intensive & extensive green roofs
 - » Direction of flow

RAINWATER MANAGEMENT

Rainwater management initiatives will be applied to off-site areas including streets, the Mews and park spaces that exist outside of the development sites in order to minimize overland flow and reduce sedimentation of receiving waters (Burrard Inlet). Rainwater runoff controls will include the provision of rain gardens and permeable paving within the street environment, and could possibly include bioswales, infiltration trenches or constructed wetlands within the park and other pervious open spaces. These initiatives will work to reduce peak volumes of runoff entering into the Municipal storm sewer system, while providing non-potable water sources for irrigation and increased groundwater infiltration.

Rainwater retention and reuse will be considered a key part of landscape design strategy for each of the development sites. Initiatives include the provision of green roofs to retain rainwater volumes and minimize runoff from building roofs. Additional clean runoff from impermeable building surfaces, and from hard surfaces at the ground level will also be captured and retained in ecological water features, and possibly as part of a supplemental water source for irrigation.



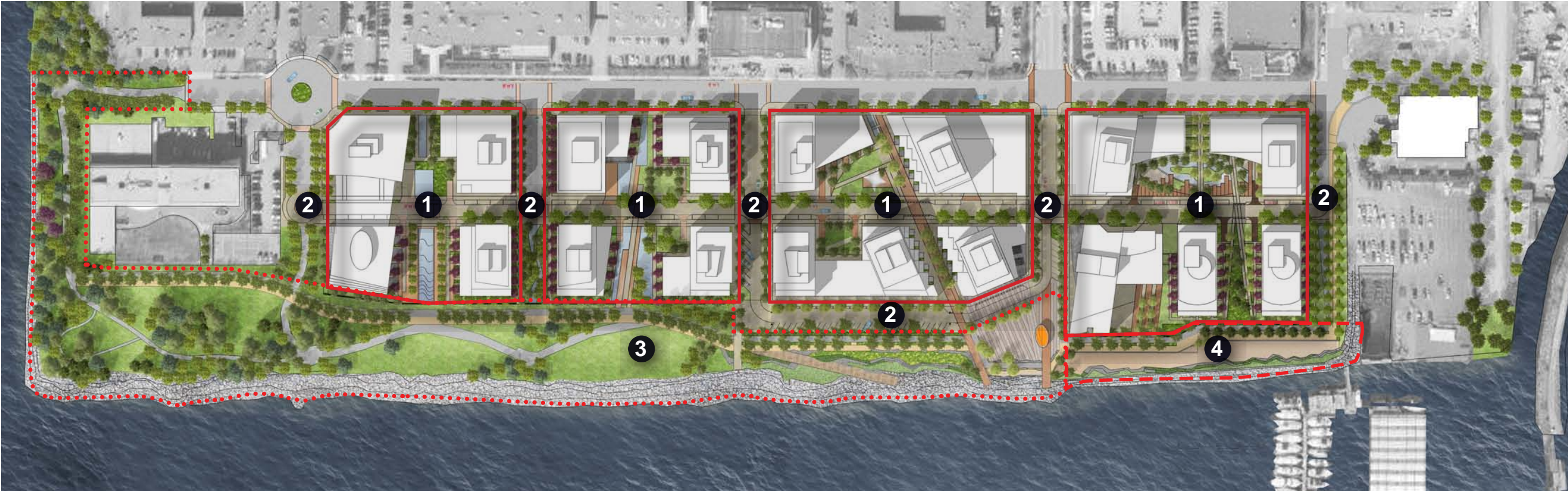
Intensive green roof

Extensive green roof

Marsh environment

Rain garden

Marsh habitat



LEGEND

- 1 » Private development site
- 2 » City-owned streets
- 3 » Existing Kings Mill Walk Park
- 4 » Newly dedicated park

CONCEPTUAL DRAWING
Park and open space design, building siting, and building design to be considered at Development Permit stage

4.2

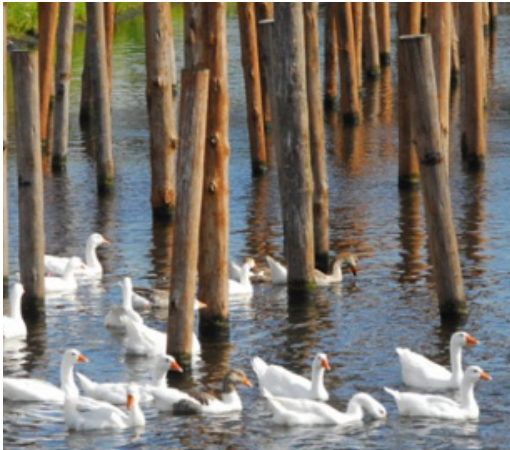
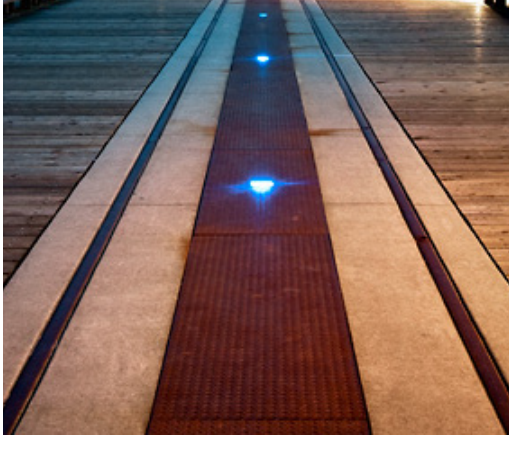
PUBLIC REALM CHARACTER

The design strategy proposed encourages a public realm expression that celebrates a marine, urban and natural character for the waterfront. The public realm including the streets, Mews and public open spaces use a cohesive palette of materials and design elements throughout to create the sense of a contemporary and contextually meaningful neighbourhood precinct within which a variety of unique spaces can exist.



Conceptual view of Fell Plaza

MASTERPLAN - PUBLIC REALM





CHARACTER PALETTE

The character of the public realm is inspired by the context of Harbourside providing deeper meaning and a sense of place to the community. Reinforcing Harbourside’s connection to its surroundings, the streets, waterfront park spaces, semi-public courtyards and private outdoor spaces are characterized using a palette of marine, urban and ecological materials and elements that celebrate the contrasting interface between nature, urbanity and industry that is uniquely North Vancouver.

Marine Character Elements

Harbourside borrows the character of the neighbouring marine industrial operations that reinforce the character and authenticity of North Vancouver’s ‘working waterfront’. Marine elements can include industrial artifacts, shipping cleats, decking, pile structures and other industrial marine and nautical detailing that would be used along the foreshore of Kings Mill Walk park and throughout the public realm within the development.

Urban Character Elements

In contrast to car-based suburban environments, compact walkable urban environments tend to exhibit a greater degree of character and detailing in a response to lower travel speeds. Richly textured materials and patterning, greater frequency of fenestration and a range of colours and tones will be designed to provide

variation and interest at a walking pace. This is characteristic of many urban environments that predate car-oriented development which tend to be more interesting and memorable when experienced on foot.

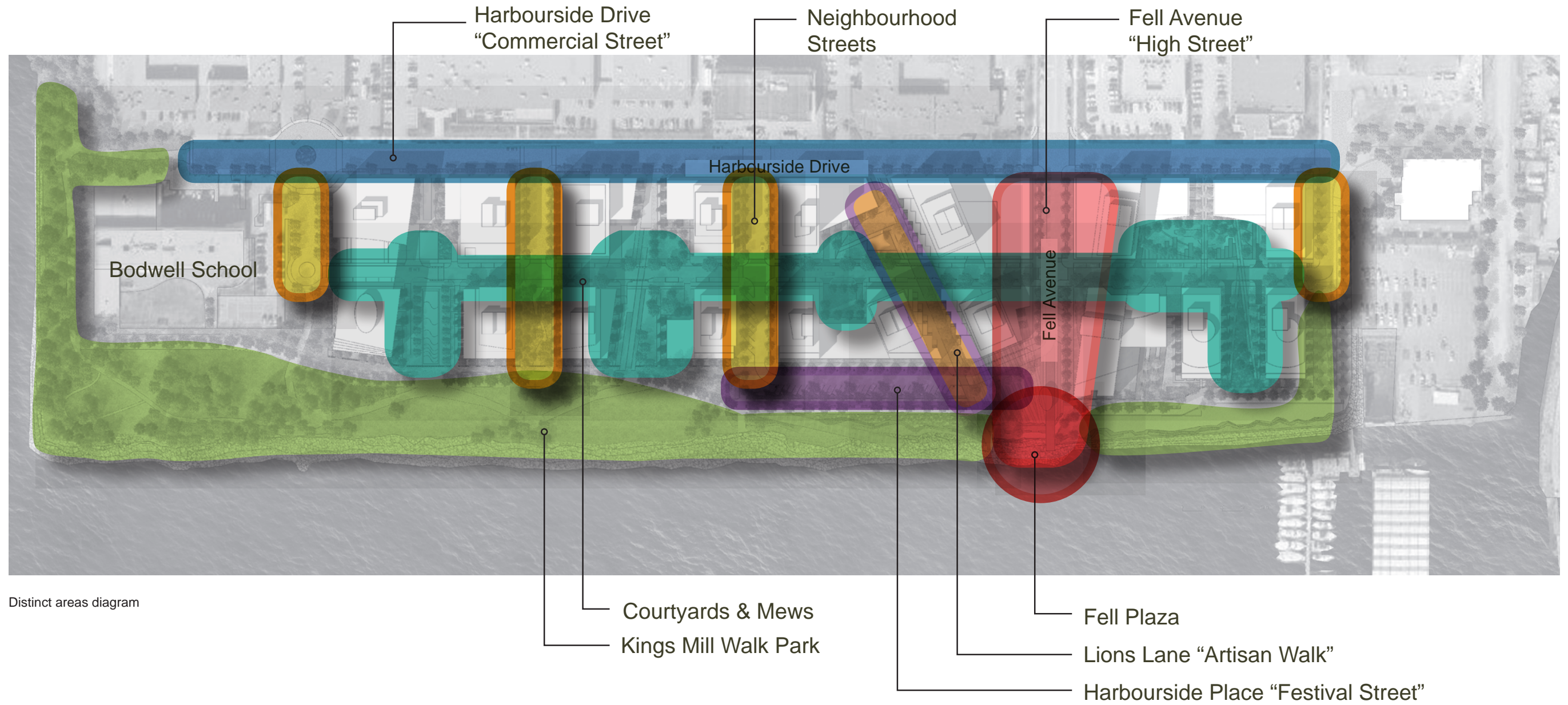
The public realm at Harbourside Waterfront aims to embody urban elements that reinforce the sense of a richly designed public realm. Specific responses include continuous paving surfaces, planting, lighting and furnishings that span both pedestrian and vehicular space as a means to slow traffic to reinforce a pedestrian oriented walking environment throughout all areas of the public realm.

Natural Character Elements

Harbourside is defined by natural geographic features including the MacKay and Mosquito Creeks, as well as the marine shoreline fronting onto the Burrard Inlet. Strong visual connections to the natural marine environment and the mountains provide a context that is unique to the North Shore. Harbourside will integrate into its context both visually and functionally.

Planting choice will be inspired by the coastal forests with naturalized foreshore planting including a perched marsh, and new riparian areas that aim to restore the shoreline ecosystem. Like a natural watershed, rainwater runoff from streets and roofs will be collected and retained within a series of shallow ponds and waterways that will employ ecological methods

for supplemental filtration. Natural focused play environments for children will also be created to strengthen children’s connection to the nature and ecology within an urban environment. Generous tree planting, along the streets and waterfront and within courtyards and roofs, creates an urban forest that provides greater ecological connectivity with adjacent riparian corridors.



Distinct areas diagram

DISTINCT AREAS

4.2

Harbourside Waterfront will be defined by several distinct areas that reinforce a strong sense of place within the community. The heart of the neighbourhood is a commercial retail focused environment with public realm spaces that will be active and animated by programmed events and the daily activities of shopping, dining, ambling and people watching. This precinct is comprised of a number of distinct areas including the Fell Avenue “High Street”, the “Foot of Fell” Plaza, Harbourside Place “Festival Street”, and the Lions Lane “Artisan Walk”. Defining the north edge of the community is the “Commercial Street” along Harbourside Drive that responds to the commercial office uses to the north.

A permeable network of Neighbourhood Streets and publicly accessible courtyards connected by the east-west Mews creates for a more intimate series of passive neighbourhood oriented spaces. King Mill Walk defines the foreshore of Harbourside featuring a range of active and passive activities, and experiences catering to a wide range of user groups and enabling a strong connection with the water’s edge.

New street names are conceptual only and will be determined at a later date in accordance with City policy.



Harbourside Drive & Place

CONCEPTUAL DRAWING
Park and open space design, building siting, and building design to be considered at Development Permit stage



Fell Avenue & Plaza



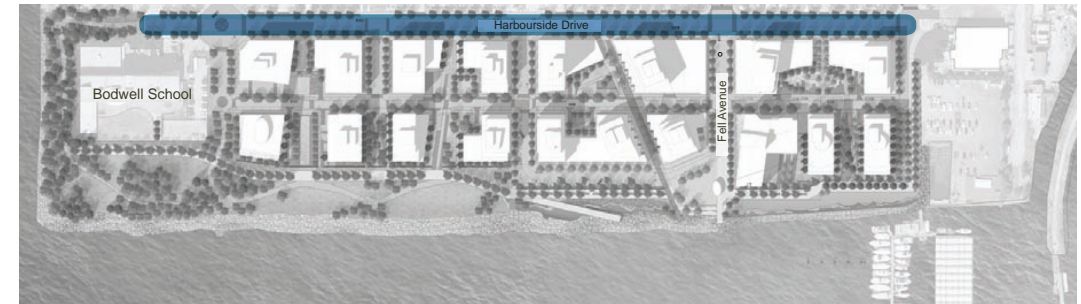
Lions Lane & Mews



Neighbourhood streets & Kings Mill Walk

MASTERPLAN - PUBLIC REALM





Conceptual view of Harbourside Drive looking west

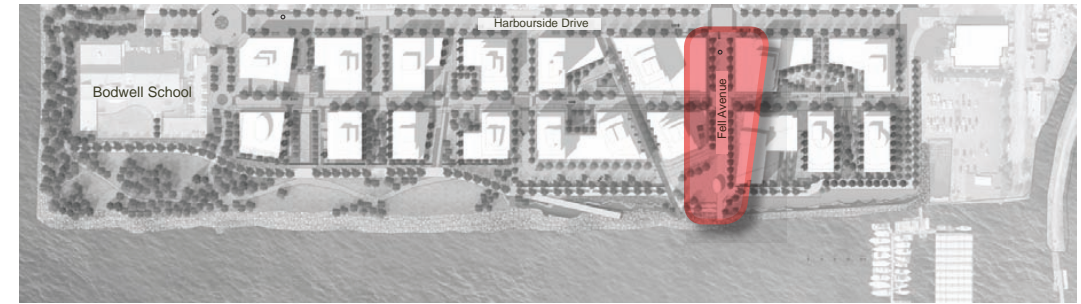
HARBOURSIDE DRIVE "Commercial Street"

Harbourside Drive has been designed as a commercial street. Storefront office, retail and live/work spaces animate the south side of Harbourside Drive and relate to the commercial and light industrial uses to the north.

The current street elevation is approximately 3.0m. Spaces fronting Harbourside Drive will be design to meet the City's bylaw requirements for flood management.

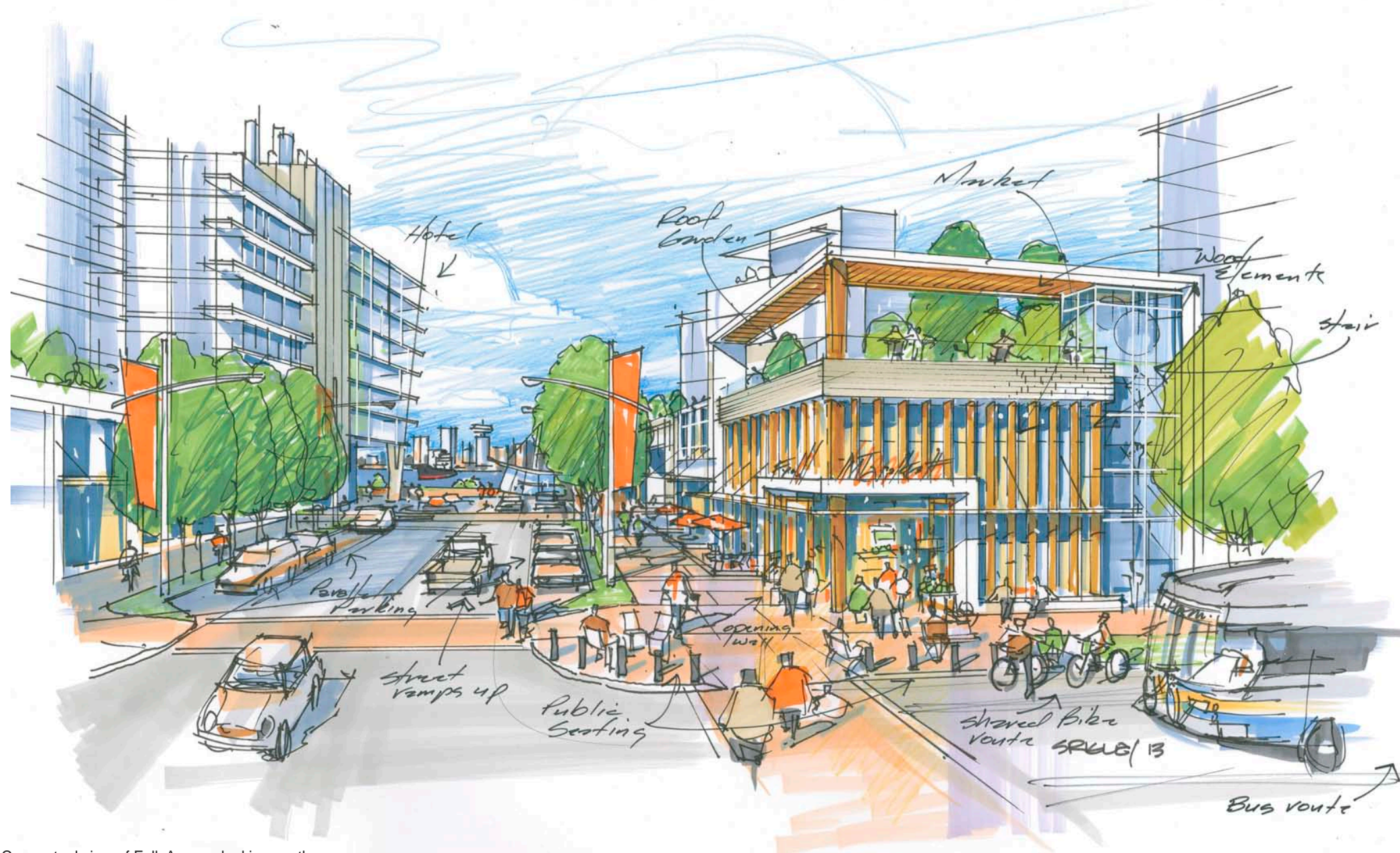
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FELL AVENUE "High Street"

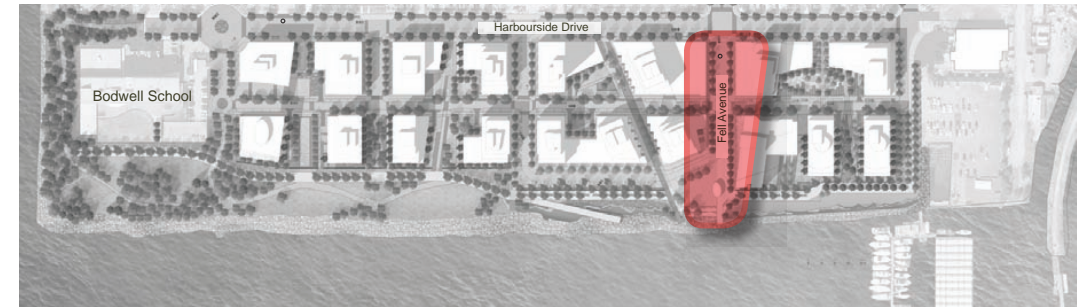
Fell Avenue forms the primary entrance to Harbourside Waterfront and is intended to be an animated and active retail street. A variety of canopy types provide weather protection and storefronts open to the sidewalks. Cafes with outdoor seating and shops displaying their products are supported along this route. The High Street becomes a memorable approach to the water's edge with views out to Burrard Inlet and Vancouver Skyline to the south and framed views of the North Shore mountains.



Conceptual view of Fell Avenue looking south

MASTERPLAN - PUBLIC REALM





HARBOURSIDE
WATERFRONT

4.2

"FOOT OF FELL" PLAZA

Upon arriving at Fell Plaza, the heart of the Harbourside Waterfront consolidates at the water's edge. The plaza and extension to the waterfront is intended to be one of the most active and flexible spaces in the community. It is intended to serve as a public gathering place, ceremonial space, performance space, outdoor market place, place for socializing, and a place for play.



Conceptual view of "Foot of Fell" Plaza

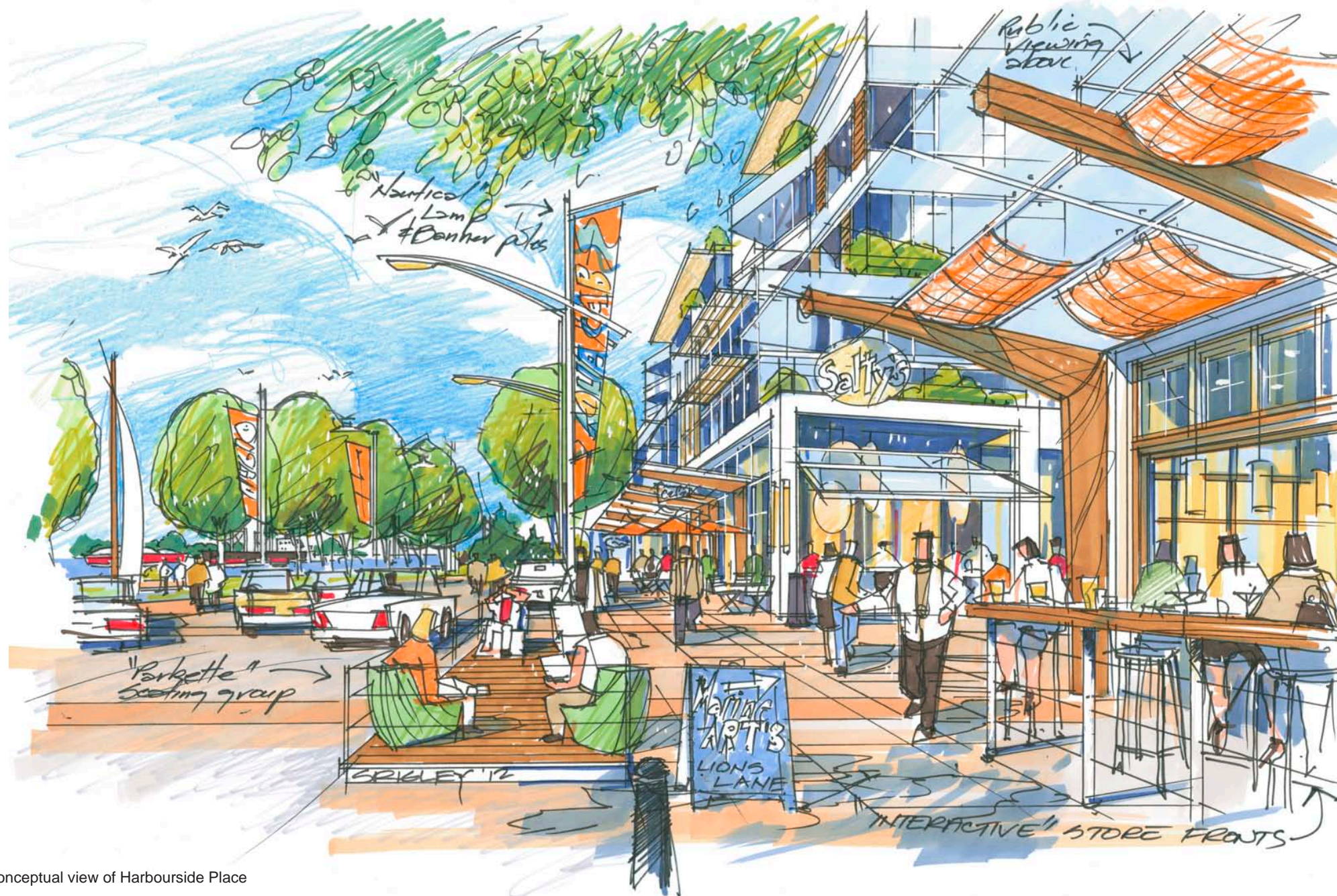
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HARBOURSIDE PLACE "Festival Street"

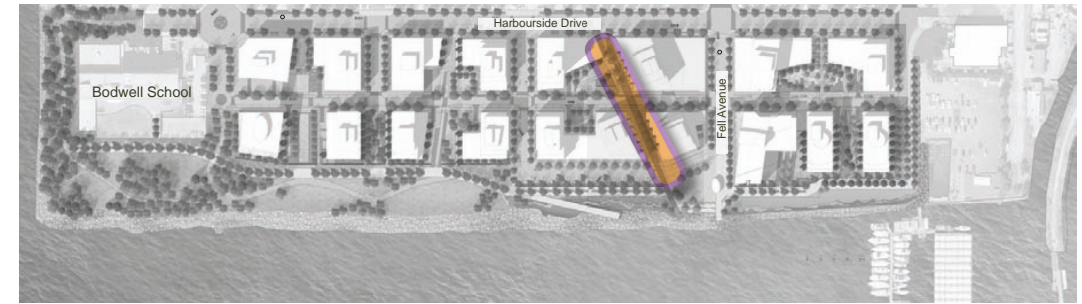
To the west of Fell Plaza is festival space located at the elbow of Harbourside Place and is an important node that connects the westerly section of Kings Mill Walk with the more active, urban high street and waterfront promenade to the east. A promenade by nature, Harbourside Place is the activity centre for Harbourside Waterfront. Flanked on one side by shops and restaurants, it is complemented to the south by spectacular views of the working harbour and the Vancouver skyline beyond. Outdoor seating, shops display, sculptural artworks, etc. create a vibrant character area. During special events, street closure along the south part of Harbourside Place will allow for additional festival space spanning from Fell Plaza.



Conceptual view of Harbourside Place

MASTERPLAN - PUBLIC REALM

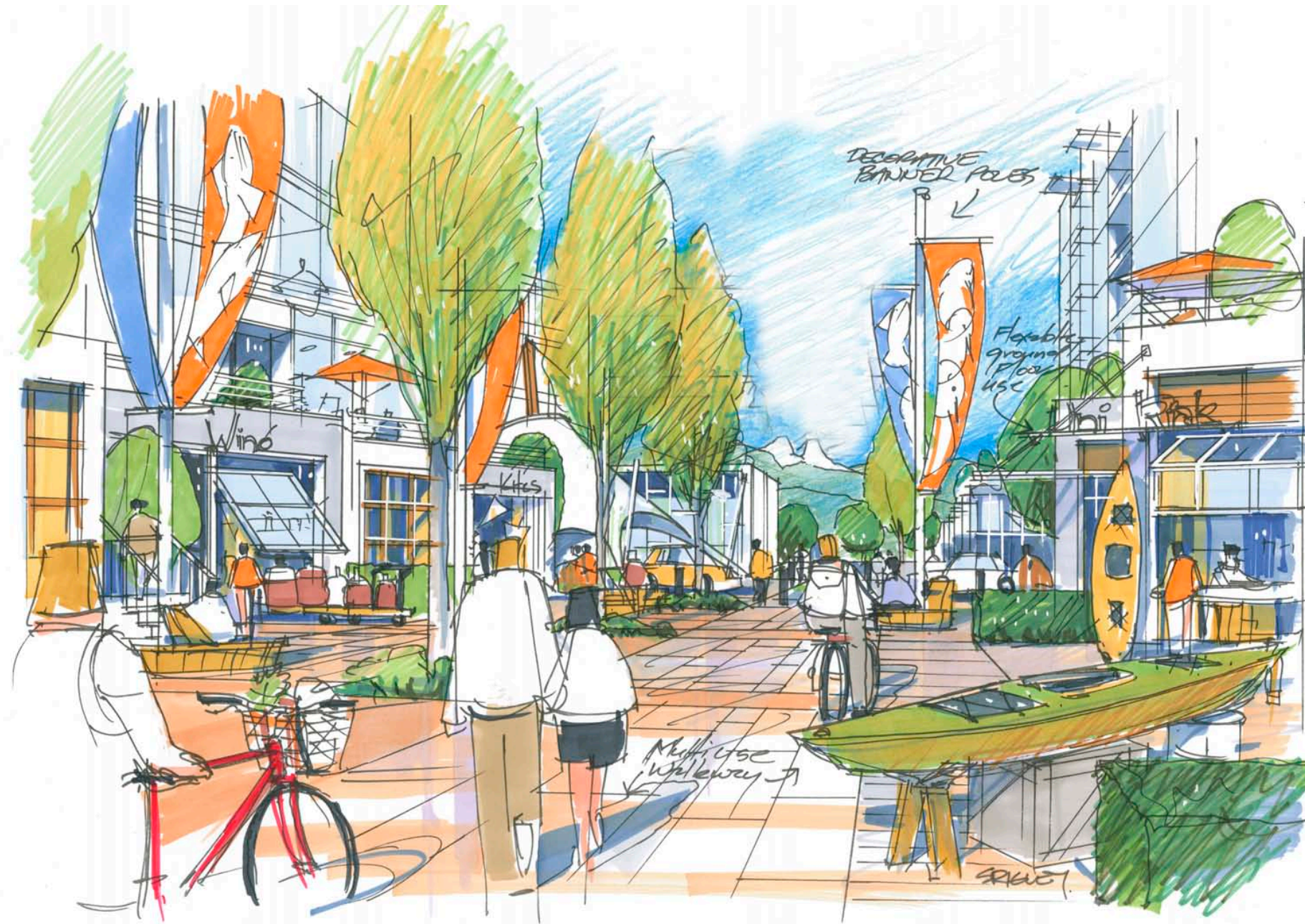




LIONS LANE "Artisan Walk"

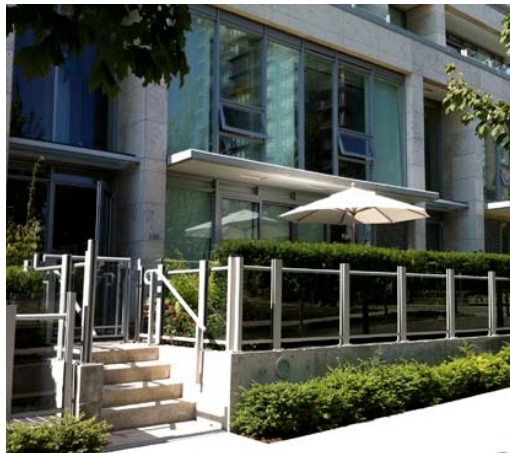
Reinforcing Fell Plaza as the heart of the community, Lions Lane is a formalized passage whose diagonal orientation frames views of the twin mountain peaks of The Lions.

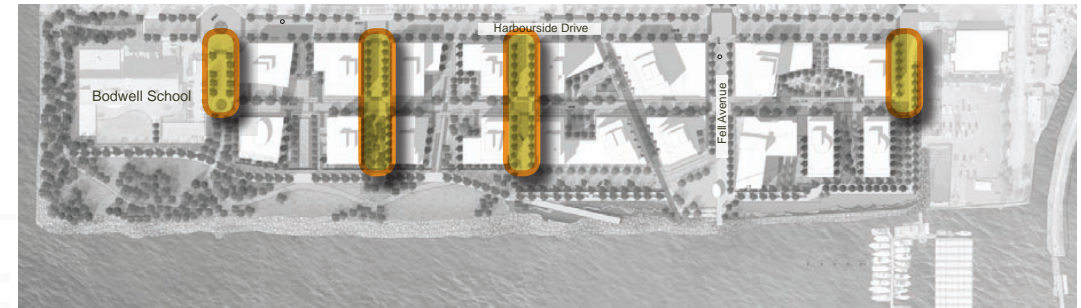
Lions Lane is proposed to be a very intimate pedestrian passage with a spectacular view of The Lions. Single storey work spaces or residential townhouses will flank each side with a semi-protected open space.



Conceptual view of Lions Lane

MASTERPLAN - PUBLIC REALM





NEIGHBOURHOOD STREETS

Spanning in the north-south direction across Harbourside Waterfront, the neighbourhood streets provide street and linear green corridor connections between commercial and residential development and the water.

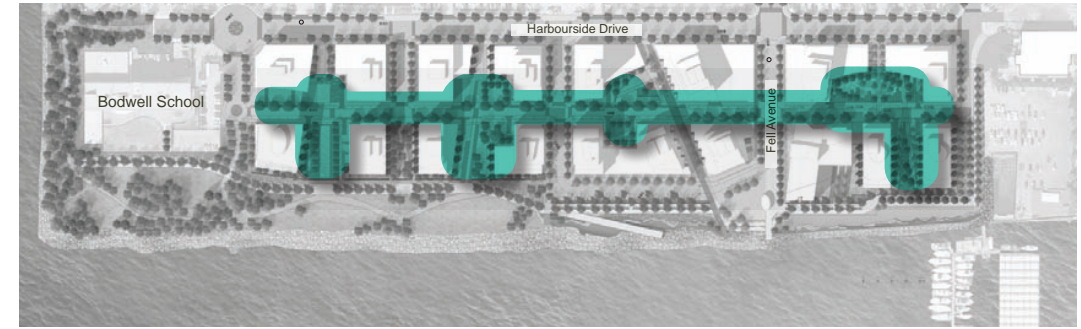
Street frontages reinforce a fine textured connection between ground-oriented residential units and street front commercial offices with the pedestrian street environment. Residential street frontages are furnished with slightly raised patio spaces that create a comfortable grade separation between public and private space. A two-storey material expression is intended to create an intimate street scale. Green extensions connect these streets to Kings Mill Walk park to provide both pedestrian and bicycle access to the Spirit Trail.



Conceptual view of typical neighbourhood streets

MASTERPLAN - PUBLIC REALM





COURTYARDS AND MEWS

Courtyards function as passive gathering spaces, neighbourhood gathering space, contemplative space and natural green space. These courtyards also function as internal corridors through neighbourhood blocks providing access to semi-private open spaces, and private residences. Unique in character, with informal plantings, furnishings and a variety of paving materials, the courtyards provide intimate linkages that are pedestrian in scale. Water features and sculptural landscape elements merge with rich, indigenous, and sustainable planting to create a sequence of visual delights. Furthermore, paved surfaces within courtyards serve as outdoor plaza space that can accommodate intermittent loading access.

Connecting Harbourside Waterfront along the east-west direction, the Mews is a multi-purposed lane that is accessible to both pedestrians and vehicles. The Mews has been designed to uniquely alternate between placement of parking and tree boulevards to create an informal driving environment designed to reduce traffic speeds and enable a "shared space" vehicle and pedestrian environment.



Conceptual view of the Mews

MASTERPLAN - PUBLIC REALM



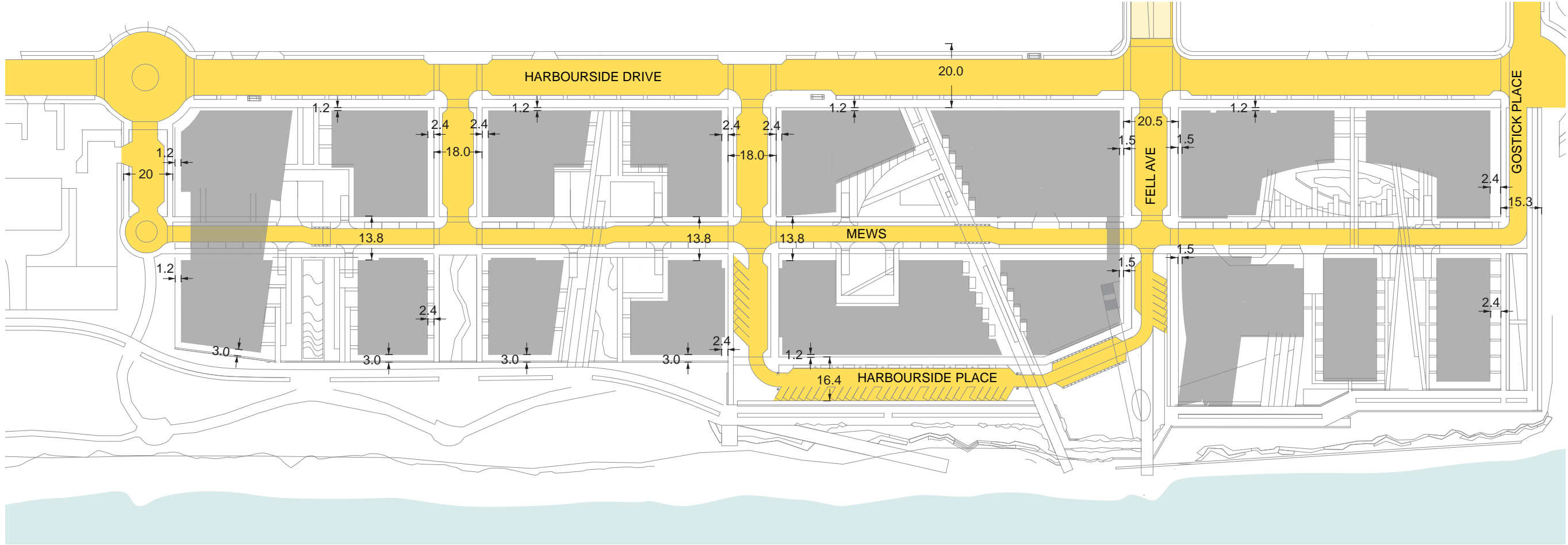


KINGS MILL WALK

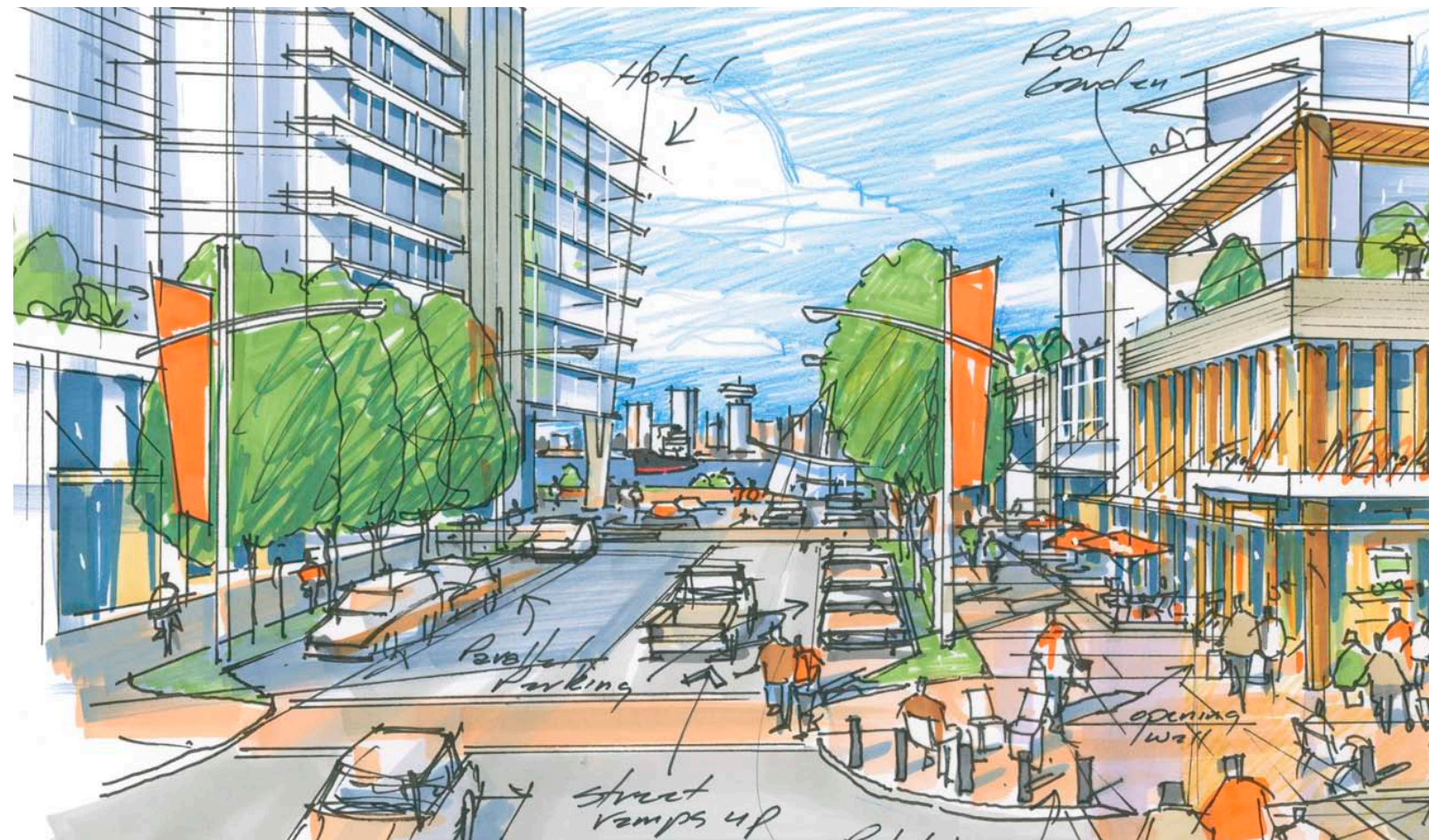
Kings Mill Walk is comprised of the existing dog park and unprogrammed area, and newly dedicated area in front of site D as part of this rezoning application. The park area will be subject to a City-led parks process post-rezoning to determine any upgrades or changes. Considerations to flood management and improved public access to the water will be included as part of future programming aspirations.

The Spirit Trail runs parallel to the development frontage along Kings Mill Walk. It is being proposed as a separated and tiered pedestrian walkway and bike lane with the potential for planting and seating in between. The elevation of the greenway will be raised to provide a grade-separated buffer with the existing park area and the new residential development to the north.





STREET WIDTHS & SETBACKS



Conceptual design of Fell Avenue "High Street"

STREET TYPES

The internal street network consists of local-serving residential streets with a combination of one-way and two-way directional patterns. While maintaining their respective access and circulation functions, the street environments are to provide opportunities to achieve a high quality public realm and pedestrian environment.

Employing a distinct palette of materials for the streets is critical in creating a sense of place and memory and is a means to transform what is a typical street corridor into a vibrant public realm environment. Special paving, edge treatments, a distinct planting palette as well as distinctive vertical elements such as heavy bollards and character light standards with banners reinforce the distinctive vernacular of Harbourside.

Harbourside Place and the Foot of Fell become the retail "high street" that define the heart of the Harbourside Waterfront community and embrace the adjacent retail interfaces to create an active and animated public realm. A richness in paving materials within the vehicle and pedestrian realms combine pedestrian and vehicular areas into a cohesive public space that seamlessly connect with Fell Plaza and Lions Lane.

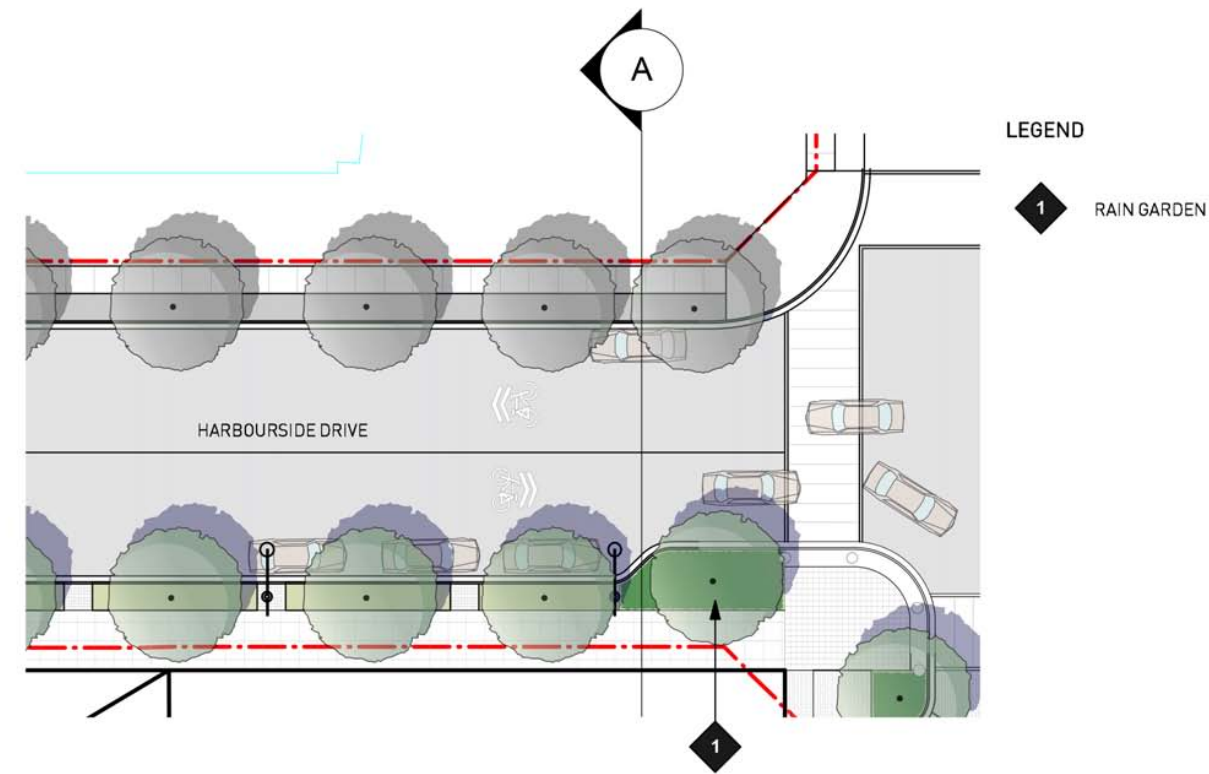
Neighbourhood streets serve as access through residential neighbourhoods, accommodating vehicular traffic and pedestrian movement. They would include the two north-south streets to the west of Harbourside Place including two new streets proposed between Bodwell School and Site A, as well as between Sites A and B. The street edges are defined by ground oriented com-

mercial/office use or ground oriented residential that provides a layering of public and private spaces with patios and stoops accessing tree-lined sidewalks. Planted boulevards and corner bulges function to enhance the neighbourhood character and create a distinctively intimate street environment.

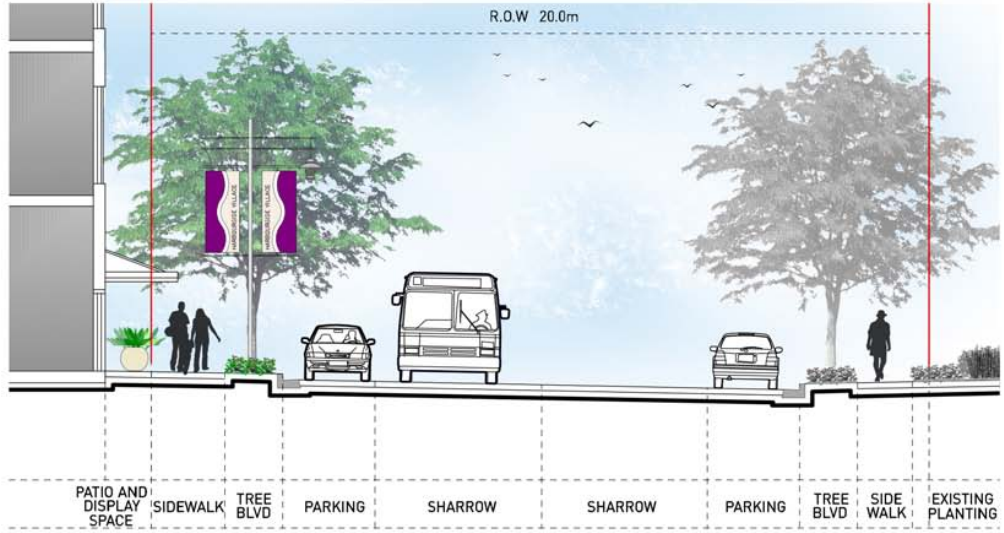
Harbourside Drive and the Mews serve as main the east-west connectors within Harbourside. Harbourside Drive serves as the primary collector of traffic on the northern boundary and will accommodate an enhanced bus service. The Mews functions as a mixed modal corridor between the development sites. It serves as both as a route for local residential traffic as well as service vehicles within a narrow informal Mews that combines vehicles, bikes and pedestrians alike. Harbourside Place serves as an active and animated waterfront street where street activity engages with the waterfront park.

Street details and dimensions to be refined at Development Permit stage. Street plans and sections on the following pages are conceptual only.

Public or dedicated streets will be formally named in the future in accordance with City policy.



Detail Plan A



Conceptual Section A

A. HARBOURSIDE DRIVE

The current Harbourside Drive elevation is approximately 3.0m. Spaces fronting Harbourside Drive will be designed to meet the City's bylaw requirements for flood management.

The street corridor is defined by a 20.0m Right of Way (ROW). Both the north and south sides of the street provide parallel parking. Lay-bys will be provided for transit along with transit infrastructure (bus stop, shelter, signage, etc.). The street also incorporates the on-street sharrow Spirit Trail route. Planted boulevards accommodate street trees and shrub planting beds with paving breaks between planting to allow access between on street parking and the sidewalk.



Detail Plan B



Conceptual Section B



HARBOURSIDE
WATERFRONT

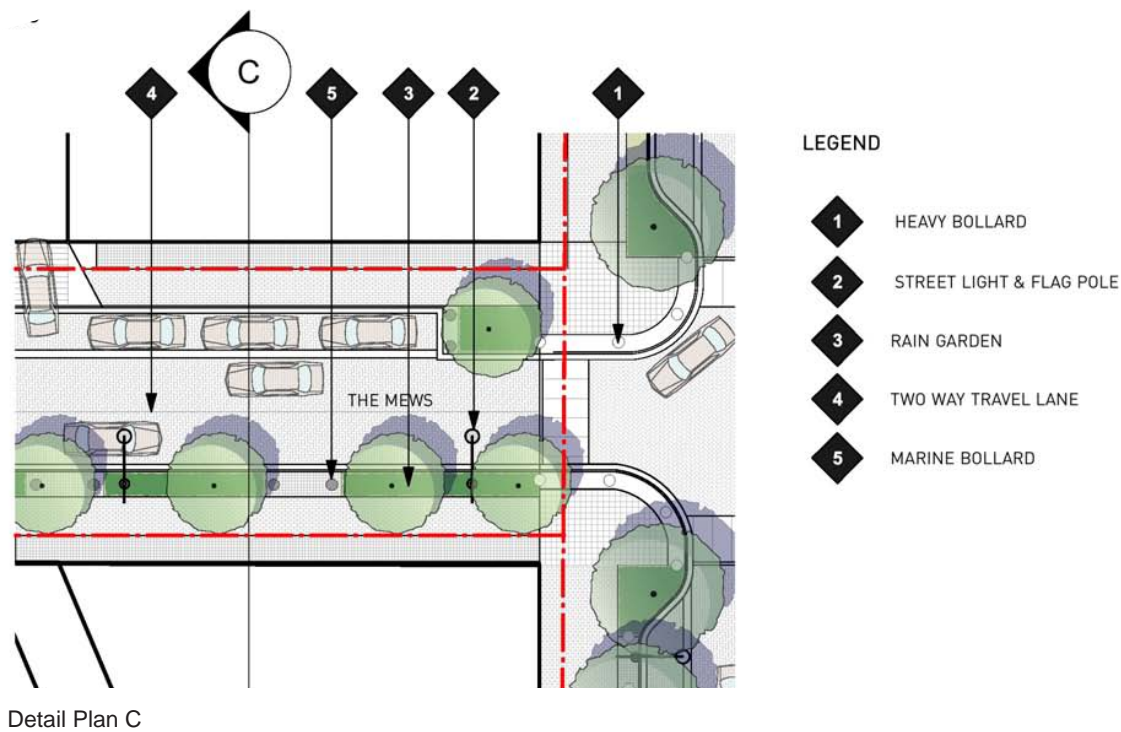
B. FELL AVENUE - NORTH

Fell Avenue north serves as the primary entrance into Harbourside and serves as part of the retail “high street” for the neighbourhood. The street will slope from the existing elevation at Harbourside Drive up to the new FCL of the Mews.

The street corridor is defined as a 20.5m wide ROW that accommodates two-way traffic including a sharrow for cyclists accessing the Spirit Trail. Each side of the street is defined with parallel parking, a pedestrian sidewalk adjoining the commercial retail adjacencies together with a boulevard separating the sidewalk from the street. A variable width commercial interactive zone creates a flexible retail spill out space between the edge of property and the commercial frontages that can accommodate outdoor retail and dining space.

Special paving will be applied to walking and driving surfaces to create a unique and memorable streetscape environment. Boulevard rain gardens at corner bumpouts will serve to capture surface runoff from streets. Low curbing combined with robust bollards and tactile paving banding within the boulevard define the street edges and add richness to the street character. Vertical elements that include street trees, and banners provide pedestrian scale spatial definition to the corridor.

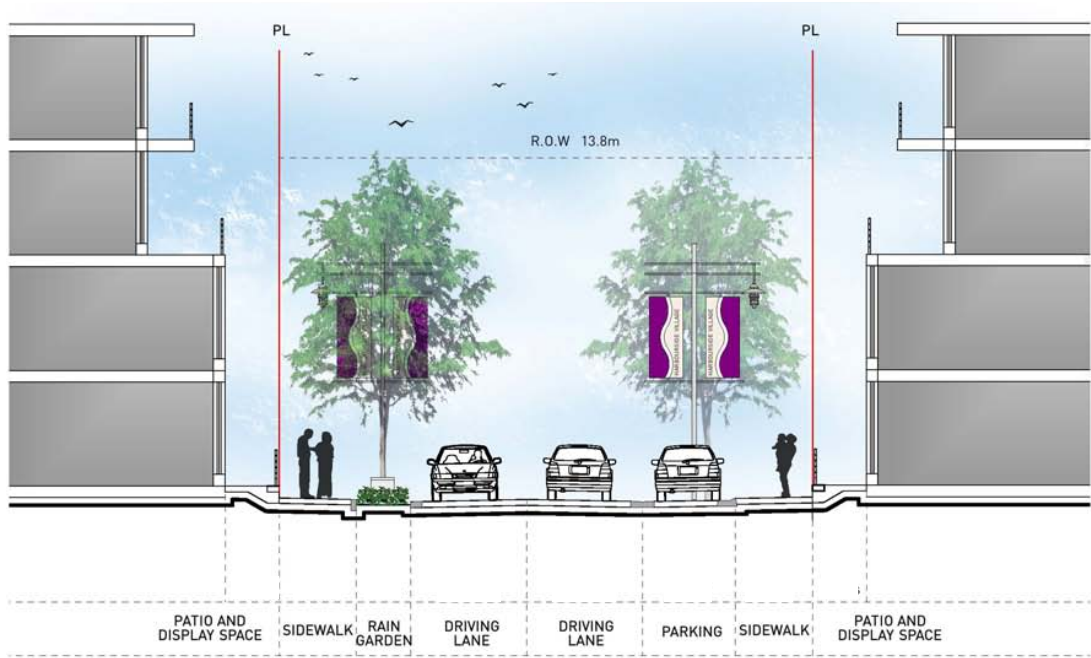
4.2

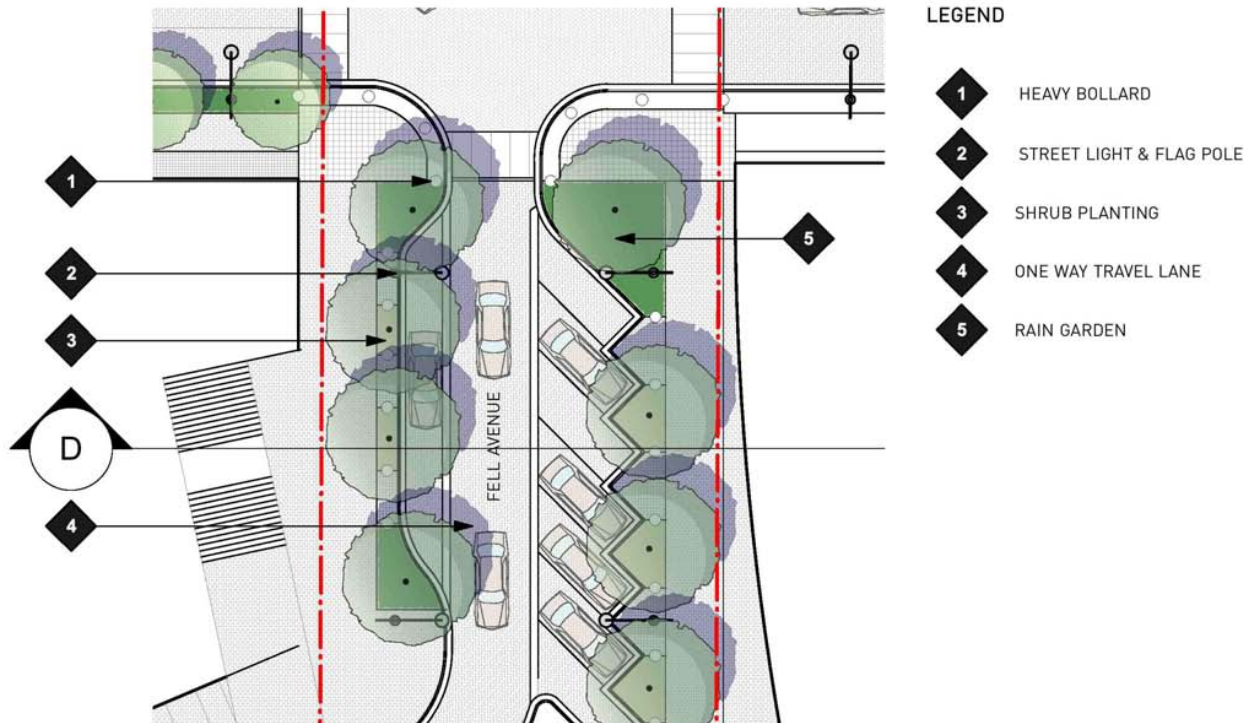


C. THE MEWS

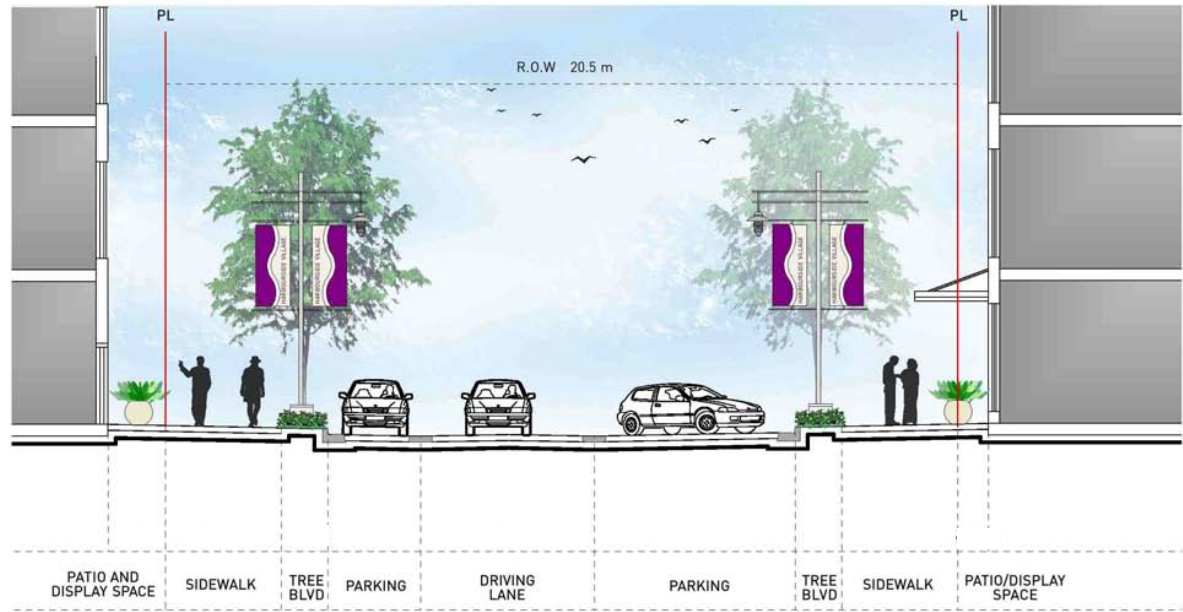
The Mews is intended to be a continuous east-west connector between the various sub-sites. It is designed to be an intimate traffic-calmed, pedestrian oriented laneway. The ROW is proposed at 13.8m wide with variable setbacks for buildings, and with open courtyards expanding the visual width of each of the sites. It will be built to the new 4.5m FCL.

The new street is intended to be a “woonerf” style laneway with alternating bands of trees and bollards to create narrower stretches that help to slow traffic. Bollard separation over a continuous expanse of special paving creates a singular street environment while providing safe separation of pedestrians and vehicles. Alternating stretches of parallel parking are provided for public use and limited time drop-off and loading. Lighting will be selected that creates a more intimate, pedestrian scale and ambiance. The Mews will have distinguishing characteristics that reflect certain unique qualities of each development site, while certain material elements such as paving, and lighting will be consistent along its length to establish a sense of cohesiveness from one end to the other.





Detail Plan D



Conceptual Section D



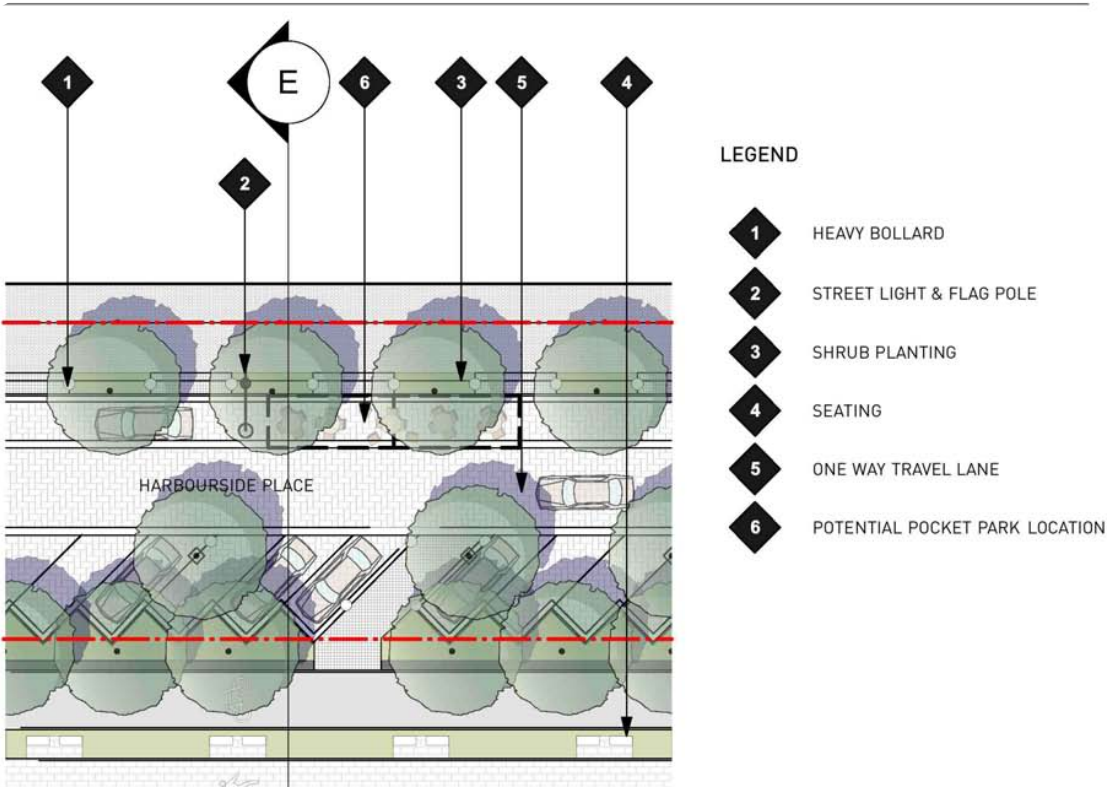
HARBOURSIDE
WATERFRONT

D. FELL AVENUE - SOUTH

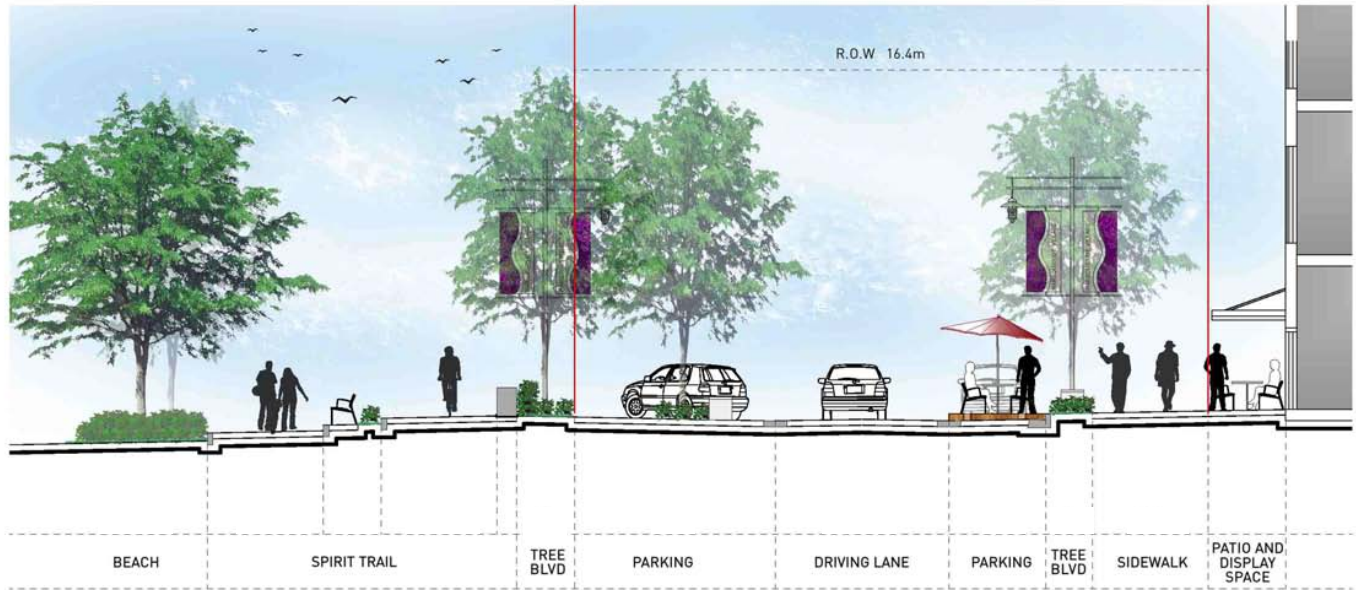
Fell Avenue south serves as part of the retail "high street" for the Harbourside neighbourhood. The street corridor is defined as a 20.5m wide ROW that accommodates one-way traffic with 45 degree angled parking on the east side of the street and parallel parking on the west side of the street. Pedestrian sidewalks adjoin the commercial retail adjacencies with a boulevard separating the sidewalk from the street. A variable width commercial interactive zone creates a flexible retail spill-out space between the edge of property and the commercial frontages that can accommodate outdoor retail and dining space.

Special paving will be applied to walking and driving surfaces to create a unique and memorable streetscape environment. Boulevard rain gardens at corner bumpouts will serve to capture surface runoff from streets. Low curbs combined with robust bollards and tactile paving banding within the boulevard define the street edges and parallel parking stalls and add richness to the street character. Vertical elements that include street trees, and character light standards with banners provide pedestrian scale spatial definition to the corridor.

4.2



Detail Plan E



Conceptual Section E

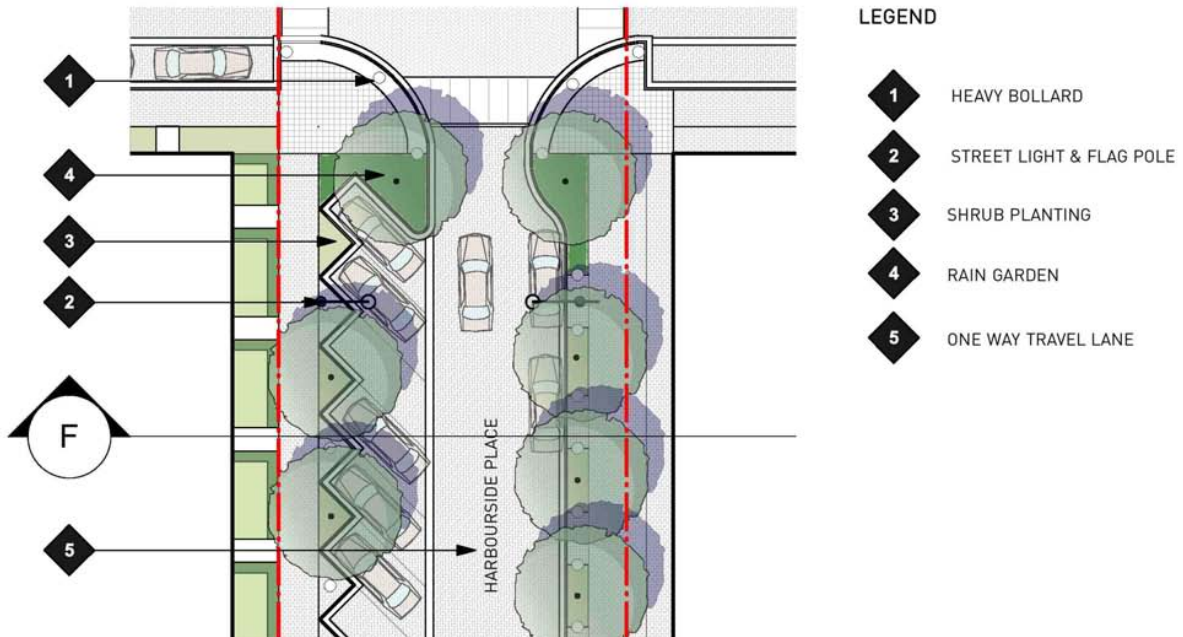
**E. HARBOURSIDE PLACE
(EAST-WEST)**

Harbourside Place together with Fell Avenue form the retail “high street” that defines the heart of the community. It is an active animated environment that becomes the ‘third space’ where spontaneous public life takes place within an actively programmed retail corridor and public realm. It is anticipated that at special times this section of Harbourside Place can be closed to traffic. Richly designed special paving spans the vehicle and pedestrian environments to create a rich streetscape character that extends into defined public open spaces including Fell Plaza and Lions Lane.

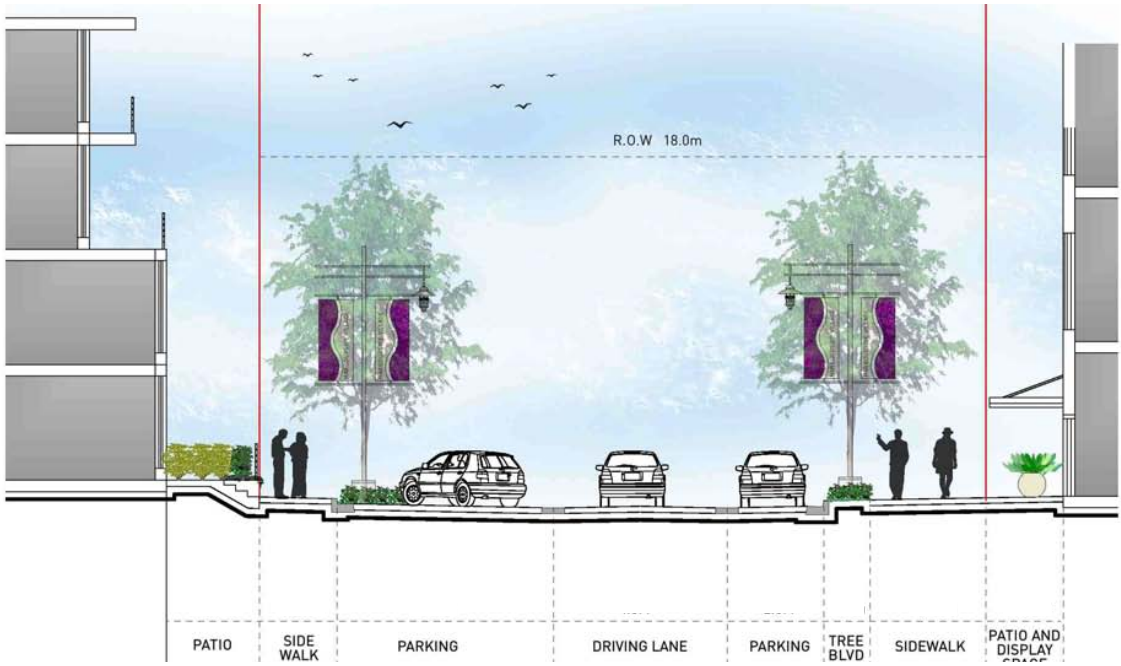
Within the 16.4 m wide ROW, the street will be a one-way configuration with a combination of parallel parking adjacent to retail and angled parking alongside the separated Spirit Trail.

The north side of the street will be designed to allow the City to later implement a series of ‘parklets’ positioned between parallel parking stalls along mid-block conditions to provide additional outdoor seating and animation within the pedestrian sidewalk realm opposite to street retail.

Low curbing combined with robust bollards and a tactile paving band within the boulevard define the street edges and add richness to the street character. Vertical elements that include street trees and character light standards with banners provide pedestrian scale spatial definition to the corridor. A variable width commercial interactive zone creates a flexible retail spill-out space between the edge of property and the commercial frontages that can accommodate outdoor retail and dining space.



Detail Plan F



Conceptual Section F



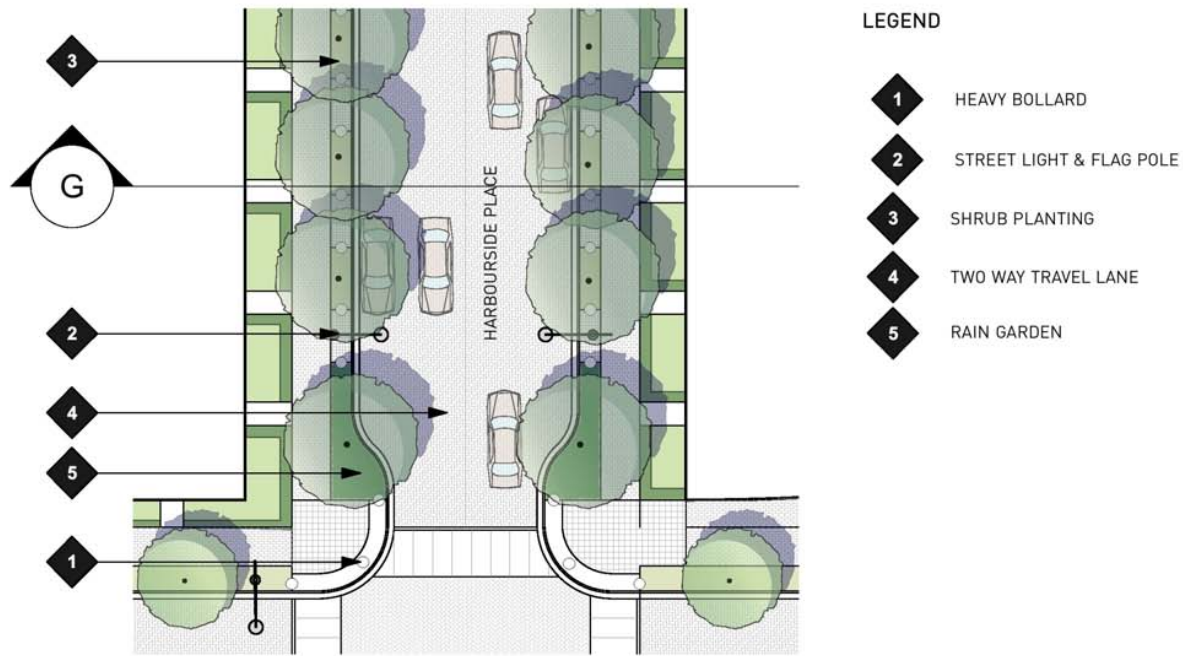
F. HARBOURSIDE PLACE - SOUTH

Harbourside Place south is a one-way segment of the street. The street corridor consists of an 18.0m wide ROW defined on the west side by angled parking and by a sidewalk interfacing with ground oriented residential units with elevated grade separation consisting of front patios and stoops. The east side of the street consists of parallel parking, a boulevard and a sidewalk that interfaces the ground oriented retail with exterior patio and display space.

Landscaped boulevards consisting of street trees, shrub planting and character lighting with banners provide pedestrian scale spatial definition to the street. Tactile paving, heavy bollards and low curbing provides definition between the pedestrian realm and the street.

HARBOURSIDE
WATERFRONT

4.2



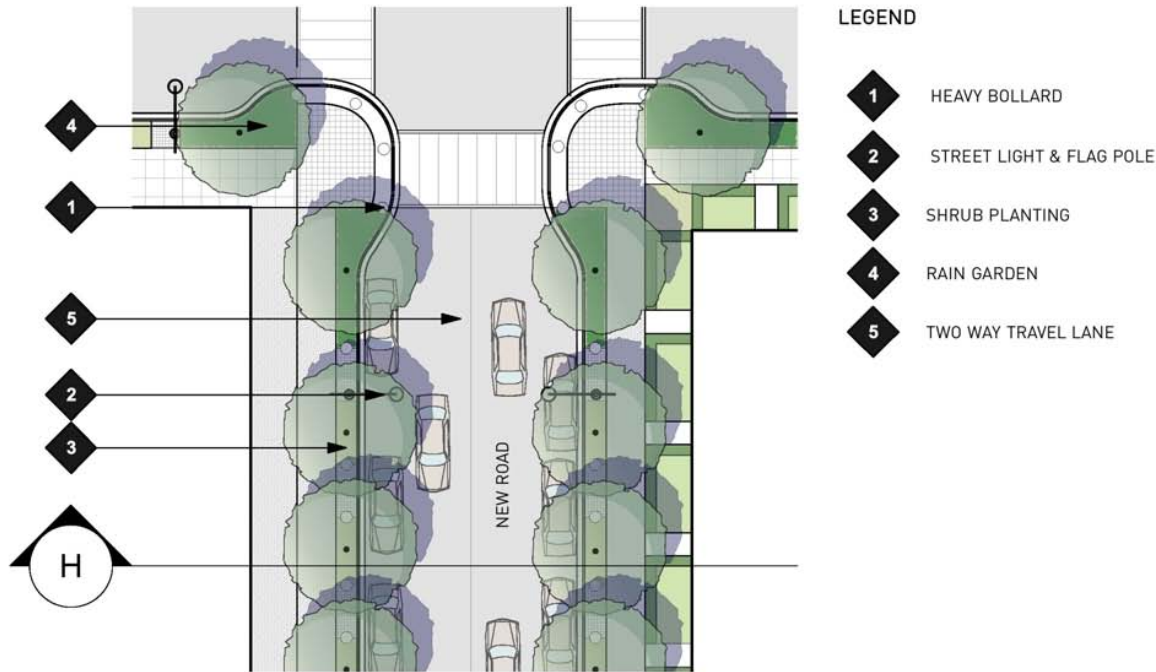
Detail Plan G



Conceptual Section G

G. HARBOURSIDE PLACE - NORTH

Harbourside Place north is situated north of the Mews. This is a two way segment of the street allowing southerly access to the Mews and northerly access to Harbourside Drive. The street corridor consists of an 18.0m wide ROW defined by a sidewalk interfacing with ground oriented residential units with elevated grade separation consisting of front patios and stoops. Landscaped boulevards consisting of street trees, shrub planting and character lighting with banners provide pedestrian scale spatial definition to the street. Parallel parking is located on both the east and west sides of the street.



Detail Plan H



Conceptual Section H



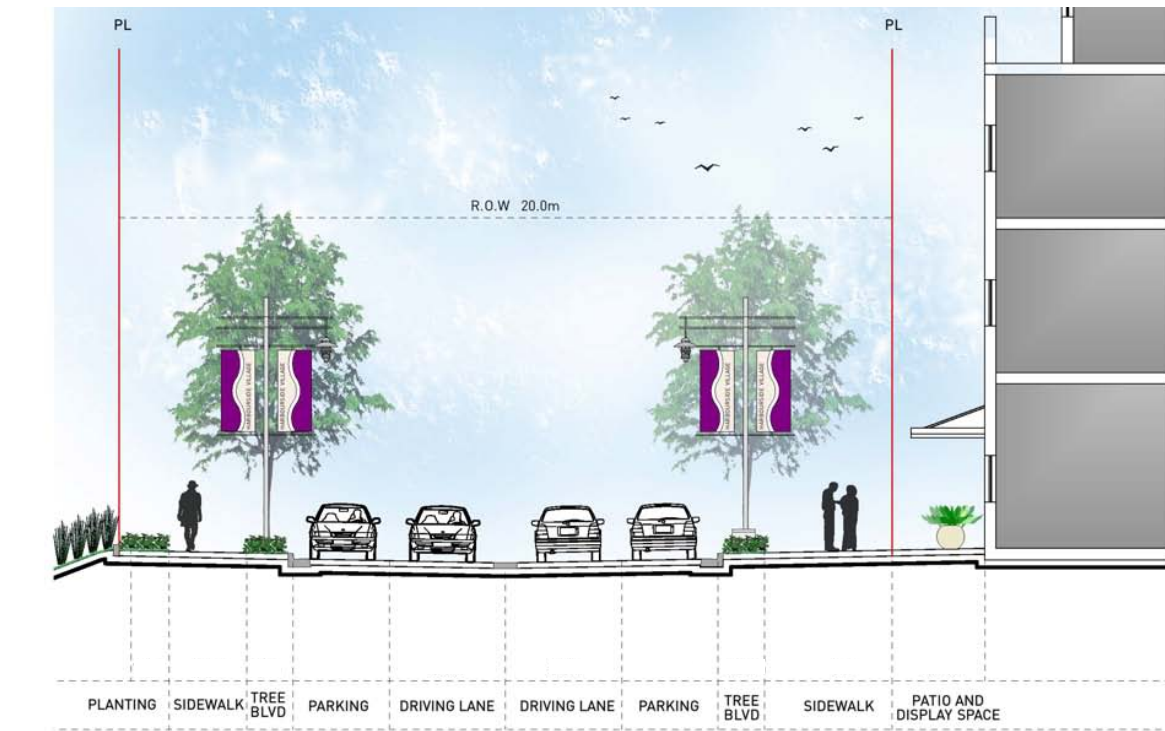
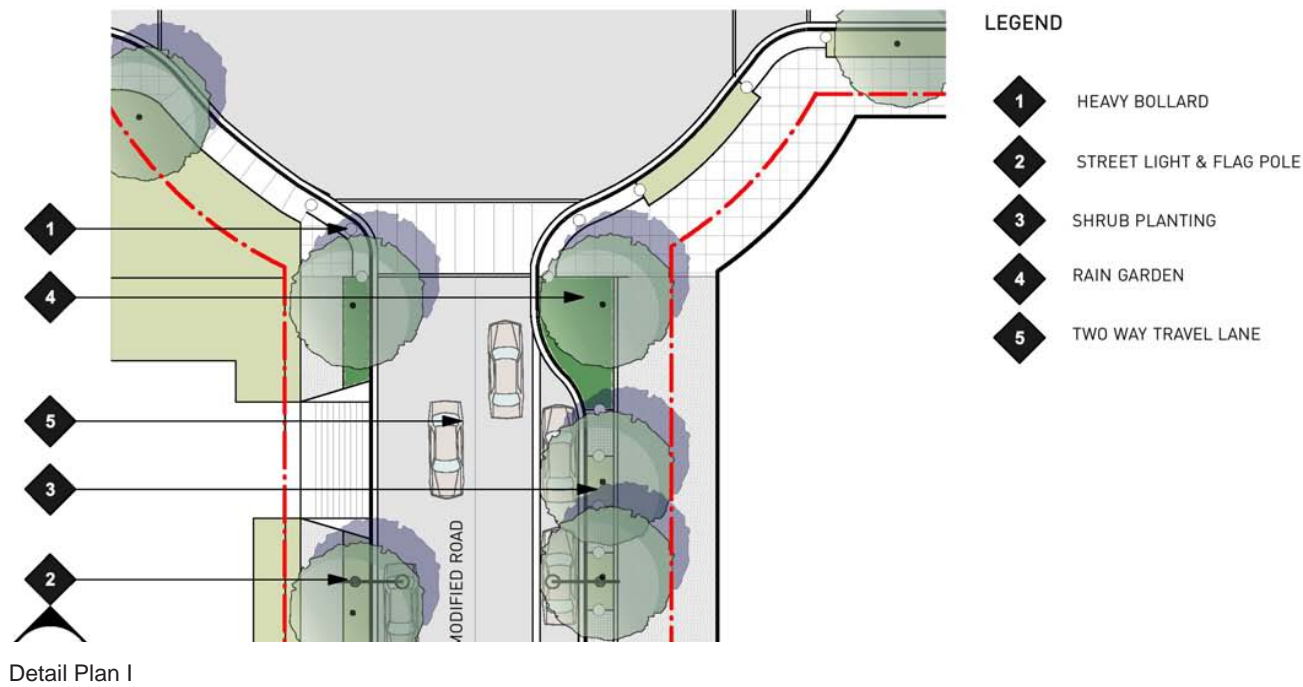
H. NEW ROAD

A new two-way road is proposed between Sites A and B that provides both vehicular access to the Mews as well as pedestrian and cyclists access to the Spirit Trail via a greenway extension. The street corridor is defined by an 18.0m ROW that includes a sidewalks, boulevards and parallel parking on both the east and west sides of the street. The pedestrian realm is separated from the road with boulevards featuring a combination of shrub planting and street trees, interspersed with tactile paving, heavy bollards and low curbing.

The west side of the street interfaces with ground oriented commercial office space with a patio and outdoor display space. The east side of the street interfaces with ground oriented residential units with privacy separation consisting of grade separated patios and stoops.

HARBOURSIDE
WATERFRONT

4.2



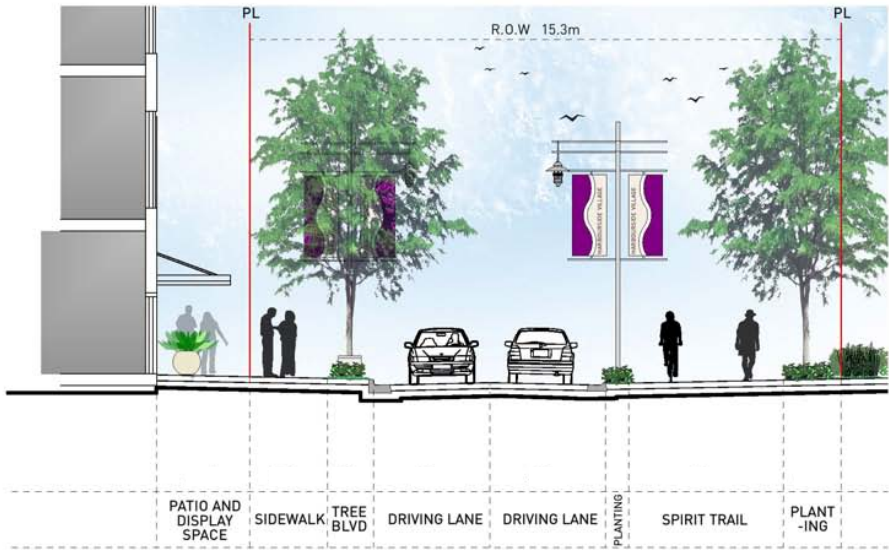
I. MODIFIED ROAD

The existing 20m wide ROW extending from the Harbourside Drive turnaround will be enhanced as a new road that provides both vehicular access to the Mews as well as pedestrian and cyclists access to the Spirit Trail via a green extension.

The west side of the street ROW is defined by a parallel parking zone, a boulevard, a sidewalk, and a landscape buffer providing a future potential street interface for a possible expansion of Bodwell School. The east of the street consists of a parallel parking zone, a boulevard and a sidewalk interfacing with a ground oriented commercial office space with a interactive zone. The pedestrian realm is separated from the road with boulevards featuring a combination of shrub planting and street trees, interspersed with tactile paving, heavy bollards and low curbing.



Detail Plan J



Conceptual Section J



J. GOSTICK EXTENSION

An extension of Gostick Place is proposed to the south of Harbourside Drive to provide pedestrian, cyclist and vehicular access to the Mews, and to the Spirit Trail. The corridor is defined by a 15.3m wide ROW. The west side of Gostick Place includes a boulevard featuring a combination of shrub planting and street trees while separating the pedestrian realm from the street with heavy bollards, tactile paving segments and low curbing. A patio and display space of enables an outdoor extension of the adjacent space.

The character and materiality of Gostick Place would be an extension of the Mews with special paving, a narrow street width and low curbing combined with bollards to separate the road from the sidewalk and Spirit Trail.

The east side of Gostick Place is defined by the Spirit Trail with a 4.0m wide cross section featuring paving material changes to distinguish a 2.0m wide cycle path and a 2.0m wide walking path.

Careful attention will be paid to display an attractive exposure to the Burrard Yacht Club to the east with a planting buffer between the Spirit Trail and the Burrard Yacht Club.

SEA LEVEL RISE

The Harbourside Waterfront development will meet the CNV's bylaw requirements for flood management, as defined by the City's interim Flood Control Level (FCL) policy that was endorsed by Council in July 2013. Additionally, the site will employ adaptive design measures that will ensure the viability of the development and associated public realm infrastructure through to the year 2100. The proposed flood management strategy aims to balance near term capital development costs with the ability to employ incremental adaptive measures over time as sea level conditions change.

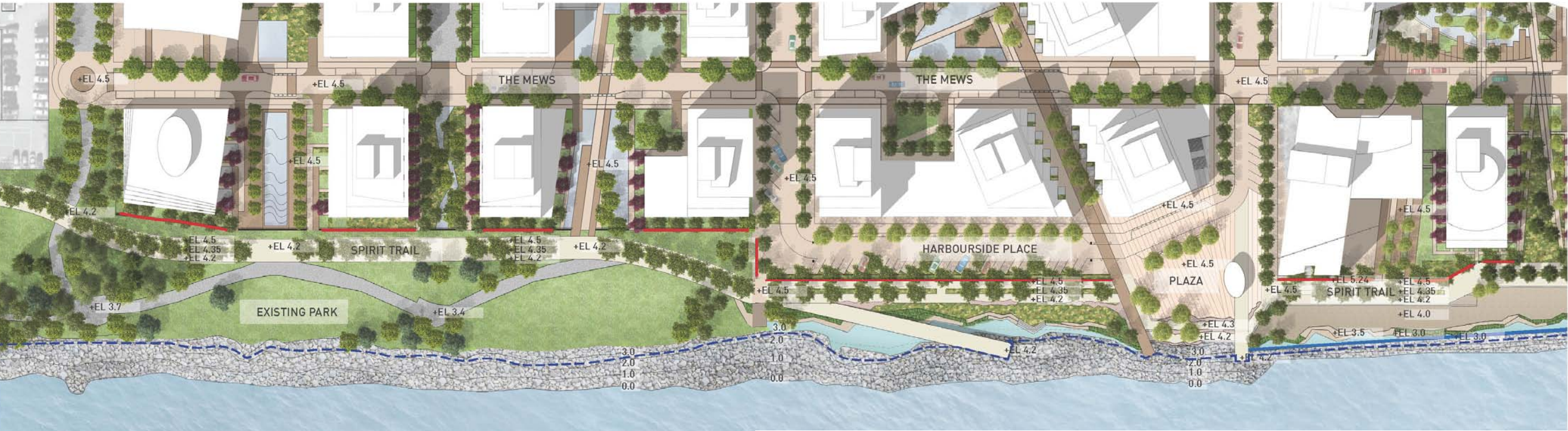
The site design rationale is proposing to build-up the site to an elevation of 4.5m for all development areas, inclusive of Site A through D, and associated off-site improvements extending from the Mews south to Harbourside Place and the Foot of Fell Avenue. The design responds to the current flood conditions of sea level rise and considers the cumulative values of existing sea level conditions, as well as storm surge and wave run-up effects. In response to future sea level rise, the plan also incorporates a series of adaptive strategies that include the following:

- 1. Improvements to the existing shoreline profile that would function to dissipate wave energy including the introduction of terraces and benches, shoreline structures and a protruding headland;
- 2. Design of the public waterfront to accommodate a continuous elevated concrete band to dissipate wave run-up and storm surge to the year 2100, of which components of the band would be integrated into the current development. This band could be raised at a later date by the CNV to accommodate future SLR;
- 3. Adaptive urban design of an elevated Spirit Trail and development adjacencies to King Mill Walk that would allow the park to be elevated in the future by the City;
- 4. Interim grading transitions to development adjacencies including Harbourside Drive, Bodwell School and Mosquito Creek Marina that could be raised in the future.

These adaptive measures seek to ensure that the Harbourside Waterfront can be a vibrant, viable and resilient community through the course of the 21st century, and that it can be a part of a future strategy to address sea level rise across flood prone areas within the City of North Vancouver.

LEGEND

- » Concrete Band (EL 5.24)
- » Modified lock-block wall
- » Approx. high water mark (EL 2.5)

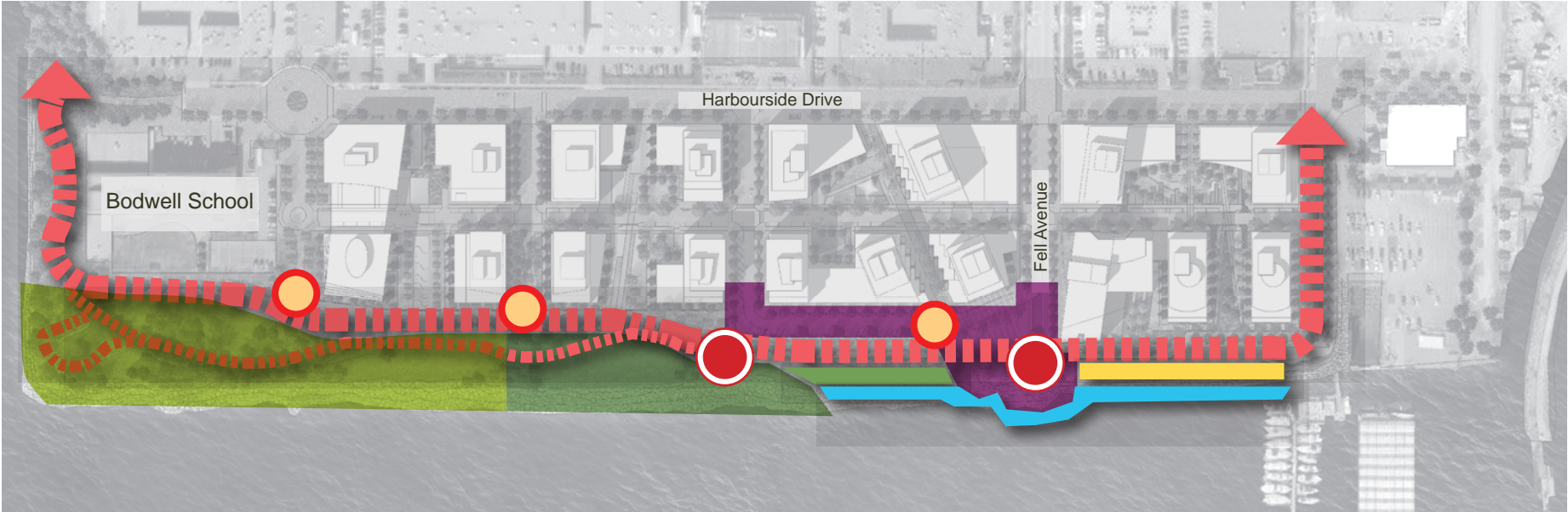


Note: The design proposed is conceptual only and is subject to further review including detailed design at development permit approvals stage, regulatory approvals and the future City-led parks planning process.

THE WATERFRONT

4.3

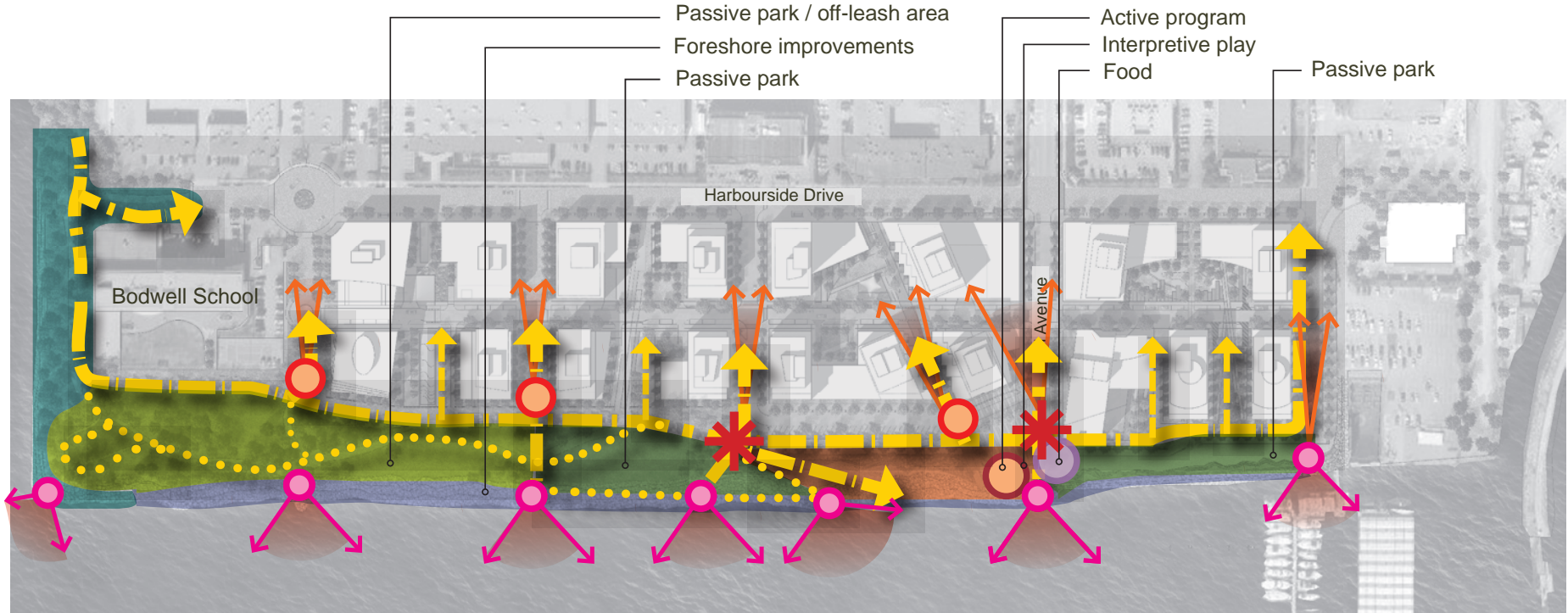
HARBOURSIDE WATERFRONT



- LEGEND
- Spirit Trail
 - Park Path
 - Active Event Space
 - Perched Beach
 - Salt Marsh
 - Passive Park / Off-leash Area
 - Passive Park
 - Important Nodes
 - Minor Nodes

KEY SHORELINE ELEMENTS

The shoreline is defined through both the character of built form as well as open space. The waterfront is linked by the Spirit Trail which becomes a continuous thread lining distinctive moments or nodes along its path. Major nodes in the park space may include a naturalized children's park alongside the perched view deck, a landmark sculpture and plaza defining the eastern end of Harbourside Place and Fell Plaza that is characterized as a pedestrian 'landing' with a proposed food and beverage kiosk, wharf and pier extension.



- LEGEND
- Primary Path
 - Secondary Path
 - Viewpoints
 - Primary Activity Nodes
 - Secondary Activity Nodes

PROGRAM REQUIREMENTS

PROGRAM ASPIRATIONS

PARK PROGRAM REQUIREMENTS & ASPIRATIONS

Enhancements are envisioned for the existing and newly dedicated public park space. The diagram as shown outlines both required park improvements as well as improvement aspirations that would be determined through a City-led parks planning process following the rezoning of Harbourside Waterfront.

- SEPARATED SPIRIT TRAIL
- OFF-LEASH DOG PARK
- PASSIVE ACTIVITIES
- AMPHITHEATRE & VIEWING TERRACES ON SPIRIT TRAIL EMBANKMENT
- SEPARATED SPIRIT TRAIL
- PASSIVE ACTIVITIES
- CHILDREN'S PLAY AREA
- URBAN WETLANDS / RAIN GARDENS
- PUBLIC WASHROOMS / CONCESSION KIOSK
- FRESHWATER MARSH
- PROGRAMMABLE PLAZA
- SEPARATED SPIRIT TRAIL
- PIER EXTENSIONS
- SEATING TERRACES
- PUBLIC ART
- PLAY AREA
- PERCHED BEACH
- FRESHWATER MARSH
- SEPARATED SPIRIT TRAIL
- BOARDWALK
- SEATING TERRACES
- VIEW DECK

MASTERPLAN - THE WATERFRONT



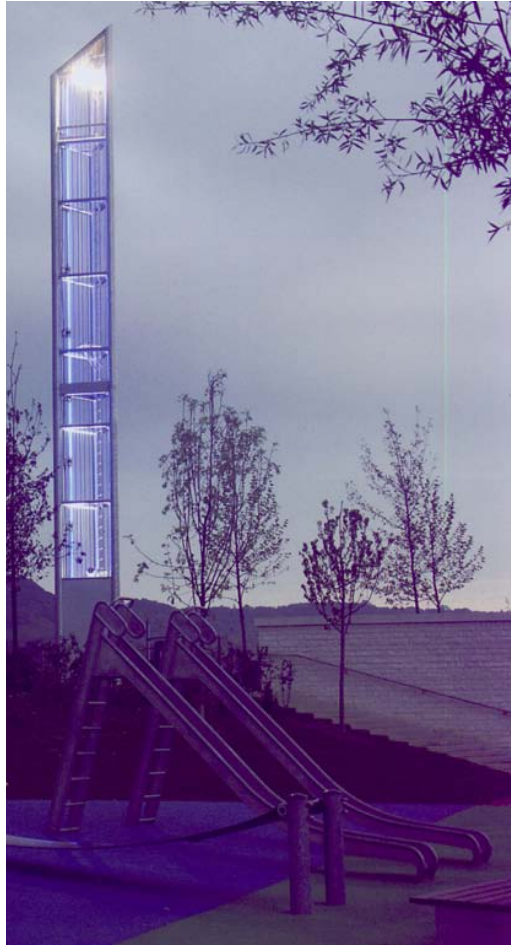
**ILLUSTRATIVE PARK PLAN**

The plan illustrates potential improvements to the eastern portion of Kings Mill Walk and associated shoreline improvements that will be undertaken in response to sea level rise, shoreline remediation requirements and the implementation of the Spirit Trail master plan. The eastern portion of the park, as shown, will be undertaken in tandem with the initial development phasing of Sites C and D, respectively.

CONCEPTUAL DRAWING

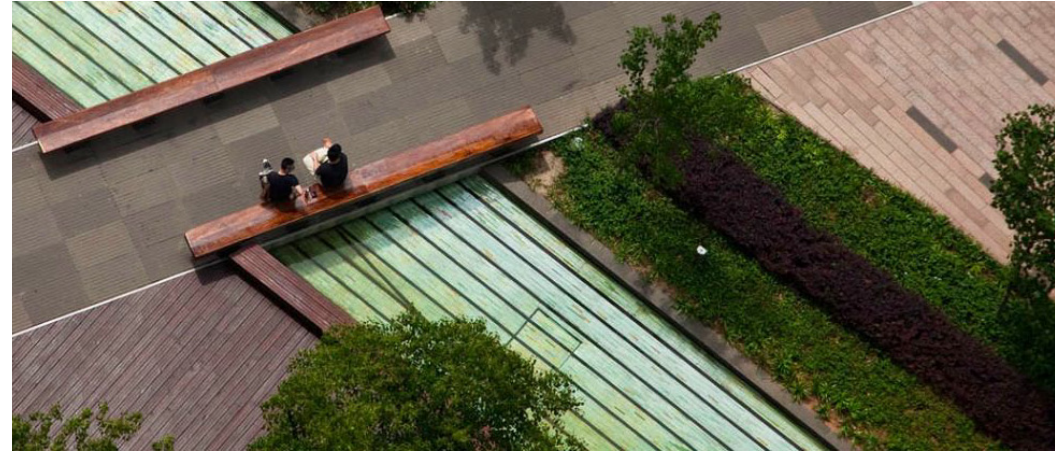
Park and open space design, building siting, and building design to be considered at Development Permit stage.

MASTERPLAN - THE WATERFRONT



STREET FURNITURE

In order to animate Harbourside Waterfront, maximizing places to relax, dine and people watch are contingent on the provision of street furniture that is both fixed and moveable. Where street side retail is proposed, outdoor patios with seating are encouraged within the sidewalk environment. Integrated fixed seating elements such as set walls, intertidal terraces, benches and platforms within the streets and parks are intended to attract a greater amount pedestrian activity and use within public spaces.



BUILDING	USE TYPE	GFA (m2)
A-1	Office	6,000
A-2	Office	5,800
A-3	Office	6,480
A-4	Market Housing	4,800
Site A		23,080

BUILDING	USE TYPE	GFA (m2)
B-1	Market Housing	5,000
B-2	Rental	7,359
	Office	300
B-3	Market Housing	6,000
	Office	350
		6,350
B-4	Market Housing	5,700
Site B		24,709

BUILDING	USE TYPE	GFA (m2)
C-1	Market Housing	4,500
	Retail	500
		5,000
C-2	Market Housing	4,000
C-3	Market Housing	4,000
	Retail	1,000
		5,000
C-4	Market Housing	3,600
	Retail	700
		4,300
C-5	Market Housing	6,221
	Office	446
	Retail	1,100
		7,767
Site C		26,067

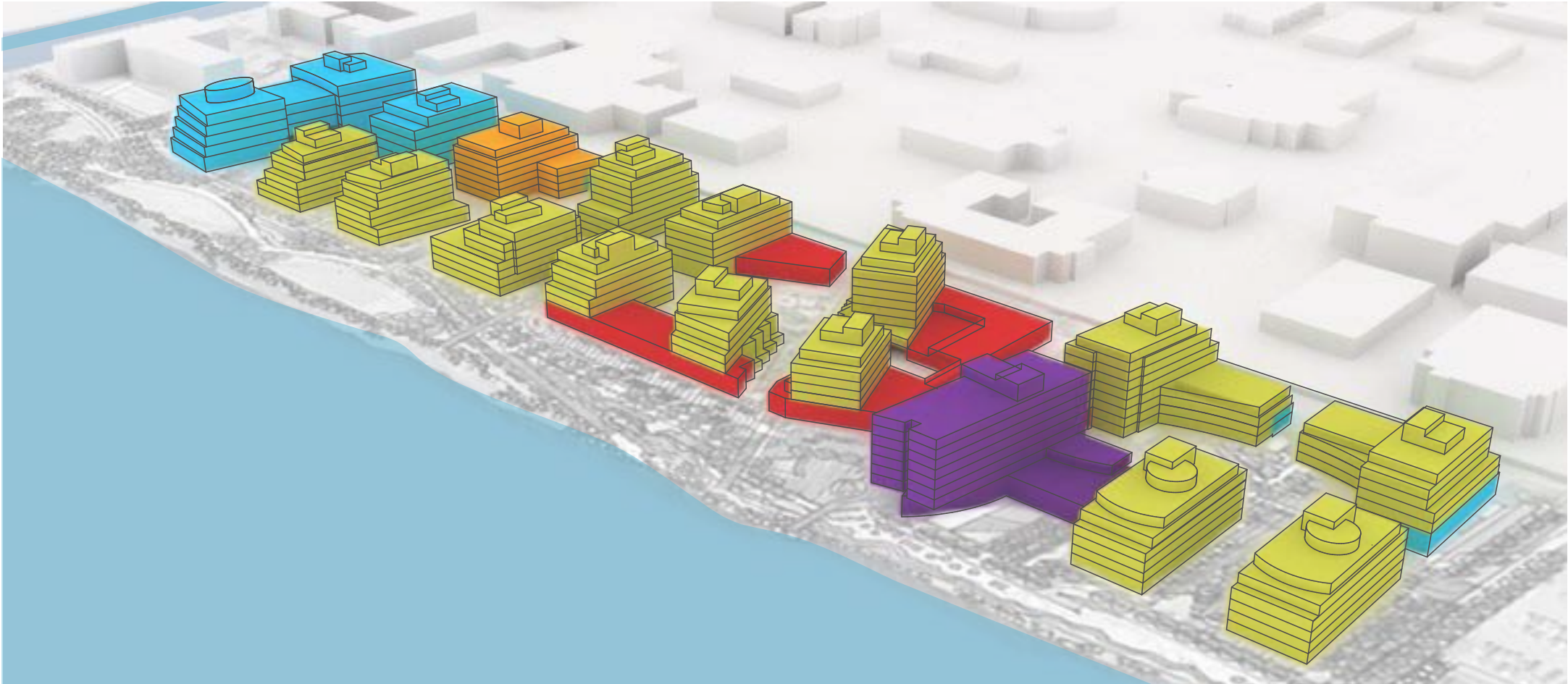
BUILDING	USE TYPE	GFA (m2)
D-1	Market Housing	7,000
	Office	500
	Retail	800
		8,300
D-2	Hotel	9,566
D-3	Market Housing	5,210
	Office	800
		6,010
D-4	Market Housing	5,100
D-5	Market Housing	5,100
Site D		34,076
Total		107,932

* SITE FSR AREAS ARE ILLUSTRATIVE ONLY AND CAN BE REDISTRIBUTED TO ANOTHER PARCEL TO A MAXIMUM OF 7.5%



Level 1 Uses plan

SITE DESIGN PARAMETERS



OVERALL SUMMARY

Proposed exclusions deducted from FSR:

- 1. All amenity areas up to 190m²/building including rooftop amenity and support spaces such as storage for garden tools and equipment. *
- 2. Elevators and stairs required to provide access to roof space.
- 3. Above grade uses/parking below proposed new FCL
- 4. Above grade storage, mechanical and electrical rooms and bike storage
- 5. Balconies (no limitation to open balconies)

* Up to 37m² of roof top amenity per building can be consolidated to one building

HEIGHT CALCULATION

Height is calculated from the FCL of 4.5m to the top of roof structure. Balcony guards, planters, parapets, rooftop amenity, stair and elevator access and mechanical penthouses are to be excluded in the calculation for height.

HARBOURSIDE WATERFRONT

FSR

Site area: 4.906 hectares

Residential:	1.35 FSR
Commercial:	0.70 FSR
Rental:	0.15 FSR

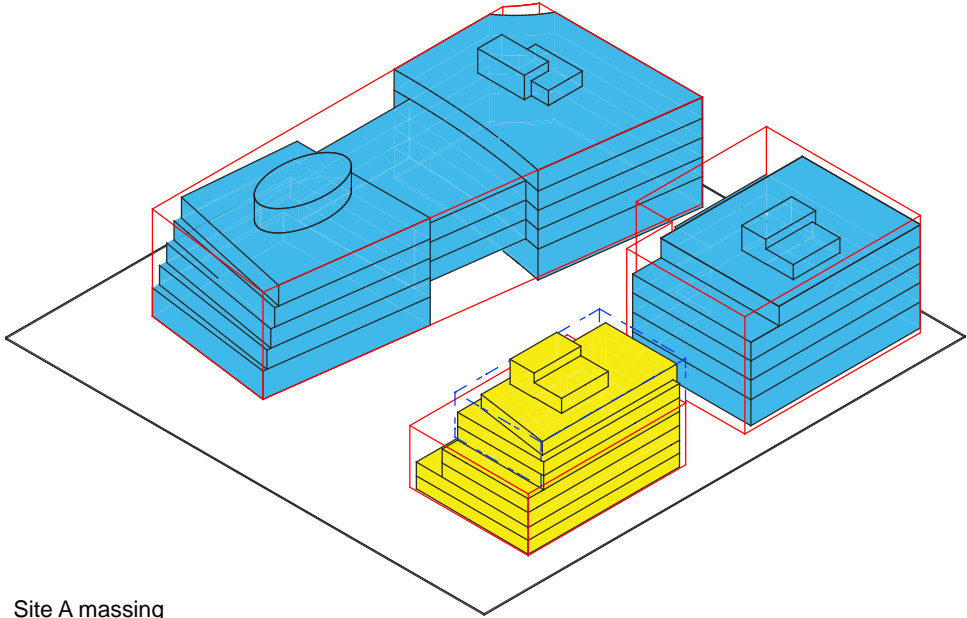
TOTAL 2.20 FSR

MAX FLOOR AREAS

Residential:	66,231 m ²
Commercial:	34,342 m ²
Rental:	7,359 m ²

TOTAL: 107,932 m²

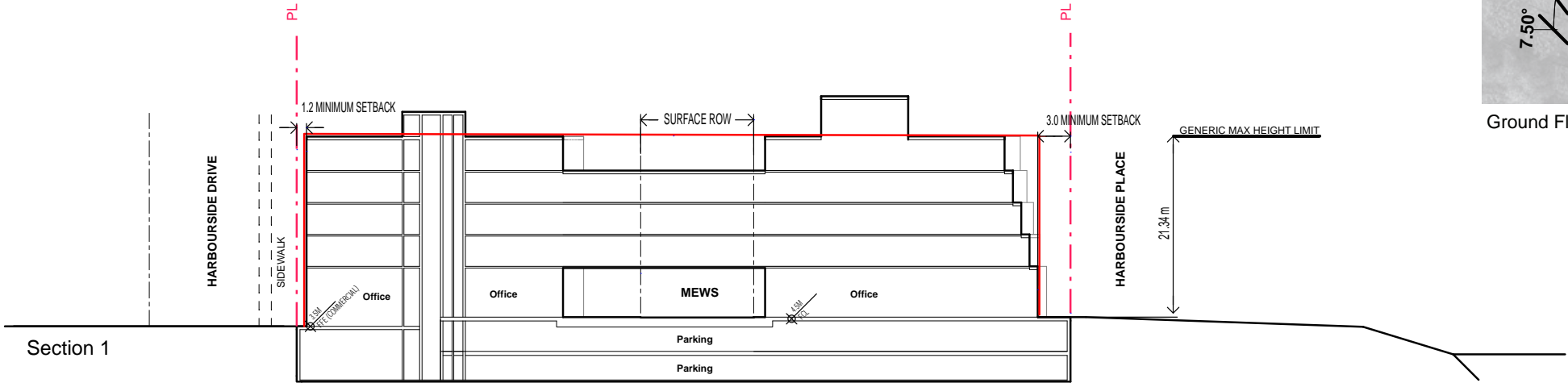
SITE DESIGN PARAMETERS



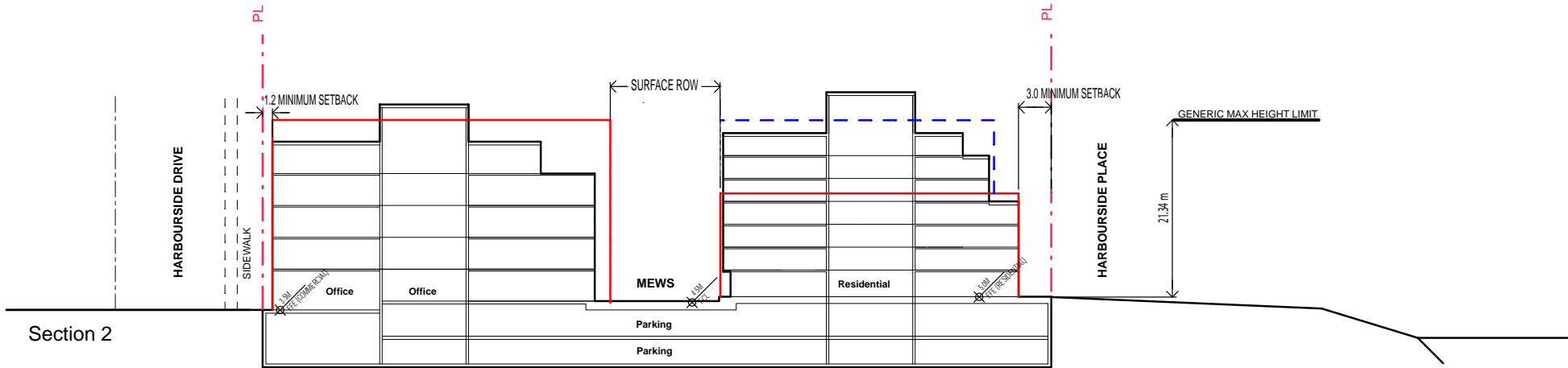
Site A massing



Ground Floor Plan



Section 1



Section 2

- Building base boundary (1-5 storeys dependent on site condition)
- Optimal upper building boundary
- Market Residential
- Office

BUILDING	USE TYPE	GFA (m2)
A-1	Office	6,000
A-2	Office	5,800
A-3	Office	6,480
A-4	Market Housing	4,800
Site A		23,080

* Site FSR AREAS ARE ILLUSTRATIVE



HARBOURSIDE
WATERFRONT



5.0

SITE A - USE AND FORM

Use: Office and Market Residential

Form: Generally 3 to 4 buildings within 21.34m in height max.

SUB-SITE A-1/A-3

Use: Office. Storefront office potential along Harbourside Drive

Form: To be formed either as 2 individual buildings or as 2 buildings connected to reduce apparent mass.
South portion to be formed and detailed to be a “landmark element” along the park setbacks and/or interesting form and detail required to achieve this objective. Both buildings to be maintained within the overall form envelope of 21.34m.

SUB-SITE A-2

Use: Office. Storefront Office along Harbourside Drive

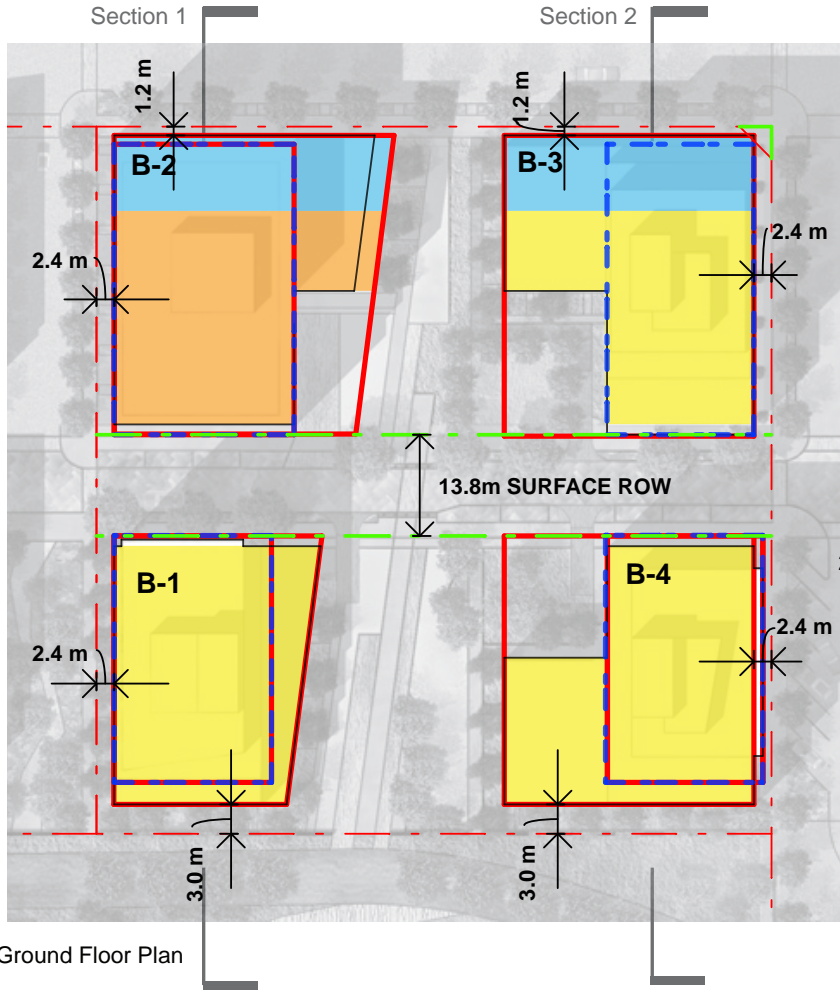
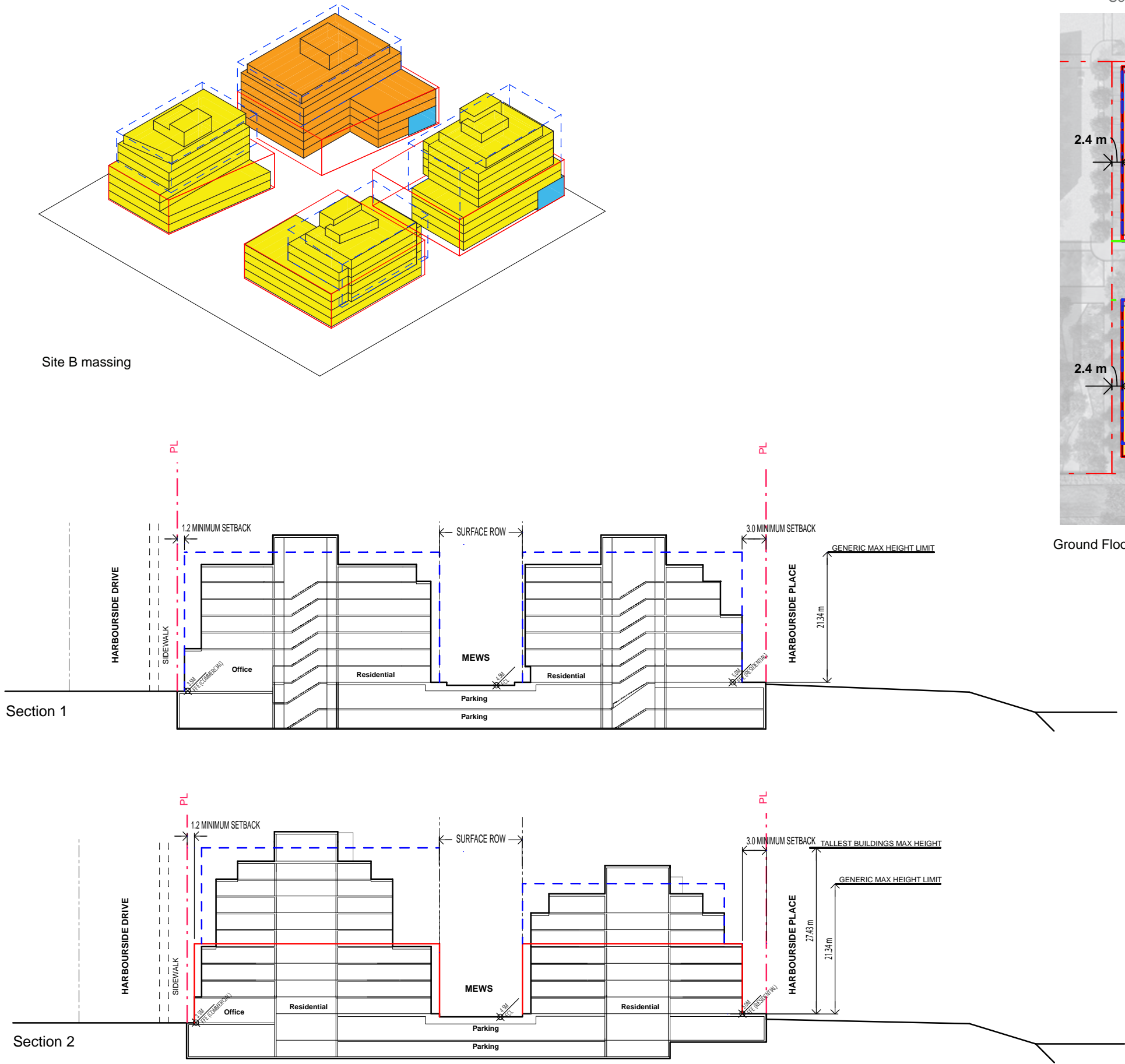
Form: To be formed as 1 building.
Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive and courtyard. Continuous interlocking vertical elements between levels encouraged. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE A-4

Use: Market Residential

Form: To be formed as 1 building.
Minor setback at 1 or 2 penthouse levels generally to create capping form
Up to 4 storey podium/wing element to be expressed along park to south
Building to be maintained within the overall form envelope of 21.34m oriented north-south.
Continuous interlocking vertical elements between levels encouraged.

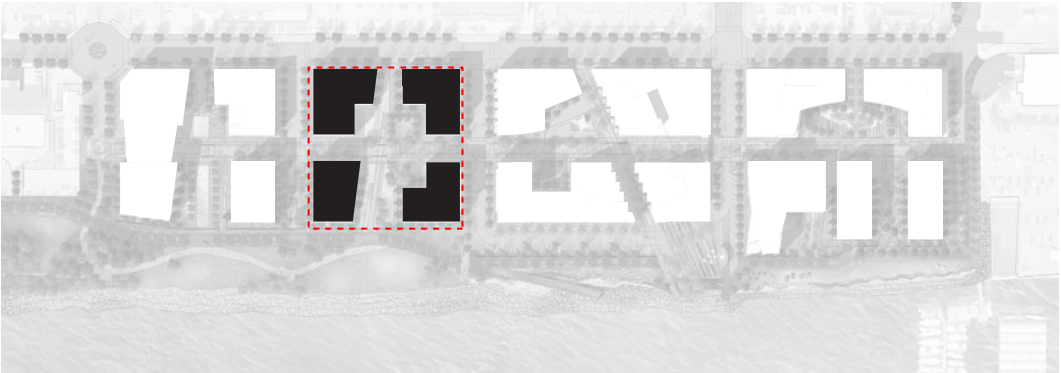
*Typical to all Site A sub-site: Combined usable and green roofscape encouraged and rooftop amenity to and stair access/mech space are not counted in height.



- Building base boundary (1-5 storeys dependent on site condition)
- Optimal upper building boundary
- Market Residential
- Office
- Rental/Seniors Housing

BUILDING	USE TYPE	GFA (m2)
B-1	Market Housing	5,000
B-2	Rental	7,359
	Office	300
B-3	Market Housing	6,000
	Office	350
		6,350
B-4	Market Housing	5,700
Site B		24,709

* SITE FSR AREAS ARE ILLUSTRATIVE



HARBOURSIDE
WATERFRONT



5.0

SITE B - USE AND FORM

Use: Market Residential and Rental

Form: 3 buildings within 21.34m in height max. and 1 building within 27.43m height max.

SUB-SITE B-1

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along park to south. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE B-2

Use: Rental Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels not required, material/fenestration change is adequate. Up to 4 storey podium/wing element to be expressed along Harbourside Drive and courtyard. Building to be maintained within the overall form envelope of 21.34m oriented north/south

SUB-SITE B-3

Use: Market Residential and storefront office along Harbourside Drive

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive and courtyard. Building to be maintained within the overall form envelope of 27.43m oriented north-south.

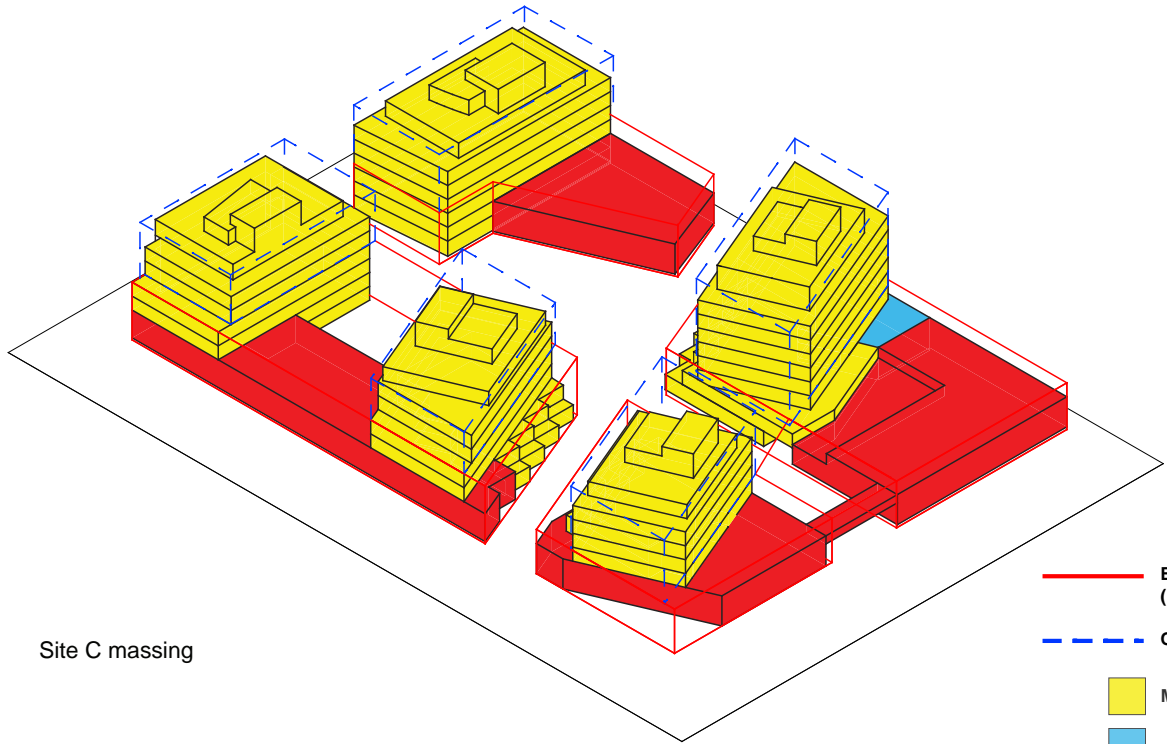
SUB-SITE B-4

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along park to south. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

* Typical to all sub-sites: Continuous interlocking vertical elements between levels encouraged. Combined usable and green roofscape encouraged and rooftop amenity and stair access/mech space are not counted in height.

SITE DESIGN PARAMETERS

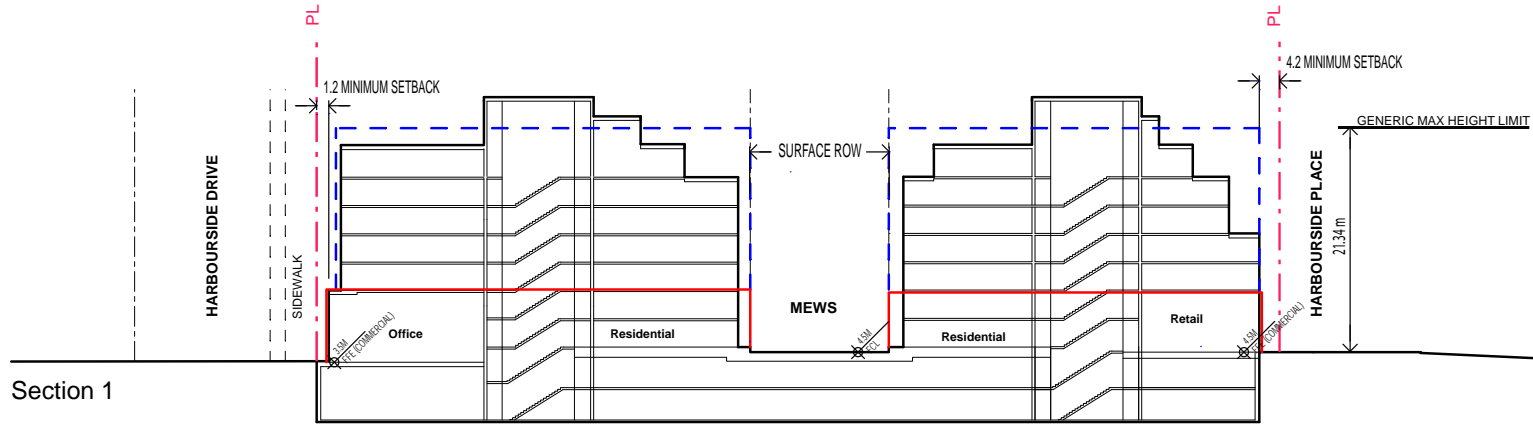


Site C massing

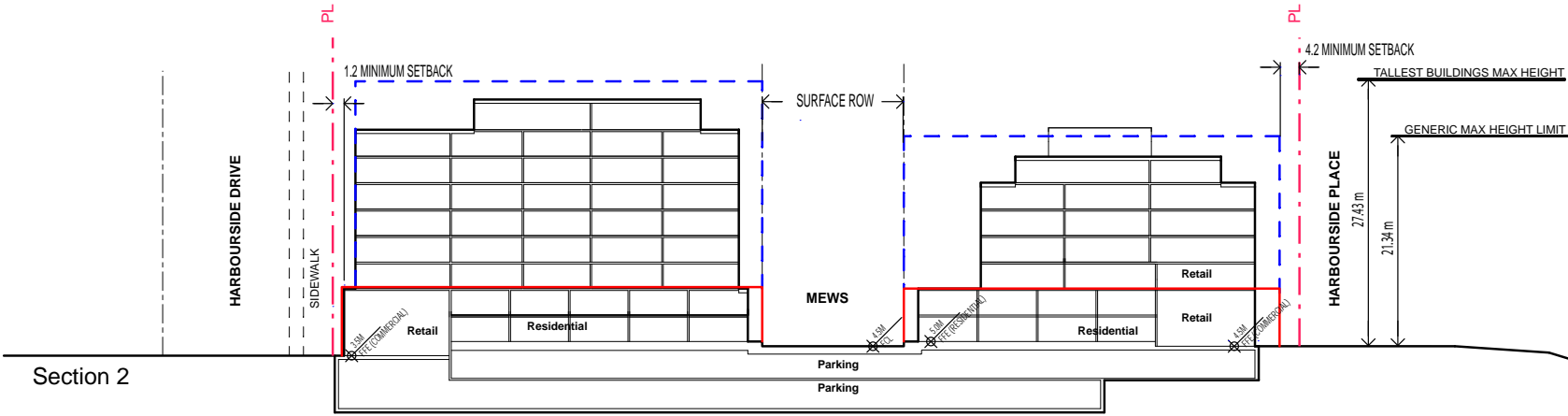
- Building base boundary (1-5 storeys dependent on site condition)
- Optimal upper building boundary
- Market Residential
- Office
- Retail



Ground Floor Plan



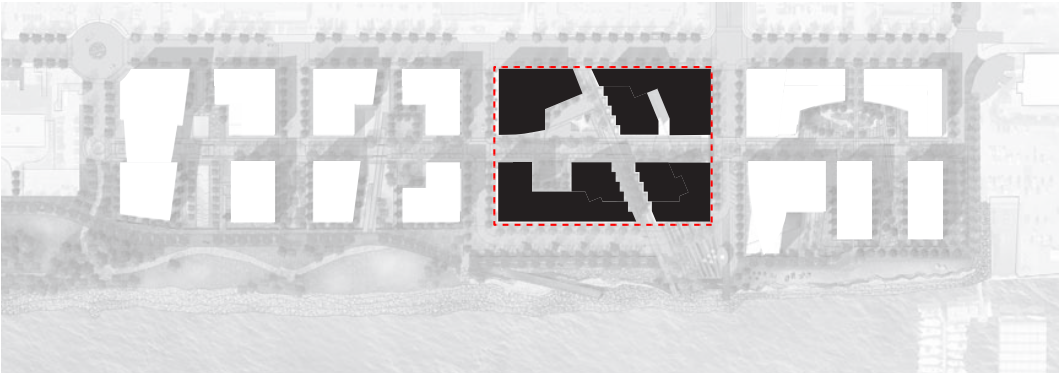
Section 1



Section 2

BUILDING	USE TYPE	GFA (m2)
C-1	Market Housing	4,500
	Retail	500
		5,000
C-2	Market Housing	4,000
C-3	Market Housing	4,000
	Retail	1,000
		5,000
C-4	Market Housing	3,600
	Retail	700
		4,300
C-5	Market Housing	6,221
	Office	446
	Retail	1,100
		7,767
Site C		26,067

* SITE FSR AREAS ARE ILLUSTRATIVE



HARBOURSIDE
WATERFRONT



5.0

SITE C - USE AND FORM

Use: Market Residential, Office and Commercial Retail

Form: Generally 4 buildings within 21.34m in height max. and 1 within 27.43m height max.

SUB-SITE C-1

Use: Residential with storefront office and retail potential along Harbourside Drive.

Form: To be formed as 1 building. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE C-2, C-3

Use: Market Residential and Commercial Retail

Form: To be formed as 2 buildings. Eastern building to be oriented to frame view of The Lions. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Place to south. Buildings to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE C-4

Use: Market Residential and Commercial Retail

Form: To be formed as 1 building. Building to be oriented to frame panorama view of The Lions to Grouse Mountain. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 1 storey Retail podium element to be expressed to Fell Avenue. Buildings to be maintained within the overall form envelope of 21.34m oriented north-south.

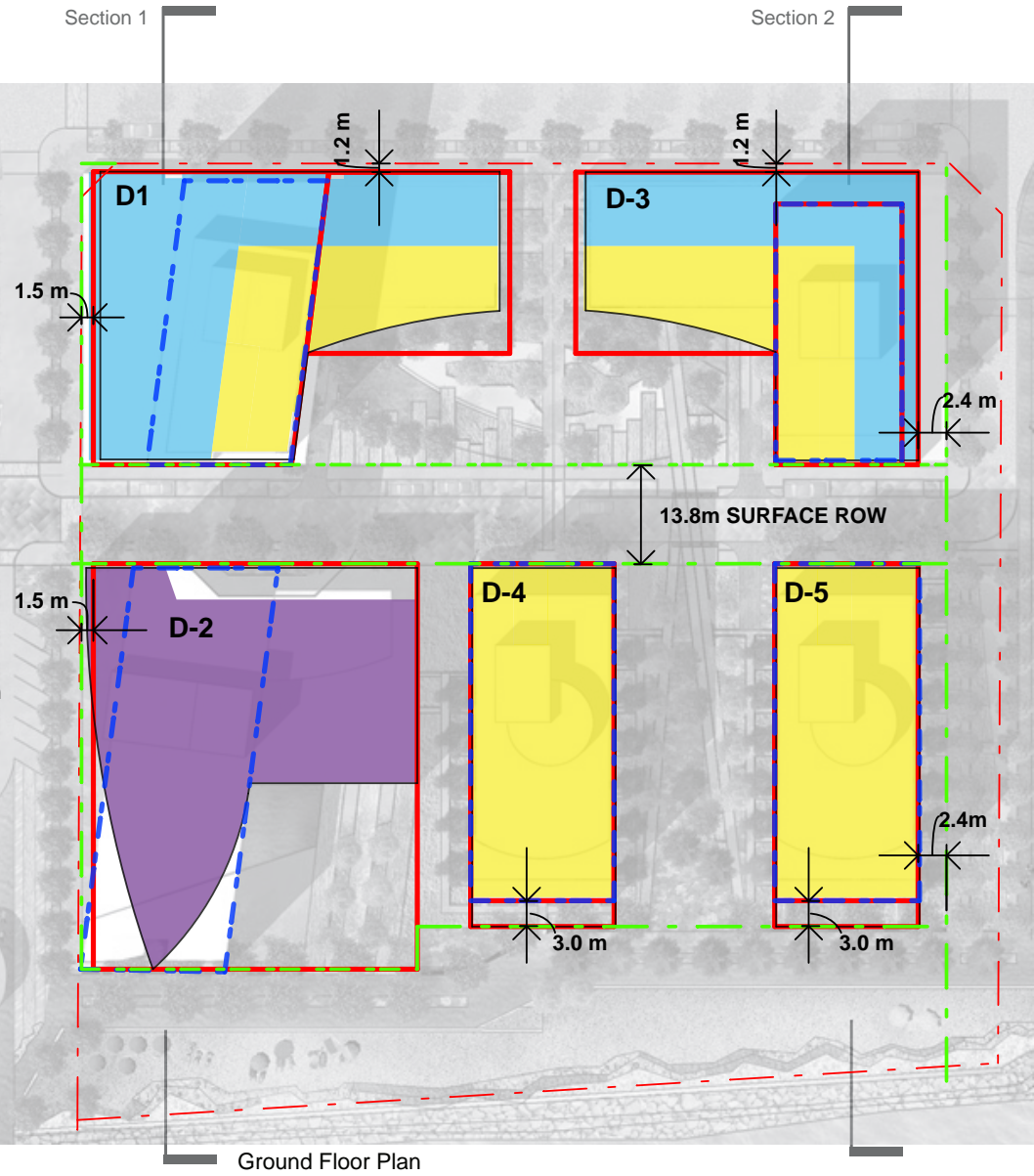
SUB-SITE C-5

Use: Market Residential and Commercial Retail. Storefront Office along Harbourside Drive.

Form: To be formed as 1 building. Building to be oriented to frame panorama view of The Lions to Grouse Mountain. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 1 storey retail podium element to be expressed to Fell Avenue. Buildings to be maintained within the overall form envelope of 27.43m oriented north-south.

* Typical to all sub-sites: Continuous interlocking vertical elements between levels encouraged. Combined usable and green roofscape encouraged. Rooftop amenity to and stair access/mech space not counted in height/density.

SITE DESIGN PARAMETERS



BUILDING	USE TYPE	GFA (m2)
D-1	Market Housing	7,000
	Office	500
	Retail	800
		8,300
D-2	Hotel	9,566
D-3	Market Housing	5,210
	Office	800
		6,010
D-4	Market Housing	5,100
D-5	Market Housing	5,100
Site D		34,076

* SITE FSR AREAS ARE APPROXIMATE



HARBOURSIDE
WATERFRONT



5.0

SITE D - USE AND FORM

Use: Market Residential, Office, Retail, and Hotel

Form: Generally 3 buildings within 21.34m in height max. and 2 within 27.43m in height

SUB-SITE D-1

Use: Market Residential with retail and storefront office potential along Harbourside Drive.

Form: To be formed as 1 building. Building to be oriented to frame panorama view of the Lions to Grouse Mountain. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 1 storey Retail podium element to be expressed to Fell Avenue. Building to be maintained within the overall form envelope of 27.43m oriented north-south.

SUB-SITE D-2

Use: Hotel and Commercial Retail

Form: To be formed as 1 building. Building to be oriented to frame panorama view of The Lions to Grouse Mountain. Up to 2 storey conference wing to be expressed to courtyard and the Mews. Setback at upper levels not required. Material change and high quality material and details required to make this a "foreground building". Up to 1 storey retail podium element to be expressed to Fell Avenue. Building to be maintained within the overall form envelope of 27.43m oriented north-south.

SUB-SITE D-3

Use: Market Residential with storefront office potential along Harbourside Drive and Gostick Avenue.

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE D-4

Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

SUB-SITE D-5

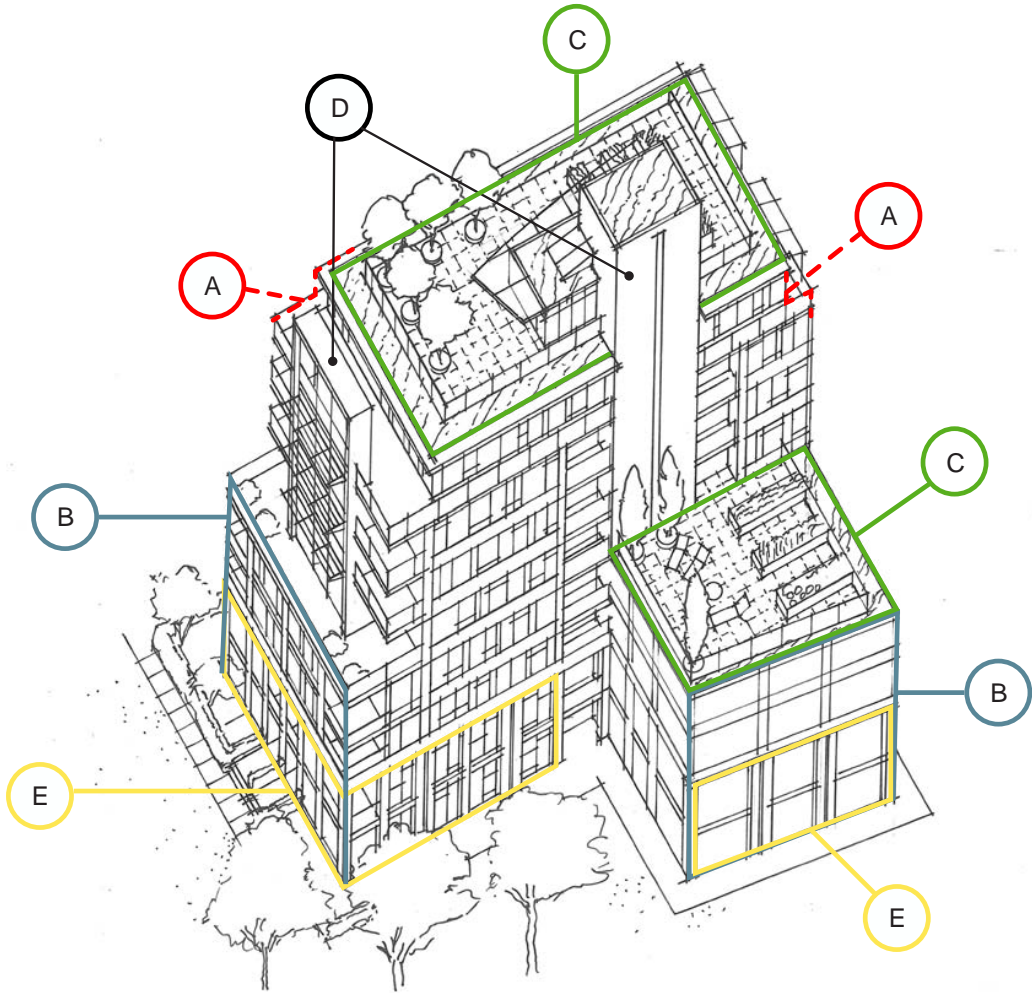
Use: Market Residential

Form: To be formed as 1 building. Minor setback at 1 or 2 penthouse levels generally to create capping form. Up to 4 storey podium/wing element to be expressed along Harbourside Drive. Building to be maintained within the overall form envelope of 21.34m oriented north-south.

*Typical to all sub-sites: Continuous interlocking vertical elements between levels encouraged. Combined usable and green roofscape encouraged. Rooftop amenity to and stair access/mech space not counted in height/density.

SITE DESIGN PARAMETERS





BUILDING CHARACTER

The resulting building form has been shaped through the public engagement process as part of the policy statement and OCP amendment process.

A "blocky" low-rise building form has emerged, which has directed buildings toward a square-shouldered mid-rise massing. An "industrial chic" character comprised of elegant, robust, well finished but somewhat "gritty" building details and materials seems appropriate within the development's context.

In contrast, the more "shiny" overlay of nautically derived forms and finishes, which ties in with the "marine" context adds, richness and makes obvious allusion to the waterfront setting.

It is the intention of the property owners to create a diversity of expression in the form and character of buildings by varying masonry, architectural design and material selection across the Harbourside Waterfront neighbourhood.

Building forms shall generally follow these recommended characteristics:

A. STEP-BACK AT UPPER FLOORS:
Create a minor step back at the penthouse and/or sub-penthouse levels together with material change (except for the 2 foreground buildings).

B. PODIUM AND WINGS:
Keep form to a 4 storey maximum expression immediately along the parks, with the exception of landmark buildings in key locations which are

allowed to exceed this maximum. Provide some stepping along the north side of the Mews, where possible. Podium massing and base expression along Harbourside Drive should vary between a minimum 1 (over height) storey and 5 stories maximum.

C. ROOFTOPS:
Allow for roof access and small amenity support areas and trellises to encourage usable roof areas. Roofs are to be developed as a combination of usable areas, green roof, and urban agriculture, where appropriate.

D. INTERCONNECTING FORMS:
Allow for a variety of interconnecting form elements that link between base, middle and top components.

E. BASE EXPRESSION:
Create a 2 storey street scale expression exploring different approaches to fenestration, recessed entries, balcony relationships, and materiality all relating to a human scale along street frontages and courtyard exposures.

F. STREET DETAIL:
Create a finer grain of detail, together with usable entrance terraces, fencing, signage, canopies, planters and lighting etc. at street frontages, appropriate to residential or commercial usage.

SITE DESIGN PARAMETERS



JUNE 21 SUMMER SOLSTICE
10:00 AM



12:00 PM



2:00 PM



**MARCH 21 SPRING EQUINOX
10:00 AM**



12:00 PM

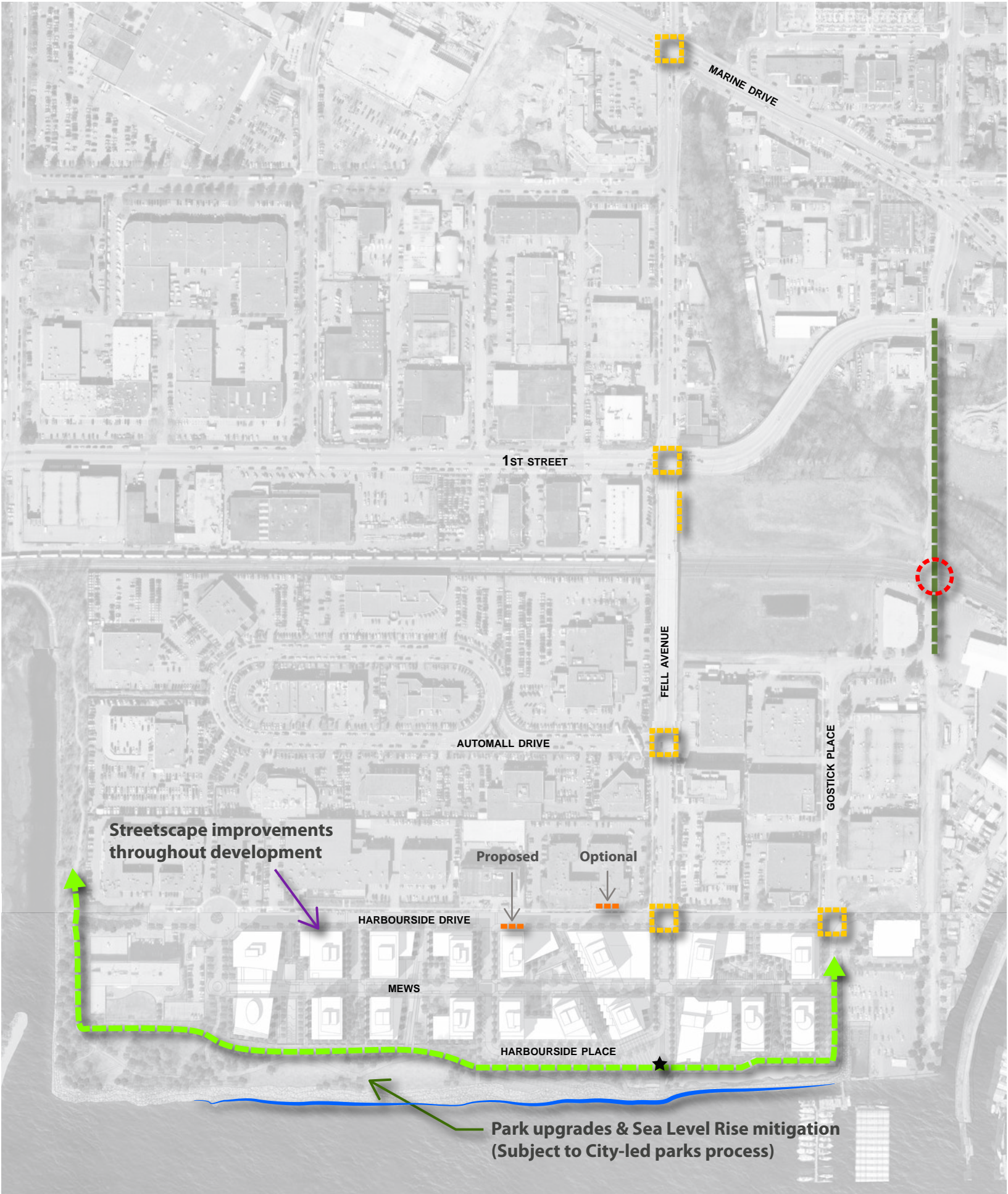


2:00 PM

SHADOW STUDY

HARBOURSIDE
WATERFRONT

5.0



OFF-SITE WORKS

Off-side works for the Harbourside Waterfront development include enhancement of parks, intersections, bus stops, streetscape, shoreline, and the Spirit Trail.

Legend

- Intersection improvement
- Northbound right turn lane and sidewalk improvement
- Greenway improvements or cash contribution
- Rail safety upgrade
- Bus stop
- Concession kiosk
- Spirit Trail improvements
- Shoreline habitat enhancement
- Streetscape improvements
- Park upgrade & SLR mitigation



Phase 3
53% of total commercial density
7% of total market residential density

Phase 4
2% of total commercial density
25% of total market residential density
100% of total rental density

Phase 1
11% of total commercial density
34% of total market residential density

Phase 2
34% of total commercial density
34% of total market residential density

DEVELOPMENT PHASING

Harbourside Waterfront will be developed in four phases over a period of 10-15 years.

The proposed development area is comprised of 4 site areas designated A,B,C and D in addition to the park area to the south.

Areas of City-owned land have also been included to mitigate sea level rise and incorporate the Spirit Trail.

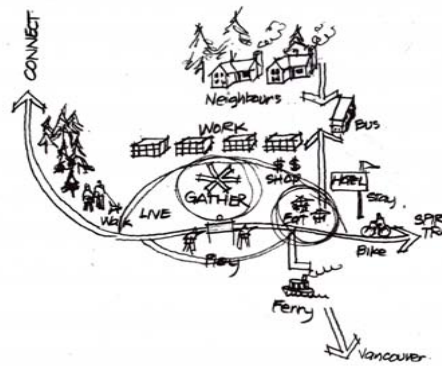
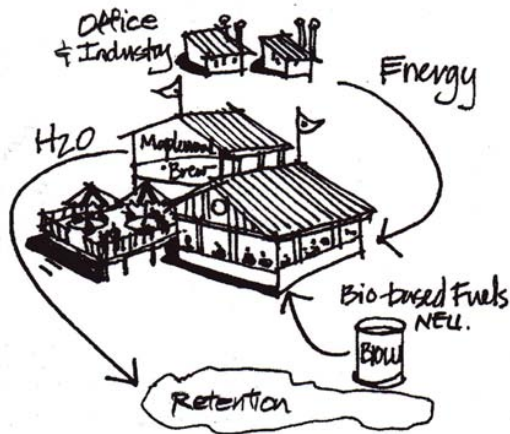


LEGEND

- » Affected development zone
- » Future park improvement by the city

6.0

HARBOURSIDE WATERFRONT



SUSTAINABILITY

Concert is approaching Harbourside Waterfront as an opportunity to make an important contribution to the City's ongoing efforts to reduce the negative impacts of energy usage and mitigate and adapt to the impacts of climate change. This means doing things differently, working outside the current box and considering a variety of issues relating to sustainability, livable community and resiliency, all at once.

The sustainability strategy developed for Harbourside Waterfront expands on these concepts, with a detailed description of each sustainability initiative or feature provided in the appended sustainability matrix.

I. INTRODUCTION: TOWARDS A SUSTAINABLE COMMUNITY

Harbourside Waterfront will make an important contribution to advancing the City's commitments to sustainability. The strategy encompasses a comprehensive approach which equally addresses social, economic and environmental sustainability. It is the vision for a "complete community", self-reliant as much as its resources allow and in a balanced, positive relationship with the environment. What follows is a brief description of the multi-faceted approach.

- **A Socially and Economically Diverse Community** where everyone feels safe, comfortable and welcome to live, work, shop and play; offering a variety of job opportunities; a variety of housing types and tenures;

attracting people from near and far. A community culturally enmeshed with the larger social fabric of the City of North Vancouver, providing spaces for use by local artists, crafts people and cultural entities.

- **A Healthy Community** evolved through extensive urban design and infrastructure to support many lifestyles; with ample outdoor space for physical activity and social connection and interaction. Incorporating internal and external community spaces to cater to a variety of users, ranging from plazas and streets that will host farmers markets and festivals to small spaces for cafes and intimate gatherings.

Concert will develop a built environment that minimizes exposure to pollutants and chemicals; and utilize construction practices which reduce air, water, noise and light pollution.

- **Transportation Choice and High Connectivity** a community planned and designed to incorporate basic services within walking distance, promoting reduced car use; and offering multi-modal transportation systems aimed at reducing emissions through provision of transit services, pedestrian and bicycle friendly street design and the integration of the Spirit Trail.
- **A Resilient, Sustainably Built Community** informed by the City's goals. Harbourside

will include the durability and flexibility to allow people to age in place, while addressing environmental risk and the challenges of depleted resources

- **A High Performance Community** will define Harbourside Waterfront buildings by achieving high standards of sustainability and green building performance, with a priority on reducing energy demand. The development will also connect to the Lonsdale Energy Corporation's district energy system, making an important contribution to the City's climate action and energy goals.
- **A Lasting Legacy in Sustainable Development** for the residents of the City of North Vancouver and Harbourside. Building on our previous experience, Concert aims to create a model for mixed-use development in the region, and inspires others to emulate.

II. CONCERT'S GOLD STANDARD

Concert is committed to high-performance LEED Gold certified buildings, and infrastructure designed and built to the standards set out by industry leading green building practices and rating systems; the buildings and systems will be supplemented with passive design strategies and restorative landscape and green spaces.

Harbourside Waterfront will be a place where everyone can learn experience about sustainable and environmentally responsible living – from

Concert and its consultants to the City and the future residents and users.

Concert will be using many aspects of LEED ND to inform broader neighbourhood design; and in part as a method of verification that some goals have been met. We will evaluate the appropriateness of the new Canadian LEED ND standard for certifying this particular neighbourhood, and confirm, prior to completion of the re-zoning process, whether the entire standard shall be pursued.

III. METHODOLOGY

The sustainability section sets out the features and initiatives of the development at three scales: Buildings, Site and Neighbourhood. At the rezoning stage, the focus will be on the two latter categories. However, to meet the City of North Vancouver requirements specifically with regards to energy and water, the buildings category will propose performance targets and related green building commitments.

IV. PROCESS

Sustainability requires a multidisciplinary approach involving all stakeholders throughout the process of design and construction. Concert will implement an Integrated Design Process (IDP) at various stages of development.

Sustainability is intrinsically an evolving concept. The scale of Harbourside Waterfront entails a phased process of design and construction spanning several years. Therefore, Concert has adopted a multi-staged, multi-pronged approach to sustainability that recognizes the above mentioned changing nature of sustainability and time.

- 1. Rezoning Application – The over arching goals of the development - especially in relation to the CNV's 2107 goals – have been determined. The goal is providing flexibility for future evolution of both sustainability concepts and legislative policies.
- 2. Development Permit (DP) – Concert and the CNV will review the sustainability strategy at the beginning of each phase to ensure its relevance and, if necessary, make adjustments. A sustainability strategy that pertains to the scope of the proposed development will be included with the Development Permit application. Overall compliance and verification paths will be confirmed.
- 3. Building Permit (BP) – Specific design strategies will be identified at the building scale. The Building permit application will include a sustainability strategy with building-scale verification methods negotiated and determined.
- 4. Occupancy Permit (OP) – Following construction, alignment of the as-built project with sustainability strategy commitments will be verified as per the verification methods identified.

		IMPLEMENTATION				
		Rezoning	DP	BP	OP	Post-Occupancy
		1	2	3	4	
SUSTAINABILITY INITIATIVES	Design	Land Use Mix and Urban Form				
		Transportation Strategies				
		District Energy Supply				
		Infrastructure				
		Climate Adaptation				
		Habitat				
		Green Space & Landscape				
		Energy and Water Performance Targets*				
		Building Form and Passive design				
		Building Energy Systems & Cooling Strategy				
		Social and Economic Well-Being				
Verification	Verification of Design**					
	Verification of Completion and Performance**					

* In many projects, these targets would often not be confirmed until the detailed design or building permit stage; however they are being included at the rezoning stage based on the City's request.

** Verification of features or performance would be as per the verification descriptions in this document.



V. ENERGY AND EMISSIONS STRATEGY DISCUSSION

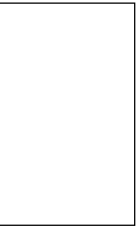
The City of North Vancouver's 100-Year Sustainability plan envisions a net zero carbon community by the City's 200th anniversary in 2107. The Community Energy and Emissions Plan (2010) delineates the road map to achieve this goal and builds on deep emission reductions from a variety of sectors, including energy supply and use, transportation, buildings, land use and solid waste. The bulk of GHG emissions in the City result from two major sectors: buildings and transportation. At Harbourside Waterfront, future emissions will be reduced through reducing demand for energy, and where possible, district energy.

Reducing Building Emissions and Building Energy Efficiency

The implementation of low-carbon energy sources will involve a partnership with the LEC. Concert's goal is to construct buildings that are as energy efficient as possible, while being technically and economically viable.

Concert has committed to building Harbourside Waterfront to meet LEED Gold in new construction. **Concert will use best commercial efforts to achieve a minimum building energy performance of 5% better than ASHRAE 90.1 2010 for phase 1. Future phases will target an energy performance which is 5% better than the BC Building Code requirement.**

APPENDIX



ADDITIONAL SUPPORTIVE DOCUMENTS

Sea Level Rise
Golder Associates Ltd.

Traffic Management Report
Bunt & Associates Engineering Ltd.

Infrastructure Design Report
Creus Engineering Ltd.

Sustainability Matrix
Concert Properties/HCMA

Visual Impact Analysis
Gene Redvenus

Public Art Master Plan
Urban Art Management/PWL

Acoustic Report
Browns Strachan

HARBOURSIDE WATERFRONT



**North Shore Emergency
Management Office**

Attachment #5

City of North Vancouver • District of North Vancouver • District of West Vancouver

February 18, 2013

Ms. Emilie K. Adin, MCIP, LEED AP
Deputy Director
Community Development
141 West 14th Street
North Vancouver, BC V7M 1H9

Dear Ms. Adin,

RE: Rezoning Application, 801, 889, 925 Harbourside Drive and 18 Fell Avenue (REZ2012-00025)

The North Shore Emergency Management Office (NSEMO) has reviewed the rezoning proposal from Concert Properties for 801, 889, 925 Harbourside Drive and 18 Fell Avenue (REZ2012-00025).

In 2012 we were contacted by a consultant working for the Applicant regarding evacuation planning for the Harbourside area. We held a number of meetings and a walking tour of the Harbourside area with representatives from the Engineering Department, Fire Department, North Vancouver RCMP, BC Ambulance, North Shore Emergency Management Office, and the Applicant.

As a result, input was provided and the Applicant documented an evacuation strategy including identification of egress routes (i.e., existing paths and roads, use of the spirit trail footbridge, location of proposed new paths, widening of existing paths to accommodate vehicles, etc.), location for a helicopter landing area to be used during emergencies, availability of vehicles (i.e., Gator) to transport mobility impaired individuals during evacuation, and identification of access points into the area for emergency responders.

The North Shore Emergency Management Office supports the rezoning proposal provided it goes forward with the Applicant's evacuation strategy.

The applicant is commended for addressing sea level rise issues and the identified steps to address this anticipated hazard. It is recommended that neighbouring municipalities are contacted to ensure that the development strategy does not cause negative impacts to the neighbouring foreshore.

If you have any questions, please contact me at dmason@cnv.org or 604.969.7000.

Yours sincerely,

Dorit Mason, M.Sc., A.B.C.P.
Director

c. Chief Pistilli, North Vancouver City Fire Department
Inspector Attfield, North Vancouver R.C.M.P.

Attachment #6



February 18, 2013

Emilie K. Adin
Deputy Director, Community Planning Department
City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9

Dear Ms. Adin:

RE: REZONING APPLICATION, 801, 889, 925 HARBOURSIDE DRIVE AND 18 FELL AVENUE (REZ2012-00025)

Thank you for your letter of December 20, 2012, requesting Port Metro Vancouver comments on the proposed rezoning associated with the Harbourside Waterfront development in North Vancouver. This proposal would add up to 713,000 square feet of residential use to the 369,500 square feet of commercial and light industrial uses already permitted on the site.

Port Metro Vancouver previously provided comments on the associated OCP Amendment (attached). At the time, we noted that the Port's main interest was to ensure that upland uses at Harbourside remain compatible with Port operations in the area. As you are aware, Seaspan's Vancouver Shipyards operation is immediately west of the site, separated only by Mackay Creek. That heavy industrial operation will generate noise and possibly other impacts. The other significant industrial use in the immediate area is the woodchip handling facility located immediately west of the shipyard. It is important to consider approval of the proposed rezoning in light of these and other on-going port-related activities in the area, and the fact that they may intensify in the future.

We suggest the City consider mitigation measures in building and site design to recognize the presence of the port and address the impacts arising from normal port activity, such as noise and light. We also note that the uses and activities on the port evolve over time, and as such the views that people enjoy today over port lands may be different in the future. There are many mechanisms available to the City to address these matters, and we encourage Council and staff to consider them in the rezoning and development approvals processes.

We also note that as part of the rezoning proposal, there is a concept to extend a pier from the foot of Fell Avenue. Any in-water works would have to be approved by Port Metro Vancouver.

We appreciate the opportunity to provide input to this project, and look forward to ongoing dialogue with the City of North Vancouver on matters of shared interest. If you have any questions on the above, please contact Marcus Siu at 604-665-9342, or myself at 604-665-9384.

Yours truly,



PORT METRO VANCOUVER
Greg Yeomans
Manager, Planning

CC: James Crandles, Port Metro Vancouver



Attachment #7

BUSINESS DEVELOPMENT & REAL ESTATE

Quentin Moore
Manager

Second floor - Building B
10229 - 127 Avenue
Edmonton, Alberta, Canada T5E 0B9
Telephone: (780) 643-7654
Facsimile: (780) 377-4281
E-mail : quentin.moore@cn.ca

February 15, 2013

Attn: Farouk Babul

RE: Harbourside Waterfront Rezoning Application – Request for Comment

CN has reviewed the rezoning application and have the following comments for your careful review and consideration:

- CN has concerns that this residential and commercial development will result in increased vehicle traffic at Bewicke Avenue. This poses both safety and operational concerns at this multi-track crossing, with expected future increase in rail traffic as part of the Pacific Gateway. It should be noted that, as per federal regulation and CN's Operating Rules, while no part of a train or engine can be stopped on a public crossing and blocking it for more than five minutes when vehicular or pedestrian traffic requires passage through, there are no time restrictions a moving train may occupy a crossing for (regardless of the speed) under federal regulations. The best outcome would be to close Bewicke Avenue crossing, or make it a private gated crossing for use in Emergency situations only, as there is an existing overpass at Fell Avenue. At the very least we would like to review the Traffic Management plan for the development.
- We note the conceptual proposal includes a drawing showing the Spirit Trail running north to CN Rail at Bewicke Avenue, and running adjacent to the CN Track eastward. CN must reiterate again, we are not in support of the Spirit Trail adjacent to the track as shown for Safety reasons.
- CN strongly suggests all possible security measures are taken along CN Right of Way to avoid trespass and security related safety issues with the increase in adjacent population, as trains can be moving and/or parked on the multiple tracks in the vicinity?
- If there are changes or additions to Utility crossings of CN they will have to be addressed for CN approval.

- Construction traffic crossing of CN will need to be addressed at time of construction, and may require flagging protection.
- Residents and Retail personnel of the development must be made aware of the noise to be expected from the adjacent Railway. This may include whistling and possibly shunting as well as other noise associated with our operations in the area. The Developer should include noise abatement strategies in the project such as windows that reduce noise, insulating materials, walls, berms, etc. Residents of the development should be made aware of the railway noise via a noise and vibration covenant applied to titles. We would ask that the City of North Vancouver make this a condition of the development.

If you have any questions, please do not hesitate to contact me and kindly keep CN involved during your ongoing consultation process.

Yours truly,

CN – BUSINESS DEVELOPMENT & REAL ESTATE

Per:


Quentin Moore

cc: Emilie K. Adin (Deputy Director, Community Development Department, City of North Vancouver)

Attachment #8

Advisory Planning Commission

The application was reviewed by the Advisory Planning Commission in December 2012 and January 2013 and the following resolution was adopted upon the final presentation before the Commission:

THAT the Advisory Planning Commission has reviewed the Rezoning Application for Harbourside Waterfront and supports the applicant's design for the foot of Fell Avenue. The Commission is satisfied with the efforts for addressing storm water management, as well as the plan to address and monitor ambient noise issues. The Commission also now supports, after further review, the applicant's proposal for building massing and orientation at the Foot of Fell Avenue.

The Commission recommends approval of the project, subject to the approval of City staff, of the following:

- Secure the construction and timely delivery of high employment commercial floor space;
- Consideration of securing indoor greywater use within the structures, if possible;
- Secure the construction of the rental property;
- Consider setting a three hour limit to on-street parking in support of healthy retail businesses in the area;
- Encourage the developer to add more contextual information in presentations to the public;
- Continue to negotiate elevated targets for carbon efficiency and energy efficiency in the development; and
- Consider the extension of the concrete band around Bodwell School, in an effort to address sea level rise more broadly for the neighbourhood.

The provision of commercial floorspace, including a significant amount of office floorspace, is being secured through the rezoning process. All other items within the resolution above are either being secured now or will be subject to further negotiations with future planning and design review processes.

Integrated Transportation Committee

The application was reviewed by the Integrated Transportation Committee in December 2012 and January 2013 and the following resolution was adopted upon the final presentation before the Commission:

THAT THE Integrated Transportation Committee supports the rezoning and commends the applicant for the compelling streetscape design and quality of the work;

AND THAT the Committee, although supporting the concept, feels that that the following have not been adequately resolved:

- The Committee commends Concert for their idea of working with TransLink to integrate the shuttle concept with public transit, however, the developer should commit to ensuring public transit service is provided to the site from initial construction phase to a point of substantial occupancy of the site, or earlier, if full regular TransLink service is established from the site to the Marine Drive Corridor and Lonsdale Quay;
- Recognising that the development will impact the intersections of Fell and Bewicke at Marine that intersection improvements be funded by the developer to so that the level of transit delay is minimised;
- Consideration of a public bike sharing system be coordinated with regional bike sharing efforts where possible;
- The Committee recommends that the applicant continues to work with Seaspan to create a publically accessible pedestrian/cyclist connection to the west, and also work with the Squamish Nation to add a connection to the east.

A requirement to provide additional detail on the TransLink-operated augmented bus service and the back-up private shuttle service option is recommended to be required as a condition of scheduling the Public Hearing. A number of intersection improvements are being secured as a condition of rezoning. The bike share system has been removed from consideration in favour of Transportation Demand Management measures that are deemed to have stronger impact. For a public share system to be successful within the Harbourside area, integration with the local and regional system is important. The public bike sharing system is yet to become operational in Vancouver, and consideration of a public bike sharing system on Harbourside will be coordinated with regional efforts.

North Shore Advisory Committee on Disability Issues

The application was reviewed by the North Shore Advisory Committee on Disability Issues in December 2012, January 2013 and February 2013, and the following resolution was adopted upon the final presentation before the Commission:

THAT the North Shore Advisory Committee on Disability Issues has reviewed the Rezoning Proposal for 801 to 925 Harbourside Drive and 18 Fell Avenue and recommends approval subject to further consideration, by the City of North Vancouver staff, of the following:

- Securing the requirement that the ACDI review detailed drawings and provide feedback for each Development Permit that is to be required for the four proposed phases of development;
- Securing the requirement for the ACDI to be consulted during the City-led parks planning process for the expanded Kings Mill Walk Park, particularly with regard to planning principles and the review of detailed design drawings;
- Reviewing and amending the draft Development Permit Area Guidelines as necessary to ensure overall design considerations for the enhancement of accessibility throughout the site, as follows:
 - To minimize segregation of people with disabilities from people without disabilities, integrate seamless grade changes (wide and accessible ramps) into overall circulation routes (i.e. without use of separate ramps), while avoiding "stramps" or ramps with drop-offs to stairs, which are a big hazard to wheelchair users and the visually impaired;
 - Integrate high contrast colours and design elements as well as legible tactile surfaces at key wayfinding points, in order to address the needs of people with visual impairments;
 - Ensure two let-downs at intersections for improved directionality and other standard designs where possible, such that streetscapes and the public realm can be "read" and understood by people who are visual impaired;
 - Consider requirement of rollover curbs along the length of on-street parking areas in order to greatly enhance street accessibility and ensure freedom of movement for people with motorized wheelchairs;
 - Ensure physically separated paths between different modes of travel, throughout the site;
 - Apply maintenance guidelines to incorporate best practices for surface cleaning (with regard to leaf / snow removal), or the consideration of evergreen over deciduous trees in proximity to major pedestrian pathways;
 - Encouragement of additional level 2 and level 3 adaptable design units for consideration at the Development Permit stage.

The Panel commends the applicant for a thorough presentation.

The requirement that the applicant provide opportunity for ongoing ACDI review through all phases of planning and development has been secured in the proposed zoning amendment bylaw. The Development Permit Area Guidelines have been revised as requested.

Parks and Environment Advisory Committee

The application was reviewed by the North Shore Advisory Committee on Disability Issues in December 2012, January 2013, February 2013, and March 2013, and the following resolution was adopted upon the final presentation before the Commission:

THAT THE Parks and Environment Advisory Committee supports in principle the Harbourside Waterfront Rezoning with respect to park enhancement and environmental impact mitigation;

AND THAT the Committee encourages Concert to continue to pursue both excellence in energy efficiency standards in buildings, and parking mitigation strategies for the benefit of all park users.

Advisory Design Panel

The application was reviewed by the Advisory Design Panel in December 2012, January 2013 and February 2013. Subsequently, the application was presented again to the Panel in September 2013 in consequence of the changes of masterplan design that resulted from a change in the strategies to mitigate the impacts of flood management and sea level rise. Upon the final presentation before the Panel, the following resolution was carried:

THAT the Advisory Design Panel has reviewed the design revisions for Harbourside Waterfront and fully supports the revisions in terms of addressing flood management and sea level rise.

The Panel looks forward to further details at the parks planning and development stages including:

- Consideration of a permanent location for the Spirit Trail above future sea level;
- Diversity in building character, massing, height and design approaches;
- View studies looking towards the water from the Business Park and public streets (e.g. Harbourside Drive) as well as from Kings Mill Walk towards the mountains;
- To what extent Green Shores Guidelines have been considered as a sustainable approach to coastal design and development;
- Increased public access to the beach and foreshore while protecting and enhancing habitat;
- More detail regarding targets and actions to create fish habitat;
- Sea level rise future-proofing of public realm.

The issues relating to Spirit Trail, park and the foreshore are proposed to be resolved during the City-led parks planning process to follow a successful rezoning of the subject property. Input from advisory bodies and the public on the quality and character of the public realm will inform the parks planning process at inception and at every stage of review. Design issues relating to the buildings will be studied in more detail at the development permit stage to follow.



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Vancouver BC V6E 2J3
604 687 2281

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250 383 0304

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Calgary AB T2C 3G3
403 398 2468

www.cityspaces.ca

TOWN HALL MEETING SUMMARY REPORT

HARBOURSIDE WATERFRONT REZONING

TOWN HALL MEETING, SEPTEMBER 30, 2013

Prepared for the City of North Vancouver and Concert Properties

Prepared by CitySpaces Consulting on October 18, 2013



Suite 585, 1111 West Hastings Street, Vancouver BC V6E 2J3 | 604.687.2281

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EXECUTIVE SUMMARY

Town Hall Meeting: A Town Hall Meeting for the Harbourside Waterfront Rezoning was held on Monday, September 30, 2013, from 6:30 to 9:00 p.m. at Unit 300 - 899 Harbourside Drive in North Vancouver. The Harbourside Waterfront project is located at 801, 889 and 925 Harbourside Drive and 18 Fell Avenue.

Purpose: The intent of the meeting was to provide an overview of the proposal through a series of presentation boards on display, highlight changes to the proposal, and allow the community the opportunity to ask questions to the applicant, their consultant team and the City. An additional opportunity to garner feedback was through a feedback form.

Attendance: The meeting was attended by 53 members of the public.

Question and Answer Session: Of those in attendance, nine people asked a total of ten questions during the Question and Answer Session. Of these, six were related to access and parking; two questions were related to recreational space and facilities; and one question was in relation to the potential impact on waterfront views from adjacent buildings.

Feedback Forms: Twenty-three completed feedback forms were returned. The results of this feedback showed that the great majority (19 out of 23) were in support of the rezoning. The form also asked for feedback on the proposed community benefits. The completed forms indicate strong support for each of the proposed clusters of community benefits: Enhancing Access and Parking (22 of 23 respondents in support), Creating Community (19 of 23), Environmental Benefits (18 of 23), and Adding Economic Value (17 of 23). Additional comments were provided with the most common concerns being related to traffic, parking, safety related to access, and transit service. Specific comments in support of the project were also received, with the most frequent focusing on support for the general proposal, the mixed use development concept, and the design.



SUMMARY OF TOWN HALL MEETING

BACKGROUND

This is a Summary Report of the Town Hall Meeting for the Harbourside Waterfront Rezoning held Monday, September 30, 2013, from 6:30 to 9:00 p.m. at Unit 300 - 899 Harbourside Drive in North Vancouver as part of the development approvals process for the project at 801, 889 and 925 Harbourside Drive and 18 Fell Avenue.

The applicant and developer, Concert Properties, is seeking an amendment to the Zoning Bylaw to the aforementioned four waterfront lots at the Harbourside Business Park. In support of this process, a Town Hall Meeting was held by the applicant with the intent of providing the community an overview of the proposal through a series of presentation boards on display, highlighting changes to the proposal, and allowing community members the opportunity to ask questions to the applicant, their consultant team and the City. An additional opportunity to garner feedback was through a feedback form.

CitySpaces Consulting was retained by the applicant, subject to City approval, to provide third-party meeting facilitation to help ensure a fair and open meeting process. Colette Parsons of CitySpaces was the meeting facilitator, and Sebastian Lippa, also from City Spaces, recorded the questions and comments from the Question and Answer Session onto a flip chart.

CitySpaces coordinated the organization of the Town Hall meeting with support from Concert Properties and the City of North Vancouver. The Town Hall meeting format met the standard requirements identified by the City of North Vancouver. The arrangements for meeting included venue logistics, equipment rentals, refreshments, and audio visual support.

NOTIFICATION

CitySpaces coordinated the notification process. Due to the project scope and importance, it was important to not only meet but to exceed the City of North Vancouver's standard notification requirements. Notification included:

Newspaper advertisements: North Shore Newspaper: September 18, 20, 22; Outlook Newspaper: September 19



Signage: The 12 site signs were updated to notify about the Town Hall Meeting. The signs are located at the four corners of 925 and 889 Harbourside Drive, the four corners at 801 Harbourside Drive and at the four corners of 18 Fell Avenue.

Direct mail letter notification and project description brochure: These were sent out to the local Harbourside Waterfront neighbourhood, beyond the required 100m radius area. A total of 184 letters and project description brochures were delivered via Canada Post.

Postcard notification: An additional postcard mailer was mail dropped to residents and businesses in a much larger area. A total 1,020 postcard notifications were delivered via Canada Post in the area that went from the waterfront north to the highway and between Mosquito and McKay Creeks.

INTENT OF MEETING

The intent of the Town Hall Meeting was to:

- Inform the community on the proposal through an Open House followed by series of presentations, and
- Allow the public the opportunity to ask questions and provide feedback/ input on the project.

AGENDA OF MEETING

6:30 – 7:30 pm - Open House

7:30 – 9:00 pm - Presentations and Question and Answer Session

ATTENDEES AT MEETING

Members of Public

- 53 people signed in for the event.

City of North Vancouver Mayor and Councillors

- Mayor Darrell Mussatto
- Councillor Don Bell
- Councillor Pam Bookham
- Councillor Linda Buchanan
- Councillor Rod Clark
- Councillor Guy Heywood

City of North Vancouver Staff

- Gary Penway, Director, Community Development



- Emilie Adin, Deputy Director, Community Development
- Brian Willock, Manager, Engineering Planning & Design
- Dragana Mitic, Manager Transportation
- Lisa Parker, Landscape Architect
- Ian Stewart, Property Services Coordinator
- Colleen Perry, Development Servicing Supervisor
- Brad McRae, Bylaw Officer
- Larry Orr, Manager, Lands and Business Services

Concert Properties Staff

- Brian McCauley, President and Chief Operating Officer (presenter)
- Lisa Lock, Vice-President Development
- Farouk Babul, Development Manager
- Jonathan Meads, Sustainability Manager
- Gwen Tang, Assistant Development Manager

Consultants

- Peter Joyce (presenter) and Paul Dorby, Bunt & Associates, Transportation Planning & Engineers
- Derek Lee (presenter) and Mary Wong, PWL Partnership, Landscape Architects
- Richard Henry, Richard Henry Architect
- Karen Marler, Hughes Condon Marler Architecture
- David Reid, Golder Associates, Environmental

FEEDBACK SUMMARY

Town Hall Meeting attendees were offered the following ways to provide feedback on the project:

- **Open House:** The first hour of the Meeting was an Open House format, where attendees were able to review display boards of the proposed development and ask questions one-on-one in an informal discussion with members of the project team.
- **Questions and Answer Session:** After the presentations portion of the the Town Hall Meeting, the public had the opportunity to ask questions and provide feedback directly to the applicant. A microphone was available for public questions and commentary after the initial presentation. (Refer to Appendix A for transcribed notes of the Question and Comments from the Town Hall Meeting). Also as part of the Question and Answer Session, question/comment cards were provided to all attendees at the beginning of the meeting to formulate ideas.



- **Feedback Forms:** Feedback forms were handed out at the beginning of the meeting and collected at the end. Participants were also able to return the Forms via fax, email, or mail to City Spaces until Friday October 4th. (Refer to Appendix B for transcribed Forms).

It should be noted that the feedback summary will include a limited amount of “double-counting” of comments from those individuals who used more than one of the methods for providing input, e.g., completed a feedback form, and spoke during the Question and Answer Session.

QUESTIONS DURING TOWN HALL MEETING

Following the presentation portion of the itinerary, the floor was open for any questions to the applicant, its consultants, or City staff. A total of nine people asked questions, with one person asking questions at two different times. These comments/questions were:

- Where is there a place for indoor or outdoor sports and recreation?
- Would traffic circles be possible rather than traffic lights?
- Given that on-street parking for workers and visitors is already a problem in this area, I am concerned that proposed parking levels will be inadequate to meet future demand.
- This area is a business hub for professionals with high need for travel to Vancouver. Is there any possibility for water taxi service?
- I employ roughly 300 workers in the area, and parking is such a big problem that it is impacting my ability to run my business.
- During the construction phase, traffic and parking conditions will be even worse than they are currently.
- Of the three access points to the project site, the Bewicke at-grade rail crossing is too dangerous, especially for children. A pedestrian over-pass is necessary to help prevent potential accidents.
- What can we do to get Translink to provide better transit service to this area?
- The current plans would block the view from units in my condo building, which is adjacent the site.
- Is there anything in the current plans for community recreation and community centre/services?

For the responses to the questions posed, please see Appendix A. There were no questions or comments submitted using the cards distributed to attendees.

FEEDBACK FORMS

Feedback forms were provided to all attendees at the beginning of the meeting. Eighteen (18) feedback forms were received at the meeting, and an additional five (5) were received after the meeting via email or fax, for a total of 23 Forms being received.



Of the 23 respondents, six work in the vicinity of Harbourside Waterfront, six are business owners in the vicinity of Harbourside Waterfront, six live in the vicinity of Harbourside Waterfront; five do not live or work in the vicinity of Harbourside Waterfront; and one identified as "other," representing Burrard Yacht Club. Please note that one of the respondents both lived and worked in the Harbourside Waterfront area.

The feedback form was designed to elicit feedback on three central topics:

- Community benefits
- Support for the rezoning
- Additional comments or suggestions

Detailed responses are provided in Appendix B. The input received through the feedback forms is summarized as follows.

FEEDBACK ON COMMUNITY BENEFITS

The feedback form solicited input on the proposed community benefits with the following statement: "Harbourside Waterfront rezoning application includes a variety of improvements and amenities that will benefit the community. Please tell us what you think about the proposed community amenities." For each of the four community benefits clusters, respondents were requested to indicate their level of support (by selecting Support, Neutral, Don't Support), and add any additional comments. The results of the feedback forms are shown below.

Enhanced Access and Parking

Enhancing Access and Parking	Support	Neutral	Do Not Support
<p>The rezoning proposal includes:</p> <ul style="list-style-type: none"> • Improvements to key intersections and Fell Ave bridge widening • Bewicke Avenue rail safety improvements • Spirit Trail enhancement and expansion • 50 additional public parking spots and enhanced bus service • New bus route providing frequent service 	22	0	1

Additional comments received:

- Spirit Trail enhancements - 3
- Need for additional rail overpass - 3
- Increased bus service - 2



- More/enhanced parking - 4
- Traffic improvements - 2
- Better bike facilities/infrastructure
- Seabus access
- Promotion of travel modes other than cars
- Questioning the economic rationale for demolition of 889 Harbourside Dr

Creating Communities

Creating Communities	Support	Neutral	Do Not Support
<p>The rezoning proposal includes:</p> <ul style="list-style-type: none"> • 3.5 acres of additional park and open space • Addition of boardwalks and piers, public art, concession kiosk with public washrooms, and an outdoor plaza for community gatherings • Funding for city-led parks process for the existing and newly dedicated park, and subsequent funding for improvements 	19	2	1

Additional comments received:

- Community events during construction
- Iconic public art needed
- Need public process for parks planning
- Community services spaces needed
- Boardwalk access to water
- More outdoor recreation and play space

Environmental Benefits

Environmental Benefits	Support	Neutral	Do Not Support
<p>The rezoning proposal includes:</p> <ul style="list-style-type: none"> • LEED Gold certified buildings • Shoreline habitat enhancements • LEC district energy mini-plant space and connections • Adaptable flood management design to protect against sea level rise 	18	4	1



Additional comments received:

- Shoreline protection/enhancement - 2
- Guarantees to protect future owners against flooding, and taxpayers from financial impacts
- Support for LEC connection
- Doesn't support LEED Gold *certification*
- "Push as far as possible"

Adding Economic Value

Adding Economic Value	Support	Neutral	Do Not Support
The rezoning proposal includes: <ul style="list-style-type: none">• \$2.4 million cash contribution to the city• 800 new homes with 100 rental units• 4,500 jobs during construction and 1,500 additional full-time jobs at completion• Additional retail, commercial services and full service hotel• \$2.3 million in annual property tax	17	5	1

Additional comments received:

- Minimize city's liability for sea level rise / traffic impacts
- Welcomes new and affordable housing
- Job creation is good
- Question whether hotel could be rezoned for another use in future
- Great benefit to North Shore
- Local businesses should be promoted, rather than chains
- Units should be accessible to those with disabilities
- Don't support 800 units; 200 at most
- Cash contribution is too low considering size of development
- Public dock at foot of Fell for water taxi connection to Vancouver



SUPPORT FOR REZONING

The feedback form asked respondents whether they were in support of the rezoning concept in general for this site. The Form asked the following question: "Do you support the concept of rezoning of these sites to accommodate a waterfront mixed-used community?" The table below shows the results from the 23 feedback forms returned.

	Support	Neutral	Do Not Support	Did Not Answer
Support for rezoning	19	1	2	1

ADDITIONAL COMMENTS OR SUGGESTIONS

The feedback form allowed for respondent to provide "additional comments or suggestions." Of the 23 Forms returned, 15 included additional comments.

Most of the comments received were suggestions for improvements or concerns with the existing proposal. The most common concern was with future traffic problems, which five separate respondents mentioned. The issues of parking, safety related to access, and concerns about the adequacy of transit service each were commented on twice. the following concerns were mentioned once each: the quality of design; access to schools; access to community centre / recreation facilities; jobs (post-construction); high speed fibre optics cable infrastructure; the best use of CACs; excessive residential densities; the demolition of 889 Harbourside Drive; the timing of amenity provision; and on-going maintenance costs for the public realm features.

Of the comments expressing support, three separate comments were received expressing support for the proposal in general. Two comments in support for both the mixed use development concept, as well as the project's physical design were received. Single supportive comments commended the project's enhanced waterfront and public play areas.

In addition to comments received through the Feedback Form, one set of comments was received that was not part of the feedback form. This respondent supported the proposed development concept, and offered the following suggestions: improve layout; explore opportunities for greater height variations; add live-work spaces; re-examine beach use concept; and implement traffic flow improvements. There was also a concern regarding the best use of CACs.



CONCLUSION

Meeting Purpose. This Town Hall Meeting was designed to allow attendees an opportunity to:

- Learn more about the current proposal, through a series of display boards and presentations by the applicant, project consultants, and City staff
- Ask questions to the project team, whether in an informal one-on-one setting during the Open House portion of the event, or in a more public manner, during the Question and Answer Session which followed the presentations
- Complete a feedback form, which contained a mix of binary Support/Not Support questions, as well as more open ended questions allowing respondents to comment freely on the issues most important to them

Major Themes from Feedback. Comments and questions heard during the Question and Answer Session at the Town Hall Meeting indicated that key concerns continue to be the local issues related to on-street parking, access to the area, the sense that there needs to be multiple modes of transit to the area (bus, ferry) that should run at regular intervals, and the need for adequate open and active space.

Feedback form results show a high level of support for the community benefits being proposed across all four benefits clusters (Enhanced Access and Parking, Creating Communities, Environmental Benefits, and Adding Economic Value). At the same time, the responses received by the feedback forms show that concerns remain that the development as currently proposed will make traffic and parking conditions worse than they are currently.

Observations of Third-Party Facilitator. CitySpaces Consulting, as the third-party facilitator for previous OCP Amendment Town Hall meetings (April 12th and 30th, 2012) as well as this Rezoning Town Hall meeting, offers these observations:

- The meeting ran smoothly and was completed on time.
- There was a mix residents and business owners at the Town Hall Meeting with a few people attending from the District of both North Vancouver and West Vancouver.
- This Town Hall Meeting attracted far fewer participants, 53 total, compared to the two Town Hall Meetings undertaken in 2012 where a total of 166 participants came out to the two meetings.
- While parking, traffic and transportation continue to be key issues, in general, there appears to be support for the project.



APPENDIX A:

TRANSCRIPT OF FLIP-CHART NOTES FROM QUESTION
AND ANSWER SESSION

Q. Where is there a place for sports – indoor or outdoor?

A. Foreshore park is narrow, so there are physical constraints on potential programming. Indoor facilities also limited due to proposed development pattern. However, not impossible and can be discussed further.

Q. Would traffic circles be possible rather than traffic lights?

A. Circles in environments with bikes and pedestrians are somewhat difficult. Also traffic lights allow for a better public realm compared to traffic circles.

Q. Street parking – workers and visitors is a problem at present, and concerned that proposed parking levels will be inadequate.

A. Parking has been understood to be of primary concern for this project, and a variety of measures have been taken to address, on top of the spaces that will be created by the project. Also, there is parking availability at the business lots at peak times currently. There may be more efficient ways to use this off-street parking capacity. Also, improved transit will help alleviate some of the parking pressure. In fact, current traffic projections, do not take into account future improvements to transit, cycling network, etc.

Q. This area is a business hub for professionals with high need for travel to Vancouver. Is there any possibility for water taxi service?

A. The water taxi option was explored but Translink was not convinced of its overall performance compared to other approaches. Other transit options were preferred.

Q. Spirit Trail and other amenities should be developed as part of early phases, not late.

A. The City will be looking to have Spirit Trail implemented at early phases as well.

Q. I employ about 300 workers in the area, and parking is a big problem. For example, we've had to use double-shifting but parking problems make doing business in area difficult.

A. The City response was that Bewicke St parking was impacted in order to accommodate Spirit Trail. We are looking into better management for on-street parking as part of this application. Also, acknowledging better use of capacity.

Q. During construction phase, traffic and parking conditions will be even worse than they are currently.

A. Construction traffic plan management will be submitted to the City, as this will be an important issue. Development phasing will help. There may be an opportunity for temporary spaces to be made available on undeveloped parcels.

Q. Of the three access points to the project site, the Bewicke at-grade rail crossing is too dangerous, especially for children. A pedestrian over-pass is necessary to help prevent potential accidents.

A. An overpass is desired, but the City acknowledged that this will not be likely to be achieved through this project's process. The City is working with CN to address this concern, but this is likely to be a longer-term solution (about 20 years)

Q. What can we do to get Translink to provide better transit service to this area?

A. The City is looking at solutions and working with Translink to help identify possible service enhancements and associated costing and funding estimates.

Q. The current plans would block the view from units in an adjacent building.

A. Views have been important consideration. We've provided north-south gaps, including a new road, which will improve views, compared to existing zoning.

Q. Is there anything in the current plans for community recreation and community centre/services?

A. There is a parks planning process which will provide opportunity to address this question. The site's shape and size suggest certain limitations, e.g., sports fields

APPENDIX B:

TRANSCRIPT OF FEEDBACK FORMS

Transcription of Feedback Forms
Harbourside Waterfront Rezoning Application
300 - 889 Harbourside Drive, North Vancouver
September 30, 2013

Respondent #	Please select the options that apply: I work in the vicinity of Harbourside, I live in the vicinity of Harbourside I am a business owner in the vicinity of Harbourside, I do not live or work in the vicinity of Harbourside, Other
1	Live in the vicinity of Harbourside
2	Live in the vicinity of Harbourside
3	Work in the vicinity of Harbourside
4	Live in the vicinity of Harbourside
5	Other: North Shore Resident
6	Work in the vicinity of Harbourside
7	Business Owner
8	Business Owner
9	Business Owner
10	Work in the vicinity of Harbourside
11	Other: Club Member
12	Live and work in the vicinity of Harbourside
13	Business Owner
14	North Vancouver Resident
15	Live and work in the vicinity of Harbourside
16	I do not live or work in the vicinity of Harbourside
17	Live in the vicinity of Harbourside
18	Live in the vicinity of Harbourside
19	Work in the vicinity of Harbourside
20	Live and work in the vicinity of Harbourside
21	Live in the vicinity of Harbourside
22	I do not live or work in the vicinity of Harbourside
23	I do not live or work in the vicinity of Harbourside



APPENDIX B Transcript of Feedback Forms

	The Harbourside Waterfront rezoning application includes a variety of improvements and amenities that will benefit the community. Please tell us what you think about the proposed community benefits.	Support	Neutral	Non-Support
1	Enhancing Access and Parking			
	<ul style="list-style-type: none"> Improvements to key intersections and Fell Ave bridge widening Bewicke Avenue rail safety improvements Spirit Trail enhancement and expansion 50 additional public parking spots and enhanced bus service New bus route providing frequent service 	22	0	1
2	Creating Communities			
	<ul style="list-style-type: none"> 3.5 acres of additional park and open space Addition of boardwalk and piers, public art, concession kiosk with public Funding for city-led parks process for the existing and newly dedicated park and subsequent funding for improvements 	19	2	1
3	Environmental Benefits			
	<ul style="list-style-type: none"> LEED Gold certified buildings Shoreline habitat enhancements LEC district energy mini-plant space and connections Adaptable flood management design to protect against sea level rise 	18	4	1
4	Adding Economic Value			
	<ul style="list-style-type: none"> \$2-4 million cash contribution to the city 800 new homes with 100 rental units 4,500 jobs during construction and 1,500 additional jobs at completion Additional retail, commercial services and a full service hotel \$2.3 million in annual property tax 	17	5	1

Further feedback on each of the above community amenities can be found on subsequent pages.



APPENDIX B Transcript of Feedback Forms

Enhancing Access and Parking	
Respondent #	Comments
1	Spirit trail enhancement great, overpass needed
2	Spirit trail connection to Lonsdale Quay a pre-requisite for zoning or should be. New bus route good idea almost impossible to execute with current Trankslink funding issues
3	Current inadequate bus service is challenging for staff at Sutton Group Parking a major problem at peak times for realtors and our clients
4	I will note that I support the proposal, I do think the Fell Ave overpass does need more work than just a right turn lane. A "prepare to stop when flashing" light would be helpful in preventing accidents headed north
5	All necessary Development will increase already active waterfront and commercial activity
6	No feedback given
7	No feedback given
8	No feedback given
9	No feedback given
10	No feedback given
11	No feedback given
12	An additional overpass for auto/bus/emergency traffic. Parking supplied needs to be at this years bylaw/regulations for all phases of the development
13	No feedback given
14	Need handicapped parking, valet bike parking, co-op bike programs. Talk to Larcer at Park Royal
15	Good access to seabus is vital for us and likely everyone else. Could we not change some of the street parking from parallel to angles as more cars could be accommodated in the same space
16	Most of the traffic improvements need to be implemented prior to completion of the 2 and 3 phases. I also think it is imperative that the spirit trail connection is completed to the allowance of a development application or building permit. This isn't to punish concert but to emphasize the importance of completing that connection
17	No feedback given
18	Driving shouldn't be promoted
19	See General Feedback



APPENDIX B Transcript of Feedback Forms

Enhancing Access and Parking	
Respondent #	Comments
20	#1 Priority Fell Ave Bridge widening #2 New Bus route/frequent service #3 Bewicke rail safety and elimination of the train whistle #4 50 new parking stalls #5 Spirit Trail
21	Access to Harbourside is still limited even with your proposed enhancements; Traffic study area has been kept far too small
22	No feedback given
23	The proposed changes are a good first step in the right direction, but access will continue to limit the attractiveness of the area. The Bewicke access should be an overpass, and much more than 50 new parking stalls are needed if this is truly seen as a future destination shopping/recreation area.

Creating Communities	
Respondent #	Comments
1	No feedback given
2	Sounds great - so far very positive
3	No feedback given
4	Potential for community events during the construction/phasing/development?
5	Excellent! Public amenity and streetscape activity are essential to success
6	No feedback given
7	No feedback given
8	Iconic public artworks benefitting this unique development
9	No feedback given
10	No feedback given
11	No feedback given
12	Parks process through public consultation please. Needs community services space public, bookable rooms, child resource centre/daycare, teen/youth centre, basketball court, playground/waterpark
13	No feedback given



APPENDIX B Transcript of Feedback Forms

Creating Communities	
Respondent #	Comments
14	No feedback given
15	No feedback given
16	No feedback given
17	No feedback given
18	No feedback given
19	No feedback given
20	[Unknown - Cut off in scanned copy received]
21	Boardwalks limit access to water; more space needed for outdoor recreation and play or residents will have to travel out of area
22	No feedback given
23	To make this a worthwhile contribution beyond the residents of the area, the access and parking must be improved.

Environmental Benefits	
Respondent #	Comments
1	No feedback given
2	Also sounds very positive. I would like to see guarantees in place to protect future owners from flooding, and tax payers from financial impacts
3	No feedback given
4	No feedback given
5	Current state of the art - push as far as possible. Shoreline protection/enhancement is essential
6	No feedback given
7	No feedback given
8	No feedback given
9	No feedback given
10	No feedback given
11	No feedback given
12	No feedback given



APPENDIX B Transcript of Feedback Forms

Environmental Benefits	
Respondent #	Comments
13	No feedback given
14	No feedback given
15	No feedback given
16	Shoreline improvements are important. And an LEC District energy connection is worthwhile. LEED Gold Certification (specifically the certification itself) is a waste of resources
17	No feedback given
18	No feedback given
19	No feedback given
20	Who is this protecting? Just this new development or other properties at Harbourside? LEC is required for all buildings so that is not that much of a benefit LEED Gold expected for commercial buildings and LEED really not applicable for residential, so not that much of a benefit
21	No residential - no need for flood management; Any improvements to the site that profit the developers should not be considered amenity contribution
22	No feedback given
23	LEED Gold is now the de facto minimum standard; it would be good to see Platinum aspirations. The flood management seems problematic without an integrated plan for the adjoining areas and the stream. In the event of a flood, it looks like this could be an island.

Adding Economic Value	
Respondent #	Comments
1	No feedback given
2	Again sounds great. Lets make sure the City's future liabilities for sea level rise/traffic issues are minimized
3	Always welcome quality new and affordable housing (rental). The creation of jobs through both construction and ongoing retail benefits all of us
4	No feedback given
5	All good if achieved is the hotel supportable? Will it later be rezoned for other use?
6	No feedback given
7	No feedback given
8	Exciting new community to greatly benefit the Northshore



APPENDIX B Transcript of Feedback Forms

Adding Economic Value	
Respondent #	Comments
9	No feedback given
10	No feedback given
11	No feedback given
12	Keep retail and restaurant chains out. Promote local business make it an area different from everywhere else
13	No feedback given
14	Consider units (rentals and ownership) for those with disabilities
15	No feedback given
16	No feedback given
17	No feedback given
18	I don't support 800 residential units; 200 at the most
19	See General Feedback
20	Plan for a public dock at the foot of Fell for future connection to downtown via a private water taxi service or other. Think Sydney with water transportation
21	At \$4 million for 800,000 sq ft of "bonusing", that works out to \$5.00/sq ft. This will not cover a new pedestrian/bike overpass at Bewicke! Sales should be in the \$600 to \$1,000 sq ft range. Small cost, big pay off!
22	No feedback given
23	Without access to the study information, no useful comment can be made on the adequacy/inadequacy of the contribution amounts.

"Do you support the concept of rezoning of these sites to accommodate a waterfront mixed use community?"		
Respondent #	Yes	No
1	Yes	
2	Yes	
3	Yes	
4	Yes	
5	Yes	



APPENDIX B Transcript of Feedback Forms

"Do you support the concept of rezoning of these sites to accommodate a waterfront mixed use community?"		
Respondent #	Yes	No
6	Yes	
7	Yes	
8	-	-
9	Yes	
10	Yes	
11	Yes	
12	Neutral	
13	Yes	
14	Yes	
15	Yes	
16	Yes	
17		No
18	Yes	
19	Yes	
20	Yes	
21		No
22	-	-
23	Yes	

"Please provide any additional comments or suggestions you would like to share below."	
Respondent #	Comments
1	It looks like a monster of concrete in a natural city environment like North Vancouver. More trees needed to keep it natural and help the erosion. Thank you for the presentation
2	No feedback given
3	Excellent - fast forward
4	Absolutely, it's a waste to not expand community waterfront space



APPENDIX B Transcript of Feedback Forms

"Please provide any additional comments or suggestions you would like to share below."	
Respondent #	Comments
5	An excellent location to develop a mixed use neighbourhood. Already today is enjoyed by large number of residents - development will enhance the experience for new residents, businesses and visitors. Continue to seek variety in building form and height - and thoughtful terracing as shown in the massing model
6	Epic scale - this is another "Master" plan by concert living up to its reputation. Good for a youthful packaging demographic
7	No feedback given
8	Loved the video
9	I support the idea of a mixed-use community here and feel it would enhance the area. It would be a shame if it was only commercial/industrial - this is a fantastic spot. Naturally I am concerned about the parking and the traffic. It would be interesting to know the real numbers - how many cars coming and going if it was developed according to the existing zoning compared with mixed-use zoning. But a vibrant community here would be a welcome addition to this waterfront area and an asset to North Vancouver.
10	No feedback given
11	No feedback given
12	Increased transit is a must to facilitate any traffic flow. Where will children go to school and how will they get there? Which community recreation/centre facilities will service this community or is one within it? If not, how will people get to/from? (route/mode of transport)
13	No feedback given
14	Development plan looks very good and attractive. Ongoing consultation with Translink to improve connections and access will help improve or relieve the traffic concerns. Ongoing discussions with Seaspans as a major employer should be encouraged.
15	Sounds great lets get started. Will there be high speed fiber available to both the new development and the existing harbourside business. Re: Ron Polly's comment and the rather poor response if some one in particular a child is run over by a train then I am certain a pedestrian overpass will quickly become a priority. Just saying.
16	Delivery of amenities about and beyond regular infrastructure improvements should be the focus of CACs. Fund regular improvements but developments shouldn't be required to fund a multitude of off-site improvements. CACs should be focussed towards making park improvements and Harry Jerome.
17	I find this form to be very biased as it only references the benefits of this development. While I think some development in this area would be good, this current plan has far too many units and the buildings are too high. The traffic in this area is already nuts and I don't think that a little more transit is going to offset the impact of 800 homes.
18	I am extremely concerned as to the fact that all the proposed exits funnel into the Keith Bewicke marine and 3 intersection; this intersection is already over taxed. Also the increase of traffic (most will still use their personal cars) cause gridlock at all times of the day. I do support the green areas and water ways
19	I question the economics of planning to demolish 889 Harbourside in 10 - 15 years (the wisdom of providing underground parking is understood)



APPENDIX B Transcript of Feedback Forms

“Please provide any additional comments or suggestions you would like to share below.”	
Respondent #	Comments
20	<p>A NET of 60 new parking stalls (pay parking I presume) may not be enough. Plan for 80 - 100 stalls.</p> <p>I would presume that a new traffic study be undertaken with the intersection of Fell & 3rd Street and Bewicke & 2nd Street being looked at in more detail, with the new city works yard now open (evening traffic) and the shore development with 350 new residential units exiting onto Fell at 3rd.</p> <p>Covered outdoor “play” space should be celebrated</p> <p>Community contributions should be in the 1st Phase along with the new parking spaces. Parking can be at grade in a temporary location until the permanent location is completed</p> <p>New and expanded public space is awesome but will result in higher costs to the City for maintenance.</p>
21	<p>Can the residents of CNV ask for West Vancouver to do our negotiations from now on?</p> <p>Concert properties, Knightsbridge Ltd, City of NV, senior staff and Council are fully aware that by introducing residential into Harbourside Business Park that the shortest and most direct route to public schools and playing fields is over a multi-track crossing. Even with upgrade this is and never be a fully safe route.</p> <p>The Serpentine Bridge west of Harbourside is the only safe and truly accessible for people with mobility issues - Fell bridge is too steep.</p> <p>The tax revenue will be eaten up by the new City of North Van Harbourside Dept. I wonder who will head that?</p> <p>If you cannot make safe in and out for at least 20 years, then maybe you should wait?</p>
22	<p>I am not really in favour of housing in this area for a number of reasons – the City needs industrial land in the long term; the site is a fill area with too little elevation for future water level predictions (the area can be built up at huge cost that will be reflected in high condo prices - it will also make water problems worse for the surrounding area.); and the area is isolated from effective transportation.</p> <p>Having said that, I realize that some OCP amendments have been agreed upon and that Concert has had the land for considerable time with no viable business opportunities so mixed-use is the current plan.</p> <p>If the businesses that are proposed are to be viable, they will need to attract people from all over the North Shore to come there. The on-going problem for this area is parking and I still do not see that this is addressed satisfactorily in this proposal. In nearby areas there are several malls with hundreds of parking spaces – there are always spaces available. If people are to be attracted to come to this area there need to be several ‘parking lots’ with several dozen spaces each (no charge, 2-hour max) so that people will know that they can always get a parking space. It only takes one trip to an area like this where you drive around and around to find no parking and then you never go back.</p> <p>The bus transportation will always be a problem in this area. Even on Lonsdale a lot of the day the buses only run every half hour. This is not frequent enough for people to get out of their cars and take the bus. There will never be enough demand in this area to have a 15 minute bus service – which is really the minimum frequency needed. The bus along 1st is too far to walk – especially in the rain. I wonder if there could be a small shuttle from the Lonsdale Quay along the spirit trail – a large sort of golf cart idea – holding maybe 20 people – that people could take from the Seabus into this area. If there was such a service would more employees in the automall area take this and leave cars at home? Would people come from the Seabus and take this shuttle to this area – hotel, restaurants, shops and back and forth from work? This could run every 15 minutes to meet the Seabus – it could be a real tourist attraction as it would be along the waterfront not on high traffic streets.</p> <p>The other area of concern is open space. When this area is fully developed it is solid buildings. There is no open space within the building area. There is no playground area for children. I think the density is too high – there are too many buildings too close together.</p>



APPENDIX B Transcript of Feedback Forms

"Please provide any additional comments or suggestions you would like to share below."	
Respondent #	Comments
23	No comment given



Additional Comments (received by Colette Parsons, Oct. 3rd, 2013; not part of Feedback Form)

Colette,

I attended the Town Hall meeting on Monday and would like to pass on my comments.

I am a member of Burrard Yacht Club (BYC) and have been observing the changes on these lands for the last 12 years. I have always supported the redevelopment and in fact wished the City had not initially insisted on a purely industrial use – in my opinion the automall is a regrettable under- utilization.

My observations on the current proposal are as follows:

Layout : I commend you on protecting major view corridors and further enhancing an already generous foreshore experience. Overall however, the layout of buildings and linkages is only a slightly modified grid, resulting in straight, sharp and predictable edges. A more organic approach would, I believe create a more “liveable” experience. The long, straight, unimpeded length of Harbourside Drive is a particular challenge, which has not been addressed. I believe an attempt should have been made to blend the two contrasting uses to also achieve a softer streetscape.

Massing : this is largely dictated by the OCP and therefore already decided. The single storey Fell/Harbourside corner is especially noteworthy. Perhaps the opportunity may still exist in the future to negotiate greater height variations, to achieve similar solutions.

Use : again largely dictated by the OCP, but I would suggest the inclusion of some “live/work” spaces to bridge the contrast to the north. I have particular reservations about the proposed beach area in front of the Knightsbridge property, adjacent to BYC. Depending on how the beach is to be used, but if it encourages people to picnic, sunbathe and enter the water, then I believe this to be ill-conceived. Boats create fumes (especially cold diesels at start-up), pollute the water at times in addition to the Gostick storm sewer outfall, are noisy and pose a real danger to people in the water. It would also increase security issues for BYC. I recommend this concept be discussed with the BYC Board before any commitments are made.

Traffic : the proposal to add a dedicated right-turn at the SE Fell/2nd intersection is excellent. If current patterns prevail however, it will lead to further overloading of Bewicke/Marine. Now that the City's Operations Centre is active, this intersection has experienced even greater traffic volumes, leading to insufficient vehicle stacking room. I urge the City to implement the very simple solution of combining the SW left turn and straight-through lanes, implementing a dedicated SE right turn lane and eliminating parking on the east side of Bewicke in this block. This solution has already been suggested, is easy to implement and is needed now.

I question the wisdom of traffic lights on Fell at every intersection at 2nd, the automall and Harbourside Drive.

Community Benefits : virtually all of the benefits listed are generated to serve the proposed development and are therefore only peripherally of benefit to the community at large but still significant.

No doubt, the proposal will undergo further refinement as it progresses, but I fully support the basic concept and look forward to seeing further details.

Best regards,



THE CORPORATION OF THE CITY OF NORTH VANCOUVER**BYLAW NO. 8337****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, 2013 No. 8337" (Concert Properties Ltd. / Richard Henry Architect, 801, 889, 925 and Lot 45 Harbourside Drive, CD-646).**

1. DIVISION I: ADMINISTRATION, PART 2 INTERPRETATION, is hereby amended by:

- A. Adding the following definition after the definition of "First Storey":

"Flood Construction Level" has the meaning ascribed to it in the Sewerage and Drainage Utility Bylaw, 1995, No. 6746, as amended;

- B. Adding the following definition after the definition of "Light Industrial Warehousing and Wholesaling Use":

"Live/Work Studio" means a Dwelling Unit combining residential use with commercial or limited-industrial-uses including:

- (i) professional or semi-professional offices;
 - (ii) artist studios;
 - (iii) making, processing, and assembly of products on a small scale;
- or combinations thereof.

Live/Work Studios shall be considered as residential for the purposes of calculating Gross Floor Area.

3. 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-646 (Comprehensive Development 646 Zone):

Lot A of the Public Harbour of Burrard Inlet New Westminster District Plan LMP51190,
PID 025-120-581

Lot B of the Public Harbour of Burrard Inlet New Westminster District Plan LMP51190,
PID 025-120-590

Lot 43 of the Public Harbour of Burrard Inlet New Westminster District Plan LMP49271,
PID 024-984-001

Lot 44 of the Public Harbour of Burrard Inlet New Westminster District Plan LMP49271,
PID 024-984-035

Lot 45 District Lot 2654 Group 1 New Westminster District Plan LMP49271,
PID 024-984-094

From CD-359.

4. DIVISION VII: DEVELOPMENT PERMIT GUIDELINES is hereby amended by:
 - A. Adding the following text:

“E: Harbourside Waterfront Development Permit Area Guidelines”
 - B. The Harbourside Waterfront Development Permit Area Guidelines, Attachment ‘1’ to this Bylaw, will form part of and be integral to Zoning Bylaw, 1995, No. 6700.
5. Part 11 of DIVISION V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
 - A. Deleting “CD-359 Comprehensive Development 359 Zone” in Section 1100 in its entirety.
 - B. Deleting “CD-359 Comprehensive Development 359 Zone” and all associated text in Section 1101 in its entirety.
 - C. Adding the following to Section 1100, after the designation “CD-645 Comprehensive Development 645 Zone”:

“CD-646 Comprehensive Development 646 Zone”
 - D. Adding the following to Section 1101, after the “CD-645 Comprehensive Development 645 Zone”:

“CD-646 Comprehensive Development 646 Zone”

Except where modified in the CD-646 zone, all provisions of Zoning Bylaw 1995, No., 6700, as amended, apply.

PART A – CD-646 SUB-AREAS AND DEFINITIONS

- (A1) For the purposes of this Bylaw, the CD-646 Zone shall be divided into 'Sites' and 'Use-Areas' as described on Schedules '103' and '104'.
- (A2) For the purpose of CD-646 Zone, the following definitions will apply:
- (a) Building Height means the vertical distance in metres between the highest point of the Structure and the Flood Construction Level, but excluding roof top mechanical rooms, stairwells, elevators, elevator lobbies, and rooftop shared amenity spaces to a maximum area of 190 sq. m. (2045.1 sq. ft.) per Building and up to a maximum of 6 metres (19.7 ft.) above the highest point of the Structure;
 - (b) Lot Area means the area of each Site taken in a horizontal plan excluding land covered by a natural body of water and including portions of a Site which have been committed to the City for the provision of parks, trails or public open space.

PART B – CD-646 REGULATIONS

In the CD-646 Zone, permitted Uses and regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking apply to all Use-Areas described on Schedule '104':

(B1) Permitted Uses

- (a) The permitted Principal and Accessory Uses for each Use-Area shall be limited according to the Use-Areas as generally indicated on Schedule '104' as follows:

	Use Areas					
Principal Uses	I	II	III	IV	V	VI
Retail Service Group 1 Use	■	■	■	■	■	■
Hotel Use		■				
High-Density Apartment Residential Use			■	■		
Assembly Use	■	■	■	■	■	■
Liquor Primary License Establishment (Neighbourhood Pub)		■				■
Liquor Licensee Retail Store		■			■	■
Civic Use	■	■	■	■	■	■
Live/Work Studio Use			■		■	■
Off-Site Parking Use	■	■	■	■	■	■
Residential Care Facility	■		■	■	■	■
Light Industrial Use	■					
Accessory Uses						
Accessory Apartment Use			■	■	■	■
Accessory Off-Street Parking Use	■	■	■	■	■	■
Accessory Off-Street Loading Use	■	■	■	■	■	■
Accessory Mobile Food Vending Use			■			■
Accessory Home Office Use			■	■	■	■
Accessory Home Occupation Use			■	■		
Accessory Non-Commercial Social and Recreation Facilities	■	■	■	■	■	■

In the table above '■' indicates the use is permitted.

- (b) Section 607(1)(a) Accessory Apartment Use location, shall be varied to permit a Residential Use on the second floor.
- (c) A Live/Work Studio shall only be permitted in units located at-grade and in the areas indicated as within "Use Area III," "Use Area VI," and on Harbourside Drive within "Use Area V" on Schedule '104';

- (d) Home Occupation Use shall only be permitted at-grade.
- (e) Liquor Primary License Establishments shall be limited to one with a maximum interior licensed floor area of 325 sq. m. (3,500 sq. ft.).
- (f) Liquor Licensee Retail Stores shall be limited to "Site C" as indicated on Schedule '103'.

(B2) Setbacks

The Principal Building shall be sited not less than:

- (a) 1.6 metres (5.2 feet) from the Front Lot Line;
- (b) 0 metres (0 feet) from the Interior Side Lot Line;
- (c) 2.4 metres (7.9 feet) from the Exterior Side Lot Line;
- (d) 1.6 metres (5.2 feet) from the Rear Lot Line.

(B3) Height

- (a) Building Heights shall not exceed 21.4 m, except that up to four Buildings may be built to a maximum Building Height of 27.6 m.

(B4) Gross Floor Area

- (a) The combined Gross Floor Area (GFA) for Sites A, B, C and D shall not exceed 1.7 times the Lot Area (49,060 m²);
- (b) Notwithstanding (B4)(a), the combined GFA for Sites A, B, C and D may be increased by providing higher energy performance as a community amenity to assist the City in achieving the energy targets set out in the Official Community Plan, and in particular by:
 - (i) attaining a minimum building energy performance of 5% better than the energy performance requirements of the British Columbia Building Code for Site C;
 - (ii) for all Sites, prior to the issuance of a building permit, providing an energy model prepared by an Approved Energy Modeller, and specifying carbon emissions per kilowatt hour per year, in compliance with the applicable energy modelling standard for the energy regulation pursued;
 - (iii) for all Sites, prior to the issuance of a building permit, providing the Design Verification Report the Design Verification letters;
 - (iv) for all Sites, within six months of substantial completion of each Principal Building, providing a Letter of Completion and the Fundamental Building Commissioning Report;
 - (v) for all Sites, prior to the issuance of a building permit, providing the City with a letter of credit for 1% of estimated construction costs,

which will be returned upon successful completion of the requirements described in (i) to (iv) to the satisfaction of the Chief Building Inspector;

up to a maximum combined Gross Floor Area of 2.2 FSR (107,953 m²) as follows:

DENSITY				
Lot Description	Maximum Residential Area	Minimum Commercial Area	Maximum Commercial Area	Rental Housing Bonus (Pursuant to Section 5.12.1 of the OCP)
Site A	4,800	18,280	26,114	0.15 FSR (7,359 sq. m.)
Site B	16,700	650	929	
Site C	22,321	3,746	5,351	
Site D	22,410	11,666	16,666	
Total	66,231 (1.35 FSR)	34,342 (0.7 FSR)	49,060 (1.0 FSR)	7,359 (0.15 FSR)

In the table above, all Gross Floor Area requirements are indicated in Metres Squared.

- (c) The Use Gross Floor Areas associated with each Site as listed in (B4)(b) of this Bylaw are flexible inasmuch as they can be reallocated to other Sites subject to this Bylaw to a maximum not exceeding five percent of the total Gross Floor Area allowed for the donor lot subject to the approval of the Director of Community Development at the time of Development Permit issuance.

(B5) Open Site Space

- (a) Minimum Open Site Space shall be as follows on each of the Sites described in Schedule '103':

Site A	2,200 sq. m.
Site B	1,100 sq. m.
Site C	2,300 sq. m.
Site D	4,700 sq. m.

(B6) Parking Provision

(a) The Accessory Apartment Use and the Retail Service Group 1 Use Parking Spaces can be considered communally where the Parking Spaces will be in a publicly accessible location and will serve both uses. In such circumstances, each Parking Space will count toward the Parking Space requirements for both uses.

(b) Minimum vehicle parking stalls by class of building shall be calculated as follows:

Retail Service Group 1 Use	1 space per 38.6 sq. m. (415 sq. ft.)
Liquor Licensee Retail Store	1 space per 38.6 sq. m. (415 sq. ft.)
Liquor Primary License Establishment (Neighbourhood Pub)	1 space per 38.6 sq. m. (415 sq. ft.)

(c) The minimum number of accessory off-street Parking Spaces for Residential Uses and all other Uses not mentioned in (B6)(b) shall be calculated as indicated in Part 9.

(B7) Unit mix within the Accessory Apartment Use and High-Density Apartment Residential Use for each Site will conform to the following:

- (a) A minimum of 5% of units will be under 51 sq. m. (549 sq. ft.);
- (b) A minimum of 15% of units will be 1 bedroom;
- (c) A minimum of 20% of units will be 2 bedrooms;
- (d) A minimum of 5% of units will be 3 bedrooms;
- (e) A minimum of 5% of units will be built to the Level 3 standard in the Adaptable Design Guidelines.

(B8) Refuse storage containers shall be readily accessible for pick-up and for users and shall be screened on all sides and shall not be located in required manoeuvring aisles, driveways, Loading Spaces or Parking Spaces.

(B9) All exterior finishes, design and landscaping shall be reviewed by the Advisory Design Panel in compliance with the Harbourside Waterfront Development Permit Area Guidelines.

(B10) All public realm design and landscaping shall be reviewed by the North Shore Advisory Committee on Disability Issues, with recommendations from the Committee addressed to the satisfaction of the City Engineer.

(B11) Section 510 (2) Unit Separation, shall be waived.

READ a first time by the Council on the <> day of <>, 201^.

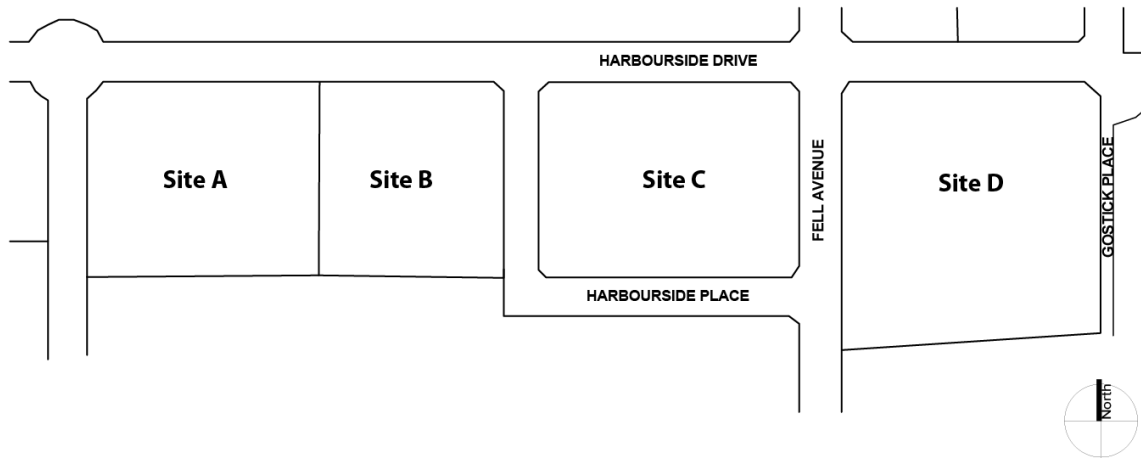
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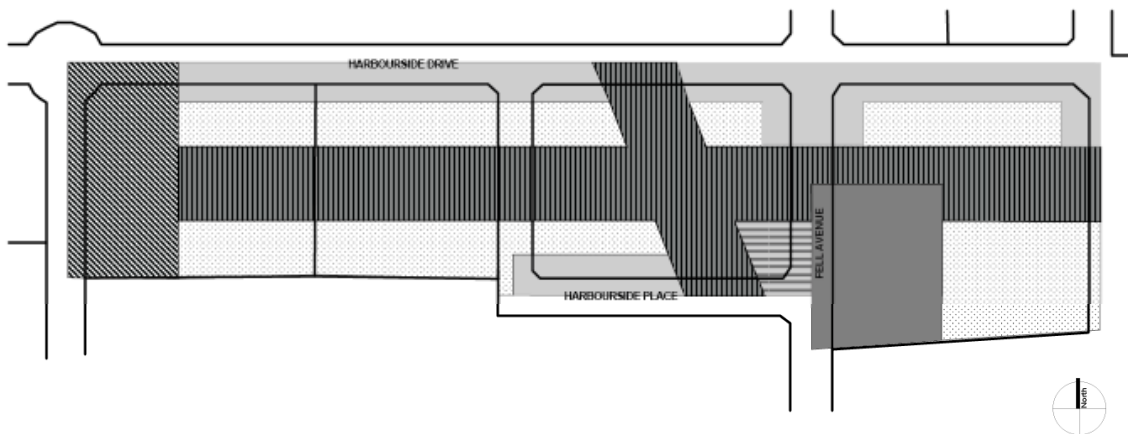
READ a third time and passed by the Council on the <> day of <>, 201^.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 201^.

MAYOR

CITY CLERK

CD-646Amending Bylaw No. **8337****SCHEDULE '103'****Page 1 of 1****TITLE: Sites**

CD-646Amending Bylaw No. **8337****SCHEDULE '104'****Page 1 of 1****TITLE: Use Areas****USE AREAS****I****II****III****IV****V****VI**

Attachment '1': Harbourside Waterfront Development Permit Area Guidelines

Harbourside Waterfront Development Permit Area Guidelines



December 9, 2013 | Version 9.1

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Part I – General Regulations

1.0 General

1.1 Introduction

The Harbourside Waterfront Development Permit Area boundary and justification is described in the City of North Vancouver Official Community Plan Bylaw, 2002, No.7425, Schedule H.



Figure 1. Harbourside Development Permit Area boundaries

The City designates Development Permit Areas (DPAs) to provide Council and staff with the ability to shape development beyond what is possible through policy or zoning regulations. These DPAs will shape development of the Harbourside Waterfront to help deliver: 1) a high quality life for people in the City of North Vancouver through multifamily and commercial development which has a form, character and open space design of high quality; and 2) revitalization of a commercial area; 3) conservation of energy; 4) conservation of water; and 5) reduction of greenhouse gas emissions.

Where land has been designated by the City of North Vancouver as a Development Permit Area (DPA), the landowner must first be issued a Development Permit by the City before developing the land. In accordance with section 920(1) of the Local Government Act, RSBC 1996, c 323, land within a DPA must not be subdivided, and construction of, addition to, or alteration of a building or other structure must not be commenced, until the landowner obtains a development permit. In addition, land within a DPA designated for protection of the natural environment or for protection of development from hazardous conditions must not be altered until the landowner obtains a Development Permit.

These development permit guidelines (the “Guidelines”) are to be considered as part of development proposals on the site and in conjunction with any zoning provisions and development covenant(s) for the Harbourside Waterfront area. The issuance of a Development Permit must be in accordance with all applicable Guidelines. A Guideline will not be applicable to a specific Development Permit, only where the City has deemed that such Guideline is inapplicable to that specific Development Permit.

Every application for a Development Permit must be accompanied by:

- 1) Plans demonstrating:
 - a. the proposed location of all buildings and structures;
 - b. the proposed siting of parking areas, and mobility networks and access (walking, bikes, cars, transit);
 - c. the extent and nature of existing and proposed landscaping, including details of trees to be maintained or proposed to be planted;
 - d. the proposed exterior finish, materials, and colour of buildings and roofs;
 - e. the proposed location, number, dimension and type of signage;
- 2) Preliminary engineered frontage drawings;
- 3) Detailed descriptions about the how the development will comply with the City's:
 - a. energy performance requirements;
 - b. adaptable design requirements;
 - c. flood management and sea level rise requirements, including any such requirements included in covenants registered on title to the property which is the subject of the development permit application;
 - d. community amenities requirements associated with that particular phase of the development as outlined within the legal agreements on title;
- 4) A summary report outlining transportation indicators and the monitoring plan results from previous phases of construction;
- 5) A synopsis of design intent indicating how the proposal meets the objectives of the overall community, as well as the role it plays in its specific site location in relation to the precinct characteristics; and
- 6) A drawing showing how proposed phase will contribute to the overall Public Art Plan.

Applicants are required to provide a checklist or statement indicating how their proposal complies with the Guidelines. Where some element of the design does not comply with a Guideline, a justification describing the divergence and the reason must be provided.

The City will require security to ensure the installation and maintenance of landscaping in compliance with the Guidelines. All Development Permit applications must include a professional landscape plan prepared by a Landscape Architect (BCSLA).

1.2 Exemptions

Notwithstanding the designation of an area as a DPA, the Local Government Act provides that conditions may be specified under which a development permit is not required. In the Harbourside Waterfront DPA, a development permit is not required in the case of:

- A subdivision which consists of a parcel line adjustment or consolidation where no additional lots are created;
- A subdivision for park purposes;
- An internal alteration (a change or extension in the interior of a building relating to any matter or thing regulated by the B.C. Building Code);
- Temporary buildings or structures that are erected either for offices for construction or marketing purposes for a period that is not expected to exceed the duration of such construction;
- Road or utility works or landscaping within a dedicated road right of way or strata road; and/or
- Green space or trail improvements on City-owned land.

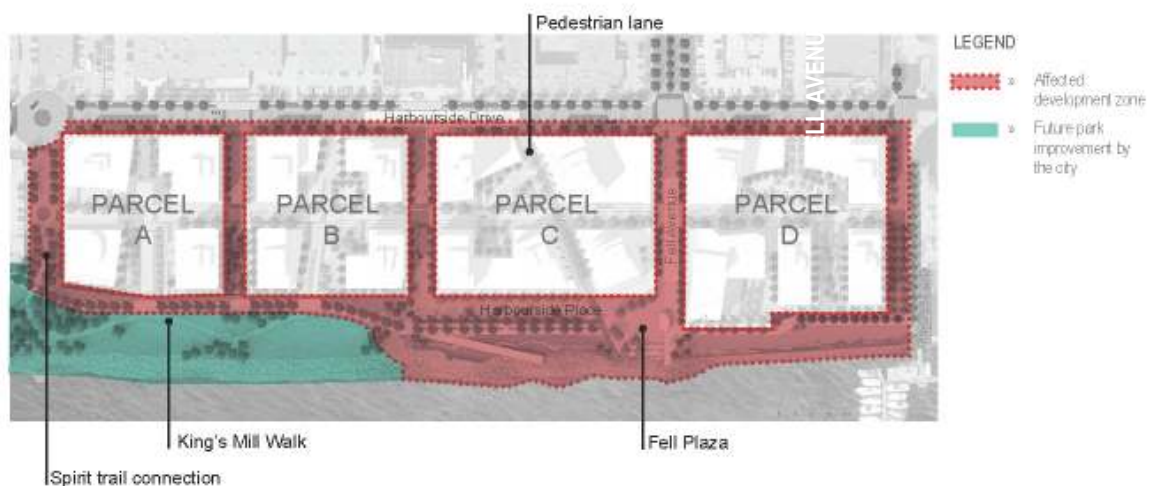


Figure 2. Conceptual site plan and key elements. (Note: Parcels A through D reflect the layout for Harbourside Waterfront development. The original lot numbers A, B, 43, 44, and 45 are shown in Figure 1.)

1.3 Amendments

A Development Permit amendment may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Community Development, including in the following cases:

- Renovations or changes to the exterior finish of buildings or landscaping which are less than 15 square metres (161 square feet) in area;
- Minor fencing;

- Green space or trail improvements on privately owned lands;
- Removal of invasive vegetation if the invasive vegetation is replaced with additional landscaping which differs from the Development Permit already approved.

Part II – Environmental Guidelines

2.0 Energy & Greenhouse Gas Emissions

→ Objectives

- a) Design the land use mix, transportation system, buildings and energy systems to exceed the energy and carbon performance of conventional developments at the time of construction.

2.1 Buildings

- 2.1.1 Use whole building energy modeling to optimize demand and supply, and passive and active systems.
- 2.1.2 Exceed energy performance requirements under Zoning Bylaw, 1995 No. 6700 (the “Zoning Bylaw”) and/or the BC Building Code, whichever is highest, with the aim of a five percent energy use intensity improvement.
- 2.1.3 Work with Lonsdale Energy Corporation to reduce carbon intensity beyond typical construction in the City for equivalent buildings through the district energy system.
- 2.1.4 Optimize passive building design opportunities (efficiency, heating, cooling, daylighting and ventilation) to reduce energy and carbon use.
 - Within site constraints, orient buildings to optimize passive solar heating potential. Most passive solar heating gain can be achieved by facing within approximately 20 degrees of solar south. For single loaded buildings, orient the building on an east-west axis and/or ensure a south facing roof aspect. For buildings that are double loaded, consider orienting the building on a north-south axis to ensure that units on both sides of the building receive some amount of solar exposure.
 - Where possible, residential buildings should be designed to receive daylight and natural ventilation from at least two sides or from one side and a roof. Dwellings should have a choice of aspect: front and back, or on two sides (for corner units).
 - Within site constraints, develop building siting, form, and scale to minimize interference with view corridors or solar access for existing or anticipated development, and shadowing impacts on adjacent residential buildings and usable open spaces. Include sun/shade diagrams of the subject development and the surrounding properties at the following times:

March 21:	9 a.m., 12 noon, 3 p.m.
June 21:	9 a.m., 12 noon, 3 p.m.
September 21:	9 a.m., 12 noon, 3 p.m.

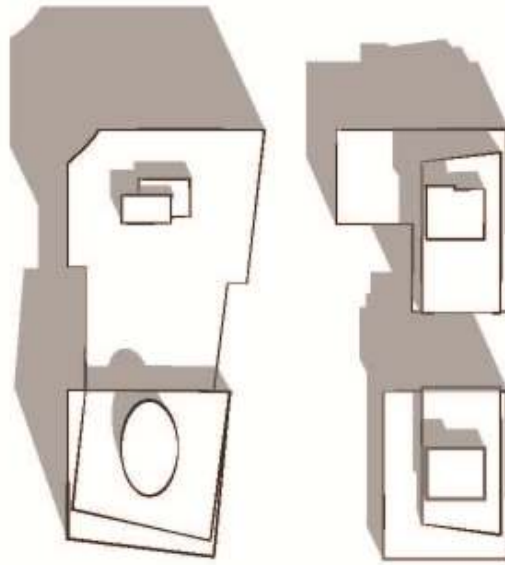


Figure 3. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open spaces and buildings

- Design landscaping and buildings to provide solar access in winter, and in summer shading of afternoon sun and management of the urban heat island effect. Install deciduous trees and landscaping and/or shading devices on southern and western exposures to reduce undesired solar gain in summer and filter solar heat and light in the summer. Use light coloured sidewalks, plazas, greenways and paths to reduce the urban heat island effect.

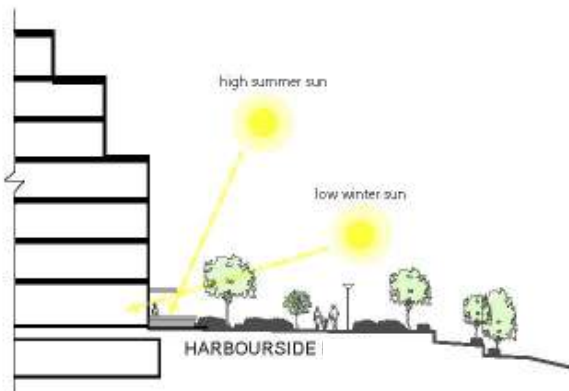


Figure 4. Design to allow light penetration into interior living spaces in winter, and protect from direct sunlight in the afternoon hours of summer

- Integrate courtyards and greenways into the design to allow direct sunlight penetration.
- Maximize daylight penetration by locating windows high on walls or by using clerestories and light shelves. To limit solar gain in summer months, external solar shading (e.g. recessed balconies, overhangs, and louvers), should be considered, especially on the south and

west elevations of buildings. Balance the benefits of reducing solar gains in summer with the benefit of increasing solar gains in the winter by taking advantage of the different seasonal sun angles.

- 2.1.5 Install smart automation technologies such as timers or occupancy sensors, and programmable thermostats.
- 2.1.6 Use Energy Star appliances.
- 2.1.7 Use high efficiency exterior private realm lighting, such as LEDs, and direct and shade lighting to minimize light pollution and maximize energy service. Energy efficient motion or photo sensitive technologies should be considered, along with safety and security considerations.
- 2.1.8 Provide energy conservation, operation and maintenance information to tenants and residents.
- 2.1.9 Avoid Hydro chlorofluorocarbon (HCFC)-based refrigerants in new HVAC&R (heating, ventilation, air conditioning and refrigerating) systems, and halons in fire suppression equipment.

2.2 Transportation

Guidelines to achieve transportation-related energy and greenhouse gas objectives are addressed in Section 4.7 Circulation, Access and Parking, Section 4.8 Streets, and Section 4.9 Active Transportation and Transit.

3.0 Water

→ Objectives

- a) Reduce potable water use in buildings and on sites.
- b) Minimize the negative effects of stormwater.

3.1 Potable Water Conservation

- 3.1.1 Reduce potable water use and generation of wastewater in commercial and residential buildings through the installation of:
- Low-flow plumbing fixtures;
 - Dual-flush or high-efficiency toilets; and
 - ENERGY STAR appliances.
- 3.1.2 Minimize and where possible eliminate the use of potable water for irrigation by applying the following techniques:
- Drought-tolerant vegetation or xeriscaping that minimizes or eliminates the need for long-term irrigation (beyond the first 3-5 years);
 - If irrigation is required, use water efficient systems (e.g. drip irrigation, moisture detection control systems, high efficiency spray) and/or systems that make use of rainwater.



Figure 5. Rainwater captured from rooftops can be used to irrigate landscapes

3.2 Rainwater Management

For further related guidelines, see Section 4.10 Landscape and Public Realm

- 3.2.1 Landscape design should be intended to limit impervious cover to absorb and filter stormwater and reduce sedimentation of receiving waters (Burrard Inlet). Design systems to achieve a target for total suspended solids at the point of discharge to receiving waters of 25 mg/l during dry conditions and 75 mg/l during storm events, or targets that meet best practices at the time the Development Permit is issued.
- 3.2.2 Direct overland flooding from impermeable surfaces to planted areas, permeable areas and rain gardens and minimize the use of catch basin and storm drains.
- 3.2.3 Install rainwater runoff controls to mimic the natural runoff system through infiltration of rainwater on-site. These controls could include: bioswales, infiltrations trenches, storage in ponds or constructed wetlands, rain gardens, or road/curb configurations. They should assist in mitigating peak volumes of street runoff entering into the municipal storm sewer system. Such systems should be highly visible features and should include educational elements such as interpretive signage.
- 3.2.4 Consider methods to collect, re-use and recycle rainwater, including re-use of rainwater run-off in open areas for water features that provide landscape amenity and/or for landscaping of the public realm.



Figure 6. Visible rainwater controls help to build public awareness around stormwater management.

- 3.2.5 Meet the requirements of *Urban Runoff Quality Control Guidelines for British Columbia*, as amended or replaced, both during and after construction.
- 3.2.6 Incorporate green roofs, including urban agriculture plots for residents on at least 50% of the available roof area of residential and mixed-use buildings, while also making efforts to incorporate green roofs into the design of commercial buildings where possible, and at a minimum, using roof space to control and reduce stormwater run-off.



Figure 7. Green roofs can help reduce the rate and volume of stormwater run-off and improve water quality

- 3.2.7 All development must incorporate equipment to remove oil wastes and sediments from rainwater run-off.
- 3.2.8 Landscaped areas will be used to remediate surface run-off that is not captured by equipment.

Part III – Form & Character Guidelines

4.0 Harbourside Waterfront Mixed Use Guidelines

→ Objective

The mixed use development of Harbourside Waterfront aims to revitalize the harbourfront lands to create a vibrant destination and complete community, anchoring the western end of the City and enhancing the waterfront experience along the North Shore. Development of Harbourside Waterfront aims to create an attractive destination with a mix of retail, office and diverse residential uses that serve to animate and add public spaces and services to the City's waterfront.

Specific form and character objectives:

- Ensure that the form and character of intensive residential, multi-family, commercial and mixed use waterfront development is a desirable addition to the City of North Vancouver, particularly with regard to the City's West Waterfront goals and objectives and in respect to the North Shore Spirit Trail;
- Ensure that commercial vitalization is realized through initial phases of development;
- Ensure that development delivers desirable public realm, landscaping, exterior design and finish of buildings and structures at each phase of development; and,
- Ensure that there is a sense of completion at each phase of development.

4.1 Use of Natural Site Characteristics

- 4.1.1 Animate the waterfront by creating a significant focal point and place for public gathering and significant public art at the foot of Fell Ave and the south portion of Harbourside Place.



Figure 8. Conceptual illustration of focal points and gathering places linked together along the waterfront

- 4.1.2 Incorporate open spaces as central organizing features.
- 4.1.3 Connect adjacent areas by pedestrian and bicycle paths to create a walking and cycling friendly neighbourhood.

4.1.4 Development design should use natural site characteristics to:

- Celebrate the site's waterfront setting with views of Burrard Inlet and the City of Vancouver to the south and mountain views to the North;
- Take advantage of its waterfront location by engaging and animating the public waterfront through the selection of land uses and design of shoreline features;
- Recognize the adjacent patterns of natural features as well as industrial and marine activities adjacent to the site and located in Burrard Inlet;
- Restore and enhance the ecology of the shoreline and riparian areas; and
- Use greenways to connect to nearby parks and creek areas.



Figure 9. Conceptual illustration of terraced public spaces integrated with shoreline features to provide an engaging waterfront experience that retains some natural elements

4.2 Building Siting, Orientation and Views



Figure 10. Key view corridors of the mountains and oceans are preserved through building height, siting and orientation

- 4.2.1 Orient taller building elements in a north/south direction to balance the need to reduce energy consumption, minimize privacy and noise conflicts, and provide daylight access to public and private spaces, while also maximizing public views of the North Shore mountains to the north and Burrard Inlet and the City of Vancouver to the south. See Figure 10.
- 4.2.2 Orient lower buildings in an east/west direction to frame views of the North Shore Mountains to the north and Burrard Inlet and the City of Vancouver to the south, and to the water, as well as to allow light penetration into the interior blocks and courtyards. See Figure 10.
- 4.2.3 Clearly define the street, waterfront, or open space edge with a 1 storey to a 5 storey street wall.
- 4.2.4 Create an interesting interface between buildings and the sidewalk to support pedestrian leisure and commercial activity, including using varied colours and materials, and ensuring frequent doorways and windows.

- 4.2.5 Consider design measures to mitigate noise and vibration impacts for buildings in close proximity to industrial areas. Noise attenuation measures could include orienting buildings and openings away from the source noise, using triple glazed windows, reducing the ratio of windows to wall area, placement of vegetation, acoustic barriers, etc.
- 4.2.6 Orient buildings toward the street, maximizing the number of residential and commercial units with direct overview of public areas in order to increase security.
- 4.2.7 Provide weather protection for pedestrians on all commercial frontages.
- 4.2.8 Define principal doorways and windows.
- 4.2.9 Modulate semi-private and semi-public spaces along streets and mews.
- 4.2.10 Maximize transparency and porosity (penetrable shop fronts) along commercial frontages.
- 4.2.11 Animate open spaces and paths by locating key activity generating uses close by and by providing appropriate seating, lighting, public artwork and other elements to add interest and activity.
- 4.2.12 The maximum floor plate dimension of portions of buildings exceeding 5 storeys in height should be 35 m (see Figure 11).
- 4.2.13 In order to minimize shadows, in the east-west direction, the maximum floor plate width above 5 storeys should not exceed 20 m (see Figure 11). Office buildings are excepted from this guideline.
- 4.2.14 The spatial separation between portions of buildings exceeding 5 storeys in height should be:
 - (1) on the same block face – a minimum of 24 m with 40 m preferred;
 - (2) across north-south streets from each other – 22.8 m ;
 - (3) across the east-west Mews – 16.2 m (see Figure 11).
- 4.2.15 Balconies and bay windows may protrude into setbacks and spatial separations by a maximum of 0.75 m.
- 4.2.16 The portion of any building oriented toward Kings Mill Walk or the Spirit Trail and exceeding 5 storeys should be stepped back by a minimum of 3.0 m.
- 4.2.17 Foreground buildings may be exempted from maximum floor plate dimensions, siting and setback and stepback requirements.
- 4.2.18 DPA and Zoning Bylaw setback requirements, floor plate dimensions, building separations, and stepbacks may be varied in the Development Permit, subject to the approval of the Director of Community Development, provided the following criteria have been met:
 - (1) buildings do not have living spaces directly facing one another; and,
 - (2) privacy and overlook issues have been fully addressed; and,
 - (3) the proposed design has been reviewed and approved by the Advisory Design Panel.

- 4.2.19 Buildings should be accentuated on street corners through the use of architectural details, massing and/or prominent building entries.
- 4.2.20 Modulate building faces in width, height, depth and finishes and accentuate building entries to visually 'break down' large building walls.

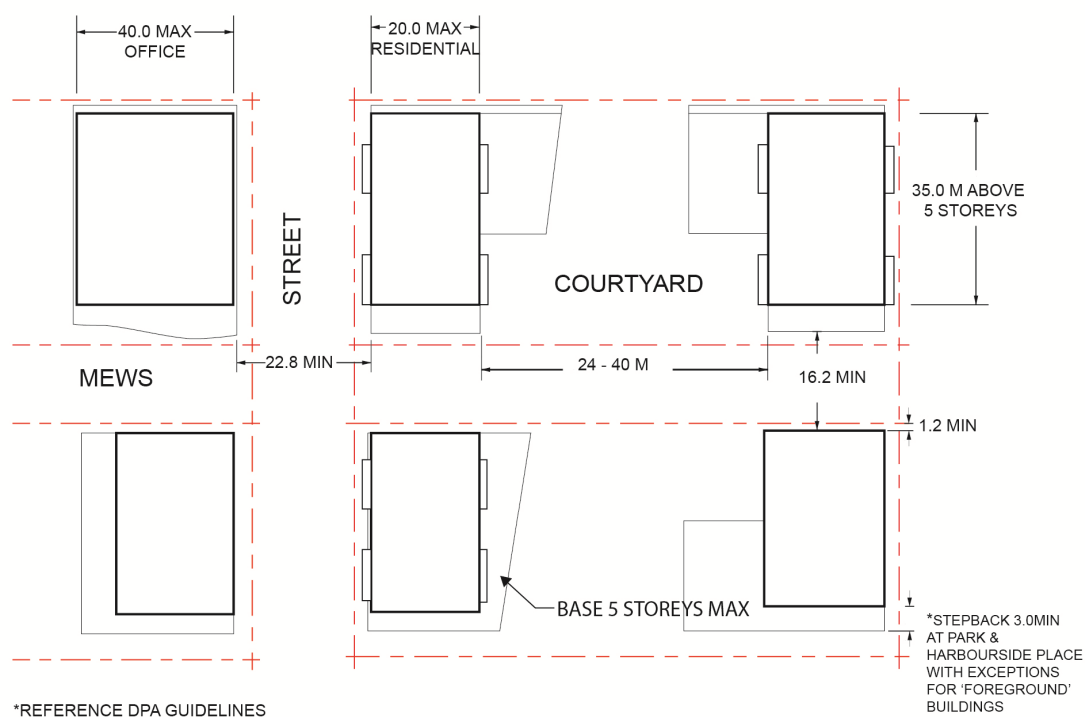


Figure 11. Key dimensional requirements for building siting and orientation.



Figure 12. Integrate modulated, transparent and permeable commercial facades to create a vibrant streetscape

- 4.2.21 Site buildings to maximize opportunities for creating usable, and well-integrated private open spaces and public or semi-public amenity areas.
- 4.2.22 Design private open spaces to increase liveability in the neighbourhood by balancing the need for privacy with the desire for vibrancy and public activity. Refer to Section 4.11 Open Spaces.

4.3 Building Form, Height & Massing

The Harbourside Waterfront development is planned to include ground floor office and/or retail uses areas along Fell Avenue, Harbourside Place and Harbourside Drive. Buildings are intended to be a combination of stand-alone residential uses, stand-alone commercial uses and mixed uses.

- 4.3.1 Create a diversity of architectural expression in the form and character of buildings by varying massing, architectural design and material selection across the neighbourhood; and with consideration of engaging a variety of architectural and design firms;

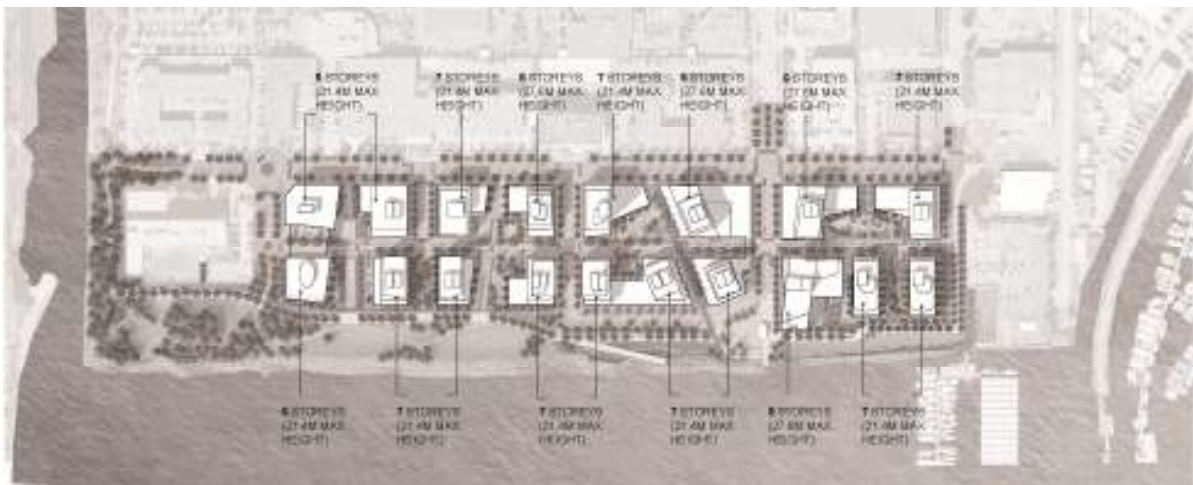


Figure 13: Building heights

- 4.3.2 Comply with building height requirement outlined in the Official Community Plan and in the Zoning Bylaw.
- 4.3.3 Building forms must follow the recommended characteristics described and illustrated with regard to Figure 14, below:



Figure 14. Use Step-backs and lower podium heights to help maintain pedestrian-scale

A. Step-back at upper floors:

- Create minimum step backs of at least 3 m on southern elevations of all building elements above the fourth floor. Step backs should be integrated with material changes. Foreground buildings would be excluded from this requirement.

B. Podium and building wings:

- Limit building height to a 4-storey scale expression adjacent to the park and Spirit Trail, except for the unique foreground buildings which should be allowed to exceed this maximum.
- East-west podiums along Harbourside Drive should be kept to a maximum 5-storey scale expression. Variation in the podium heights between 3, 4 and 5 storeys are strongly encouraged.
- Taller ceiling heights for commercial spaces are encouraged along Fell Avenue and Harbourside Place.

C. Rooftops:

- Roof areas are encouraged to be developed as a combination of usable common and private areas, intensive green roof areas and urban agriculture areas, where appropriate. See Figure 15.
- Both elevator and stair access to usable rooftop areas is strongly encouraged.
- Elevator equipment rooms and other rooftop appurtenances are to be limited in number, minimized in off-site visual impact and architecturally integrated in built form.

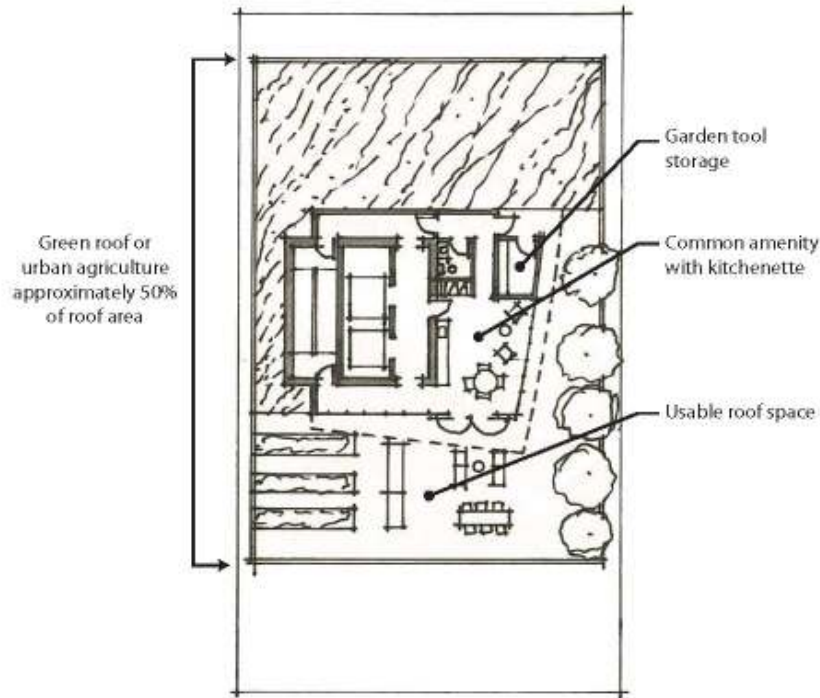


Figure 15. Possible layout of usable roof

D. Interconnecting Forms:

- Allow for a variety of interconnecting form elements that link between base, middle and top components.

E. Base Expression:

- Create 1 to 5 storey street scale expression exploring different approaches to fenestration, recessed entries, balcony configurations, and materiality all relating to a human scale along street frontages and courtyard exposures. Variation of architectural expression and heights in this range is encouraged. See Figure 16.



Figure 16. One to five storey base expression enhances human scale along street frontages and public open spaces.

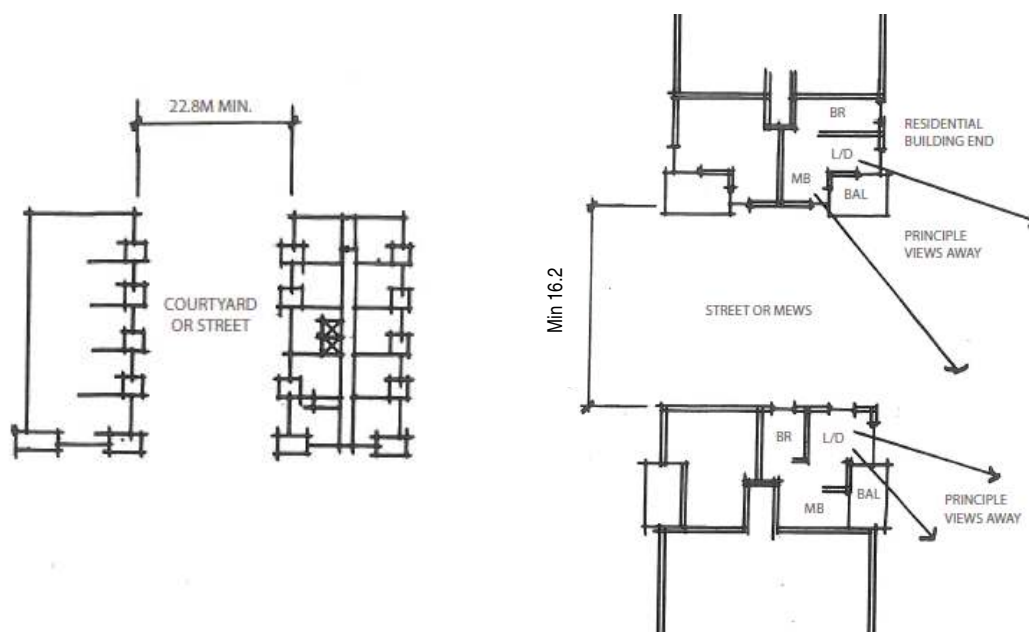


Figure 17. Minimum separation distances will be greater for buildings with living spaces looking towards one another versus buildings with living spaces looking outwards or away from one another. Also refer to Figure 11.



Figure 18. Conceptual illustration of the varied form and material expression creating a rich sense of place and distinctive character

- 4.3.3 The design and detail of buildings and of publicly accessible private spaces should complement the design of the public realm through the use of complementary materials, forms and motifs. Aspects to consider include paving, lighting, planting, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, recycling, and loading facilities.
- 4.3.4 Building heights shall be as generally indicated in Figure 18.5, with a maximum of four buildings achieving a height of 27.5 m. Consideration can be given to alternate locations for the four 27.5 m buildings provided that the proposed locations preserve view corridors and maintain lower building forms closer to the water.

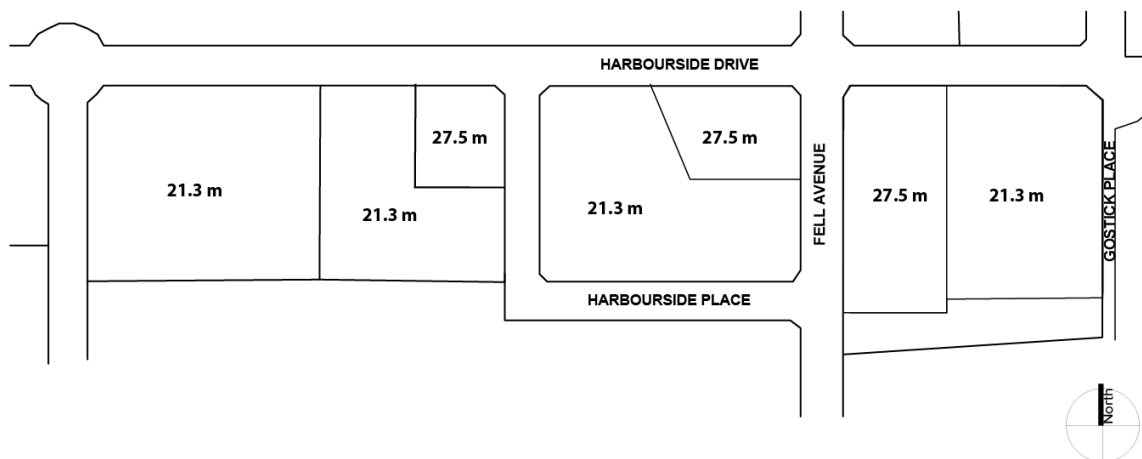


Figure 18.5 General locations of taller Buildings

4.4 Building Materials

- 4.4.1 Use a palette of materials, textures and colours that are consistent with the industrial and waterfront characteristics of the surroundings to create a distinct neighbourhood identity and “sense of place”
- 4.4.2 Select rugged materials and durable building finishes that are intended to combine with materials of a more highly finished nature. Brick, concrete, galvanized steel, finished stone, heavy timber and glulam wood structural elements, form the basis of the hardy “industrial chic” vocabulary.
- 4.4.3 More highly finished products such as prefinished aluminum cladding, painted steel and anodized aluminum, and spandrel glazing are encouraged to offset the industrial with a nautical or marine reference.
- 4.4.4 Use glazing colour to support cohesive design.
- 4.4.5 Generally use building materials with origins from British Columbia and the Pacific Northwest where they are available and price comparable.

4.5 Weather Protection & Shadowing

- 4.5.1 Provide weather protection at all common entries to buildings.
- 4.5.2 Create substantially continuous pedestrian weather protection in the active retail heart of the development through the use of canopies over sidewalks at all commercial retail frontages with a recommended minimum depth of 2.4m, (8 ft.), increased in areas of high pedestrian activity where appropriate. See Figure 19.
- 4.5.3 Allow daylight to reach common and public areas through the proportion of height to width of buildings and adjacent streets/open space.



Figure 19. Sidewalks should include pedestrian weather protection along all retail street frontages.

4.6 Safety, Security & Accessibility

- 4.6.1 Apply principles of Crime Prevention Through Environmental Design (“CPTED”) to create safe, secure and pleasant buildings and open spaces accessible to people of all abilities.
- 4.6.2 Encourage casual surveillance and “eyes on the street,” through the placement of windows, balconies and active street-level uses. Avoid blank, windowless walls.
- 4.6.3 Take into account the following factors to design urban spaces which people feel safe to use:
 - Lighting (designed to maximize visibility of faces and minimize glare);
 - Sightlines (ability to see the route ahead, and to observe open spaces from buildings);
 - Entrapment Spots (avoid small areas shielded on three sides);
 - Movement Predictors (avoid unchangeable routes or paths which offer no choice to pedestrians);
 - Visibility by Others (design for seeing and being seen);
 - Wayfinding is clear;
 - Land Use Mix (avoid single use areas; include day and night uses so people are present most of the time);
 - Activity Generators (design places to accommodate uses which attract people and provide opportunities for surveillance); and
 - Sense of Ownership (linked with responsive space management and participatory design; fits with the features of street-facing layouts, well-defined access, through routes and well-used public spaces).



Figure 20. Orient buildings to provide overlook of public spaces and increase safety and security

- 4.6.4 A minimum of 25% of units shall be designed to Level Two adaptable design standard, with consideration given to increasing the number of units that meet Level Two or Level Three adaptable design standards. Consider 'visability' access for all residences. Consider additional adaptive features for 'aging in place'.
- 4.6.5 Create accessible public and private spaces that consider users with special needs such as people with disabilities, the elderly, parents with strollers, and young children.
- 4.6.6 Accommodate people of all abilities by ensuring that pedestrian routes and access points are fully accessible to the mobility impaired (including those with strollers), with a minimum clear width of 1.8 m.
- 4.6.7 Minimize segregation of people with disabilities from people without disabilities, by integrating seamless grade changes (wide and accessible ramps) into overall circulation routes (i.e. without use of separate ramps).
- 4.6.8 Avoid the use of "stramps" or ramps with drop-offs to stairs, which are a big hazard to wheelchair users and the visually impaired.
- 4.6.9 Integrate high contrast colours and design elements as well as legible tactile surfaces at key wayfinding points, in order to address the needs of people with visual impairments.
- 4.6.10 Include two let-downs at intersections for improved directionality and other standard designs where possible, such that streetscapes and the public realm can be "read" and understood by people who are visually impaired.

- 4.6.11 Consider curbless streets or use of rollover curbs along the length of on-street parking areas to greatly enhance street accessibility and ensure freedom of movement for people with motorized wheelchairs, while continuing to protect the public realm from negative impacts from motor vehicles.
- 4.6.12 Where appropriate, consider physically separated paths between different modes of travel.
- 4.6.13 Avoid slip hazards by applying maintenance guidelines that incorporate best practices for surface cleaning (with regard to leaf / snow removal), or consider planting evergreen trees instead of deciduous trees in proximity to major pedestrian pathways.
- 4.6.14 Encourage seating with backrests in publicly accessible areas. A minimum seat depth of 40 cm should be provided for seats without backrests or with backrests less than 30 cm high. A minimum seat depth of 35 cm should be provided for seats with backrests at least 30 cm high.
- 4.6.15 Disabled parking spaces must be located as close to the main entrances of buildings as possible.
- 4.6.16 Curb ramps or mountable curbs should be used to allow wheelchair users to directly access the sidewalk.
- 4.6.17 Landscaping along the sidewalk should be strategically located as to not restrict movements by wheelchair/ stroller users exiting their vehicles.

4.7 Circulation, Access & Parking

Many of these guidelines also address the Energy & Greenhouse Gas Emission Management Objectives in Section 2.0.

- 4.7.1 Location of parking entrances to the underground parking structures must mitigate the impacts of motor vehicles on pedestrians and the public realm.
- 4.7.2 Parking entrances must be integrated into the buildings or landscape, and exposed walls and soffits must be architecturally treated.
- 4.7.3 Sight visibility requirements must be met at the parkade entrances to ensure safety for vehicles and pedestrians.
- 4.7.4 Clearance at garage entrances must be able to accommodate the largest commercial vehicle accessing the internal loading bay, and have a minimum clearance height of 2.134m.
- 4.7.5 Residential parking access, loading and service areas are encouraged to be shared by adjacent commercial uses.
- 4.7.6 Consideration may be given to reducing the required residential and commercial parking below the amounts required under the Zoning Bylaw, provided that:
 - (1) The decrease can be justified based on a parking demand study;
 - (2) Means of meeting anticipated parking demand have been identified (e.g. the availability of parking in a nearby facility); and,
 - (3) Means of reducing anticipated parking demand have been identified.

- 4.7.7 Provide separate and secure parking for each residential building with direct vertical access to each main building entrance.
- 4.7.8 Pool visitor parking for residential and commercial buildings where possible.
- 4.7.9 Include clearly identified visitor parking. Consider short term retail parking regulations, to encourage a high turnover of users.
- 4.7.10 Locate surface parking areas so they do not visually dominate either the development or the public domain surrounding the development; underground parking is encouraged.
- 4.7.11 Incorporate preferential parking for carpool, car share and electric vehicles to encourage alternative modes of transportation.
- 4.7.12 Accommodate some on-street parking, and drop-off to support the commercial needs of the community.
- 4.7.13 To reduce parking demand and car ownership and support housing affordability, provide a minimum of one car-share vehicle per phase of development, and evaluate opportunities for unbundling parking from residential units (to be sold separately).
- 4.7.14 Efforts should be made to provide on-site parking at a level consistent with the sustainability objectives outlined in this DPA and market demands, and to support visitor use. Development should discourage the predominance of cars by restricting parking times and introducing pay parking for some on-site parking spaces.
- 4.7.15 Facilitate and promote the use of electric vehicles by providing 20% of structure parking spaces with access to electric supply, and supply rough-in conduits and provide two level 2 charging stations for each commercial building.
- 4.7.16 Parkade entries will have clear and effective wayfinding and incorporate CPTED strategies.

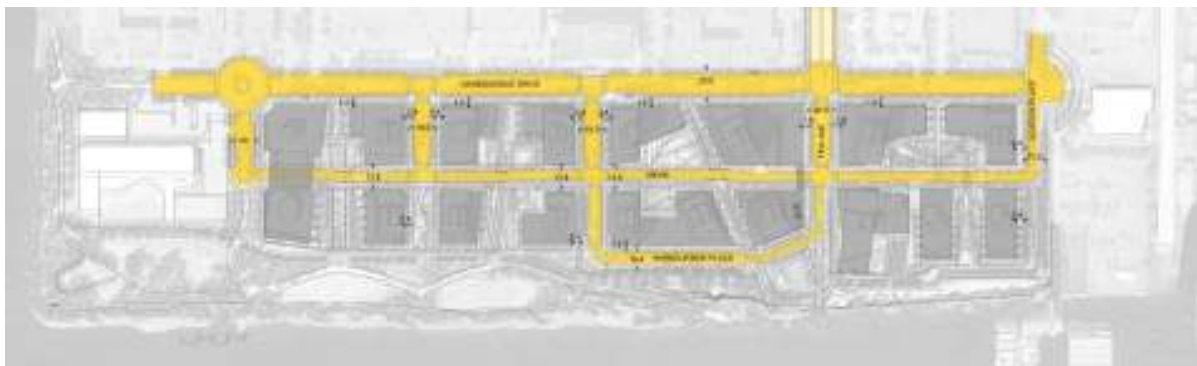


Figure 21. Conceptual illustration of streets, circulation and setbacks

4.8 Streets

Note: Most of these guidelines also address Energy & Greenhouse Gas Emission Management Objectives in Section 2.0. Section 2.0 objectives should be cross-referenced.

- 4.8.1 Prioritize circulation within the development in the order of pedestrians, cyclists, transit vehicles and private vehicles. Street network and open spaces shall create an integrated network that supports universal accessibility.
- 4.8.2 Maximize pedestrian access and permeability while limiting access and through traffic circulation for motor vehicles except for high activity commercial areas underground parking, and service access.

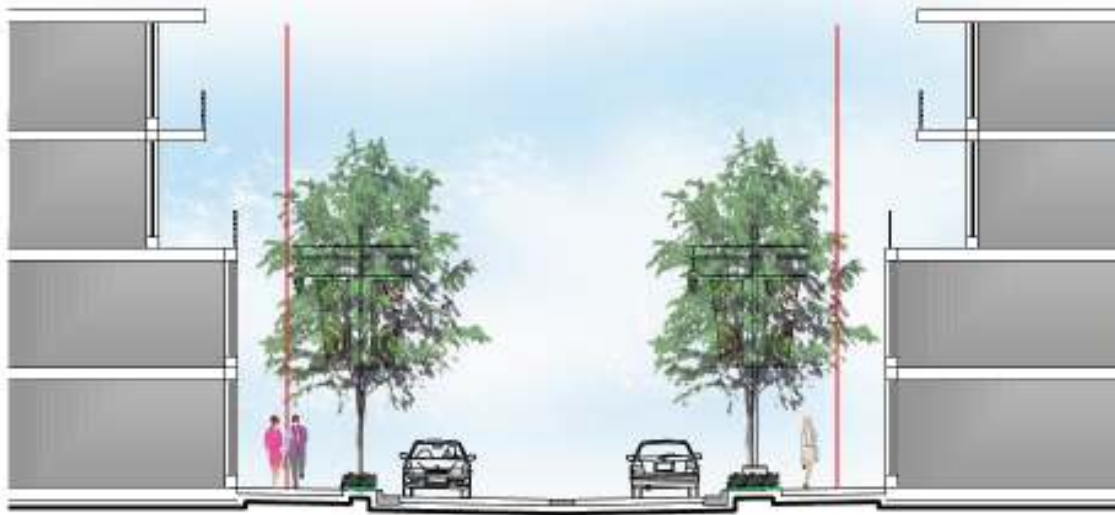


Figure 22. Conceptual illustration of alternative street design standards that are encouraged and must satisfy the City Engineer's performance standards.

- 4.8.3 Explore alternative design street standards (e.g. special paving, bollards rather than curbs) within the development area to enhance the attractiveness and low-impact development objectives of Harbourside Waterfront, while effectively managing maintenance costs and satisfying the City Engineer's performance standards. Refer to Streetscape Design Guidelines, which will be registered on title to the subject property.
- 4.8.4 Offer a finer grain network with the provision of pedestrian right-of-ways in addition to public streets, together with usable entrance terraces, fencing, signage, canopies, planters, street trees and lighting etc. at street frontages, appropriate to residential or commercial usage.
- 4.8.5 The East/West neighbourhood mews at Harbourside Waterfront may accommodate an extension of the public pedestrian realm into the vehicular realm and serve a multi-purpose function.
- 4.8.6 The mews and new north south streets will serve as the main access through residential neighbourhoods, accommodating pedestrian movement, cyclists and vehicular traffic.

- 4.8.7 Design Harbourside Place and the southmost block of Fell Avenue as the retail “high street” that defines the heart of the Harbourside Waterfront community. These streets must border or embrace the active retail, public, and community facilities and open spaces.
- 4.8.8 Design the southernmost areas of Harbourside Place so that the roadway may be closed off to traffic for special events. Carefully design driving and pedestrian areas to appear as an integrated, shared surface, to be universally accessible to persons with disabilities, and to use materials which identify it as a special and unique area, provided that the City Engineer’s performance and safety standards are met.
- 4.8.9 Neighbourhood street edges may be defined by ground oriented residential buildings providing a layering of public and private spaces with patios and terraces accessing tree-lined sidewalks. Planted street edges and corner bulges, while maintaining site lines for all road users, will function to enhance the neighbourhood character and create a distinctively intimate street environment without posing sight visibility issues or increasing risk for cyclists on the designated bike routes.
- 4.8.10 Access to the site should accommodate accessible pedestrian and cyclist mobility as well as the movement of goods and services through the community, and function as important cross-town commuting routes. Planted medians, tree lined boulevards, improved sidewalks and bikeways, and corner bulges on side streets are encouraged to reduce the scale of the street corridor and to support active modes of transportation.

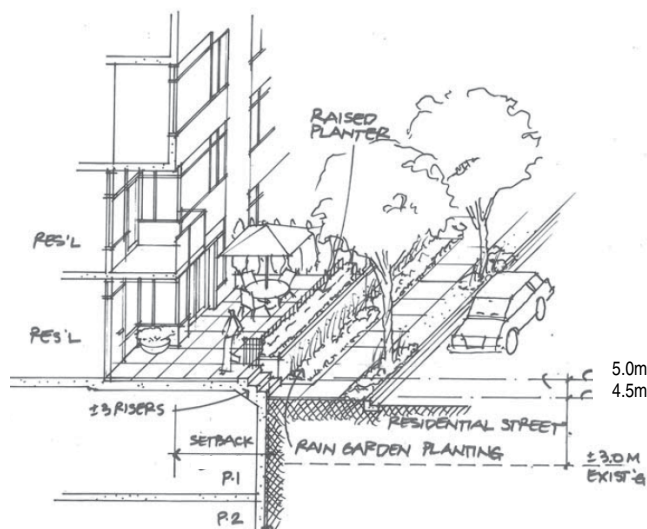


Figure 23. Conceptual illustration of layered patios and terraces marking the interface between public and private space

- 4.8.11 A cohesive street character should be created across the development by selecting thematically consistent street elements such as paving, plantings, lighting, and street furniture. Variation across different areas such as the diagonal north-south lane, the proposed plaza at the foot of Fell Avenue or the retail area should exist within a broader thematically coherent suite of elements. See Streetscape Design Guidelines registered on title to the subject property.

- 4.8.12 Consider areas adjacent to the mews as potential locations for green courtyards which may provide for a variety of uses such as outdoor areas of restaurants, residential yards and programmed and un-programmed landscaped areas for relaxation and play.

4.9 Active Transportation & Transit

Note: Most of these guidelines also address Energy & Greenhouse Gas Emission Management Objectives in Section 2.0. These objectives should be cross-referenced.



Figure 24. Conceptual illustration of sustainable transportation network

Harbourside Waterfront will be a mixed use development where vehicle trips are minimized by providing working, living, commercial and recreation and leisure opportunities within walking distance of each other. Land uses are supportive of the existing and future needs of the area to reduce external trips and lower peak vehicle demand periods

- 4.9.1 To meet the objective of a walkable neighbourhood, create an amenity rich space that supports a variety of supportive pedestrian infrastructure, potentially including trails, paths, boardwalks, sidewalks, pedestrian bridges, plazas and open spaces that provide a range of universally accessible experiences for the pedestrian.
- 4.9.2 Provide a variety of facilities for cyclists connect to the Spirit Trail along the waterfront as well as on-street cycle route.



Figure 25. Integrate buildings with outdoor pedestrian spaces to enhance the walkability of the neighbourhood

- 4.9.3 Provide secure and universally accessible pedestrian walkway connections on-site and to City sidewalks including:
- Connecting and integrating buildings with pedestrian-oriented open spaces such as narrowly-spaced streets, courtyards, gardens, patios, and other landscaped areas;
 - Providing pedestrians and cyclists with more route choice and permeability both on and off-street;
 - Providing safe, effectively-lit sidewalks and pedestrian paths;
 - Slowing vehicular traffic through the development; and
 - Designing aesthetically pleasing streets, sidewalks and street furniture that can be well maintained over the longer term.
- 4.9.4 Consider marked and enhanced pedestrian crossings at mid-block locations and intersections.
- 4.9.5 Include an arrival and departure gateway node for transit users on Harbourside Drive within the development with strong pedestrian, cycling infrastructure and social vitality. Consider including the following features in the sustainable transportation gateway:
- Café or similar services close to node;
 - Wi-Fi access (for bus tracking);
 - Weather-protected, safe and secure location;
 - Appropriate signage and lighting;
 - End of trip bike facilities including, safe, covered bike parking and some access to charging facilities for electric bikes; and
 - Safe access to the Spirit Trail for diverse pedestrians and cyclists.
- 4.9.6 Where transit routes exist provide transit shelters that are designed with consideration to adjacent commercial uses, where possible.

- 4.9.7 Provide “end of trip” facilities within buildings for cyclists (i.e. shower, locker and changing room) to make cycling a more viable and attractive transportation mode. Consider surpassing Zoning Bylaw requirements.
- 4.9.8 Design street infrastructure to encourage cycling:
- Develop a bike plan as part of street and site design;
 - Design the bike network to accommodate seasoned commuters and recreational cyclists as well as children, young adults and seniors; and
 - Locate safe end of trip facilities for visitors at residential and commercial locations, with a portion that are weather protected and some that allow for electric bike charging.

4.10 Landscape, Site Furnishings & Public Art

For further related guidelines, see Section 3.2 Rainwater Management

- 4.10.1 Consider positioning a series of mid-block “parklets” at Harbourside Place and the foot of Fell Avenue between parallel parking stalls along mid-block conditions to provide additional outdoor seating and animation within the pedestrian sidewalk realm opposite to street retail (see Figure 26).

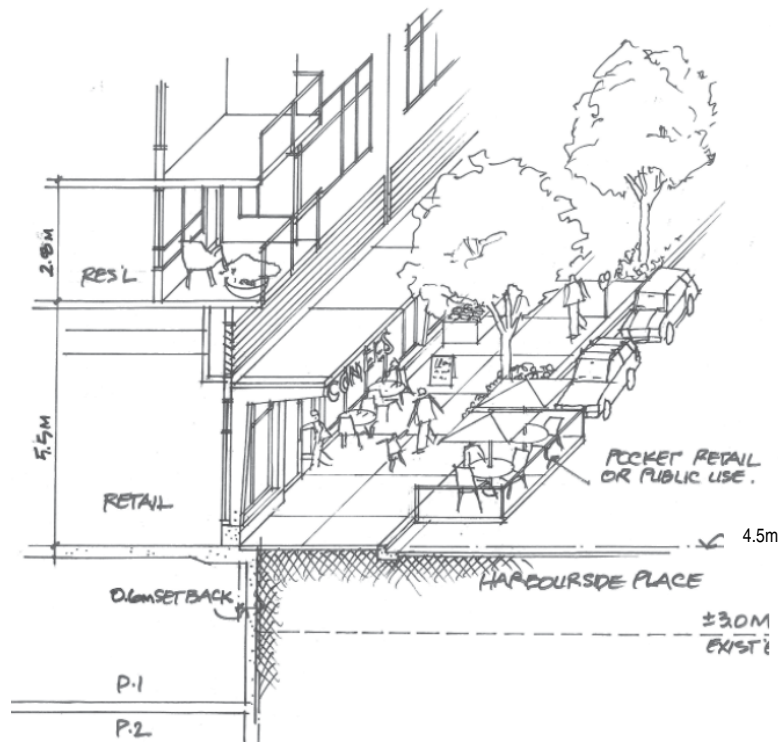


Figure 26. Conceptual illustration of a Harbourside Place “parklet”

- 4.10.2 Prior to Development Permit issuance, furnishings should be selected for different areas such as the public waterfront, streets, parks and each of the development parcels from a thematically coherent suite of elements, reflecting an industrial/marine character. There should be a combination of industrial/marine aesthetic fixtures that may include benches, bollards, trash and recycling receptacles, Figure 27.



Figure 27. Examples of maritime elements to enhance the public realm

- 4.10.3 Reflect maritime elements from the adjacent industrial areas in the public realm and site furnishings. These include the shipping cleats, pile/pier structures, cabling and lighting surrounds, and material finishes that are robust, resistant to salt corrosion reinforce the waterfront industrial character of the site, and are at least equivalent to City standards in their construction and materiality. See Figure 27.



Figure 28. Public art integrated into the design of the public realm

- 4.10.4 For the surface materials of site furnishings utilize long-lasting materials including certified hardwoods and metal finishes in order to minimize long term maintenance requirements. Simple yet sophisticated design and construction methods should aim to reduce construction and maintenance costs.
- 4.10.5 Integrate public art into the overall design of the public realm both as stand-alone and integrated pieces. See Figure 28.
- Public art should have a focus on the themes of: sustainability; industrial maritime; and/or community place-making.

- Consider educational public art and interpretative displays to foster interest and awareness of sustainability features such as the sea level rise flood management plan, district energy system; its historical and current social and economic significance in ship building and a vantage of marine activity.
- The plaza at the foot of Fell Avenue at the waterfront provides an opportunity for a significant signature public art installation.
- The plaza and its public art components should be installed in Phase 1 of development.

- 4.10.6 Trees within the neighbourhood are intended to enhance local ecological conditions, reduce the urban heat island effect, improve the pedestrian realm, and define the overall neighbourhood character and place.
- 4.10.7 Street end views to the waterfront should be given consideration in the placement and planting of trees.
- 4.10.8 Street, boulevard and public realm trees should be selected with consideration of disease tolerance, scale and character, colour, canopy shade, hardiness, allergenic risks and sustainability attributes. The City of North Vancouver's Street Tree Master Plan (2004) should be referenced and the City will work in conjunction with the project landscape architect to determine the appropriate tree species.
- 4.10.9 Incorporate a planting strategy that is intended to enhance local ecological conditions, reduce the urban heat island effect, improve the pedestrian realm, and define the overall neighbourhood character and place. Hardy and durable plant material that is drought resistant, primarily native or non-invasive introduced species, low maintenance, pest resistant and adaptable should be used.

4.11 Open Spaces

The open spaces within the Harbourside Waterfront community will become part of an interconnected system of parks and open space including an improved and expanded King's Mill Walk, as determined by a City-led and public parks planning process. It is anticipated that King's Mill Walk will be extended along the waterfront and will respect and maintain the existing uses within King's Mill Park including the designated dog park, places to access the water's edge and spaces for passive seating and recreation. Future anticipated uses are expected to compliment these program features with a focus on increasing access to the water's edge, as well as creating more opportunities for active recreation, seating, viewing, and children's play. It is anticipated that Kings Mill Walk will be designed with strong and direct linkages to the neighbourhoods and residents to the north and with strong east west connectivity via the Spirit Trail. The ultimate park design will add to the contiguous Spirit Trail as a unique, waterfront-oriented, multi-use and fully accessible greenway that will provide access across the North Shore. See Figures 29 and 30.

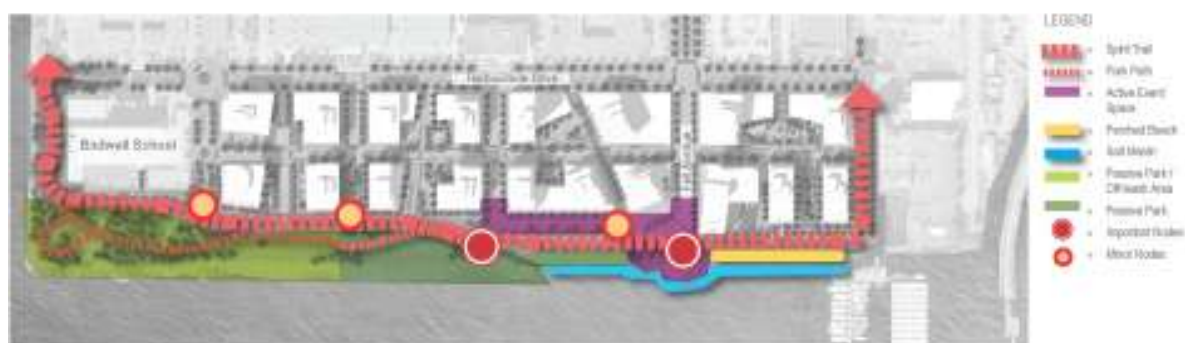


Figure 29. Conceptual illustration of waterfront linkage design concepts

- 4.11.1 Provide a number of smaller neighbourhood green spaces within the larger open space system. Children's play areas may be designed in one or more of these neighbourhood green spaces that could include courtyards and/or building rooftops. These play areas could include flexible play environments that stimulate creativity and exploration. In addition to play areas, urban agriculture, rainwater collection, biodiversity, and recreation shall be considered in all neighbourhood green spaces.

Public Passages Through Site



Figure 30. Conceptual illustration of the hierarchy of spaces from private, semi-private, and semi-public to public

- 4.11.2 Provide a network of publicly accessible open spaces. These would include linear green spaces as street extensions of the north south street right of ways, as well as publicly accessible passages through development sites. Linear green spaces defined within street right-of-ways will enable connectivity between the street system and the waterfront park space and serve as major pedestrian

and cyclist connections. They should create more intimate open space experiences offering places for outdoor seating, viewing the mountains and water, as well as places to celebrate and manage rainwater runoff. Publicly accessible passages through development sites will enable connectivity between the development courtyards and the waterfront park space. They shall have a public feel, not be perceived as private open space for the surrounding residences and should connect and integrate with proposed public right-of-way linkages and public park space. See Figure 30.

- 4.11.3 Provide street end plazas and/or green spaces that become the pedestrian oriented extensions to the north south streets in areas of the plan designated as nodes. The design of these areas should reflect the neighbourhood character areas and be recognized as important nodes and places within the Harbourside Waterfront community. See Figure 29.
- 4.11.4 Design the proposed plaza at the southmost area of Fell Avenue to act as the neighbourhood heart and centre of the Harbourside Waterfront community. The plaza and its extension to the waterfront is intended to be one of the most active and flexible spaces in the community. It may serve as a public gathering place, ceremonial space, performance space, outdoor market place, place for socializing, and a place for play. See Figure 31.

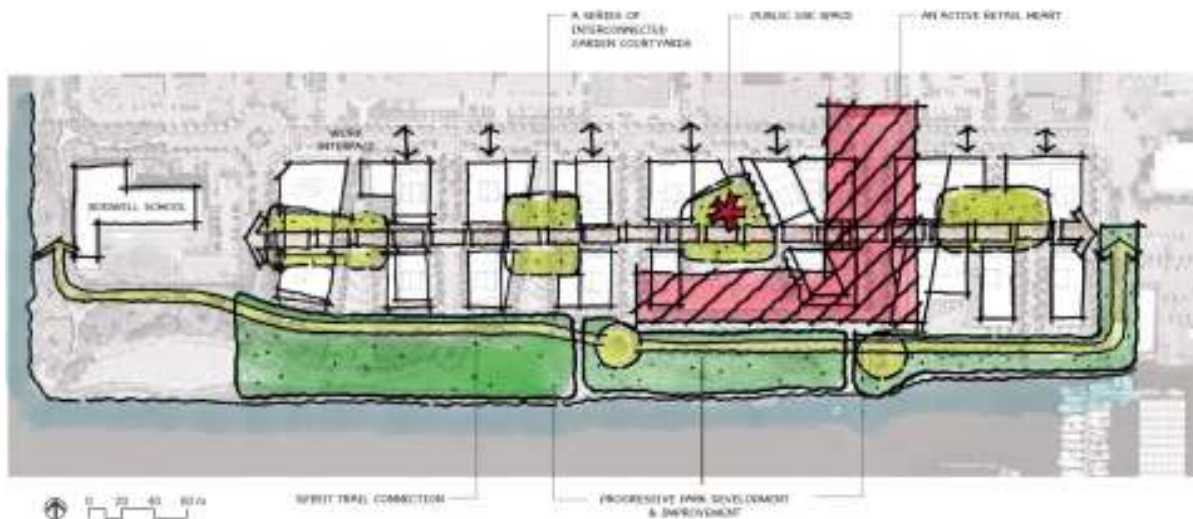


Figure 31.

Conceptual illustration of key public realm components, i.e. open green spaces, garden courtyards, and active retail areas

- 4.11.5 Harbourside Place Plaza located at the “elbow” of Harbourside Place should be designed to act as an important node that connects the westerly section of King’s Mill Park with the more active, urban ‘high street’ and waterfront promenade to the east. It is intended to be a place for seating, orientation and an opportunity to integrate environmental public art relating to or celebrating the wind, the sun and/or the rain. See Figure 31.
- 4.11.6 Green spaces must incorporate methods for rainwater runoff control and capture that mimic the natural runoff system through infiltration of rainwater on-site. These rain gardens must be designed to be highly visible features and should incorporate educational elements, such as signage, in order to help communicate the overall stormwater story.

4.12 Signage & Wayfinding

- 4.12.1 Link all pedestrian sidewalks and multi-use trails to the Spirit Trail and the wider trail network that connects to Lonsdale Quay/ Seabus, utilizing the wayfinding system developed for the Spirit Trail.
- 4.12.2 Signage that adds colour and character to the built form is encouraged.
- 4.12.3 Coordinate commercial signage with the overall design of the building, landscaping, and public realm. Rooftop / parapet signs are prohibited on both commercial and residential buildings.
- 4.12.4 Where possible, employ materials for signage that are consistent with the public realm furnishings and are inspired by and reflect maritime elements from the adjacent industrial areas. These include the shipping cleats, pile/pier structures, cabling and lighting surrounds, and material finishes that are robust, resistant to salt corrosion and reinforce the waterfront industrial character of the site.
- 4.12.5 To facilitate creative and attractive signage consistent with this section 4.12, Development Permits issued may vary the standards in the Sign Bylaw, 1992, No. 6363.

4.13 Lighting

- 4.13.1 Consider light pollution, energy efficiency, safety, security, and aesthetics in the design and selection of lighting. Lighting should minimize light pollution both to the sky and excess light on the ground. Glare conditions should be reduced especially on the foreshore where city and water views predominate. Lighting should generally be directed downwards with some exceptions for signage and architectural lighting. See Figure 32.
- 4.13.2 The design of light fixtures should reflect the character themes of each neighbourhood. LED or other high efficiency lighting technology should be used on streets and light levels should generally meet IES guidelines for road class and activity
- 4.13.3 Use high efficiency, human-scaled lighting in pedestrian areas such as paths and entrances for night time visibility, safety and security. Exterior motion and photo-sensitive fixtures are discouraged.
- 4.13.4 Public realm lighting is subject to review and approval by the City's Streetscape Planner.



Figure 32. Conceptual illustration of “street” lighting of the pedestrian accessible “Lions Lane”