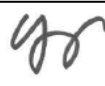


AGENDA INFORMATION☒ Regular Meeting

Date: January 12, 2026

☐ Other:

Date: _____



 Dept.
Manager



 GM/
Director



 CAO

The District of North Vancouver REPORT TO COUNCIL

December 11, 2025

Case: PLN2024-00007

File: 08.3060.20/007.24

AUTHOR: Mackenzie Stonehocker, Development Planner**SUBJECT:** Bylaws 8756 and 8757: OCP Amendment and Rezoning for a 12-unit townhouse development at 1883-1901 Glenaire Drive**RECOMMENDATION**

THAT “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)” is given FIRST Reading;

AND THAT “District of North Vancouver Rezoning Bylaw 1456 (Bylaw 8757)” is given FIRST Reading;

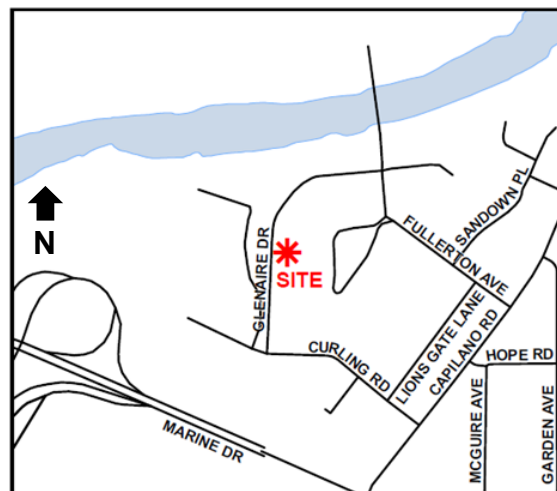
AND THAT pursuant to Section 475 and Section 476 of the *Local Government Act*, additional consultation is not required beyond that already undertaken with respect to Bylaw 8756;

AND THAT in accordance with Section 477 of the *Local Government Act*, Council has considered Bylaw 8756 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaws 8756 and 8757 are referred to a Public Hearing.

SUMMARY

Rodcon Construction Management Ltd has applied on behalf of the owners (1354760 BC Ltd) to redevelop the subject site into 12 townhouses (two of which include lock-off suites) above one level of underground parking, in alignment with the Lower Capilano



Marine Village Centre Implementation Plan and the *Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines* (the “Peripheral Housing Plan”). See Attachment 3 for the project drawing package.

Surrounding Area

The site is located in Lions Gate Village, at the corner of Glenaire Drive and the future westward extension of Belle Isle Place (to be constructed as part of “Belle Isle North” townhouse project).

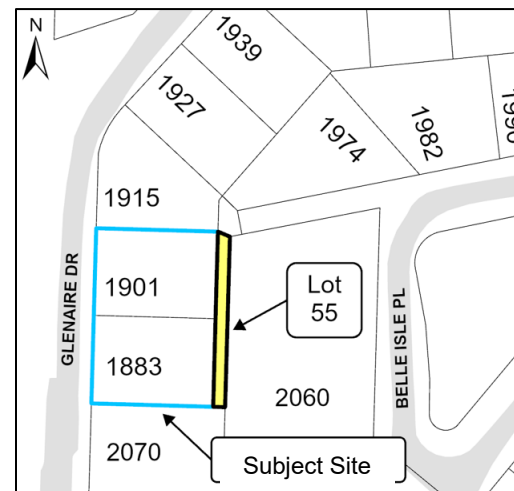
This proposal would fill the final two remaining lots on Glenaire Drive with a similar form of townhouse development (CD106 to the south is “Mason”, and CD153 to the north will be “Belle Isle North”).



The District of West Vancouver is located west of the site across Glenaire Drive. The Capilano River is about 120 metres north of the site, and Marine Drive is about 230 metres south.

Subject Site

The development site is approximately 1,539 m² (16,565 sq. ft.) in size and is comprised of two residential lots (currently occupied by two detached homes) and a portion of Lot 55 (an unallocated lane) which will be purchased from the District at the estimated price of \$410,000 and consolidated with the subject site.



View (E) from Glenaire Drive

Proposal

In accordance with Lions Gate Peripheral Housing Plan, this application proposes:

- Twelve townhouse-style residential units, containing 3- to 4-bedrooms;
- Two lock-off suites, contained within two of the townhouses and designed with basic accessible design features;
- Outdoor space for all 12 townhouses and 2 lock-off suites, as well as a central pedestrian path providing access to all units;
- One level of underground parking, accessed from Glenaire Drive;
- Off-site improvements along Glenaire Drive and the future Belle Isle Place extension, including sidewalks and a boulevard with street trees;
- The purchase of a portion of Lot 55 by the applicant; and
- A Community Amenity Contribution of \$378,008.

POLICY ALIGNMENT

Official Community Plan and Peripheral Housing Plan

The *Official Community Plan* (OCP) currently designates the subject site as “Residential Level 2: Detached Residential” (RES2); however, in 2014, after extensive community consultation, Council endorsed the Peripheral Housing Plan, which identifies housing forms and density that can be anticipated within the peripheral area of the Lions Gate Village Centre, as well as a set of design guidelines.

Each rezoning proposal within the peripheral housing area requires a consequential OCP amendment to redesignate the subject site in alignment with the Peripheral Housing Plan.

For this site, the Peripheral Housing Plan anticipates ground-oriented multi-family housing up to a density of about 1.2 FSR. The housing form, height, and density (1.20 FSR) of this proposal are consistent with the plan.

The units are primarily three- and four-bedroom floor plans, which are well-suited for families, with two townhouses including lock-off suites, to increase flexibility for future residents, responding to Goal #2 of the OCP to “encourage and enable a diverse mix of housing types... to accommodate the lifestyles and needs of people at all stages of life.”



Targeted Official Community Plan Review Action Plan 2021-2030

The application contributes to the following “Priority Actions” of the District’s OCP Action Plan:

Priority Action #1: *Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space.*

- The proposal contributes to this action by completing the redevelopment of this portion of the Peripheral Housing Area with a compact, cohesive form of development consistent with other projects in this area.

Priority Action #5: *Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres.*

- Although a small project, the proposal includes family housing as well as two lock-off units to increase flexibility for future residents.

Priority Action #6: *Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle.*

- The project will provide sidewalks along the east side of Glenaire Drive and the south side of the new Belle Isle Place extension, filling the gap in the pedestrian network between “Mason” to the south and “The Belle Isle” and Belle Isle Park to the east.

Priority Action #8: *Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency*

- The project will be fossil-fuel free, reaching Energy Step Code 4 and Emissions Level 3.



ANALYSIS

Zoning

The subject properties are currently zoned RS3 (Single-Family Residential 7200 Zone). Rezoning is required to accommodate the project and Bylaw 8757 proposes to create a new Comprehensive Development Zone 158 (CD158) tailored specifically to this project. The proposed CD158 zone prescribes permitted uses and zoning provisions such as a maximum density of 1,846.7 m² (19,878 sq. ft.) (equivalent to 1.2 FSR), height, setbacks, and parking requirements.

Development Permits

If the OCP amendment is approved, the site will be in these Development Permit Areas:

- Form and Character; and
- Energy and Water Conservation and Greenhouse Gas Emission Reduction.

The proposal is in keeping with the OCP Design Guidelines for Ground-Oriented Housing, as well as the Peripheral Housing Plan. A detailed review of development permit issues, outlining the project's compliance with the applicable development permit guidelines will be provided for Council's consideration should the application proceed through the OCP amendment and rezoning process.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on February 13, 2025 and the Panel recommended approval of the project subject to resolution of the Panel comments. In addition to addressing staff comments, the applicant has addressed the Panel's comments by relocating short-term bicycle parking, redesigning planters, and considering tree placement and lighting along the central pedestrian path.

Landscaping

A conceptual landscape plan has been submitted with the rezoning application. Six trees will be removed from the site



and boulevard. Approximately 30 trees will be planted, including street trees and trees within the proposed development. Each unit (including lock-offs) will have access off a central pedestrian path offering an accessible ramp to Belle Isle Place, and semi-private outdoor space. A communal outdoor amenity area is located over the parkade ramp.

Should the rezoning proposal proceed, a more detailed review of landscape issues will be included in the development permit report.

Tenant Relocation Assistance

The District's Residential Tenant Relocation Assistance Policy (RTRAP) does not apply to this project because the site only contains two detached houses.

Accessibility

The proposal fulfills the requirements of the Accessible Design Policy for Multifamily Housing. For ground-oriented multi-family housing, the policy aims for approximately 15% of the total number of units to include Basic Accessible design features, recognizing this is may not be feasible in townhouse projects with many stairs. This proposal meets the intent of the policy by providing two lock-off suites with direct outdoor access without stairs and Basic Accessible Design Features. Specific design features will be secured through the development covenant and development permit.

Vehicle Parking

As part of the rezoning for the adjacent development due south ("Mason" at 2070 Curling Road) an access easement agreement (EPP110693) was secured to provide a knock-out panel and vehicle access to 1883-1901 Glenaire Drive. However, due to concerns about security and safety, staff believe a dedicated vehicle access ramp is a more supportable approach in this case. As such, an access ramp to a one-level parkade is proposed off Glenaire Drive. The proposal complies with parking requirements as per Part 10 of the Zoning Bylaw:

	Resident Parking	Visitor Parking	Total
Residential	23	3 (including 1 accessible)	26

All resident parking spaces will have access to a Level 2 EV charging outlet. One parking space will have car wash facilities. Finally, one accessible / universal parking space is included.

Bicycle Parking

The proposal complies with the District's Zoning Bylaw and "Bicycle Parking and End-of-Trip Facilities Policy", which includes the following rates for bicycle parking, included in the proposal and secured in the proposed CD158 zone:

- A minimum of 1.5 spaces for a studio or one-bedroom unit; and
- A minimum of 2 spaces for a two or more bedroom unit.

	Class 1 (Long Term) – Secure Bicycle Storage	Class 2 (Short Term) – Bicycle Storage	Total
Residential	24 (2 per townhouse)	4	28

In addition, all Class 1 secure residential bicycle storage will include access to Level 1 electric bicycle charging in accordance with the policy. Overall, the provision of bicycle parking, neighbourhood pedestrian infrastructure, and proximity to transit will support alternate transportation options for residents and visitors to the project.

Off-site Improvements

The application includes improved street frontages, including street trees, streetlight upgrades, curb, gutter, and paving improvements, along the existing and proposed roadways adjacent to or within the development.

The estimated total value of off-site works (engineering and landscaping) is approximately \$190,000. This estimate has been provided by the applicant and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

The project will also pay Development Cost Charges at the applicable rate at the date of Building Permit issuance should the rezoning be successful.

Community Amenity Contribution

The District's Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. The policy recommends a target CAC rate for this site. The applicant has offered a CAC of \$378,008, which will be secured through the development covenant. It is anticipated that the CACs from this development will be directed toward the affordable housing fund; park and trail improvements; public art; or other public realm infrastructure improvements in and around the Lions Gate village centre, as determined by Council with the annual capital budget program.

Financial Implications

The project will contribute the following housing, off-site works, land, DCCs, and CAC:

- Off-site works currently estimated at approximately \$190,000;
- Land dedications totalling approximately 4.5m² (48 sq. ft.);
- Purchase of a portion of Lot 55 (an unallocated lane) from the District at the estimated price of \$410,000;

- DCCs at the applicable rate at the date of Building Permit issuance; and
- CAC of \$378,008.

Concurrence

The project has been reviewed by staff from the following departments: Building, Community Planning, Development Engineering, Environment, Fire, Parks, Urban Design, Construction Traffic Management.

District of West Vancouver

Since the subject site is just east of the municipal boundary with the District of West Vancouver (DWV), DWV was asked to comment on the application. DWV requested that curbing along the west side of Glenaire Drive is continued to where the new through road dedication will meet Glenaire Drive and to ensure that a letdown is provided for pedestrian/bikes at the location of the former Klahanie Park parking lot entrance. Staff communicated that this request is secured by the development at 1920 Glenaire Drive (PC Urban, Phase 2).

Ministry of Transportation

The District of North Vancouver Rezoning Bylaw 8757 affects land lying within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required after third reading of the bylaw and prior to bylaw adoption.

First Nation Referral

The project was referred to the Squamish Nation who expressed a desire to see the project incorporate Salmon Safe measures for urban development, as well as green infrastructure. The applicant provided an Archaeological Overview Assessment, and the Nation recommended that the applicant team use a Chance Find Management Plan (CFMP) during any ground-disturbing activities. The applicant is implementing several elements of the Salmon Safe standards to reduce surface runoff and subsequent pollution, including stormwater management, erosion and sediment control, and permeable pavers

The project was also referred to Tsleil-Waututh Nation who did not provide comments.

Construction Traffic Management

The site is shown in relation to other construction projects and potential development projects in the image below. In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide an updated Construction Traffic Management Plan (CTMP) as a condition of a Development Permit. Finalization of the CTMP is a condition of BP issuance.



The CTMP must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement. Road closures will only be approved for roadworks and service main upgrades. Specifically, the Construction Traffic Management Plan must:

- Provide safe passage for pedestrians, cyclists, and vehicle traffic;
- Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
- Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
- Provide a point of contact for all calls and concerns;
- Provide a sequence and schedule of construction activities;
- Identify methods of sharing construction schedule with nearby developments;
- Ascertain a location for truck marshalling;
- Address silt/dust control and cleaning up from adjacent streets;
- Provide a plan for litter clean-up and street sweeping adjacent to site; and
- Include a communication plan to notify surrounding businesses and residents.

Public Input

The applicant held a virtual Public Information Meeting from January 20 to February 3, 2025. Notices were distributed to neighbours within 100 metres in accordance with the District's policy "Non-Statutory Public Consultation for Development Applications". In addition, two signs were installed to notify passersby of the meeting (one in front of the site, and one at the southwest corner of Curling Road and Capilano Road), and two advertisements were placed in the North Shore News.

Thirty-one visitors visited the virtual meeting landing page; the applicant's presentation was viewed 54 times; and 7 comments were received from the public (over both the virtual meeting and direct emails) (see Attachment 4 for detailed summary).

One supportive response from a nearby Lions Gate Village resident noted that the proposal fits well with the neighborhood. Five responses from nearby Lions Gate Village residents raised concerns based on densification, traffic, and insufficient community amenities. Staff believe the proposal has addressed items raised by the public.

Implementation

Implementation requires Council's consideration of:

- Bylaw 8756 (Attachment 1) amends the Official Community Plan for the subject site, including a new designation and applicable Development Permit Areas; and
- Bylaw 8757 (Attachment 2) rezones the subject site from RS3 to a new Comprehensive Development Zone 158 (CD158).

Staff have reviewed the application, and it is ready for Council consideration. Staff recommend that the OCP Amendment Bylaw and Rezoning Bylaw be given First Reading, and that both bylaws be referred to a Public Hearing.

This report focuses on aspects of development relevant to the rezoning stage. Should the OCP and zoning amendments be adopted, issues related to the Development Permit will be brought forward for Council consideration at a later date.

A legal framework will be required to support the project and the sale of a portion of Lot 55. It is anticipated that a development covenant will be used to secure items such as the general form and layout of project, the CAC, and details of off-site servicing. Additional legal documents will include a subdivision plan showing dedications and consolidation of a portion of Lot 55, and a stormwater management covenant.

CONCLUSION

This project assists in implementation of the District's Official Community Plan objectives and is consistent with Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines. The proposal is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Give Bylaws 8756 and 8757 First Reading, and refer Bylaws 8756 and 8757 to a Public Hearing (staff recommendation);
2. Refer the project back to staff for further consideration; or
3. Abandon the bylaws at First Reading.

Respectfully submitted,



Mackenzie Stonehocker
Development Planner

ATTACHMENTS

- | | |
|--|------------|
| 1. Bylaw 8756 – OCP Amendment | DM#6594911 |
| 2. Bylaw 8757 – Rezoning | DM#6594905 |
| 3. Architectural and Landscape Concept Plans | DM#6647759 |
| 4. Summary of Public Input | DM#6647774 |

REFERENCES

1. [District of North Vancouver 2026-2030 Financial Plan](https://www.dnv.org/government-administration/2026-2030-financial-plan-budget)¹
2. [Metro Vancouver Solid Waste and Resource Management Plan](https://metrovancover.org/services/solid-waste/solid-waste-management-plan)²

¹ <https://www.dnv.org/government-administration/2026-2030-financial-plan-budget>

² <https://metrovancover.org/services/solid-waste/solid-waste-management-plan>

REVIEWED WITH:		
☐ Community Planning	_____	
☐ Development Planning	_____	
☐ Development Engineering	_____	
☐ Utilities	_____	
☐ Engineering Operations	_____	
☐ Parks	_____	
☐ Environment	_____	
☐ Facilities	_____	
☐ Human Resources	_____	
☐ Review and Compliance	_____	
☐ Clerk's Office	_____	
☐ Communications	_____	
☐ Finance	_____	
☐ Fire Services	_____	
☐ ITS	_____	
☐ Solicitor	_____	
☐ GIS	_____	
☐ Real Estate	_____	
☐ Bylaw Services	_____	
☐ Planning	_____	
		External Agencies:
		☐ Library Board
		☐ NS Health
		☐ RCMP
		☐ NVRC
		☐ Museum & Arch.
		☐ Other:

The Corporation of the District of North Vancouver

Bylaw 8756

A bylaw to amend District of North Vancouver Official Community Plan Bylaw 7900, 2011

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)”.

Amendments

2. District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:
 - a) Amend Map 2, the Land Use Map for the District, by changing the land use designation from “Residential Level 2: Detached Residential” (RES2) to “Residential Level 4: Transition Multifamily” (RES4) for the lands shown on Schedule A of this bylaw;
 - b) Amend Map 3.1, the Form and Character Development Permit Area, by adding the lands shown on Schedule B of this bylaw, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and
 - c) Amend Map 4.1, the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area, by adding the lands shown on Schedule B of this bylaw, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

READ a first time by a majority of all Council members.

PUBLIC HEARING held

READ a second time by a majority of all Council members.

READ a third time by a majority of all Council members.

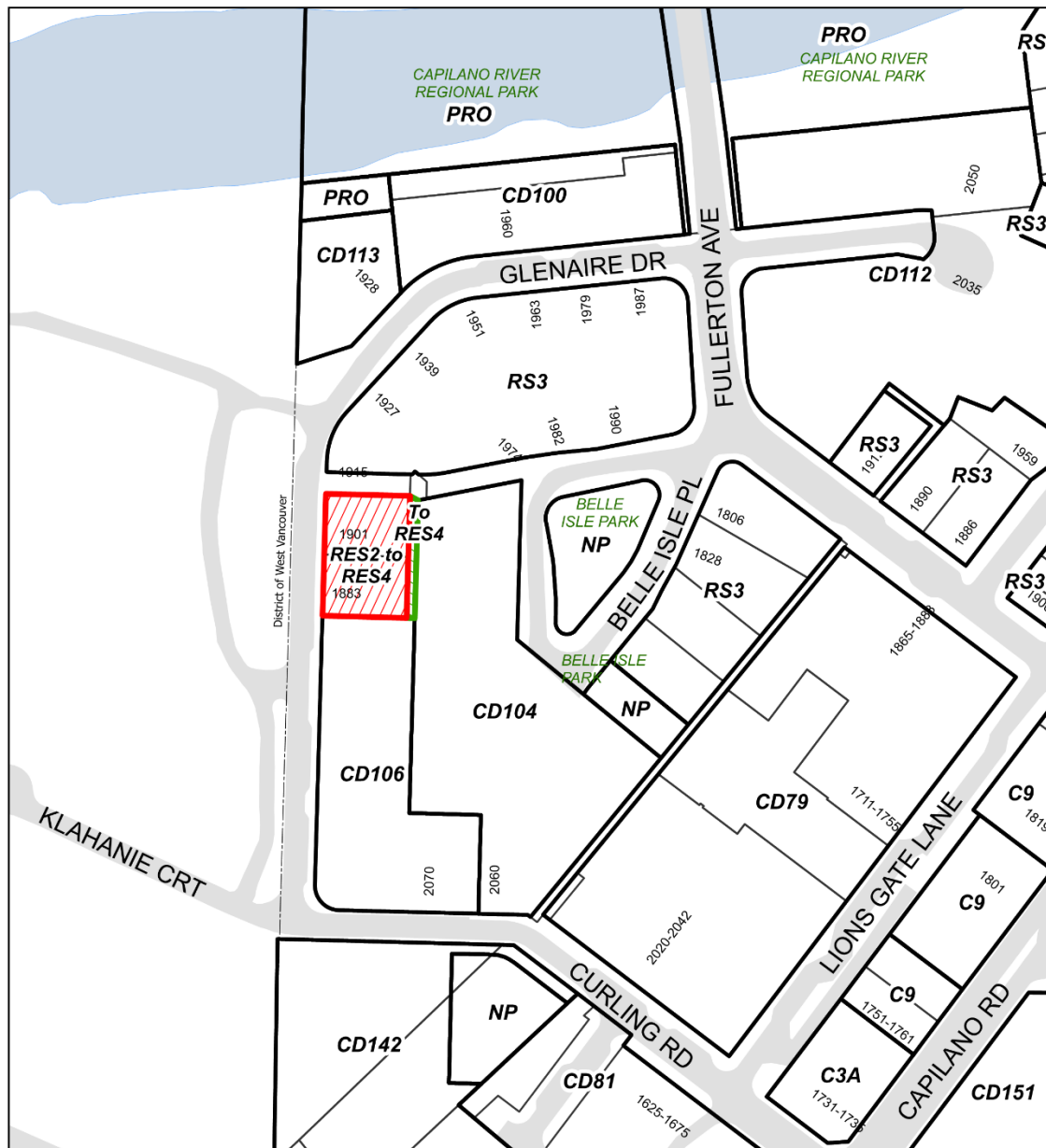
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

Schedule A to Bylaw 8756

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)

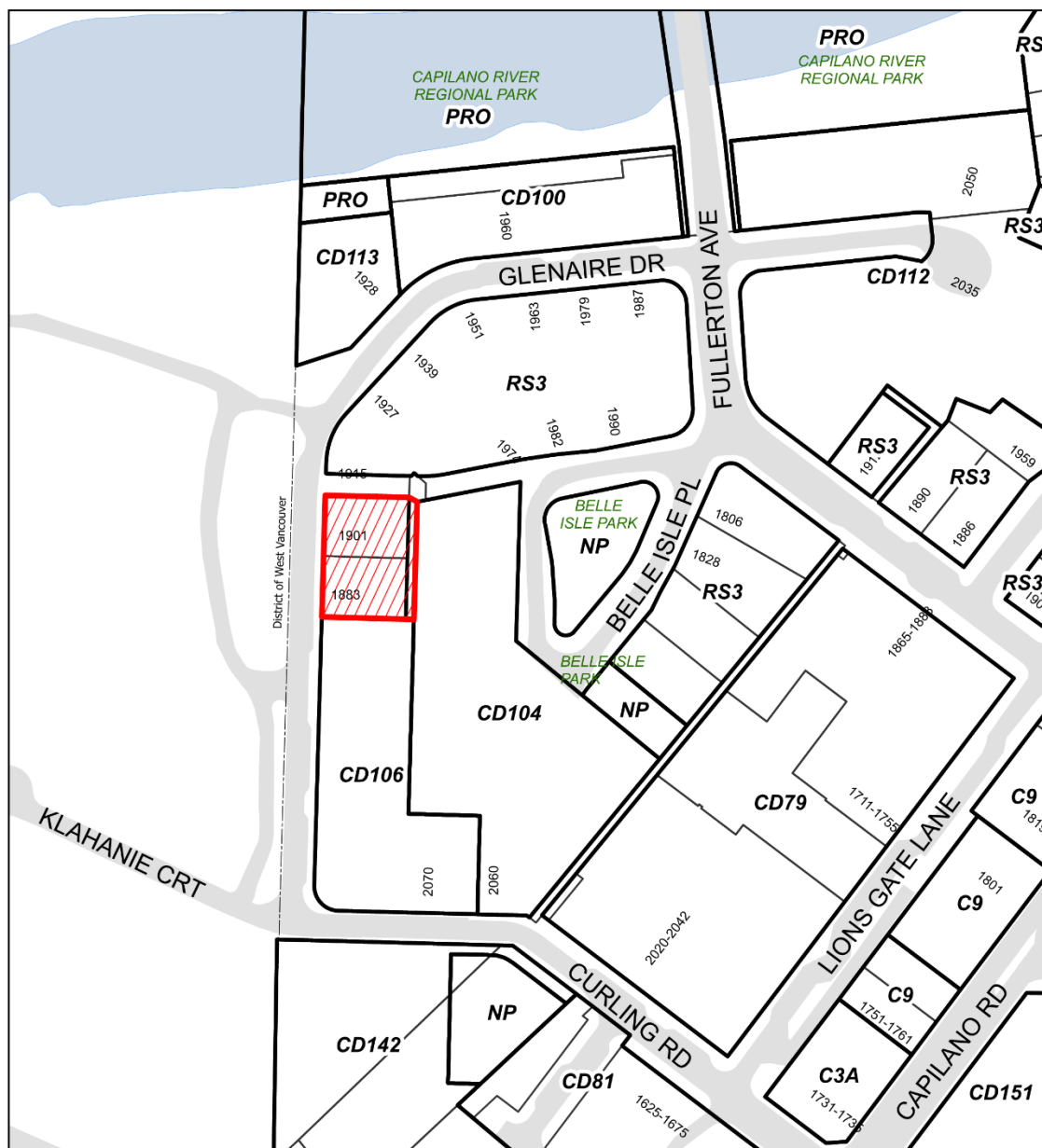


- Map 2** Land Use: as illustrated on Schedule A, by changing the land use designation, on Map 2, of the properties from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4)
- Map 2** Land Use: as illustrated on Schedule A, by changing the land use designation, on Map 2, of the properties from "Undesignated" to "Residential Level 4: Transition Multifamily" (RES4)



Schedule B to Bylaw 8756

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)



- Map 3.1 Form and character Development Permit Area: as illustrated on Schedule A, by adding the properties to Map 3.1, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and
- Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule A, by adding the properties to Map 4.1, designating them as an Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area

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The Corporation of the District of North Vancouver

Bylaw 8757

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1456 (Bylaw 8757)”.

2. Amendments

2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

- a) Part 2A, Definitions is amended by adding CD158 to the list of zones that Part 2A applies to.
- b) Section 301 (2) by inserting the following zoning designation:

“Comprehensive Development Zone 158 CD158”

- c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:

“4B 158 Comprehensive Development Zone 158 CD158

The CD158 Zone is applied to:

- I. Lot 36 Block 16 District Lot 764 Plan 8967 (009-870-598);
- II. Lot 37 Block 16 District Lot 764 Plan 8967 (009-870-601); and
- III. A portion of Lot 55 (009-870-881)

all as indicated in Schedule A of this bylaw.

4B 158 - 1 Intent:

The purpose of the CD158 Zone is to permit a ground-oriented, multi-family residential development.

4B 158 - 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD158 Zone:

a) Uses Permitted Without Conditions:

Not applicable

b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 158-3 Conditions of use, are met:

Residential use.

4B 158 - 3 Conditions of Use:

a) *Residential*: Residential uses are only permitted when the following conditions are met:

- i.) Each *residential* unit has access to private or semi-private outdoor space; and
- ii.) Balcony, patio and deck enclosures are not permitted.

4B 158 - 4 Accessory Uses:

- a) *Accessory uses* customarily ancillary to the principal uses are permitted.
- b) *Home occupations* are permitted in *residential* units.

4B 158 - 5 Density:

- a) The maximum permitted density is 1,846.7 m² (19,878 sq. ft.)
- b) For the purpose of calculating *gross floor area* the following are exempted:
 - i.) Parking, storage, maintenance areas, and any other areas located below grade in a structure which has an exposed exterior wall of less than 1.2 m (4 ft) above finished grade;
 - ii.) Underground parking access ramps and covered trellis areas, if applicable;
 - iii.) The floor area of unenclosed balconies, roof overhangs and private rooftop terraces; and
 - iv.) Common parkade elevator enclosures of up to 17.5 m² (188 sq. ft.).
- c) For the purpose of calculating *gross floor area*, the measurement is to be taken to the outside of sheathing, rather than exterior walls.

4B 158 - 6 Setbacks:

- a) Buildings shall be set back from the new property lines to the closest building face as established by development permit and in accordance with Table 1:

Table 1. Setbacks	
Setback Identifier	Minimum Required Setback
West (Glenaire Drive)	3.0 m (10 feet)
North (Belle Isle)	3.0 m (10 feet)
East	4.5 m (15.0 feet)
South	3.0 m (10 feet)

- b) Underground parking structures, decks, patios, balcony columns, unit entry stairs, window wells, and roof overhangs and vertical projections and unit entrance canopies to a maximum depth of 1.3 m (4.2 ft) are excluded from the setback requirement.

4B 158 - 7 Height

- a) The maximum permitted height for any building in the CD158 Zone is as follows:

Table 2. Building Height		
Building	Maximum Height (Geodetic Elevation)	Maximum Storeys
Building 1 (West, Glenaire)	26.0 m (85.3 feet)	3 storeys above parkade
Building 2 (East, rear)	26.3 m (86.3 feet)	3 storeys above parkade

- b) The following height exemptions shall apply to the CD158 Zone;
- i.) Rooftop stair enclosures, heating, cooling, planter boxes, guard rails and ventilation and mechanical equipment provided they do not extend more than 3.0 metres above the highest point of any roof surface.

4B 158 - 8 Building Coverage:

- a) Building Coverage: The maximum building coverage is 45%.
- b) Site Coverage: The maximum site coverage is 100%.

4B 158 – 9 Landscaping and Stormwater Management

- a) All land areas not occupied by buildings, patios and driveways shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.

- b) A 2.0m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:
 - i.) any utility boxes, vents or pumps that are not located underground and/or within a building; and
 - ii.) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

4B 158 – 10 Flood Construction Requirements

- a) All construction must reflect requirements to address the flood hazard, in particular, all habitable floor space must be constructed above the established flood construction levels, and any basements or underground parking garages constructed must incorporate appropriate flood protection measures as determined by a professional engineer specializing in flood hazard assessment and as required by any restrictive covenant registered on the title of the property.

4B 158 - 11 Parking, Loading and Servicing Regulations

- a) Parking and bicycle storage are required as follows:

Table 3. Parking Requirements	
Use	Parking Requirement
Residential Vehicle Parking	Minimum of 1.5 spaces / residential unit
Residential Vehicle Visitor Parking	Minimum of 2 spaces
Accessible Vehicle Parking	Minimum of 1 space
Residential Bicycle storage spaces	Minimum of 24 spaces (2 / residential unit)
Visitor Bicycle storage spaces	Minimum of 4 spaces

- b) Except as specifically provided in this Section 4B 158-11, Parking shall be provided in accordance with Part 10 of this Bylaw.

”

- (d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the lots from Single Family Residential 7200 Zone (RS3) to Comprehensive Development Zone CD158.

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "District of North Vancouver Rezoning Bylaw 1456 (Bylaw 8757)"
as at Third Reading

Corporate Officer

APPROVED by the Ministry of Transportation and Infrastructure on

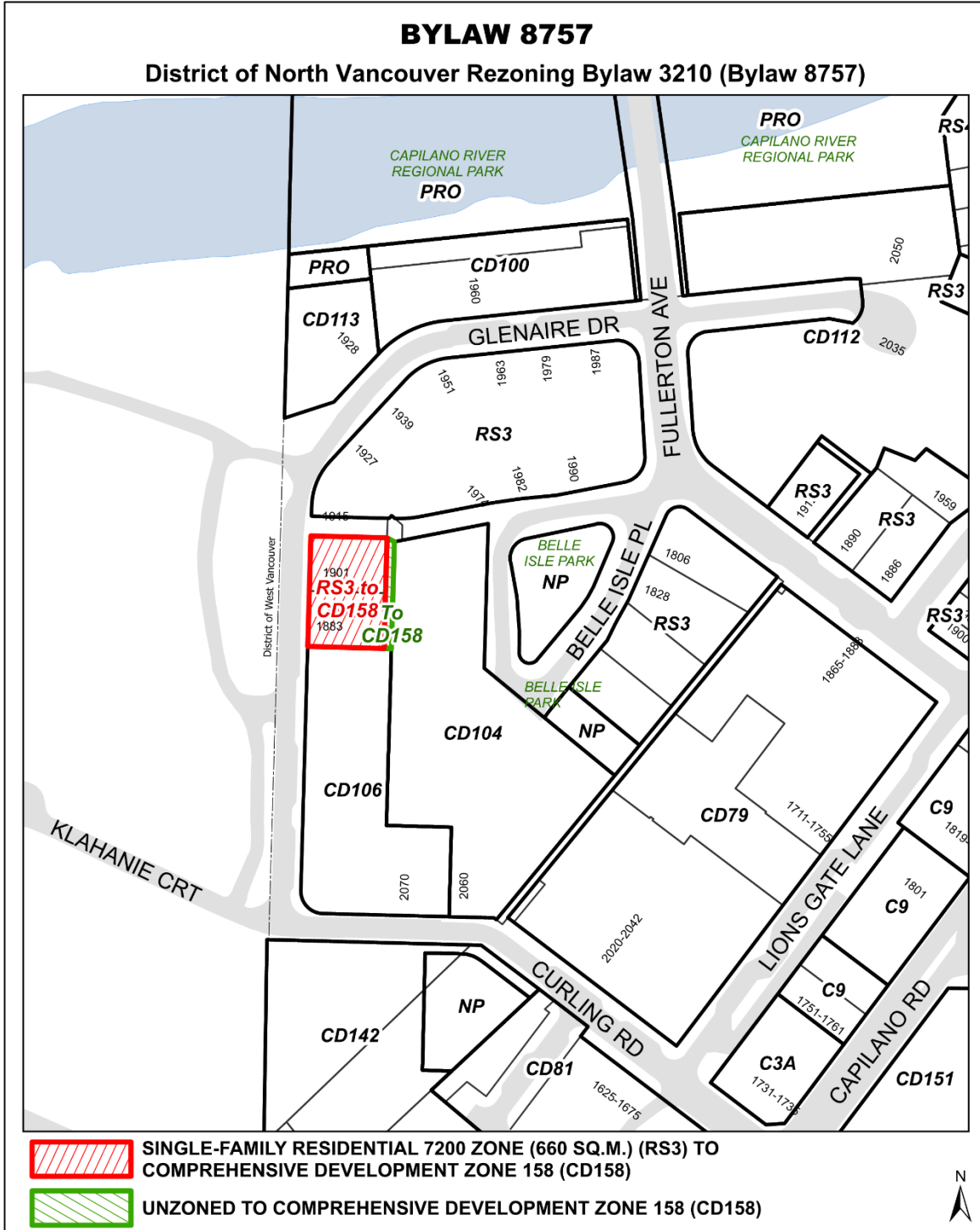
ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8757

Schedule A to Bylaw 8757



PROJECT STATISTICS

CIVIC ADDRESS:	1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC
LEGAL DESCRIPTION:	LOT 36, 37 AND 55 BLOCK 16 DISTRICT LOT 764 PLAN 8967 EXCEPT PART IN PLAN 4259, EPP54469 AND EPP63412
EXISTING ZONING:	RS3 - SINGLE FAMILY RESIDENTIAL 7200 ZONE
PROPOSED ZONING:	CD - COMPREHENSIVE DEVELOPMENT (BASED ON xxx - MULTIPLE RESIDENTIAL DISTRICT)
PROPOSAL:	TO DEVELOP TWELVE, 3-STOREYS TOWNHOUSE UNITS ON A 1-STOREY UNDERGROUND PARKADE. TWO OF THE TWELVE UNITS TO FEATURE A STUDIO LOCK-OFF SUITE

LOT AREA:	
LOT 36:	7555.12 SF (701.89 m²)
LOT 37:	+7552.47 SF (701.65 m²)
LAND ACQUISITION:	1456.88 SF (135.35 m²)
CONSOLIDATION:	16564.47 SF (1538.89 m²)
DEDICATION:	-00048.36 SF (0004.49 m²)
NET SITE AREA:	16516.11 SF (1534.40 m²)

FAR:	PERMITTED: 1.20	PROPOSED: 1.20
GFA:	PERMITTED: 19819.33 SF (1841.28 m²)	PROPOSED: 19506.96 SF (1812.26 m²)
BUILDING HEIGHT:	PERMITTED: 3 STOREYS	PROPOSED: 3 STOREYS
BUILDING SITING:	PERMITTED	PROPOSED
FRONT YARD:	-	09.84FT (3.00m)
SIDE LOT LINE (NORTH):	-	11.48FT (3.50m)
SIDE LOT LINE (SOUTH):	-	10.47FT (3.19m)
REAR LOT LINE:	-	15.04FT (4.57m)

CAR PARKING CALCULATION:	REQUIRED	PROPOSED
2/DU=2x12	= 24	25 (3)
VISITORS:0.25/12	= 03 (1)	03
ADA: 1/100DU	= 01	01 (2)
CAR WASH	= 01	01

- NOTES:
- VISITOR STALLS ARE INCLUDED IN "REQUIRED" CALCULATION
 - 1ST PROPOSED PARKING STALL FOR DISABLED PERSONS IS ASSIGNED AS A VISITOR STALL
2ND PROPOSED PARKING STALL FOR DISABLED PERSONS IS SHARED WITH CAR WASH STALL
 - SEVEN OF THE PROPOSED PARKING STALLS ARE SMALL SIZE (28%)
 - 100% OF RESIDENT PARKING SPACES TO HAVE A LEVEL 2 CHARGING OUTLET

BIKE PARKING CALCULATION:	REQUIRED	PROPOSED
LONG TERM	2/DU=2x12 = 24	24 (1)
SHORT TERM	= 04	04

- NOTES:
- ONE DUPLEX 110v ELEC OUTLET TO BE PROVIDED FOR EVERY CLASS 1 BIKE STALLS

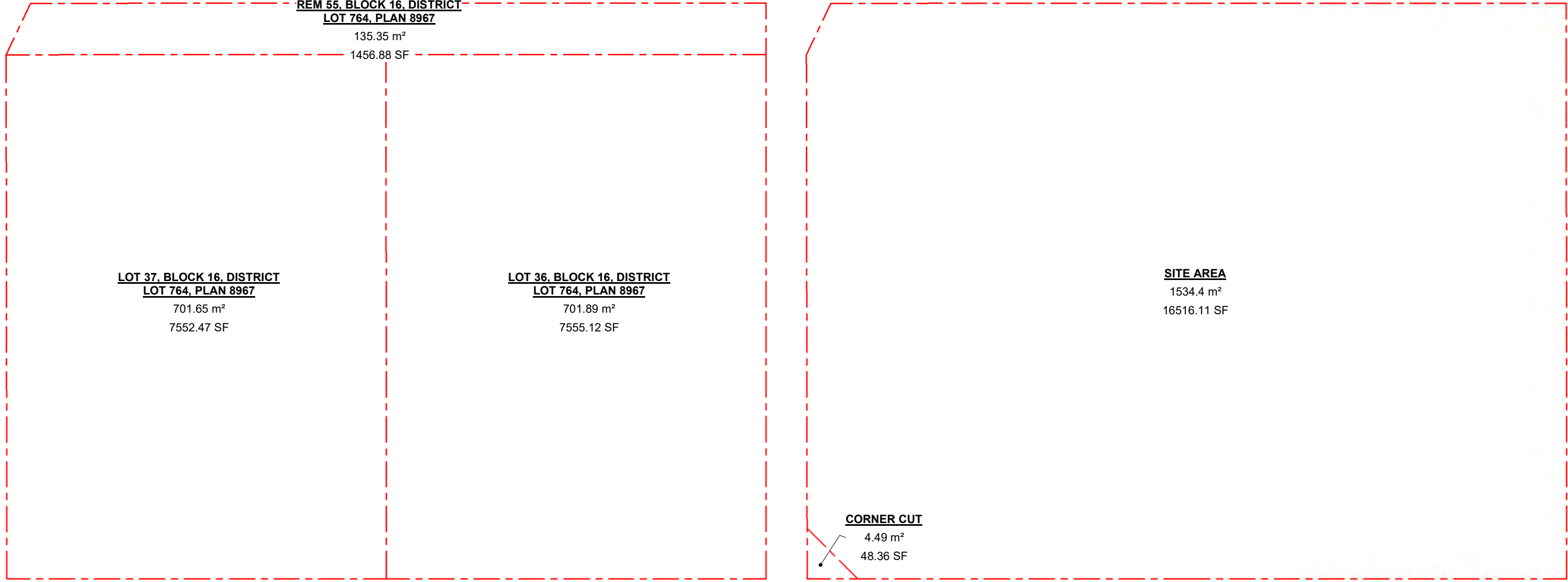
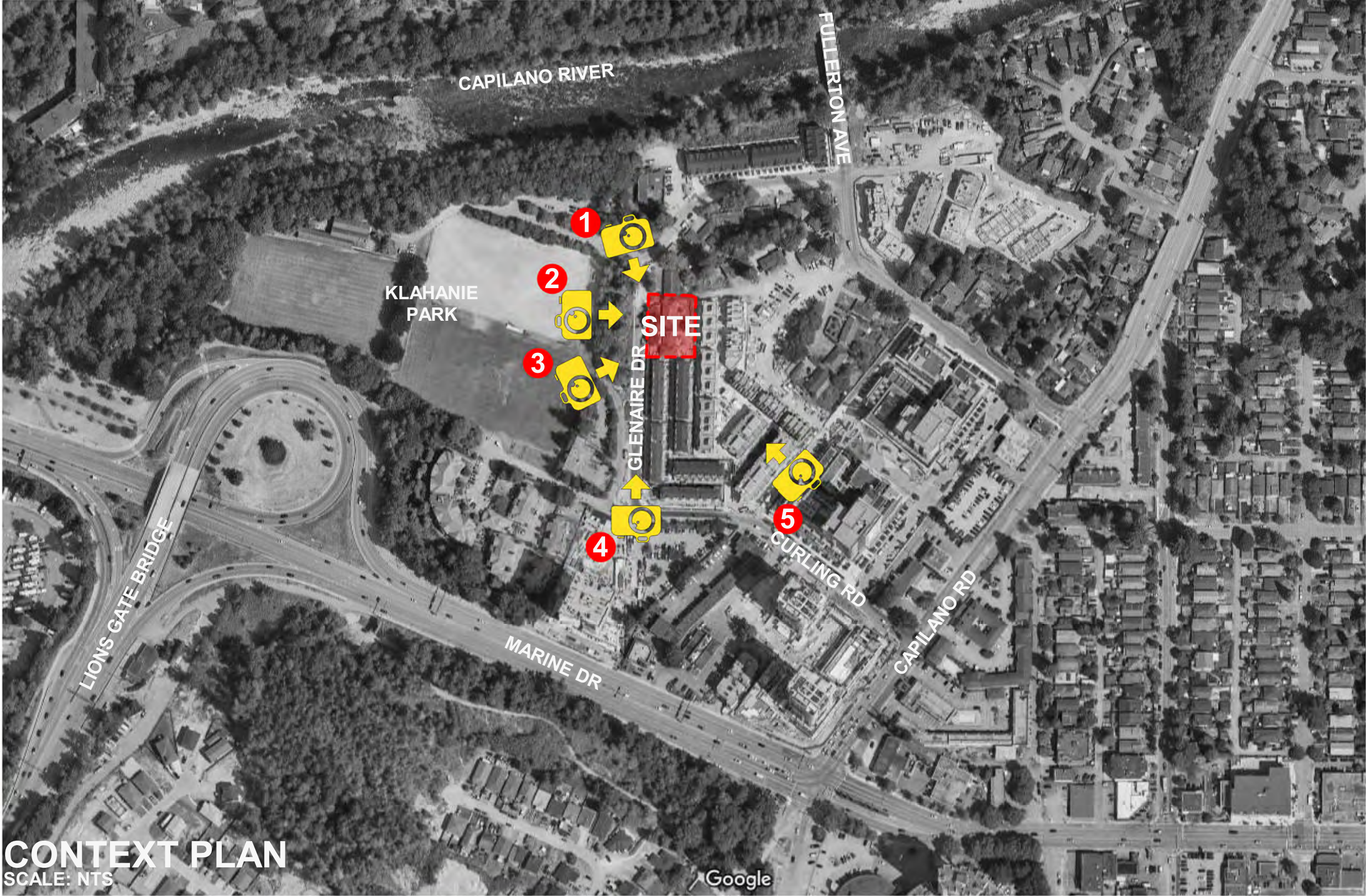
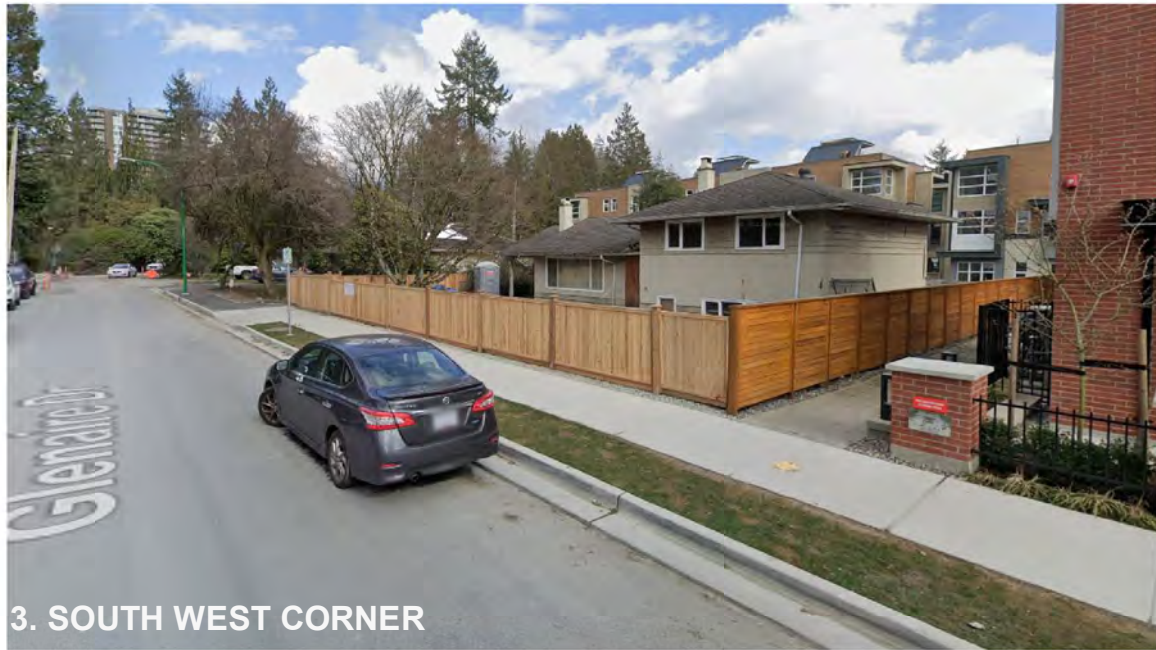
UPH CALCULATION:
UPH = LOT SIZE: 16,516.11 SF = 0.15 HECTARES: 12 DU / 0.15 = 80 DWELLING UNITS PER HECTARE

PROJECT TEAM

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SHEET INDEX

SHEET No.	SHEET NAME
0	COVER
00	PROJECT STATISTICS
01	CONTEXT AND CHARACTER
02	DESIGN RATIONALE
03	PERSPECTIVE VIEWS
04	PRECEDENTS
05	PRECEDENTS
06	MATERIALS
07	SURVEY PLAN
08	AREA PLANS
09a	FIRE DEPT ACCESS PLAN (EXTENDED CONTEXT)
09b	FIRE DEPT ACCESS PLAN
10	SITE PLAN
11	PARKADE LEVEL FLOOR PLAN
12	MAIN LEVEL FLOOR PLAN
13	2ND LEVEL FLOOR PLAN
14	3RD LEVEL FLOOR PLAN
15	ROOF PLAN
16	UNIT A1 FLOOR PLANS
17	UNIT A2 FLOOR PLANS
18	UNIT A3 FLOOR PLANS
19	UNIT B FLOOR PLANS
20	UNIT C FLOOR PLANS
21	STREETSCAPE ELEVATIONS
22	ELEVATIONS - BUILDING 1
23	ELEVATIONS - BUILDING 2
24	SECTIONS
25	SECTIONS
26	SECTIONS



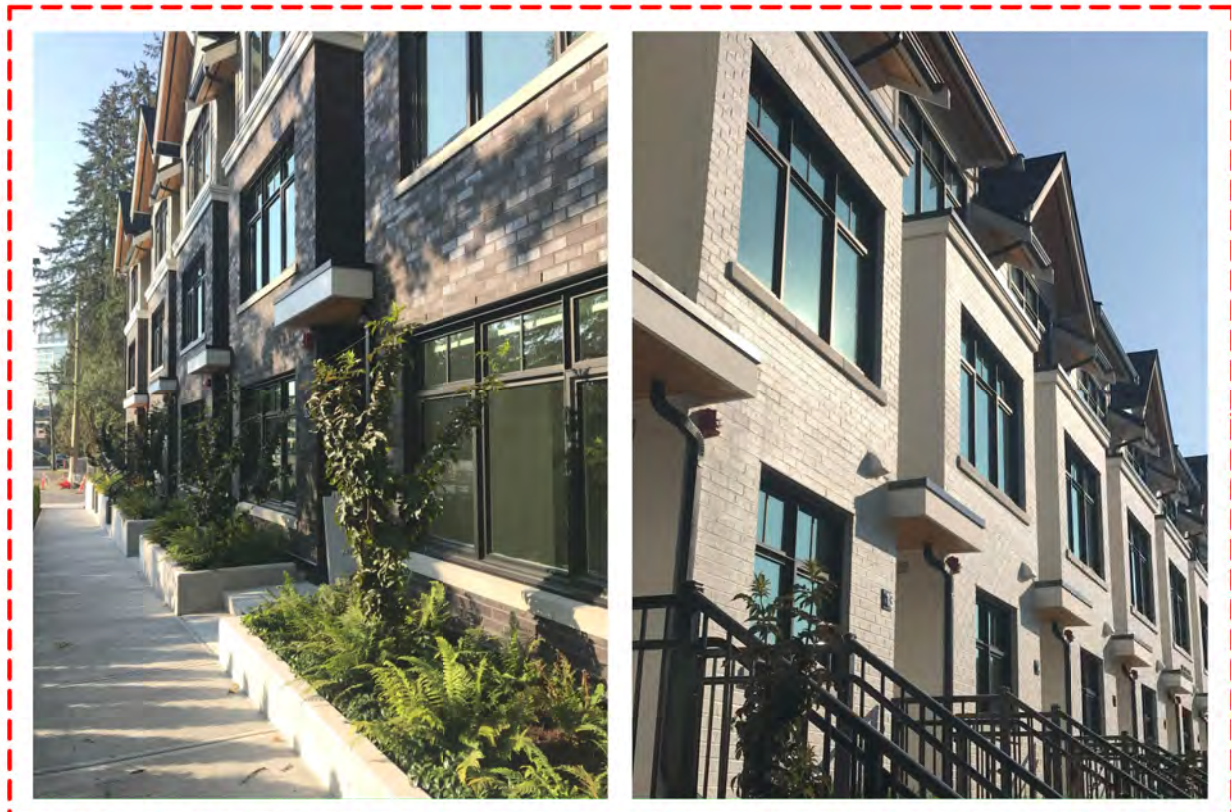
1 LAND ASSEMBLY PLAN 1" = 20'-0"

ADDRESS	LEGAL DESCRIPTION	AREA (SF)	AREA (m²)
1883 GLENAIRE DR	LOT 36, BLOCK 16, DISTRICT LOT 764, PLAN 8967	7555.12 SF	701.89 m²
1901 GLENAIRE DR	LOT 37, BLOCK 16, DISTRICT LOT 764, PLAN 8967	7552.47 SF	701.65 m²
LAND ACQUISITION	REM 55, BLOCK 16, DISTRICT LOT 764, PLAN 8967	1456.88 SF	135.35 m²
		16564.47 SF	1538.89 m²

NAME	AREA (SF)	Area (m²)
CORNER CUT	48.36 SF	4.49 m²

NAME	AREA (SF)	Area (m²)
SITE AREA	16516.11 SF	1534.40 m²

BLDG COVERAGE	SITE COVERAGE
NAME	NAME
BUILDING 1	BUILDING 1
BUILDING 2	BUILDING 2
ANNUNCIATOR PANEL	ANNUNCIATOR PANEL
	PMT



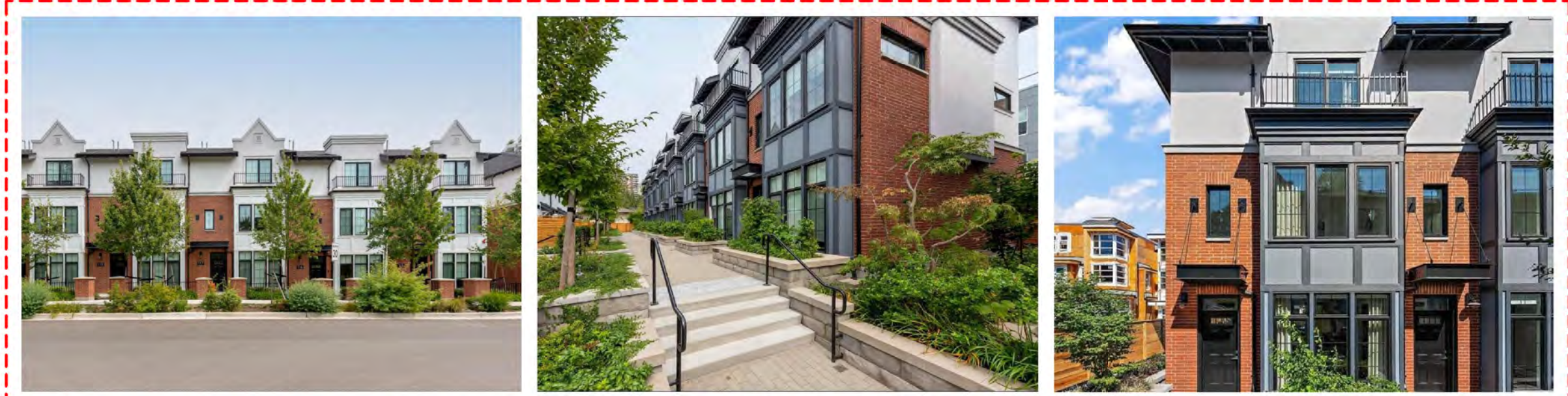
1946-1998 GLENAIRE DR:

- 23 STACKED TOWNHOUSE UNITS
- 3 THREE-STORY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE



BELLE ISLE PL / GLENAIRE DR:

- 112 STACKED TOWNHOUSE UNITS
- 10 THREE-STORY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE



2070 CURLING RD:

- 40 TOWNHOUSE UNITS
- 6 THREE-STORY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE



2036 GLENAIRE DR:

- 109 STACKED TOWNHOUSE UNITS
- 6 THREE-STORY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE



CONTEXT PLAN
SCALE: NTS



1900, 1903, 1950 SANDOWN PL:

- 23 STACKED TOWNHOUSE UNITS
- 2 THREE-STORY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE



1886-1956 BELLE ISLE PL / 2046 CURLING RD:

- 88 TOWNHOUSE UNITS
- 11 THREE-STORY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

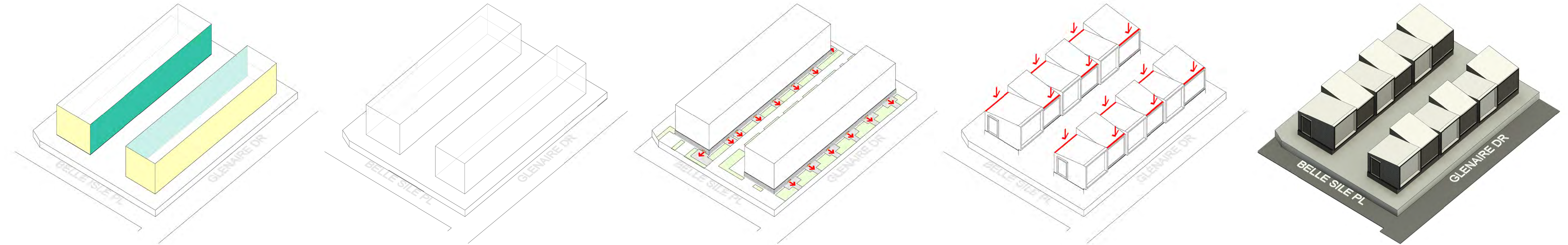
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REVISIONS
No. DATE

CONTEXT AND CHARACTER

THE GROVE ON GLENAIRE

DECEMBER 15, 2025



A URBAN EDGE -vs- PRIVATE

- CONSTRUCTION BROKEN DOWN INTO TWO SMALLER BUILDINGS
- BUILDINGS ARRANGEMENT CLEARLY DEFINE A STRONG URBAN EDGE
- MAXIMIZES INTERNAL SPACE FOR SUCCESSFUL DAYLIT COURTYARD

B DESIGN CONFIGURATION

- CENTRAL COURTYARD RUNNING NORTH TO SOUTH IS FORMED
- COURTYARD MAIN ENTRANCE ACKNOWLEDGES BELLE ISLE PL FRONTAGE
- DISCREET SERVICE CIRCULATION ALONG SOUTH END OF LOT

C SENSE OF COMMUNITY

- VIBRANT, ENGAGING STREETSCAPE WITH ACTIVE FRONTAGES
- SHELTERED ENTRANCES ARE WELCOMING & HIGHLY VISIBLE
- FRONT PATIOS CREATE TRANSITION BETWEEN PRIVATE & PUBLIC REALMS

D BUILDING FORM

- INTRODUCTION OF HEIGHT VARIATION TO CREATE INTEREST
- NEW FORM IS SYMPATHETIC TO NEIGHBOURING BUILDINGS
- SIMPLE CONTEMPORARY BUILDINGS PICK UP ON SLOPED ROOFS PREVALENT IN VICINITY
- SHADE AND SHADOWS ON OUTDOOR SPACES ARE REDUCED THROUGH ALTERNATING ROOF SLOPES
- DYNAMIC RYTHM WITH THE USE OF BUILT-UP FRAMES PROVIDE SHELTER TO MAIN ENTRANCES
- SUBTLE BUILT-UP FRAME IS PROVIDED ON NORTH AND SOUTH ENDS OF BUILDINGS IN ORDER TO ADDRESS BELLE ISLE PL FRONTAGE WHILE MAINTAINING A MORE DOMINANT ELEVATION ALONG GLENAIRE DR

E MATERIALITY (SEE SHEET 06)

- ALTERNATE MATERIAL SURFACES PROMOTE SENSE OF OWNERSHIP WITHIN OCCUPANTS
- MATERIAL PALETTE RESPONDS TO EXISTING CONTEXT
- MATERIAL BREAKDOWN AS FOLLOWS:4

1. **BASE:** DARK GREY BRICK / DARK GREY, SMOOTH FINISH STUCCO
2. **UPPER FLOORS:** 8" WIDE VERTICAL PLANKS, LIGHT & DARK GREY
3. **UNIT END WALLS:** STAGGERED EDGE PANEL DARK GREY HARDIESHINGLES

ZONING

- THE SITE IS ZONED SINGLE FAMILY RESIDENTIAL 7200 ZONE (RS3). WE ARE PROPOSING A REZONING TO A NEW COMPREHENSIVE DEVELOPMENT ZONE (CD)

DEVELOPMENT PERMIT AREAS

THE PROPOSED DEVELOPMENT IS IN LINE WITH THE FOLLOWING GUIDELINES:

- FORM AND CHARACTER GROUND-ORIENTED HOUSING GUIDELINES
- ENERGY AND WATER CONSERVATION AND GREENHOUSE GAS EMISSION REDUCTION

NEIGHBOURHOOD CHARACTER

- THE PROPOSED DESIGN ECHOES THE EXISTING MATERIALS AND CHARACTER OF THE NEIGHBOURHOOD
- THE RATIO OF WINDOWS/DOORS TO SOLID WALL IS COMPATIBLE WITH EXISTING BUILDINGS IN THE NEIGHBOURHOOD
- THE DEVELOPMENT LIGHTING FEATURES WILL INCLUDE PORCH LIGHTS, LIGHTS IN PRIVATE OUTDOOR AREAS AND PATH LIGHTING

ACCESS & CIRCULATION

- VEHICULAR ACCESS IS PROVIDED THROUGH THE UNDERGROUND PARKADE OF THE DEVELOPMENT TO THE SOUTH
- MAIN ACCESS TO THE COURTYARD IS PROPOSED AT BELLE ISLE PL, PROVIDING DIRECT PEDESTRIAN ACCESS TO ALL UNITS IN BUILDING 2
- UNITS IN BUILDING 1 ARE ACCESSED VIA WELL-DEFINED, PRIVATE ENTRY PATHWAYS OFF OF GLENAIRE DR
- A DISCREET PEDESTRIAN CIRCULATION IS PROPOSED ON GLENAIRE DRIVE ALONG THE SOUTH PROPERTY LINE

SETBACKS

- 3.0m FRONT SETBACK IS PROPOSED ALONG GLENAIRE DRIVE WHICH ALIGNS WITH THE DEVELOPMENT TO THE SOUTH
- 3.5m SIDE SETBACK IS PROPOSED ALONG BELLE ISLE PLACE
- 3.19m SIDE SETBACK IS PROPOSED ALONG THE SOUTH PROPERTY LINE
- 4.57m REAR SETBACK IS PROPOSED ALONG THE EAST PROPERTY LINE

NOTE: A 3m x 3m CORNER CUT (DEDICATION) IS PROVIDED ON THE CORNER OF BELLE ISLE PL & GLENAIRE DRIVE

LIVABILITY

- THE BUILDINGS HAVE BEEN DESIGNED TO MINIMIZE SHADOW IMPACTS ON ADJACENT SITES WITH ALTERNATING EAST/WEST SINGLE SLOPED ROOFS WHICH ALLOW TO FILTER THROUGH DAYLIGHT
- LIGHT PENETRATION HAS BEEN MAXIMIZED BY OFFERING LARGE AND OPERATIONAL WINDOWS ALONG FRONT AND REAR OF ALL UNITS WHILE PROVIDING MINIMUM WINDOWS AT BOTH ENDS OF BOTH BUILDINGS TO MINIMIZE OVERLOOKING
- ALL UNITS WILL CONTAIN A PRIVATE FRONT PORCH AND A PRIVATE REAR AT-GRADE PATIOS OPENING UP TO THE PEDESTRIAN PATH
- DEDICATED BICYCLE STORAGE WILL BE PROVIDED INSIDE PRIVATE FLEX ROOM IN PARKADE

FORM / MATERIALITY

- THE ARCHITECTURAL EXPRESSION MERGES THE CLEAN, CLEAR LANGUAGE OF CONTEMPORARY ARCHITECTURE WITH FAMILIAR AND WARM TACTILE MATERIALITY OF TRADITIONAL WEST COAST RESIDENTIAL HOMES
- EACH UNIT IS CLEARLY DELINIATED AND LEGIBLE AS A "HOME" ACCESSED BY WELL-DEFINED, PRIVATE ENTRY PATHWAYS LEADING TO RECESSED (COVERED) ENTRIES
- THE MASSING IS SOFTENED WITH A COMBINATION OF DARK GREY BRICK AND SMOOTH FINISHED STUCCO ON THE LOWER LEVEL WITH ALTERNATING VERTICAL 8" WIDE PLANKS IN LIGHT AND DARK GREY COLOUR. ADDITIONAL WARMTH IS INTRODUCED BY USING HARDIESHINGLES ON THE BUILT-UP FRAMES BODY. THE SHINGLED TEXTURE IS A WARMER COUNTERPOINT AND SERVES TO GIVE THE UPPER LEVELS A FEELING OF ELEVATION, BEING LOFTED ABOVE THE GROUND PLAN

LANDSCAPING

- LANDSCAPE DESIGN HAS BEEN DEVELOPED TO OFFER STREET FRIENDLY PRESENCE
- ALONG BELLE ISLE PL AND GLENAIRE DR, A NEW STREET EDGE HAS BEEN CREATED WITH GRASS BOULEVARD, SIDEWALK AND STREET TREES, SIMILAR IN NATURE TO THE NEIGHBOURING PROPERTY TO THE SOUTH
- LANDSCAPING WILL BE USED TO ENHANCE THE SEPARATION OF PUBLIC AND PRIVATE SPACE
- THE PLANT PALETTE IS QUITE EXTENSIVE BECAUSE WE WANTED TO GIVE YEAR-ROUND COLOUR, TEXTURE AND INTEREST
- WE ARE USING DROUGHT TOLERANT, NATIVE, ADAPTIVE, ORNAMENTAL SPECIES WHICH WILL ALSO HAVE POLLINATOR VAL

WASTE MANAGEMENT

WASTE ROOM CALCULATIONS (BASED ON CITY OF VANCOUVER GARBAGE & RECYCLING STORAGE AMENITY DESIGN SUPPLEMENT):

TYPE OF WASTE	CALCULATION	(L/UNIT/WEEK)	CONTAINER	REQ'D	PROPOSED	TYPE
GARBAGE:	53.0L x 14 DU =	742 LITRES	= 360L CART	3	4	A
GLASS JARS & BOTTLES:	02.1L x 14 DU =	030 LITRES	= 240L CART	1	1	B
MIXED CONTAINERS:	18.5L x 14 DU =	259 LITRES	= 240L CART	1	1	C
MIXED PAPERS (INCL'D/ CARDBOARD):	42.9L x 14 DU =	601 LITRES	= 360L CART	2	2	D
MIXED PAPERS (NO CARDBOARD):	15.0L x 14 DU =	210 LITRES	= 240L CART	1	1	E
CARBOARD ONLY:	27.5L x 14 DU =	385 LITRES	= 240L CART	2	2	F
ORGANICS:	14.0L x 14 DU =	196 LITRES	= 240L CART	1	1	G

1. WE ARE PROPOSING A 12.50 m² WASTE ROOM LOCATED IN THE UNDERGROUND PARKADE. THE TRUCK WOULD ACCESS THIS ROOM THROUGH RAMP OFF OF GLENAIRE DR @ THE SW CORNER OF THE LOT. A 4.49 m x 1.52 m STAGING AREA IS DESIGNATED FOR WASTE AT COLLECTION DAY ONLY ADJACENT TO PARKADE ENTRANCE.

PARKING

- WE ARE PROPOSING A TOTAL OF 25 PARKING STALLS EXCEEDING THE REQUIRED TOTAL OF 24. THREE OF THOSE WILL BE ASSIGNED FOR VISITORS. ONE OF THOSE VISITORS STALLS IS TO BE ACCESSIBLE. LASTLY, WE WILL PROVIDE A DEDICATED CAR WASH SPACE w/ "NO PARKING" SIGN AND WILL BE CONNECTED TO THE SEWER SYSTEM.

- SEVEN STALLS TO BE SMALL SIZE (28%), 1 STALL ACCESSIBLE (4%) AND 17 STALLS ARE STANDARD SIZE (68%).
- TOTAL OF 22 STALLS WILL HAVE A LEVEL 2 EV CHARGING OUTLET (ALL RESIDENT STALLS, EXCLUDING VISITORS).
- A TOTAL OF 24 LONG TERM, SECURED BICYCLE PARKING SPACES ARE PROVIDED (TWO FOR EACH UNIT) INSIDE THE UNIT FLEX AREA IN THE PARKADE.
- A TOTAL OF FOUR SHORT TERM BICYCLE SPACES WILL BE PROVIDED LOCATED AT THE NORTH WEST CORNER OF THE SITE.

AFFORDABILITY

- THR PROPOSED DEVELOPMENT SUPPORTS THE DISTRICT'S RAHS GOALS BY INCREASING THE SUPPLY OF DIVERSE HOUSING IN THE LIONS GATE VILLAGE CENTRE: PERIPHERAL AREA HOUSING POLICY & DESIGN GUIDELINES
- THE PROPOSED DESIGN IS SOCIALLY AND ECONOMICALLY INCLUSIVE. VARIATION IN UNITS SIZE INCLUDES OPTIONS FOR FAMILIES, COUPLES, AND SINGLES AT DIFFERENT STAGES IN LIFE. THE ACCESSIBLE STUDIO LOCK-OFF SUITES ARE MODEST IN SIZE AND AFFORDABLE.
- A BREAKDOWN OF UNIT MIX AS FOLLOWS:

UNIT TYPE A1:	2 BEDROOMS + DEN	INT AREA: 128.61 m ²	COUNT: 01
UNIT TYPE A2:	3 BEDROOMS + DEN	INT AREA: 133.45 m ²	COUNT: 04
UNIT TYPE A3:	3 BEDROOMS + DEN	INT AREA: 152.61 m ²	COUNT: 01
UNIT TYPE B:	4 BEDROOMS + DEN	INT AREA: 189.31 m ²	COUNT: 02
	STUDIO	INT AREA: 025.20 m ²	COUNT: 02 ^{(1), (2)}
UNIT TYPE C:	4 BEDROOMS	INT AREA: 154.58 m ²	COUNT: 04
		TOTAL:	14

NOTES:

1. THE LOCK-OFF SUITES ARE LOCATED WITHIN UNIT TYPE B
2. BOTH LOCK-OFF SUITES TO MEET THE "BASIC" ACCESSIBLE DESIGN CRITERIA

STEP CODE

- THE PROPOSED DEVELOPMENT IS INTENDED TO MEET STEP CODE 3 WITH A LOW CARBON ENERGY SYSTEM (LCES)
- THE PROPOSED DEVELOPMENT WILL USE LOW CARBON ENERGY SOURCES TO PROVIDE HEATING, COOLING AND HOT WATER AND HAS A TOTAL MODELLED GREENHOUSE GAS INTENSITY OF <3kg CO₂e/m²/yr

ACCESSIBLE DESIGN

- 2 DWELLING UNITS (15%) OF THE PROPOSED UNITS WILL MEET THE "BASIC" ACCESSIBLE DESIGN CRITERIA.
- THE TWO LOCK-OFF SUITES WITHIN UNIT TYPE B WILL MEET THIS DESIGN CRITERIA. REFER TO **SHEET 19**
- BELOW IS A SUMMARY OF FEATURES PROVIDED IN THESE TWO SUITES:

1. UNOBSTRUCTED ACCESS TO MAIN BUILDING ENTRANCE
2. ACCESSIBLE PATH OF TRAVEL
3. LIGHTING, WEATHER PROTECTION, ADDRESS NUMBERING AND MAILBOX
4. ENTRANCE DOOR ASSEMBLY, OPERATION AND CLEARANCE:
 - OUTSWINGING DOOR W/ A MIN CLEAR WIDTH OF 850mm
 - OPRABLE BY DEVICE THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING
 - HAVE A PUSH PLATE OR LATCH RELEASING DEVICE
- ACCESSIBLE PATH OF TRABEL WITH CLEAR AND LEVEL AREA ON EITHER SIDE OF DOOR
- DOOR TRESHOLD TO BE BEVELLED AND NO MORE THAN 13mm ABOVE FLOOR
- ALL UNIT TO HAVE A NON-SLIP SURFACES
5. CONTRASTING COLOURS ON SIGNS, ADDRESS NUMBERS, CORRIDOR WALLS AND UNIT ENTRIES
6. PATHWAYS THAT PROVIDE ACCESS TO THESE UNITS TO HAVE A MINIMUM OF 1220mm IN WIDTH
7. MINIMUM OF 1500mm x 150mm CLEAR AREA ADJACENT TO ELEVATOR ENTRANCE
8. WHEN DOOR SWINGS AWAY, A MINIMUM OF 1220mm x WIDTH OF DOOR + 300mm OF CLEAR AREA
9. WHEN DOOR SWINGS TOWARDS AREA, A MINIMUM OF 15000mm x WIDTH OF DOOR + 600mm OF CLEAR AREA
10. BATHROOM DOOR TO BE POCKET DOOR AND WILL HAVE A MINIMUM OF 800mm CLEAR WIDTH
11. MINIMUM OF 800mm AREA IN FRONT OF TOILET
12. MINIMUM OF 508mm FROM CENTRE OF TOILET TO THE FRONT EDGE OF BATHTUB
13. MINIMUM OF 760mm x 1220mm IN FRONT OF LAVATORY
14. SLIP RESISTANT FLOORING
15. WOOD BLOCKING WITHIN WALL CAVITIES ADJACENT TO TOILET AND BATHTUB TO SUPPORT GRAB BARS.
16. ADJUSTABLE HEIGHT SHOWER HEAD & HANDHELD SHOWER HEAD ON ADJUSTABLE BRACKET
17. BATHROOM WITH LEVER FAUCET HANDLE THAT DOES NOT REQUIRE TIGHT GRASPING OR TWISTING
18. MINIMUM OF 1520mm DIAMETRE TURNING RADIUS IN KITCHEN AND SLEEPING AREA
19. ADJUSTABLE SHELVES IN CABINETS. LOWEST SHELF TO BE NOT MORE THAN 1370mm AFF
20. "D" SHAPED CABINET HANDLES
21. KITCHEN WITH LEVER FAUCET HANDLE THAT DOES NOT REQUIRE TIGHT GRASPING OR TWISTING
22. MINIMUM OF 812mm OF WORKSPACE BETWEEN COOKTOP & SINK
23. FRONT LOADING SIDE BY SIDE WASHER & DRYER W/ A MINUMIM OF 1220mm MANEUVERING SPACE IN FRONT
24. MINIMUM OF 860mm CLEAR WIDTH AT ENTRANCE OF PATIO
25. MINIMUM OF 1520mm DEPTH OF PATIO
26. WINDOW SILL LOCATED AT 36" AFF
27. OPERATION OF WINDOW: LEVER TAHT DOES NOT REQUIRE TIGHT GRASPING OR TWISTING

REVISIONS	
No.	DATE
1	2024.01.25
3	2024.08.21
4	2024.11.28
6	2025.09.19

DESIGN RATIONALE

THE GROVE ON GLENAIRE

DECEMBER 15, 2025



APPROVED DP SET

REVISIONS
No. DATE

PERSPECTIVE VIEWS

THE GROVE ON GLENAIRE

DECEMBER 22, 2025



SITE PLAN
THE GROVE ON GLENAIRE

DECEMBER 19, 2025
73 1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

REVISIONS

No.	DATE
4	2024.11.28
5	2025.05.01
6	2025.07.31
7	2025.08.29
8	2025.09.19
9	2025.10.21
11	2025.12.02

APPROVED DP SET



1 PARKADE LEVEL FLOOR PLAN
3/16" = 1'-0"

REVISIONS	
No.	DATE
3	2024.08.21
5	2025.05.01
8	2025.09.19
9	2025.10.21
10	2025.11.25
11	2025.12.02

APPROVED DP SET

PARKADE LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE



APPROVED DP SET

REVISIONS	No.	DATE
1	2024.08.21	
2	2024.11.28	
3	2025.05.01	
4	2025.07.31	
5	2025.09.19	
6	2025.12.02	

MAIN LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

75 1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE

12



1 2ND LEVEL FLOOR PLAN
3/16" = 1'-0"

REVISIONS
No. DATE

APPROVED DP SET

2ND LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

76 1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

13



1 3RD LEVEL FLOOR PLAN
3/16" = 1'-0"

3RD LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

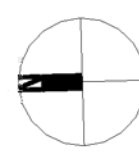
77 1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

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REVISIONS
No. DATE

ROOF PLAN



THE GROVE ON GLENAIRE

DECEMBER 15, 2025

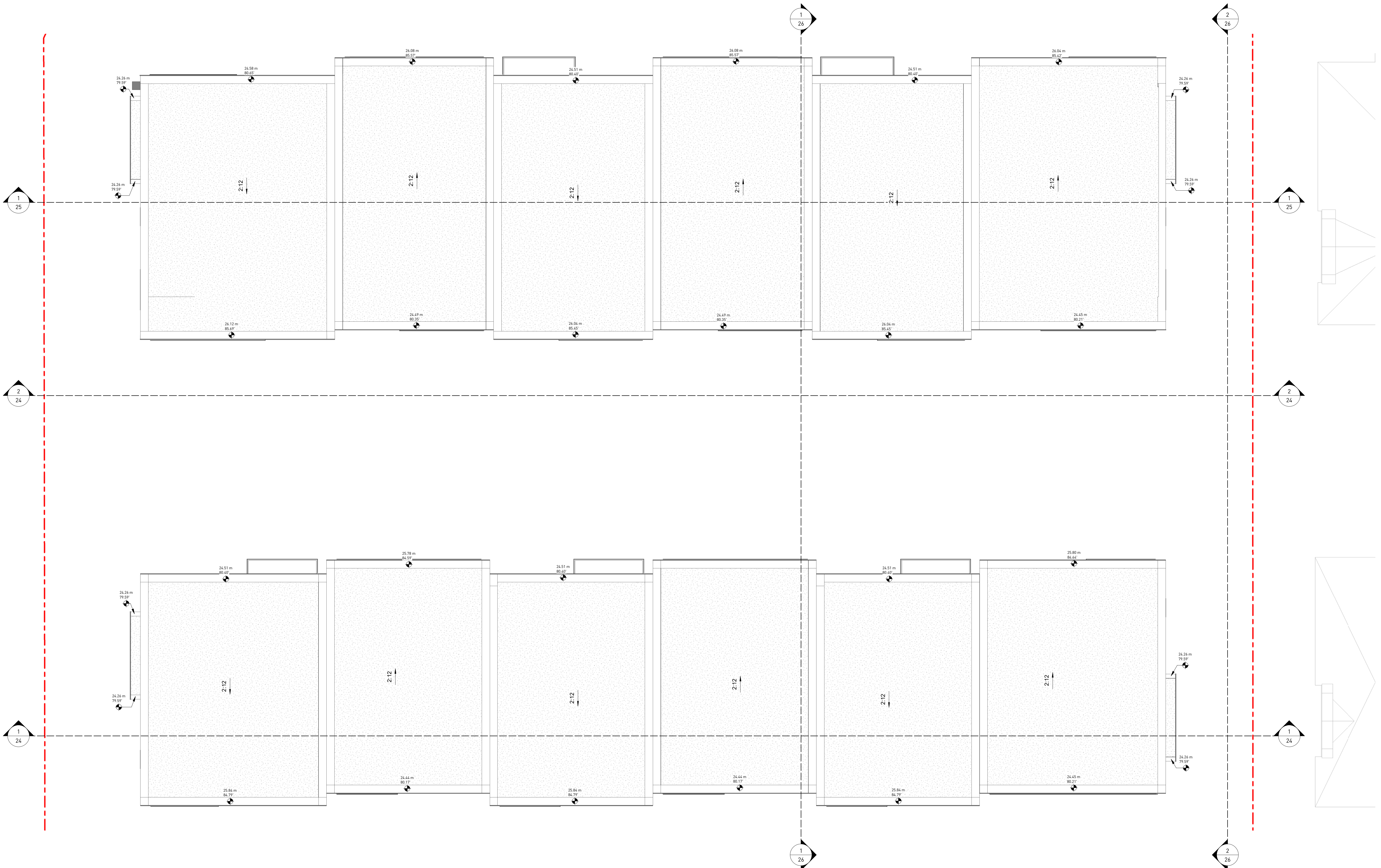
78 1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

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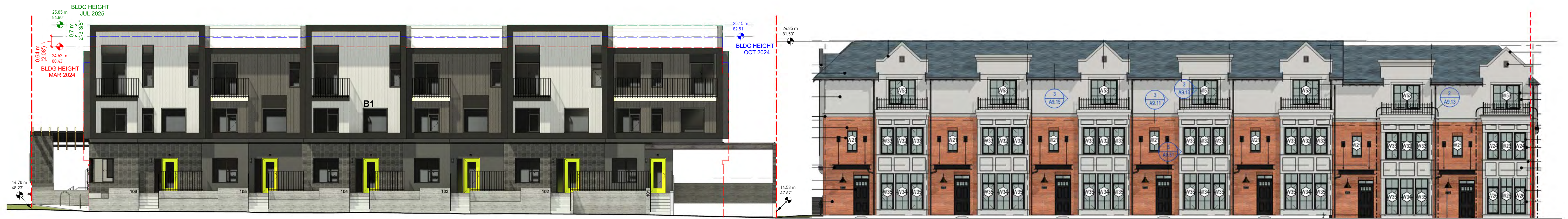
REVISIONS
No. DATE

APPROVED DP SET

15



① ROOF PLAN
3/16" = 1'-0"



① WEST ELEVATION
1" = 10'-0"



② EAST ELEVATION
1" = 10'-0"



③ NORTH ELEVATION
1" = 10'-0"



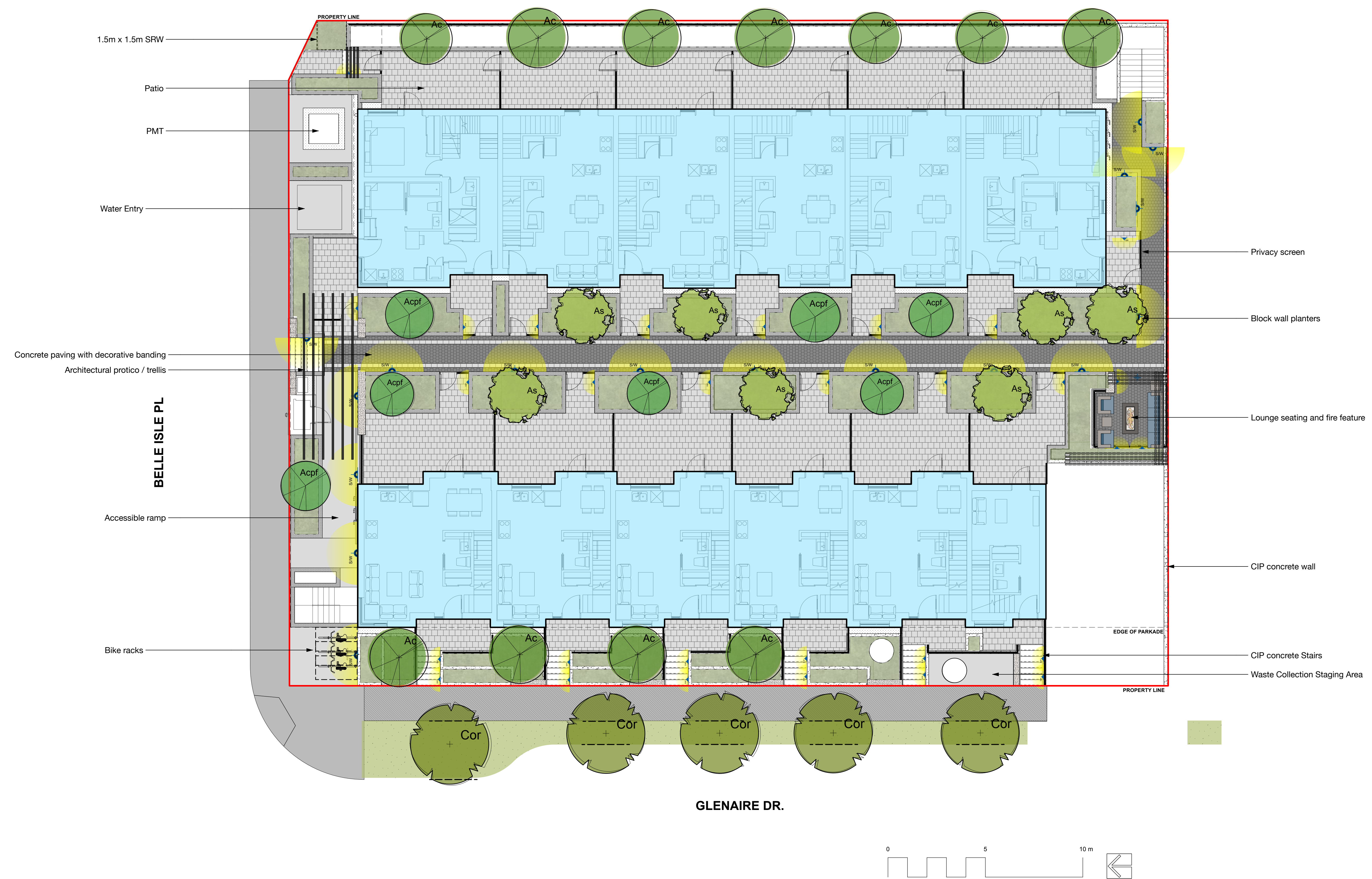
④ SOUTH ELEVATION
1" = 10'-0"

HEIGHT INCREASE BREAKDOWN

LOCATION	PREVIOUS (MAR 2024)	PREVIOUS (OCT 2024)	PROPOSED JULY 2025	CHANGE
WEST ELEV	24.52 m	25.15 m	25.85 m	+ 0.70 m
EAST ELEV	24.79 m	25.43 m	26.12 m	+ 0.70 m
	NEIGHBOUR (SOUTH)	NEW PROPOSED	CHANGE	
WEST ELEV	24.85 m	25.85 m	+ 1.00 m	
EAST ELEV	25.08 m	26.12 m	+ 1.04 m	

REVISIONS	
No.	DATE
3	2024.08.21
4	2024.11.28
5	2025.05.01
6	2025.07.31

APPROVED DP SET



Revision

No.	Date	Revision Notes
A	2023-12-19	Issued for DP
B	2024-12-06	Reissued for DP
C	2025-06-06	Reissued for DP
D	2025-07-04	Issued for Coordination
E	2025-07-30	Issued for ReDP
F	2025-10-06	Reissued for DP
G	2025-11-07	Reissued for DP
H	2025-12-12	Reissued for DP

Issue

No.	Date	Issue Notes
A	2023-12-19	Issued for DP
B	2024-12-06	Reissued for DP
C	2025-06-06	Reissued for DP
D	2025-07-04	Issued for Coordination
E	2025-07-30	Issued for ReDP
F	2025-10-06	Reissued for DP
G	2025-11-07	Reissued for DP
H	2025-12-12	Reissued for DP

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Landscape Illustrative Plan

Legal

Project Manager	Project ID 22325
Drawn By TT	Scale As Noted
Reviewed By JL	Drawing No. L0.2
	3 of 19

1883-1901 Glenaire Drive**Public Information Meeting Summary Report****Overview**

A virtual Public Information Meeting was held for this detailed planning application for an OCP amendment and rezoning. Members of the public could view a video presentation and browse display boards prepared by the project team on the virtual meeting web page.

Meeting Purpose	1) To present the development proposal to neighbours 2) To provide an opportunity for the public to ask questions 3) To provide an opportunity for the public to comment on the proposal
Virtual Meeting	Event Date January 20 to February 3, 2025 Website DNV.org/public-meeting https://dnv.civilspace.io/en/projects/1883-and-1901-glenaire-drive-c635
Attendance	30 visitors to the Significant Apps project page, 57 total views 31 visitors to the virtual meeting landing page, 81 total views 15 visitors to the discussion thread, 84 total views 54 people viewed the applicant's video presentation
Comments	6 comments/questions received online (+ 17 responses by staff/applicant)

Notification In accordance with District of North Vancouver policies (see Appendix A):

Notification Flyers were sent to approximately 168 addresses within a 100m radius of the site.

Newspaper Ads were placed in the North Shore News on two consecutive Wednesdays: January 15 and January 22 2025.

Signs – One single-sided sign was installed on Glenaire Drive, and one bidirectional sign was installed at the corner of Curling Road and Capilano Road.

Comments received

Participants were provided the opportunity to submit questions and comments to the project team and Development Planner through the following means:

- Through the virtual PIM website for two weeks from January 20 to February 3, 2025
- Via email or phone throughout the course of the application

Five opposing comments expressed concerns based on densification, traffic, and insufficient community amenities. Three of these comments were from self-declared nearby Lions Gate Village residents.

One supportive response from a nearby Lions Gate Village resident noted that the proposal fits well with the neighborhood and aligns with the community plan.

One member of the public raised concerns over tree removal and protection for nesting birds.

Conclusion

The purpose of these public information meetings (in-person and virtual) was to present the detailed development application to the public, and to provide the public with an opportunity to ask clarifying questions and comment on the proposal.

Approximately 168 invitations were distributed to neighbours, two newspaper ads notified the community of the meeting, and two signs were installed in the neighbourhood. 31 visitors accessed the virtual PIM.

The public could participate in this process in several ways:

- Viewing the video presentation
- Submitting written comments and questions to the Development Planner

Seven written responses were received, via 6 online comments from the virtual PIM, and 1 email sent directly to the District's Development Planner.

The meeting length and format was sufficient to provide all participants an opportunity to learn more and submit questions and make the comments they wished to provide within a two-week period. The applicant successfully notified and presented their proposal to the community, and neighbours had ample opportunity to express their views of the proposal.

The feedback received from the public was provided to the applicant, as well as feedback from staff and other stakeholders, in order to address issues and better resolve the project design.

Attachments

Appendix A: Notification

Appendix B: Virtual PIM Comments

Appendix A: Notification

Newspaper Advertisement: North Shore News – January 15, 2025

A30 | WEDNESDAY, JANUARY 15, 2025

north shore news nsnews.com



Kiwanis
North Shore Housing Society



Age 55+ welcome to apply

Below market rental housing in North & West Vancouver for adults 55+.

Rents start at \$1200 for studios and \$1400 for 1 bedroom units.

See kiwanisnorthshorehousing.org for more info or call 604-926-0102

HEATED ISSUE

Pot left on stove smokes out residents

ABBY LUCIANO
aluciano@nsnews.com
Local Journalism Initiative Reporter

A West Vancouver resident's meal turned out a little too hot last week.

West Vancouver Fire and Rescue is reminding the public about kitchen safety after an apartment unit was filled with smoke from an unattended pot on a stove earlier this month.

Fire crews attended Viscount Apartment on 2109 Bellevue Ave. at 3:45 p.m. Friday, Jan. 3, where they found a ground-floor suite full of thick smoke that entered the hallway, said assistant fire chief Jeremy Calder.

"It certainly could have turned into a kitchen fire," Calder said, adding that it's important to stay in the kitchen or set a timer when cooking. Calder also said that having a lid nearby in case of a fire in a pot or pan can help smother it quickly, while if a fire does occur it is important to turn the burner off under the pot.

Calder said fire crew members were able to enter the unit, remove the pot, turn off the stove and ventilate the building to clear the smoke.



West Vancouver Fire and Rescue are reminding the public about kitchen safety after an apartment unit was full of smoke from an unattended pot on a stove Jan. 3. PAT HELL

The resident wasn't in the unit when firefighters arrived and there were no injuries, he said. There was no fire or water damage to the unit or nearby area, but there was small floor damage where crew members had to put the pot down, Calder added.

But saving the unit didn't come without challenges. There was difficulty opening the window of the ground-floor apartment as there were multiple locks. There was also a bicycle in front of the door, Calder said.

"I think that's another safety message – just to make sure that any egresses are cleared so that [they are] easily accessible. You don't want to store things in front of your access points, your egress points," he said.

If a person does need to leave the kitchen briefly, bringing the utensil you're cooking with can help a person remember to go back, Calder said.

West Vancouver Fire and Rescue saw six similar incidents over the holiday season, he said, so safety is crucial.

Calder said he thinks this case was a one-off accident with the resident forgetting they were cooking.

"In the event, everyone did the right thing – the alarms performed as they should and notified everyone of the smoke in the building and everyone left. We were there in a timely manner and able to put it out before there was a fire," he said.

Abby Luciano is the Indigenous and civic affairs reporter for the North Shore News. This reporting beat is made possible by the Local Journalism Initiative.

Development Proposal

PUBLIC INFO MEETING

Participate virtually Jan 20 – Feb 3 at DNV.org/public-meeting

PROPOSAL: 1883 and 1901 Glenaire Drive



2 three-storey buildings

12 units
(including 2 lock-off suites)

26 underground parking spaces



Contact: Behrang Amini, Rodcon
info@rodcon.ca
778-235-5833

city of north vancouver Notice of Proposed Zoning Amendment Bylaw - No Public Hearing

Zoning Amendment Bylaw, 2025, No. 9100
146-160 East 2nd Street

Purpose: The purpose of the proposed Bylaw is to amend the current Comprehensive Development CD-007 zone to permit a six (6) storey, mixed-use building consisting of 76 rental residential units, eight of which would be mid-market rental units, and new commercial retail units at ground level.

Subject Lands: The lands that are the subject of the proposed Bylaw are shown on the inset map, with a civic address of 146-160 East 2nd Street.

Legal Description: Lot F, Block 141, DL 274, Plan 17913
PID: 007-241-330



Bylaw Readings: Consideration of first, second and third readings of the proposed Bylaw will be at the **Regular Council Meeting on Monday, January 27, 2025.**

Access Documents: A copy of the proposed Bylaw is available for inspection online anytime at www.cnv.org/PublicNotices from Wednesday, January 15 to Monday, January 27, 2025.

Provide Input: Written submissions only, including your name and address, may be addressed to the Corporate Officer and sent by email to input@cnv.org, or by mail or delivered to City Hall, **no later than noon on Monday, January 27, 2025**, to ensure availability to Council at the meeting. No Public Hearing will be held, as it is prohibited by section 464(3) of the *Local Government Act*. **No Public Input Period submissions on this matter will be heard at the Council meeting.**

Watch the Meeting: Online at cnv.org/LiveStreaming or in person at City Hall, 141 West 14th Street. Enter City Hall from 13th Street after 5:30pm.

Questions? Matthew Menzel, Planner 3, planning@cnv.org / 604-982-9675

141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9
T 604 985 7761 / F 604 985 9417 / CNV.ORG

Newspaper Advertisement: North Shore News – January 22, 2025

A12 | WEDNESDAY, JANUARY 22, 2025

north shore news nsnews.com



DEVELOPER INFORMATION SESSION

TransLink has submitted an Official Community Plan (OCP) Amendment application to the City of North Vancouver for 502-536 East 3rd Street to support the development of two 16-storey secured rental buildings with ground floor retail and outdoor public plaza space, and eight, three-storey ground oriented residential units.

Interested members of the public are invited to attend a Developer Information Session to review the proposal, ask questions and submit a comment form.

City of North Vancouver Contact
Matthew Menzel
planning@cnv.org
604-982-9675

Applicant Contact
Scott Midgley
scott.midgley@translink.ca
604-306-4135

DATE:
January 30, 2025
TIME:
6:00 p.m. to 8:00 pm
PLACE:
Shoreline Room
John Braithwaite Community
Centre
145 W 1st St
North Vancouver, BC



This meeting is required by the City of North Vancouver as a part of the land use application process.

SMOKE ON THE WATER

Boat catches fire and sinks

ABBY LUCIANO
aluciano@nsnews.com
Local Journalism Initiative Reporter

No injuries were reported but several eyebrows were raised after a boat was spotted engulfed in flames in the Indian Arm fjord near Deep Cove on Saturday.

"I've been boating for 30 years, and I've never seen a fire like that," said resident Terry Hewitt, who watched the drama unfold from his Brighton Beach home.

The Pacific region of the Fisheries Department said the Canadian Coast Guard were advised of the boat fire just after noon on Saturday, Jan. 18 and dispatched from a base in Kitsilano. Two occupants were removed from the boat and no injuries were reported.

A spokesperson from the department said the vessel continued to smoulder, with visible flames, until the boat sank at around 3:40 p.m.

Pictures and videos sent to the North Shore News show a high blaze on the boat with thick, black smoke rising into the air.

The department said the vessel was reported to have 1,200 litres of diesel on board before the fire occurred, and after sinking a small sheen of oil was visible in the



A boat fire spews smoke near Deep Cove on Saturday afternoon. COURTESY OF ROYAL CANADIAN MARINE SEARCH AND RESCUE

area. Equipment is in place to address and monitor any pollution that might result from the diesel, a Coast Guard spokesperson told The Canadian Press Sunday.

They added that the vessel owner is working with their insurance to determine a course of action, and "The Canadian Coast Guard is continuing communication with the owner to ensure an appropriate response."

"That was just a huge sigh of relief when we saw that they were off [the boat]," Hewitt said.

- With files from The Canadian Press

REIMAGINE CENTRAL LONSDALE

Lonsdale Great Street

Tell us what you love and share ideas for change so we can grow Central Lonsdale into a "great street!"



Share your ideas
and get involved at
cnv.org/LonsdaleGreatStreet

Survey on letstalk.cnv.org
from January 10 to January 31, 2025

cnv.org/LonsdaleGreatStreet



Development Proposal

PUBLIC INFO MEETING

Participate virtually Jan 20 – Feb 3 at [DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 1883 and 1901 Glenaire Drive

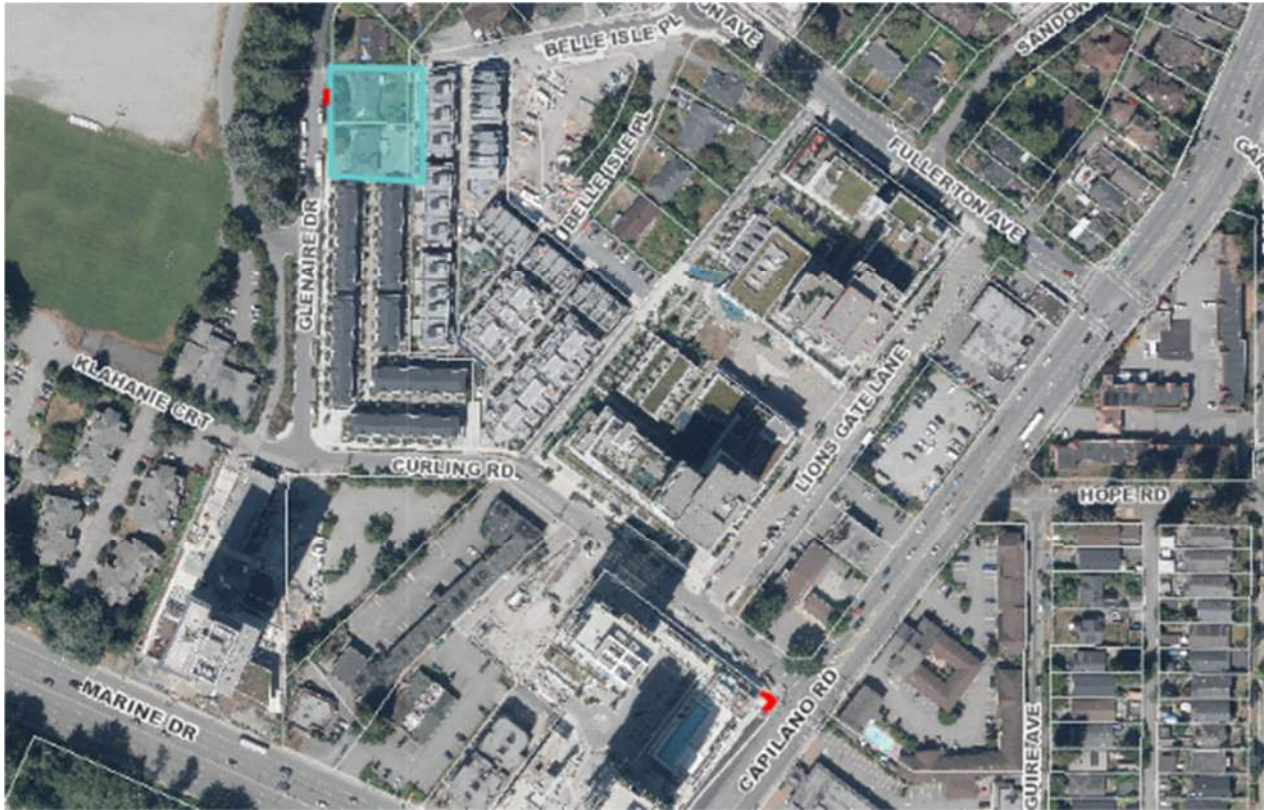


2 three-storey buildings
12 units
(including 2 lock-off suites)
26 underground parking spaces



Contact: Behrang Amini, Rodcon
info@rodcon.ca
778-235-5833

Location of notification signs



Single-sided sign on Glenaire Drive

Double-sided sign at Capilano Road and Curling Road

Image of notification signs

Development Proposal

PUBLIC INFO MEETING:

Participate virtually
January 20 – February 3, 2025 at
DNV.org/public-meeting

PROPOSAL:

Information is preliminary and subject to change

1883 and 1901 Glenaire Drive

- 2** three-storey buildings
- 12** units (including 2 lock-off suites)
- 26** underground parking spaces

WE ARE HERE

EARLY INPUT MEETING → **PUBLIC INFO MEETING** → PUBLIC HEARING →

RODCON
Engineering & Construction

Contact:
Behrang Amini, Rodcon
info@rodcon.ca
778-235-5833

Notification flyer



Virtual Public Information Meeting

A two-week public input opportunity will be held through the District of North Vancouver's Platform. This is an opportunity for neighbours to share their feedback and ask questions to Rodcon Holdings regarding **The Grove at Glenaire** Development proposal.

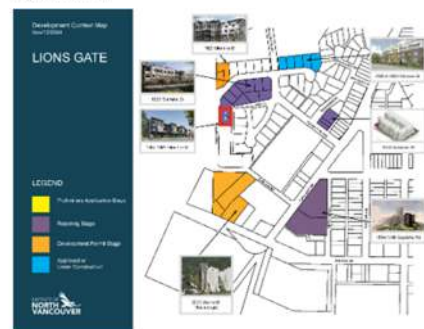
For further details, please contact:

Applicant: Rodcon
Email: info@rodcon.ca
Phone: 778-235-5833

Development Planner: Liam Butler

District of North Vancouver
Email: butlerl@dnv.org

Project Site Plan



Notice of Virtual Public Information Meeting in Your Neighbourhood

Rodcon is hosting a public information Meeting to present the development proposal for 12 units Townhouse project (including two lock-off suites) at 1883 and 1901 Glenaire Dr, North Vancouver.

This information is being distributed to the owners and occupants within 100 meters of the proposed development site in accordance with District of North Vancouver policy.

Meeting Time

January 20, 2025 – February 3, 2025

Please visit [DNV.org/public-meeting](https://dnv.org/public-meeting) to access the virtual two-week meeting.

Map of notification area (100m radius)



Appendix B: Virtual PIM Comments

Virtual PIM comments – Six comments were received via the virtual PIM

- Virtual PIM Comment #1 - 2025-01-27 01:35:40
 - As a resident in the neighbouring townhome complex and a resident in the Capilano & Marine area, I am against this development. I do not expect us to widen the roads, augment the nearby community centre, daycares, schools or any public facility or compensate the current neighbouring residents for the very practical hassles we shall suffer during construction. I ask once again why do we insist on compounding density in an already dense area instead of evaluating so many less-dense areas
- Virtual PIM Comment #2 - 2025-01-29 09:03:34
 - As a Lions Gate Village resident, I oppose this development as it does not contribute to the community. Unlike other projects that have enhanced the village—such as improving parks, building a community centre—this one offers no tangible benefits. I urge the district to approve only if it includes meaningful contributions (e.g. a community garden or ecological space). This is especially important as trees will be lost—I've observed 30+ bird species using this lot in the past two years.
- Virtual PIM Comment #3 - 2025-01-31 10:38:09
 - I am writing to express my serious concerns regarding the proposed townhouse development at 1883 Glenaire drive development . I am a nearby resident. While I recognize the need for housing in our community, I have significant concerns about the proposed vehicle access point at current loading and parking point for our residents. I will certainly create a bottleneck and potential safety issue.
- Virtual PIM Comment #4 - 2025-02-02 11:59:25
 - I am a resident of Lions Gate Village and strongly support the proposed 12-unit townhouse development. We need more housing like this to enhance affordability, especially for those who work in the city or, like me, want to stay in the community where they grew up. These townhomes are ideal for young families, given the area's proximity to parks, a community centre, daycare, trails, transit, and amenities. The design fits well with the neighborhood and aligns with the community plan.
- Virtual PIM Comment #5 - 2025-02-02 10:11:06
 - This development fails to add value to Lions Gate Village. Unlike past projects that improved parks or brought community amenities, this one offers nothing beneficial. The district should only approve it if it includes a meaningful contribution, such as a community garden or public green space, to support residents' well-being.
- Virtual PIM Comment #6 - 2025-02-03 10:17:09
 - Firstly, the presentation as a video is terrible. There are no high-resolution images to properly study. I watched it on my laptop and when I paused the playback and attempted to zoom in to see what any of the text actually said, the poor resolution made this impossible. Please post the actual slides!!!
 - Secondly, as others have said, how does this development contribute to the neighbourhood? One thing that's sorely lacking and which I'd hoped would be provided somewhere along Belle Isle Place is a loading zone. I can't tell from the poor information provided whether there will ever be any provision for delivery vehicles in the area.

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