PUBLIC HEARING BINDER

1883 & 1901 Glenaire Drive

PUBLIC HEARING FEBRUARY 3, 2026

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11)	**Traffic and Parking** • **Transportation Design Review** dated May 9, 2025 prepared by Bunt & Associates. • **Preliminary Construction Traffic Management Plan** dated February 15, 2024 prepared by Rodcon Construction Management.

12)	**Preliminary Approval from Ministry of Transportation and Infrastructure** • All rezoning bylaws within 800m of a controlled access highway intersection are reviewed by the Province.
13)	**Design** • **Proposed architectural and landscape concept plans** • Attachment 3 of report to Council dated December 11, 2025
14)	**Design** – Excerpt from the Advisory Design Panel's minutes for February 13, 2025 documenting the Design Panel's review of the proposal.
15)	**Arborist** • Arboricultural Inventory and Report dated October 11, 2023 prepared by Diamond Head. • Tree Management Plan dated October 11, 2023 prepared by Diamond Head.
16)	**Geotechnical** • Groundwater Conditions Summary dated November 12, 2025 prepared by GeoPacific Consultants.
17)	**Green Buildings and Energy Conservation** • BC Step Code Commitment letter dated January 24, 2024 prepared by Energy Step Solutions. • Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reduction letter prepared by Energy Step Solutions. • Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reduction letter dated February 15, 2024 prepared by Rodcon Construction Management. These letters illustrate how the applicant's team intends to meet or exceed the District's green building policies and address the Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reduction

18)	**District Land Sale** The site consists of 2 residential lots, and a portion of District-owned Lot 55, which is an unallocated District-owned lane running behind 1883-1901 Glenaire. Lot 55 is therefore part of a land sale by the District to the applicant, and the information in this section outlines the terms of that land sale. • Staff memo outlining details of the proposed sale • Map showing that portion of the subject site owned by the District of North Vancouver and proposed for sale • North Shore News advertisement regarding the proposed land sale • Topographical survey of the development site • Draft plan of subdivision and consolidation of a portion of Lot 55 with 1883-1901 Glenaire
Public Input	
19)	**Past Public Input** • **Information Report to Council** to provide information about the Public Information Meeting (PIM) in advance of the PIM • **Public Information Meeting Summary Report** reporting on the public information meeting
20)	**Public Input** – Correspondence / submissions from the public since First Reading given January 12, 2026.

AGENDA

PUBLIC HEARING

Tuesday, February 3, 2026
7:00 p.m.
Council Chambers, Municipal Hall
355 West Queens Road
North Vancouver, BC
Watch at https://dnvorg.zoom.us/j/64484156494

Council Members:
Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

NORTH VANCOUVER
DISTRICT

www.dnv.org

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DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

PUBLIC HEARING

7:00 p.m.
Tuesday, February 3, 2026
Council Chambers, Municipal Hall,
355 West Queens Road, North Vancouver
Watch at https://dnvorg.zoom.us/j/64484156494

AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

1883 and 1901 Glenaire Drive and a portion of Lot 55
Amendments to the Official Community Plan and Zoning Bylaw

1. **OPENING BY THE MAYOR**
2. **INTRODUCTION OF BYLAWS BY THE CORPORATE OFFICER**
3. **PRESENTATION BY STAFF**
4. **PRESENTATION BY APPLICANT**
5. **REPRESENTATIONS FROM THE PUBLIC**
6. **QUESTIONS FROM COUNCIL**
7. **COUNCIL RESOLUTION**
8. **CLOSING**

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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 January 12, 2026 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.

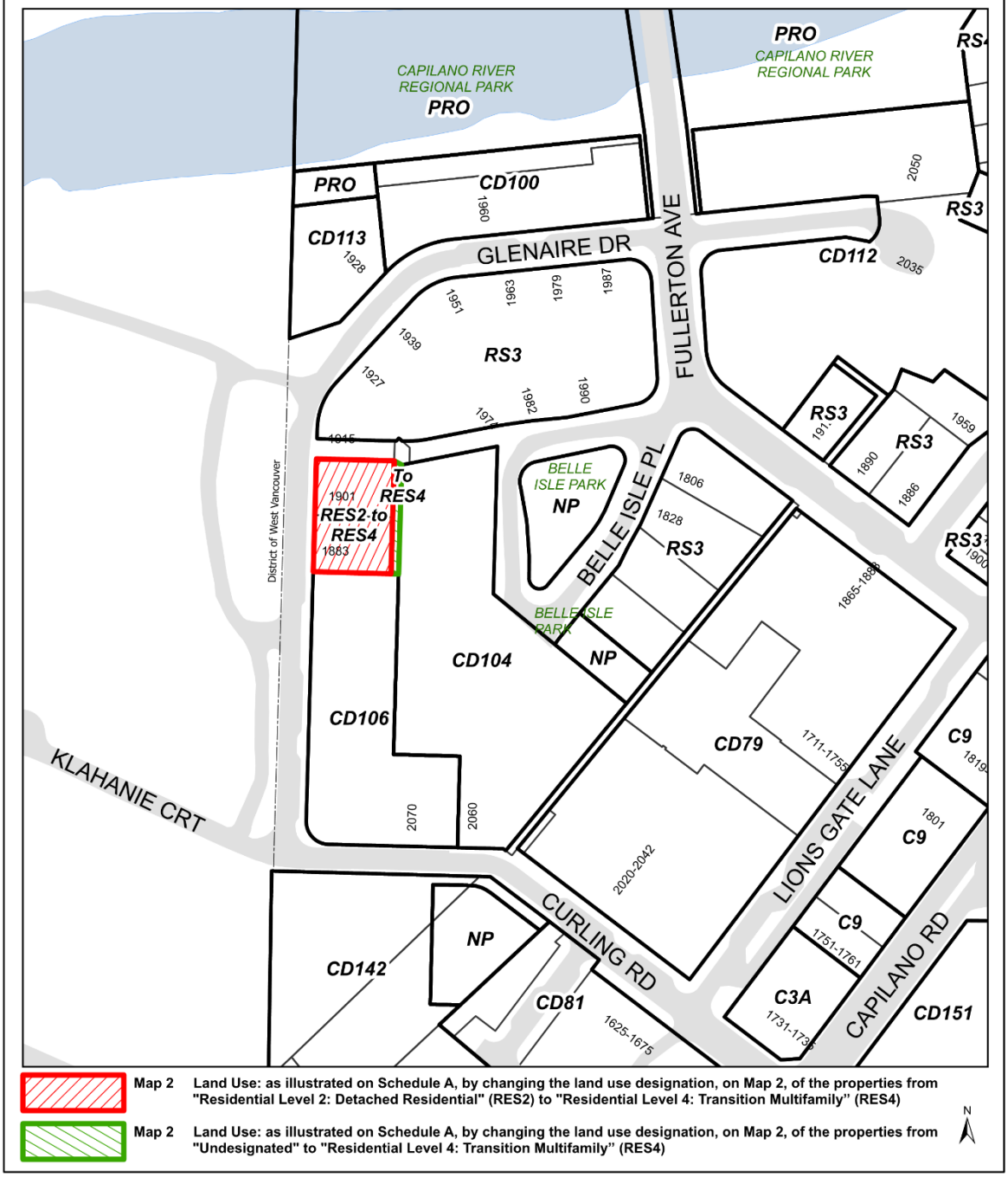
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

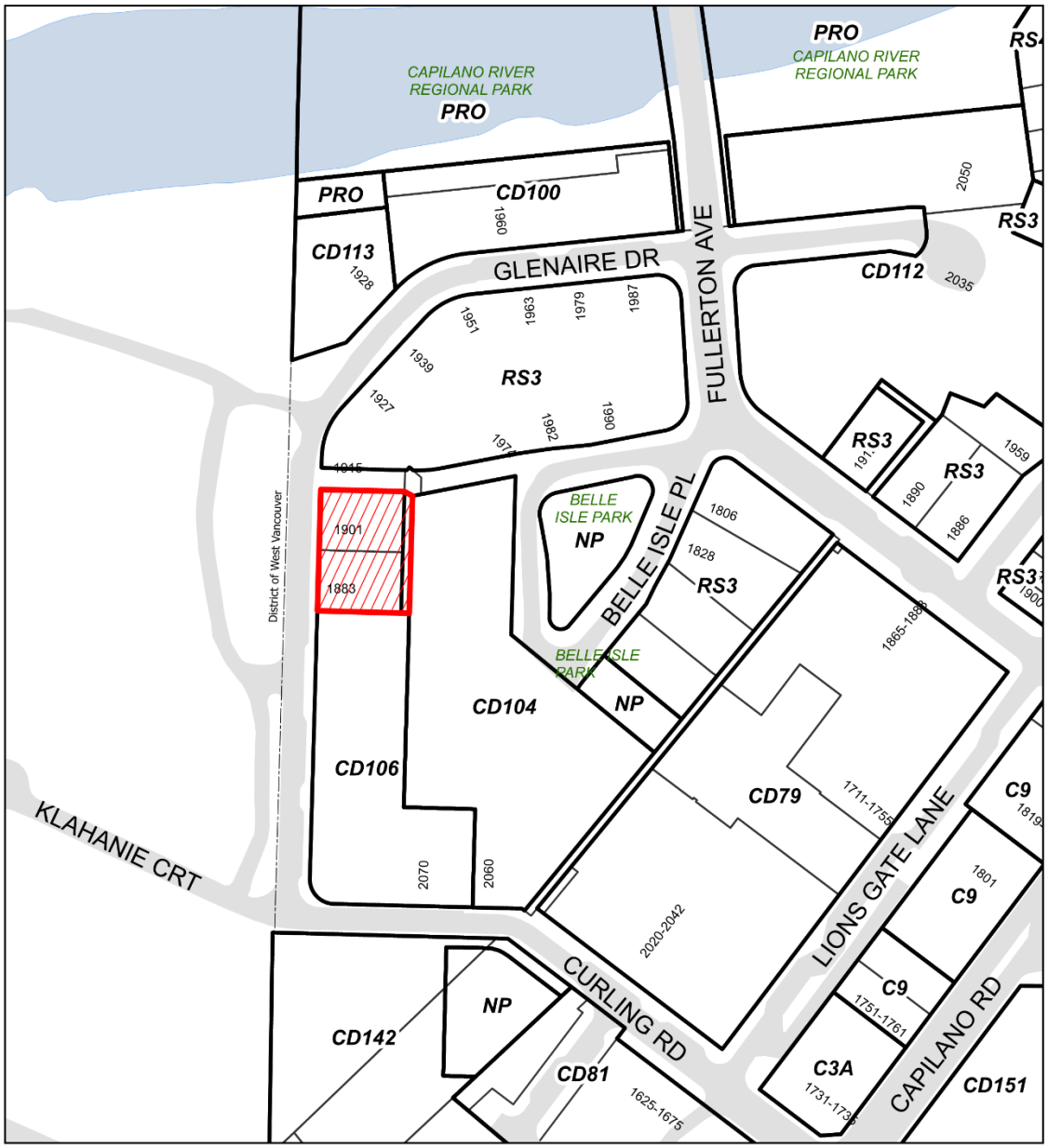
Schedule A to Bylaw 8756

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



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 m^2 (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 m^2 (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 January 12, 2026

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

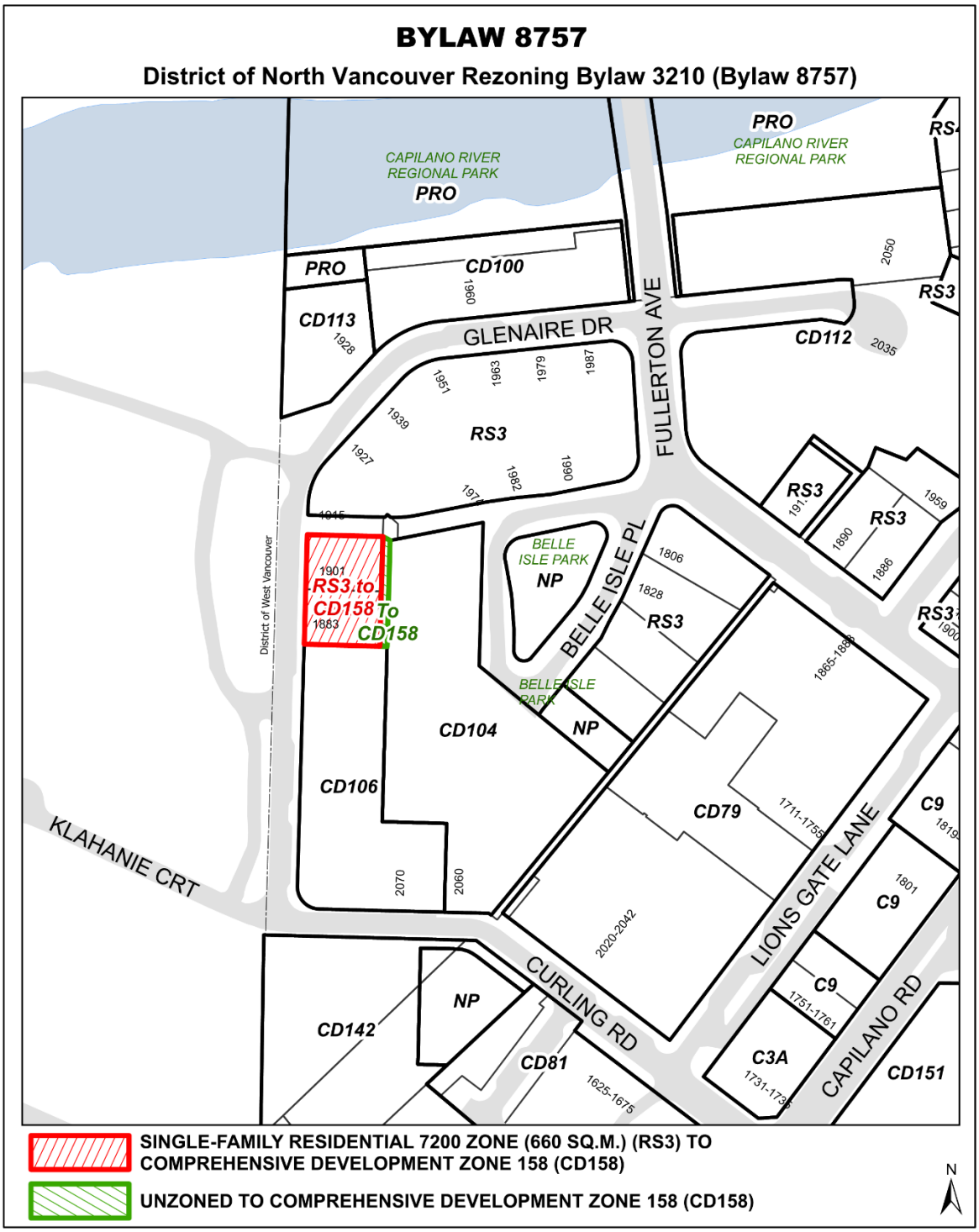
_____
Corporate Officer

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

_____ _____
Mayor Corporate Officer

Schedule A to Bylaw 8757



AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: January 12, 2026			
❒ Other:	Date:			

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

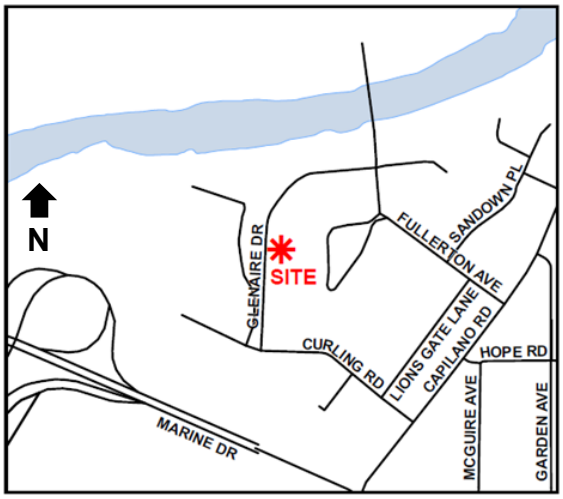
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)" is given FIRST Reading;

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.

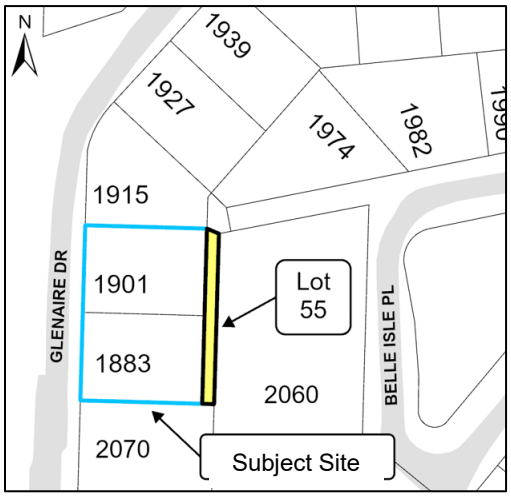


Surrounding Area

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 m^2 (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

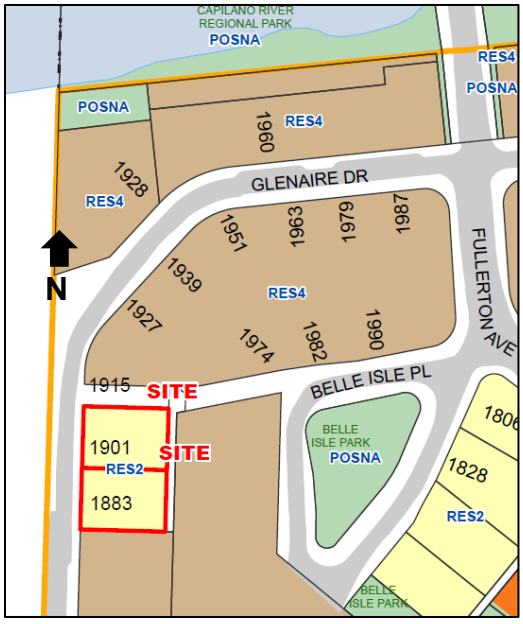
In accordance with Lions Gate Peripheral Housing Plan, this application proposes:

- 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 m^2 (19,878 sq. ft.) (equivalent to 1.2 FSR), height, setbacks, and parking requirements.

Development Permits

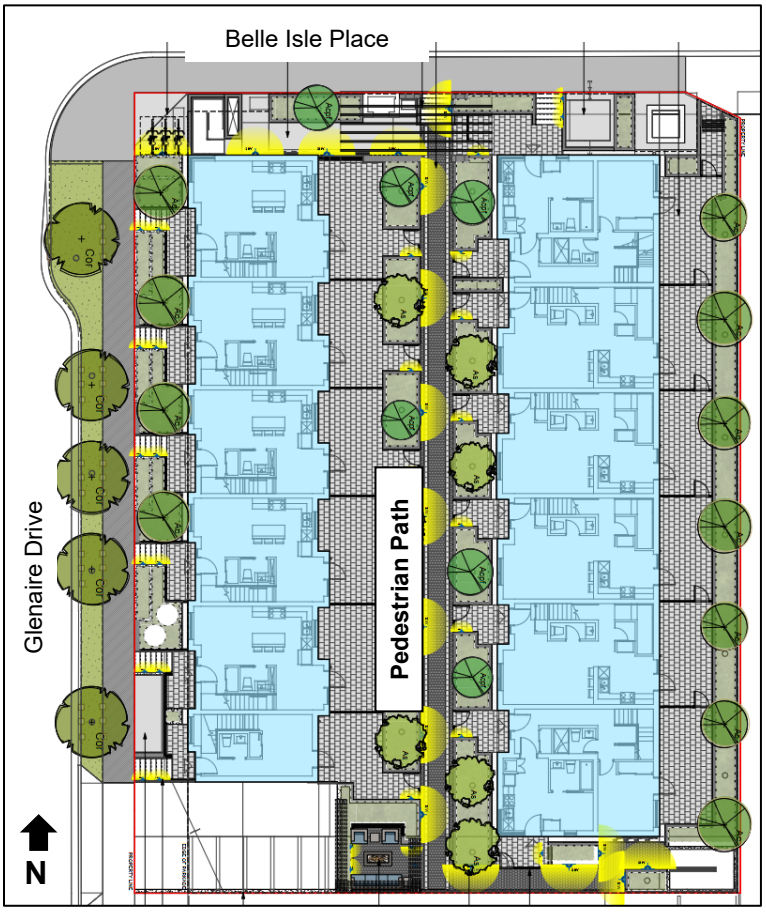
If the OCP amendment is approved, the site will be in these Development Permit Areas:

- 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

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2. Metro Vancouver Solid Waste and Resource Management Plan[2]

[1] https://www.dnv.org/government-administration/2026-2030-financial-plan-budget
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REVIEWED WITH:

❑ Community Planning	____	❑ Clerk's Office	____	External Agencies:	
❑ Development Planning	____	❑ Communications	____	❑ Library Board	____
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❑ Utilities	____	❑ Fire Services	____	❑ RCMP	____
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❑ Environment	____	❑ GIS	____	❑ Other:	____
❑ Facilities	____	❑ Real Estate	____		
❑ Human Resources	____	❑ Bylaw Services	____		
❑ Review and Compliance	____	❑ Planning	____		

PUBLIC HEARING

1883 and 1901 Glenaire Drive and a portion of Lot 55

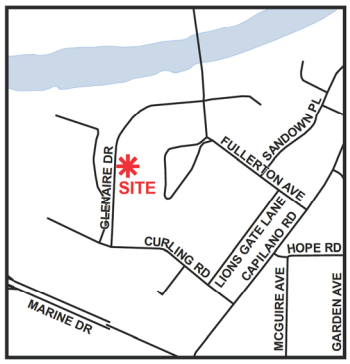
OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS

When: Tuesday, February 3, 2026 at 7pm

Where: Council Chambers, 355 West Queens Road, North Vancouver, BC

What: A Public Hearing for Bylaw 8756, proposed amendments to the Official Community Plan (OCP) and Bylaw 8757, proposed amendments to the Zoning Bylaw, to permit the creation of a 12-unit townhouse development at 1883 and 1901 Glenaire Drive and a portion of Lot 55.

What Changes: Bylaw 8756 proposes to amend the OCP in general terms, by changing the land use designation of the subject site from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate the subject site as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development and as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.



Bylaw 8757 proposes to amend the District's Zoning Bylaw in general terms, by rezoning the site from RS3 (Single-Family Residential 7200 Zone) to a new Comprehensive Development Zone 158 (CD158). The CD158 Zone addresses permitted and accessory uses and zoning provisions such as density, setbacks, height, building and site coverage, landscaping and storm water management, flood construction requirements and parking, loading and service requirements.

How: The Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, or by staff and the public. The public are invited to attend at the Council Chambers where they will be able to see and hear the entire proceedings. Those wishing to view or to participate in the meeting electronically may do so at https://dnvorg.zoom.us/j/64484156494 or by phone by dialling 1-778-907-2071 and entering webinar ID 644 8415 6494.

When and How can I provide input?

We welcome your input on February 3, 2026 at 7pm. You may sign up to speak at the hearing by contacting the Corporate Officer at signup@dnv.org prior to 3pm, Tuesday, February 3, 2026. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Corporate Officer at input@dnv.org or by mail to Corporate Officer, 355 West Queens Road, District of North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in advance to make submissions. Please note that Council may not receive further submissions from the public concerning these bylaws after the conclusion of the public hearing.

Need more info? Copies of the bylaw are available for review at 355 West Queens Road, North Vancouver, BC, between 8:00am and 4:30pm Monday to Friday (except holidays) starting January 20, 2026, or online at **DNV.org/agenda**

DISTRICT OF NORTH VANCOUVER

Questions?
Mackenzie Stonehocker, Development Planner
604-990-2411 extension 7124
stonehockerm@dnv.org

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: January 12, 2026			
❒ Other:	Date:			

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

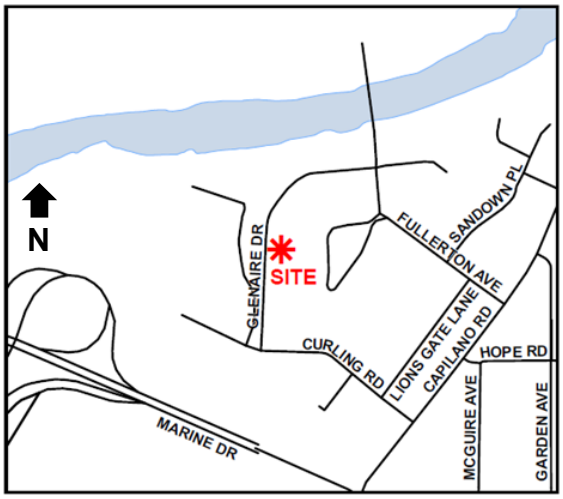
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)" is given FIRST Reading;

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.

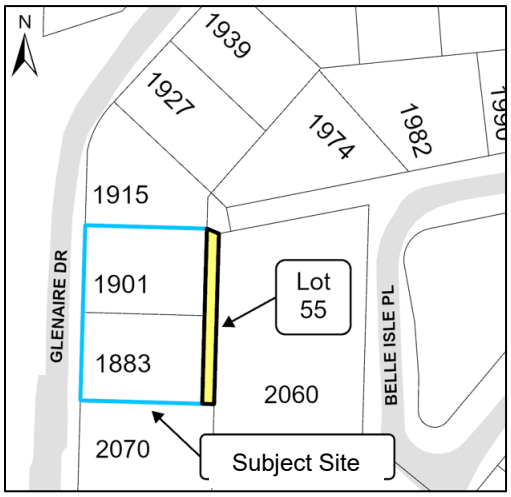


Surrounding Area

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 m^2 (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

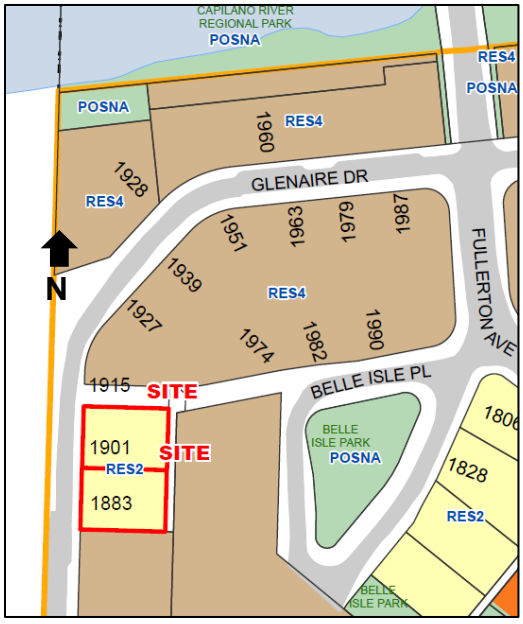
In accordance with Lions Gate Peripheral Housing Plan, this application proposes:

- 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 m^2 (19,878 sq. ft.) (equivalent to 1.2 FSR), height, setbacks, and parking requirements.

Development Permits

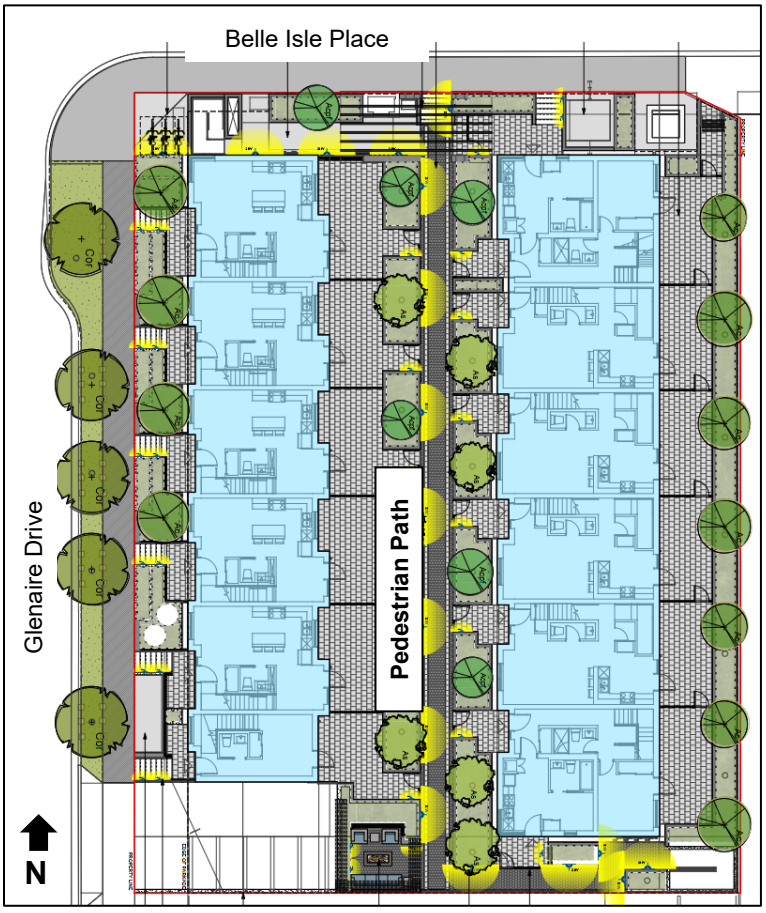
If the OCP amendment is approved, the site will be in these Development Permit Areas:

- 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.

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CONCLUSION

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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

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4.	Summary of Public Input	DM#6647774

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❑ Human Resources	____	❑ Bylaw Services	____		
❑ Review and Compliance	____	❑ Planning	____		

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.

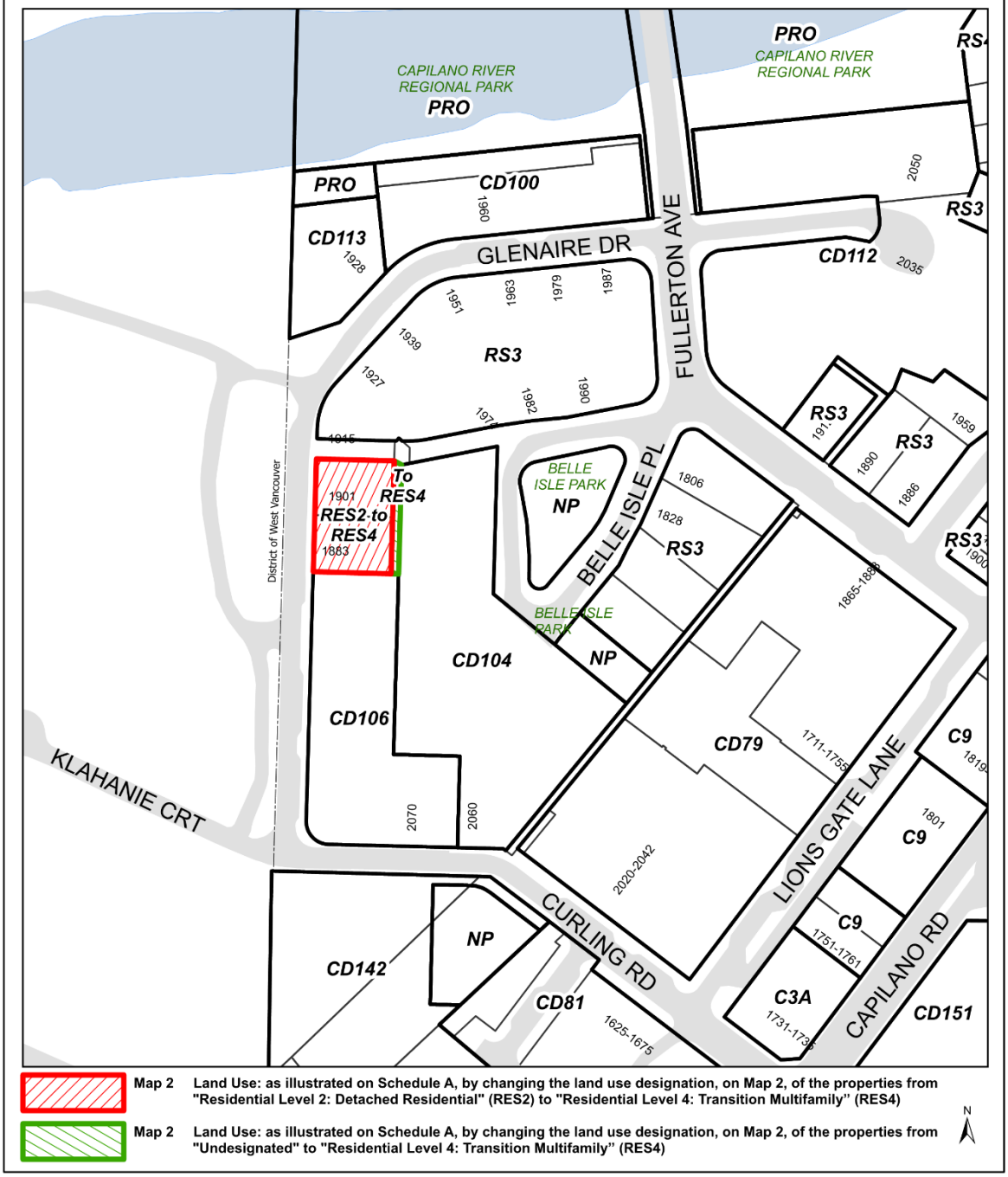
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

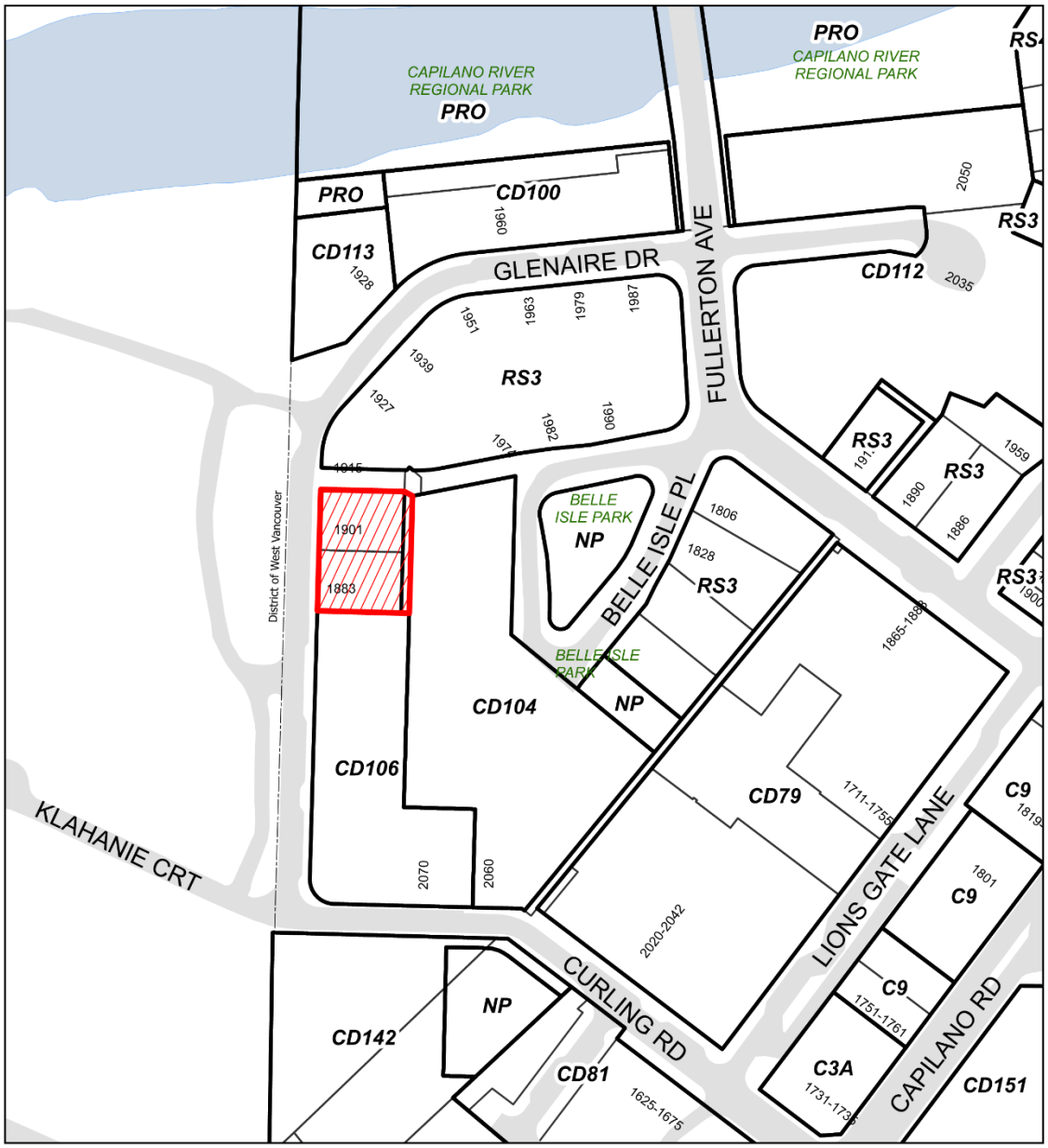
Schedule A to Bylaw 8756

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



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 m^2 (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 m^2 (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

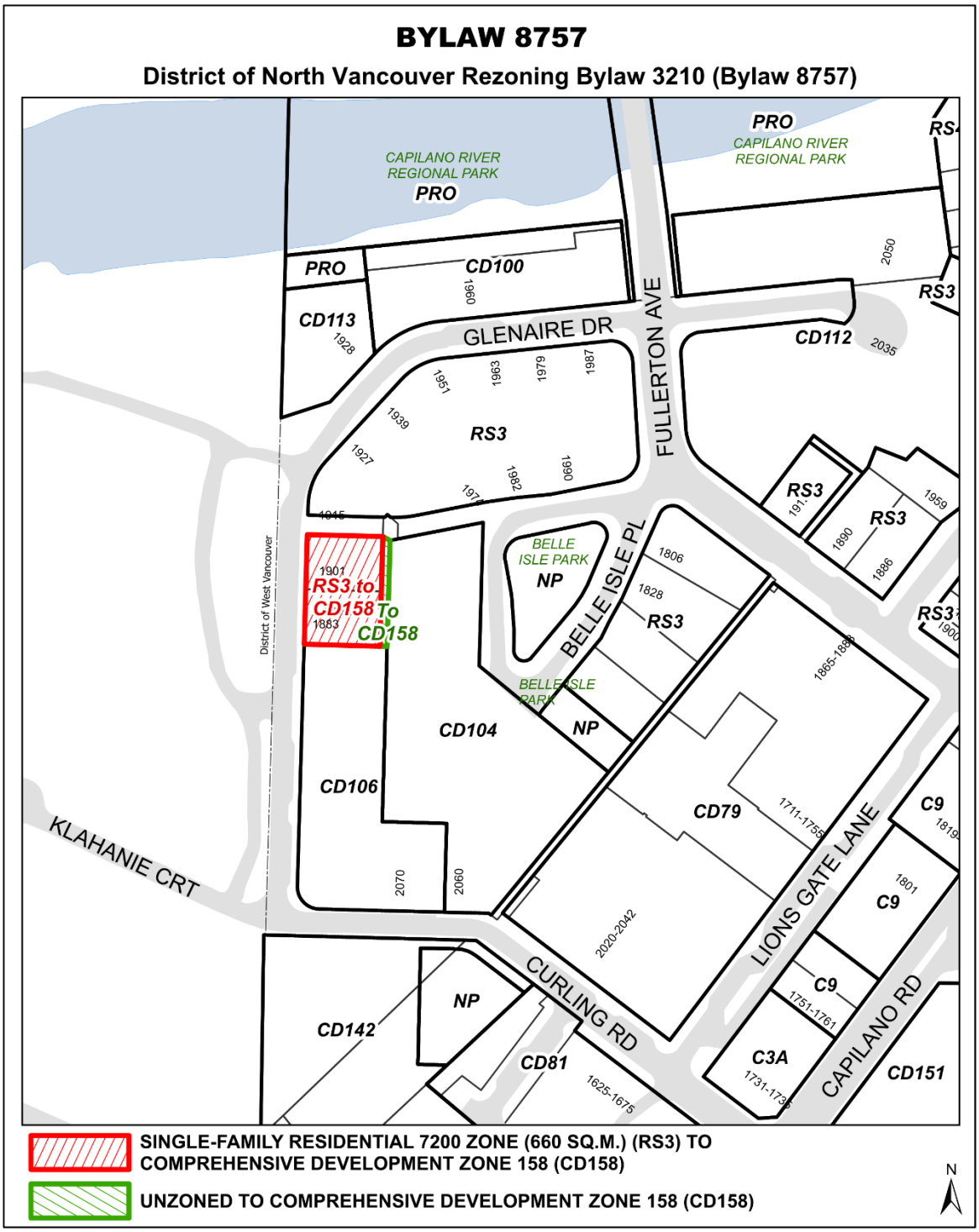
_____
Corporate Officer

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

_____ _____
Mayor Corporate Officer

Schedule A to Bylaw 8757



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 RESIENTIAL 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:

1. *VISITOR STALLS ARE INCLUDED IN "REQUIRED" CALCULATION*
2. *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
3. *SEVEN OF THE PROPOSED PARKING STALLS ARE SMALL SIZE (28%)*
4. *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:

1. *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

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09b	FIRE DEPT ACCESS PLAN
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21	STREETSCAPE ELEVATIONS
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24	SECTIONS
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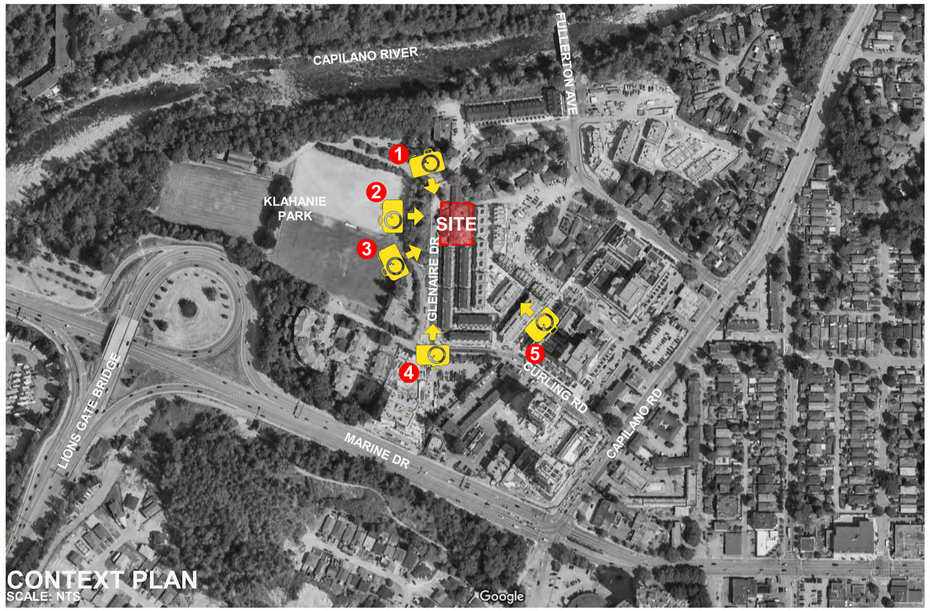




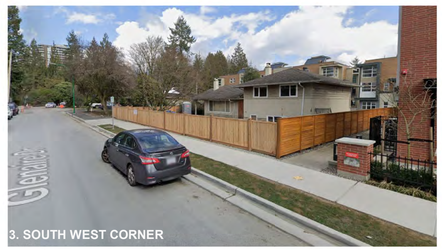
1. NORTH WEST CORNER



2. WEST FACING EAST (FRONT)



CONTEXT PLAN
SCALE: NTS



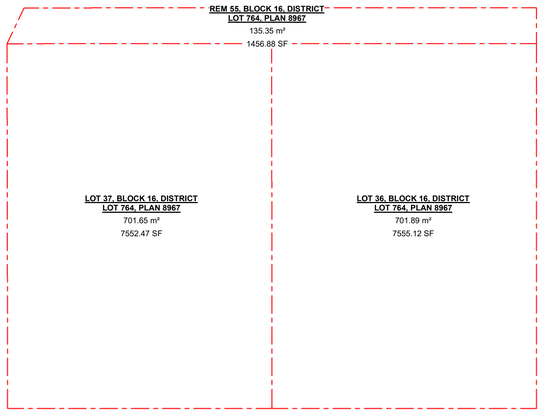
3. SOUTH WEST CORNER



4. SOUTH LOOKING NORTH



5. SOUTH LOOKING NORTH (AERIAL)



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



2 NET SITE AREA
1" = 20'-0"

LAND ASSEMBLY

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

DEDICATIONS

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

NET SITE AREA

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

BLDG COVERAGE

NAME	AREA (SF)	AREA (m²)	B.C.
BUILDING 1	3017.29 SF	280.32 m²	18.27%
BUILDING 2	3612.50 SF	335.61 m²	21.87%
ANNUNCIATOR PANEL	23.40 SF	2.17 m²	0.14%
	6653.19 SF	618.10 m²	40.28%

SITE COVERAGE

NAME	AREA (SF)	AREA (m²)	S.C.
BUILDING 1	3017.29 SF	280.32 m²	18.27%
BUILDING 2	3612.50 SF	335.61 m²	21.87%
ANNUNCIATOR PANEL	23.40 SF	2.17 m²	0.14%
PMT	24.58 SF	2.28 m²	0.15%
	6677.77 SF	620.39 m²	40.43%

APPROVED DP SET

REVISIONS

No.	DATE
2	2024.06.21
3	2024.08.21
9	2025.10.21

GRIMWOOD ARCHITECTURE

DECEMBER 22, 2025




1946-1998 GLENAIRE DR:

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





2035 GLENAIRE DR:

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





1900, 1903, 1950 SANDOWN PL:

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

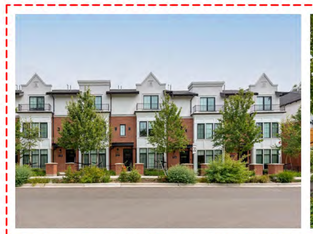


BELLE ISLE PL / GLENAIRE DR:

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



CONTEXT PLAN
SCALE: NTS

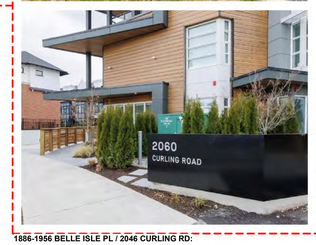




2070 CURLING RD:

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







1886-1956 BELLE ISLE PL / 2046 CURLING RD:

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

APPROVED DP SET

REVISIONS
No. DATE

CONTEXT AND CHARACTER

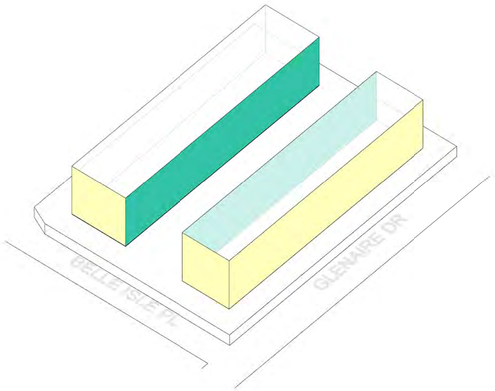
THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

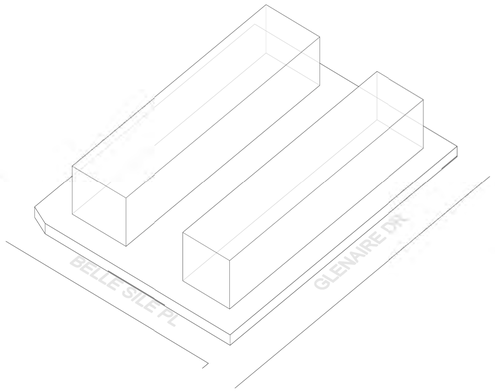
GRIMWOOD ARCHITECTURE

01



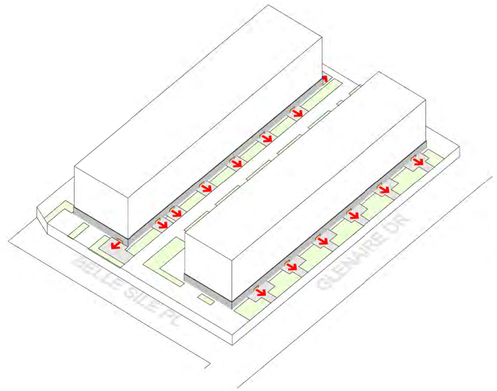
A URBAN EDGE -vs- PRIVATE

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



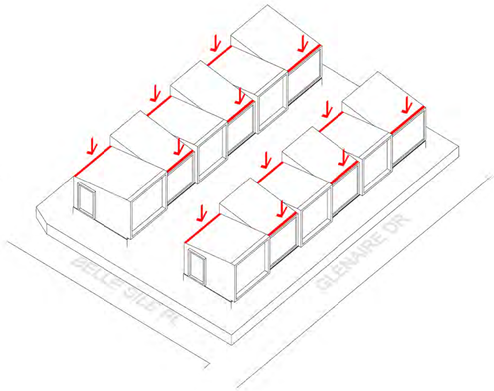
B DESIGN CONFIGURATION

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



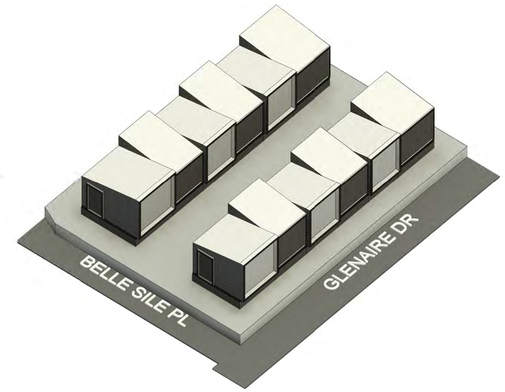
C SENSE OF COMMUNITY

- 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 ECONOMICALY 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 m²	COUNT:	01
UNIT TYPE A2:	3 BEDROOMS + DEN	INT AREA: 133.45 m²	COUNT:	04
UNIT TYPE A3:	3 BEDROOMS + DEN	INT AREA: 152.61 m²	COUNT:	01
UNIT TYPE B:	4 BEDROOMS + DEN	INT AREA: 189.31 m²	COUNT:	02
	STUDIO	INT AREA: 025.20 m²	COUNT:	02 (1), (2)
UNIT TYPE C:	4 BEDROOMS	INT AREA: 154.58 m²	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

APPROVED DP SET

REVISIONS

No.	DATE
1	2024.01.25
3	2024.08.21
4	2024.11.28
8	2025.09.19

DESIGN RATIONALE

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE









APPROVED DP SET

REVISIONS
No. DATE

PERSPECTIVE VIEWS

THE GROVE ON GLENAIRE

DECEMBER 22, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

03



1 SITE PLAN
1/8" = 1'-0"

APPROVED DP SET

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

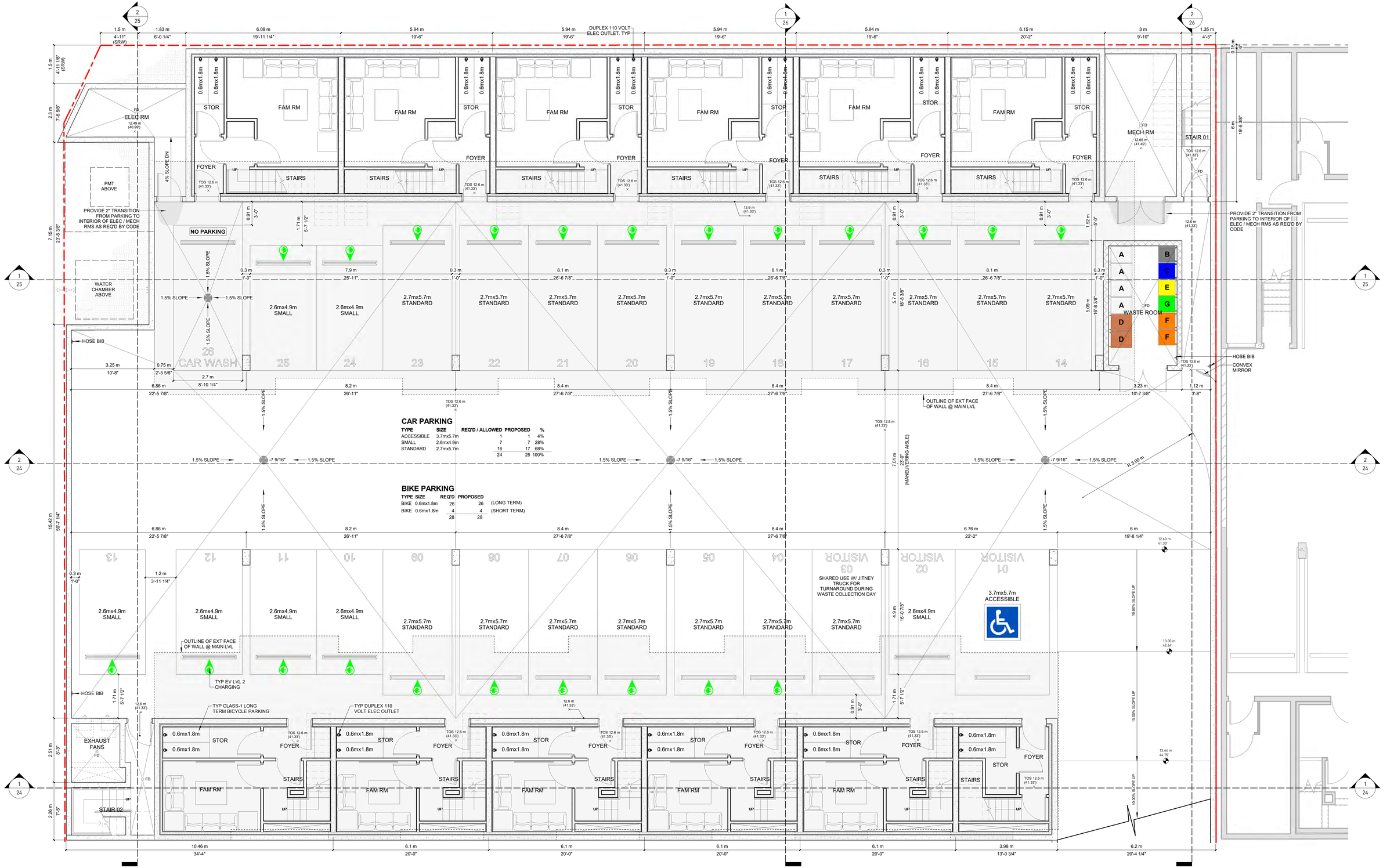
SITE PLAN

THE GROVE ON GLENAIRE

DECEMBER 19, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE



CAR PARKING

TYPE	SIZE	REQ'D / ALLOWED	PROPOSED	%
ACCESSIBLE	3.7mx5.7m	1	1	4%
SMALL	2.6mx4.9m	7	7	28%
STANDARD	2.7mx5.7m	16	17	68%
		24	25	100%

BIKE PARKING

TYPE	SIZE	REQ'D	PROPOSED	
BIKE	0.6mx1.8m	26	26	(LONG TERM)
BIKE	0.6mx1.8m	4	4	(SHORT TERM)
		28	28	

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

PARKADE LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE

11

APPROVED DP SET

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



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

MAIN LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

75 1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS

No.	DATE
3	2024.08.21
4	2024.11.28
5	2025.05.01
6	2025.07.31
8	2025.09.19
11	2025.12.02

GRIMWOOD
ARCHITECTURE

12



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

2ND LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

APPROVED DP SET

REVISIONS
No. DATE

DECEMBER 15, 2025

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

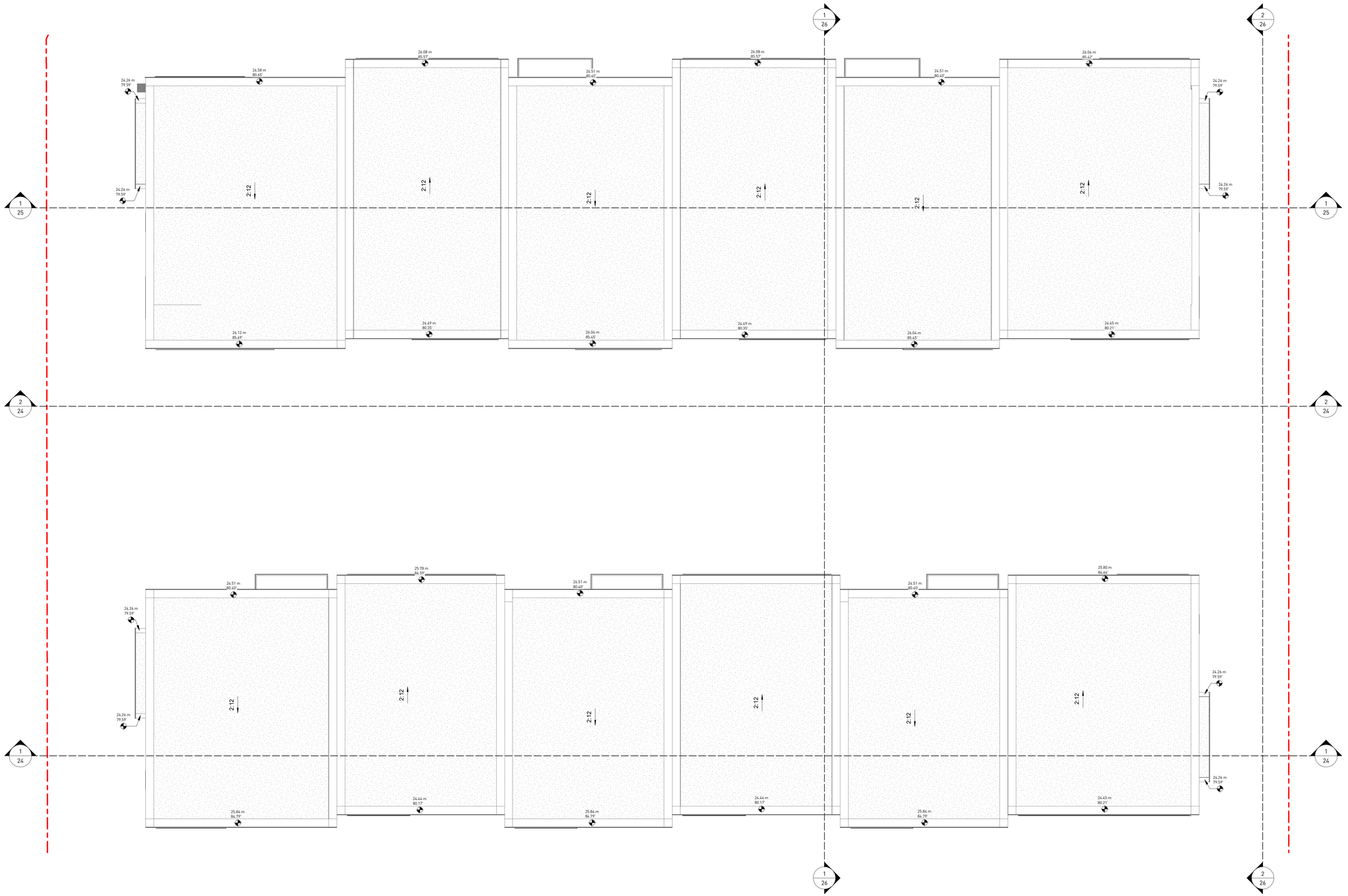
DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS
No. DATE

GRIMWOOD
ARCHITECTURE



1 ROOF PLAN
3/16" = 1'-0"

ROOF PLAN

THE GROVE ON GLENAIRE

APPROVED DP SET

REVISIONS
No. DATE

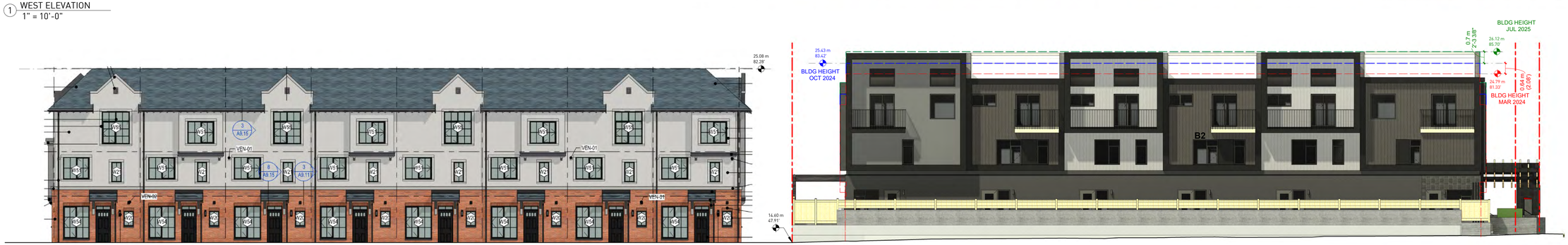
DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE



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

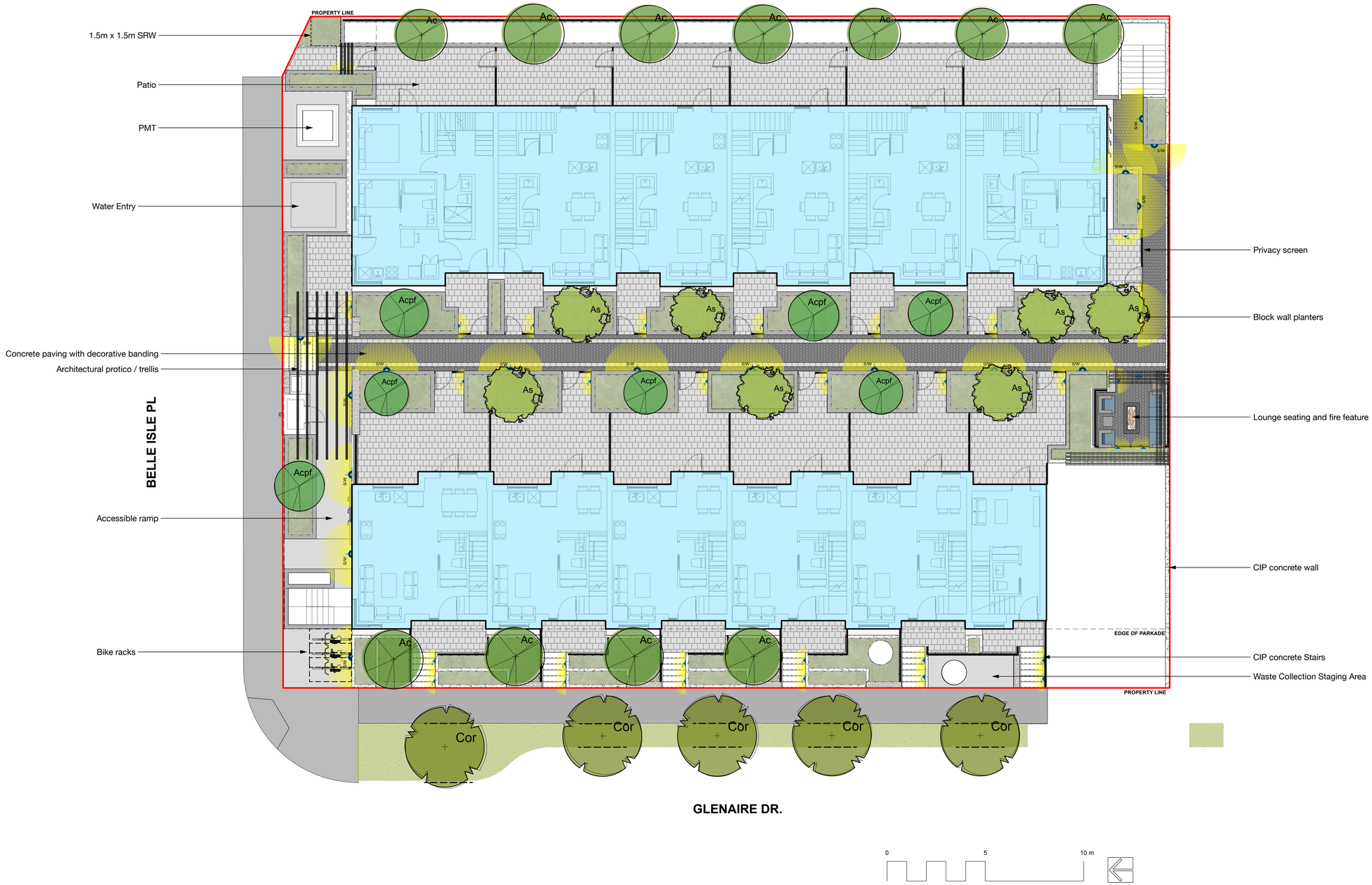
STREETSCAPE ELEVATIONS

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE



Revision

No.	Date	Revision Notes

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

Kiwanis
North Shore Housing Society



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
abluciano@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 BELL

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

WE ARE HERE
EARLY INPUT MEETING – PUBLIC INFO MEETING – PUBLIC HEARING

RODCON

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



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.

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

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

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

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
abluciano@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 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



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

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"!



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

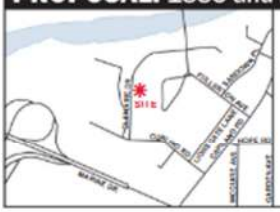
cnv.org/LonsdaleGreatStreet

city of north vancouver

Development Proposal

PUBLIC INFO MEETING
Participate virtually Jan 20 – Feb 3 at **DNV.org/public-meeting**

PROPOSAL: 1883 and 1901 Glenaire Drive



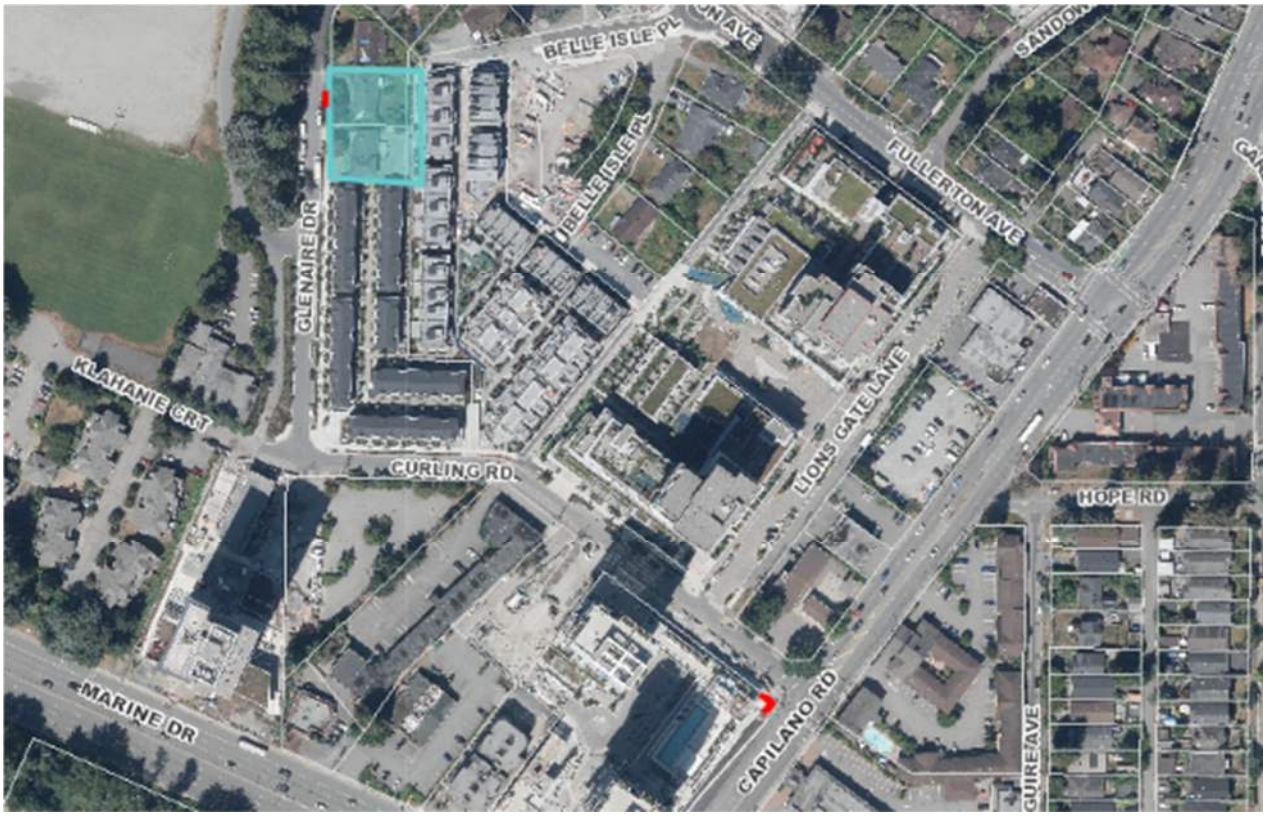
2 three-storey buildings
12 units (including 2 lock-off suites)
26 underground parking spaces

WE ARE HERE
EARLY INPUT MEETING – PUBLIC INFO MEETING – PUBLIC HEARING

RODCON

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

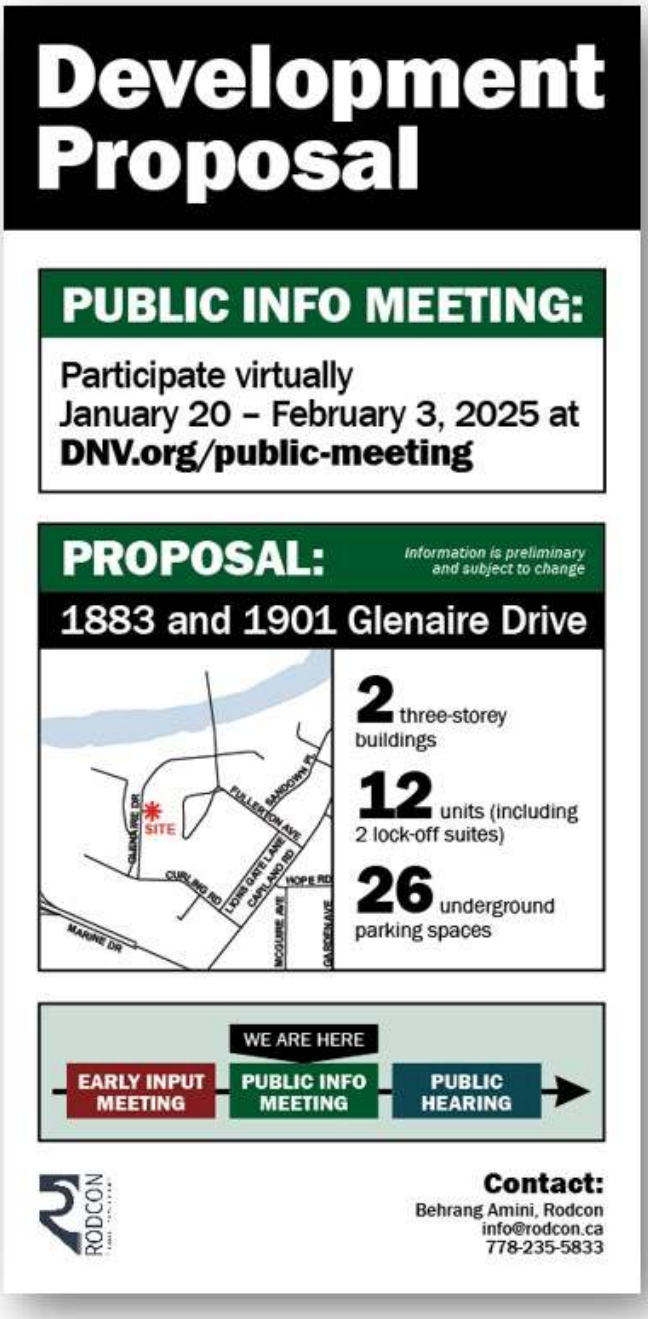
Location of notification signs



Single-sided sign on Glenaire Drive

Double-sided sign at Capilano Road and Curling Road

Image of notification signs



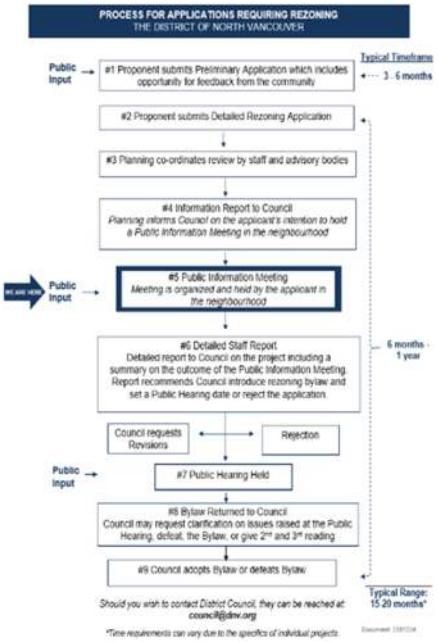
Notification flyer

Proposal Summary

Rodcon is proposing a 12-unit townhouse project (including two lock-off suites) at 1883 & 1901 Glenaire Drive, at the corner of Glenaire Drive and the future Belle Isle Road. Below are the key features of the project:

- **Type of Building:** Two three-story Townhouse buildings with underground parkade
- **Number of Units:** 12
- **Bedrooms:** 38 total
- **Vehicle Access:** Driveway off Glenaire Drive
- **Parking:** 26 underground spaces (including 3 visitor spaces)
- **Bicycle Parking:** 24 spaces
- **Proposed Density:** 1.2 Floor Space Ratio
- **District of North Vancouver Land:** The District-owned land to the east is subject to a purchase and sale agreement.





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 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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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 January 12, 2026 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.

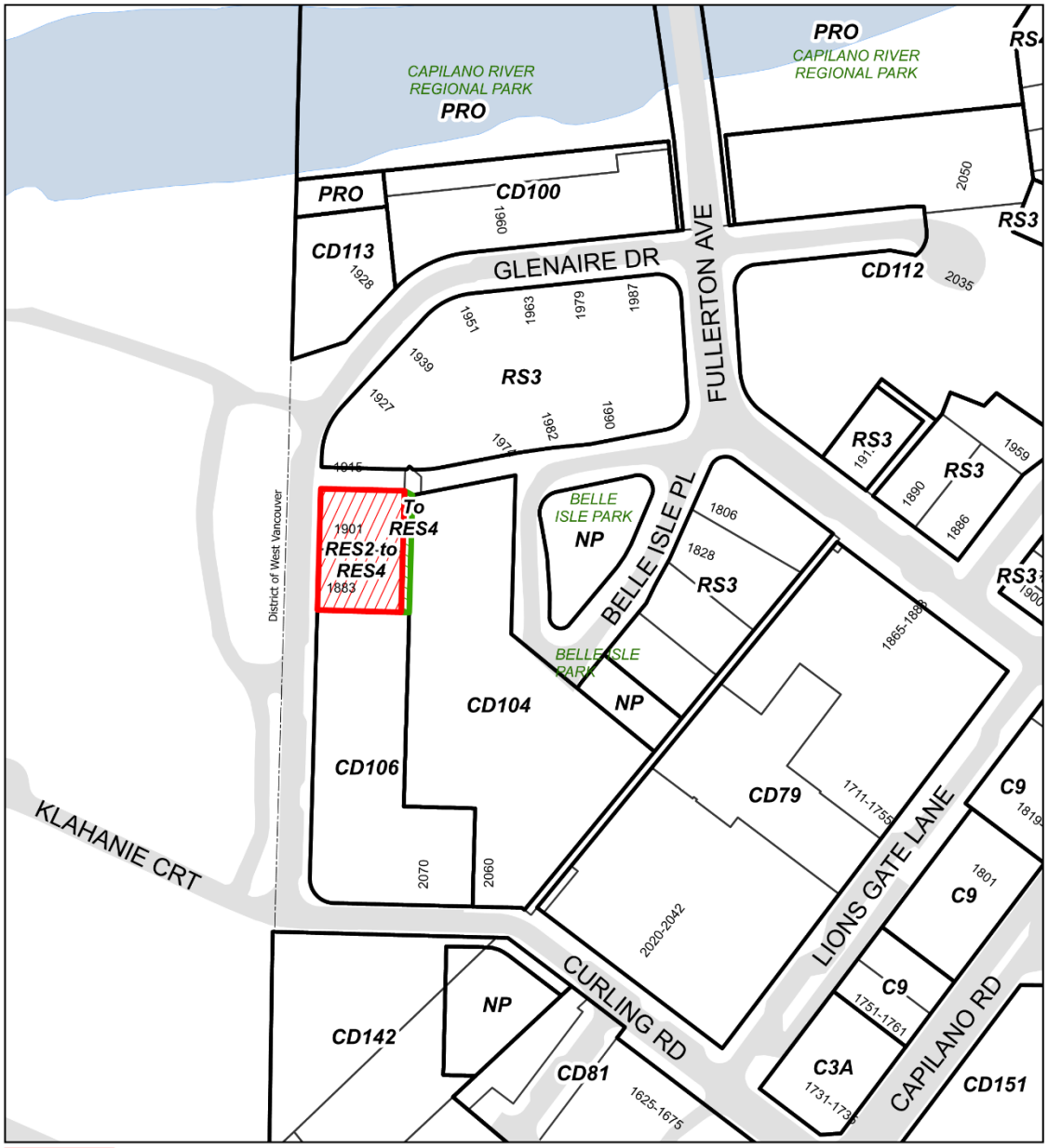
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

Schedule A to Bylaw 8756

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

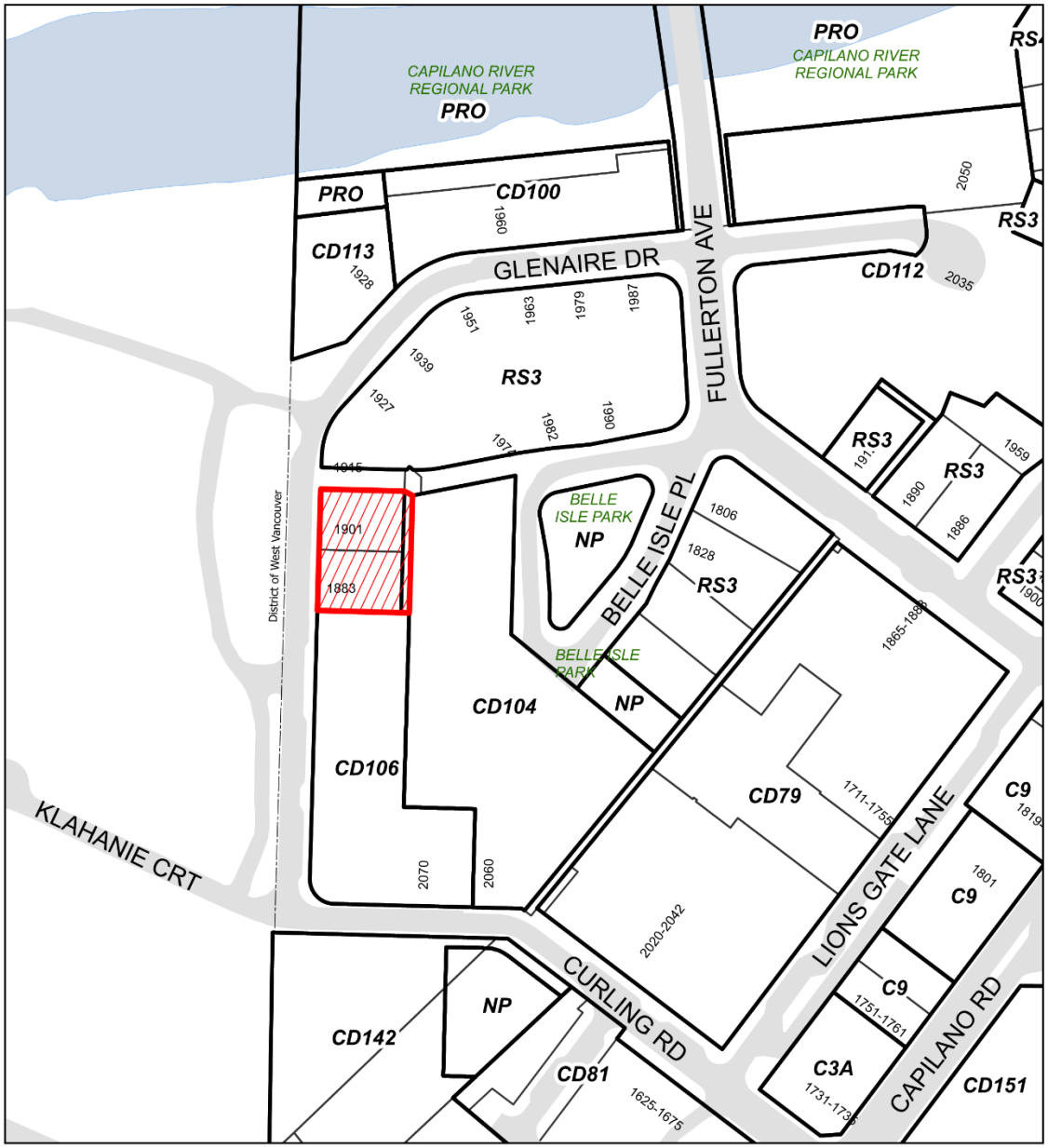


Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation, on Map 2, of the properties from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4)

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

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 m^2 (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 m^2 (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 January 12, 2026

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

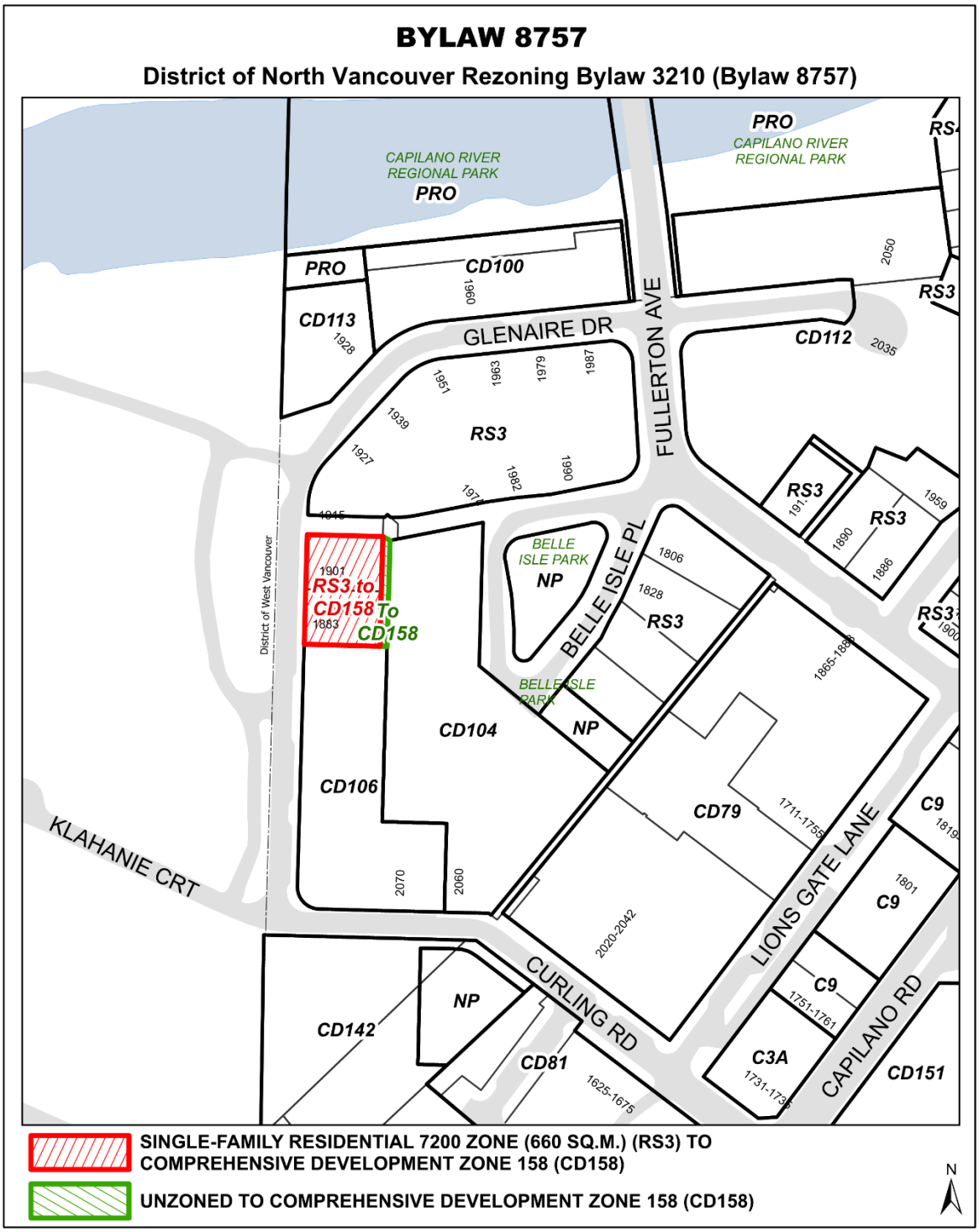
_____
Corporate Officer

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

_____ _____
Mayor Corporate Officer

Schedule A to Bylaw 8757



PUBLIC HEARING

1883 and 1901 Glenaire Drive and a portion of Lot 55

OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS

When: Tuesday, February 3, 2026 at 7pm

Where: Council Chambers, 355 West Queens Road, North Vancouver, BC

What: A Public Hearing for Bylaw 8756, proposed amendments to the Official Community Plan (OCP) and Bylaw 8757, proposed amendments to the Zoning Bylaw, to permit the creation of a 12-unit townhouse development at 1883 and 1901 Glenaire Drive and a portion of Lot 55.

What Changes: Bylaw 8756 proposes to amend the OCP in general terms, by changing the land use designation of the subject site from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate the subject site as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development and as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.



Bylaw 8757 proposes to amend the District's Zoning Bylaw in general terms, by rezoning the site from RS3 (Single-Family Residential 7200 Zone) to a new Comprehensive Development Zone 158 (CD158). The CD158 Zone addresses permitted and accessory uses and zoning provisions such as density, setbacks, height, building and site coverage, landscaping and storm water management, flood construction requirements and parking, loading and service requirements.

How: The Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, or by staff and the public. The public are invited to attend at the Council Chambers where they will be able to see and hear the entire proceedings. Those wishing to view or to participate in the meeting electronically may do so at https://dnvorg.zoom.us/j/64484156494 or by phone by dialling 1-778-907-2071 and entering webinar ID 644 8415 6494.

When and How can I provide input?

We welcome your input on February 3, 2026 at 7pm. You may sign up to speak at the hearing by contacting the Corporate Officer at signup@dnv.org prior to 3pm, Tuesday, February 3, 2026. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Corporate Officer at input@dnv.org or by mail to Corporate Officer, 355 West Queens Road, District of North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in advance to make submissions. Please note that Council may not receive further submissions from the public concerning these bylaws after the conclusion of the public hearing.

Need more info? Copies of the bylaw are available for review at 355 West Queens Road, North Vancouver, BC, between 8:00am and 4:30pm Monday to Friday (except holidays) starting January 20, 2026, or online at **DNV.org/agenda**

DISTRICT OF NORTH VANCOUVER

Questions?
Mackenzie Stonehocker, Development Planner
604-990-2411 extension 7124
stonehockerm@dnv.org



LOWER CAPILANO MARINE VILLAGE CENTRE IMPLEMENTATION PLAN

NORTH VANCOUVER DISTRICT

DNV 2030 identity

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A. Introduction

Local context

Centrally located on the North Shore, close to the Lions Gate Bridge and downtown Vancouver, and within walking distance from commercial services and Capilano River, the Lower Capilano Marine Village Centre is expected to emerge as a key village centre within the District's Network of Centres. Young professionals, families, seniors and others, from the North Shore and elsewhere, are anticipated to move here in order to take advantage of regional connections, ready access to transit, parks, trails and other amenities.

The District's Official Community Plan (OCP) designated this area as a Village Centre and one of four key areas for growth in the District. OCP policies also identify the need for a detailed Lower Capilano Marine Village Centre Implementation Plan and Design Guidelines to provide further direction for the redevelopment of this area in keeping with the community's vision for this Village Centre.

Within the context and scope of the OCP, this **Lower Capilano Marine Village Centre Implementation Plan** provides a Concept Plan for the Village Centre focussed on the commercial properties in the vicinity of Capilano Road and Marine Drive in order to assist in: i) identifying a more effective land use and transportation configuration, ii) promoting the viability of continued tourist services, and iii) providing for significant community benefits for local residents. Options for sensitive ground oriented infill housing in the residential areas surrounding the core will be explored as part of ongoing refinement and evolution of this Village Centre Implementation Plan.

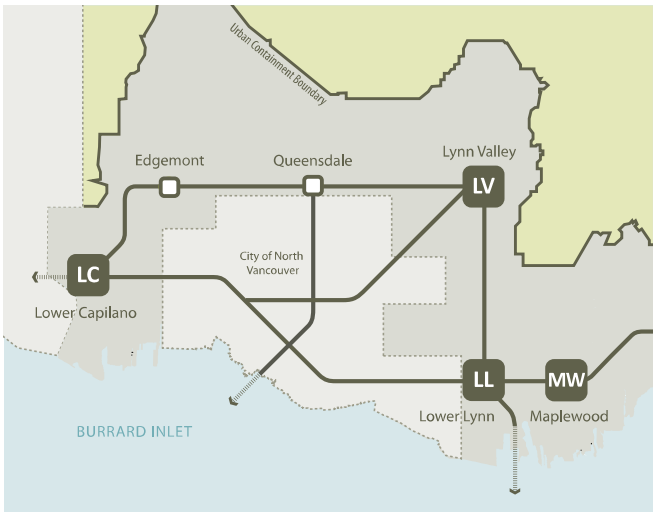


Figure 1. OCP Network of Centres

Vision for the Lower Capilano Marine Village Centre

The Official Community Plan vision for the Lower Capilano Marine Drive Village Centre, developed in consultation with the local community is as follows:

The Lower Capilano Marine Village Centre serves as a gateway to the District and will function as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options.

The Village Centre has a unique geographical position in the District and will serve as a gateway to welcome people to North Vancouver while providing a heart to the local community, as well as amenities and housing options to meet the community's needs over the next twenty years.

Implementation Planning and Engagement Process

Following the adoption of the Official Community Plan (2011), implementation planning work on the Lower Capilano Marine Village Centre began with a series of technical analyses (transportation, economic feasibility, hotel viability etc.) followed by the development of a detailed design concept plan that forms the basis for implementation plan policies. Extensive public and stakeholder consultations involving community workshops, community forums, kitchen table meetings, open houses, regional and walkability tours and drop-in sessions enabled the community to be active participants in shaping the vision, concept plan and implementation policies for this village centre.

As a pilot project, the District of North Vancouver has been working closely with Vancouver Coastal Health (VCH) on this and other designated centres, to promote community health through healthy built environments and active living. VCH has played an important role in the Lower Capilano Village Centre implementation planning process, building awareness and providing a strong voice for proactive measures to promote community health.

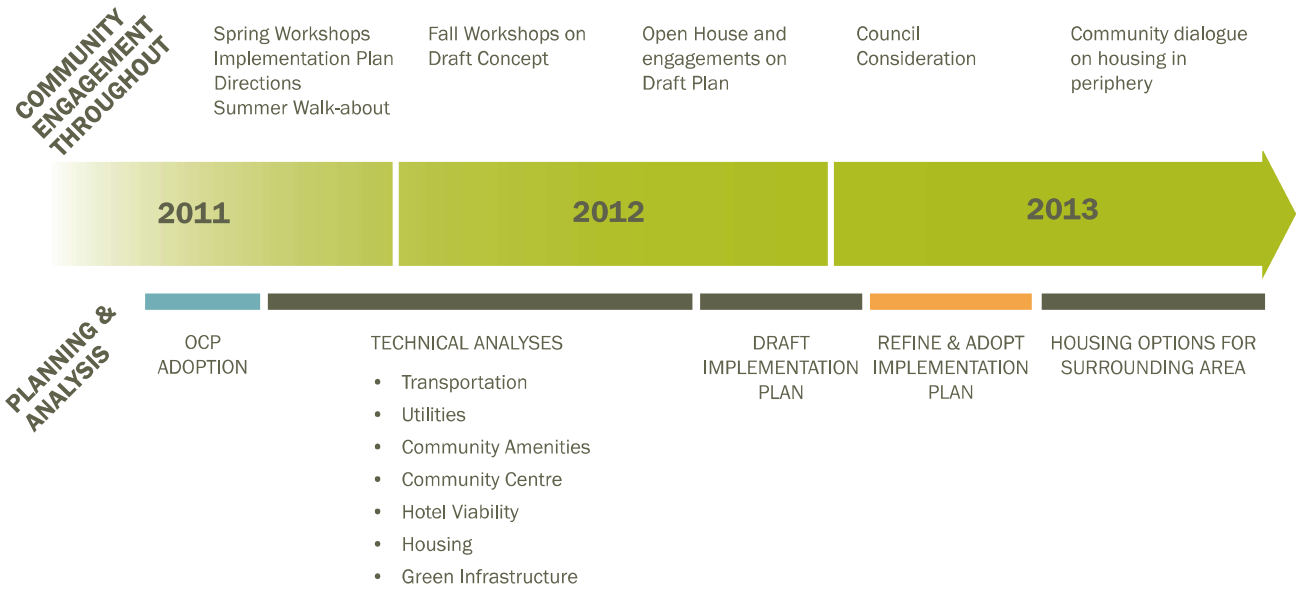


Figure 2. Implementation Planning and Community Engagement Process

How to use this document and relationship to the Official Community Plan

This Lower Capilano Marine Village Centre Implementation Plan represents a long-term vision (to 2030) to guide future redevelopment, growth and change to this area. This Implementation Plan is intended to be used in conjunction with the Official Community Plan (OCP). The OCP land use designations and Town and Village Centre policies (Schedule A of the OCP) lay the foundation and policy directions for the village centre. Guided by and consistent with the Official Community Plan, this Implementation Plan provides more detailed policies and implementation actions to guide redevelopment of the Village Centre in accordance with the OCP.

The general, District-wide Development Permit Area Guidelines found in Schedule B of the OCP apply to redevelopment in this area, as do the supplemental Design Guidelines specific to the Lower Capilano Marine Village Centre. The latter Design Guidelines outline specific form and character and streetscape design elements needed to help shape the unique character and identity of the Village Centre. In the event that there is any inconsistency between this Implementation Plan and the OCP, the OCP governs.

Realizing a Sustainable Village Centre

Building on the vision of the Official Community Plan as an Integrated Sustainable Community Plan, the Lower Capilano Marine Village Centre Implementation Plan promotes social, economic and environmental sustainability by:

- integrating a range of housing choices, community facilities and services as well as supporting a healthy built environment and active transportation to promote social well being;
- encouraging economic development through the expansion and renewal of commercial development (including tourism/hotel operations) and the incremental addition of office space;
- encouraging green buildings and infrastructure, energy and water conservation, landscaping and rainwater best management practices; and
- directing a monitoring program to measure progress to achieve Plan objectives and OCP targets.

B. Planning for a Mixed Use Village Centre

The community's vision for this Village Centre as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options is illustrated by means of a Concept Plan and supported by land use and other policies in this Implementation Plan.

Village Centre Concept Planning Principles

The following planning principles, established in consultation with stakeholders and the public, were used in guiding the development of the Lower Capilano Marine Village Centre Concept Plan and the framework for this Implementation Plan.

Create a Village Centre that:

Mixed Use Village Centre

- is compact, mixed-use community oriented around a new village heart
- facilitates a mix of small-scale commercial retail uses along Capilano Road and into the Cross Road
- responds in a sensitive manner to the surrounding residential neighbourhoods
- integrates opportunities for small-scale office space and live/work

Multi-Modal Transportation Network

- is pedestrian-oriented, human scale and accessible
- includes a new crossroads that will lead users into the village heart
- supports pedestrian activities that animate the public realm throughout the day
- supports multi-modal transportation (pedestrian, cycle, transit, vehicular)

Housing Choices

- facilitates a mix of housing types to meet needs of residents for the next 20 years
- encourages provision of a range of ground-oriented and lower density apartment housing options in the peripheral area outside the Village core

Public Realm and Community Amenities

- integrates streetscape design and community amenities to create a robust public realm
- includes new and improved parks and open spaces to meet growing needs
- incorporates the existing trails and parks into an improved green network

Green Infrastructure

- promotes green buildings, infrastructure and energy efficiency
- incorporates environmental protection measures and rainwater management best practices
- enhances urban forest canopy cover

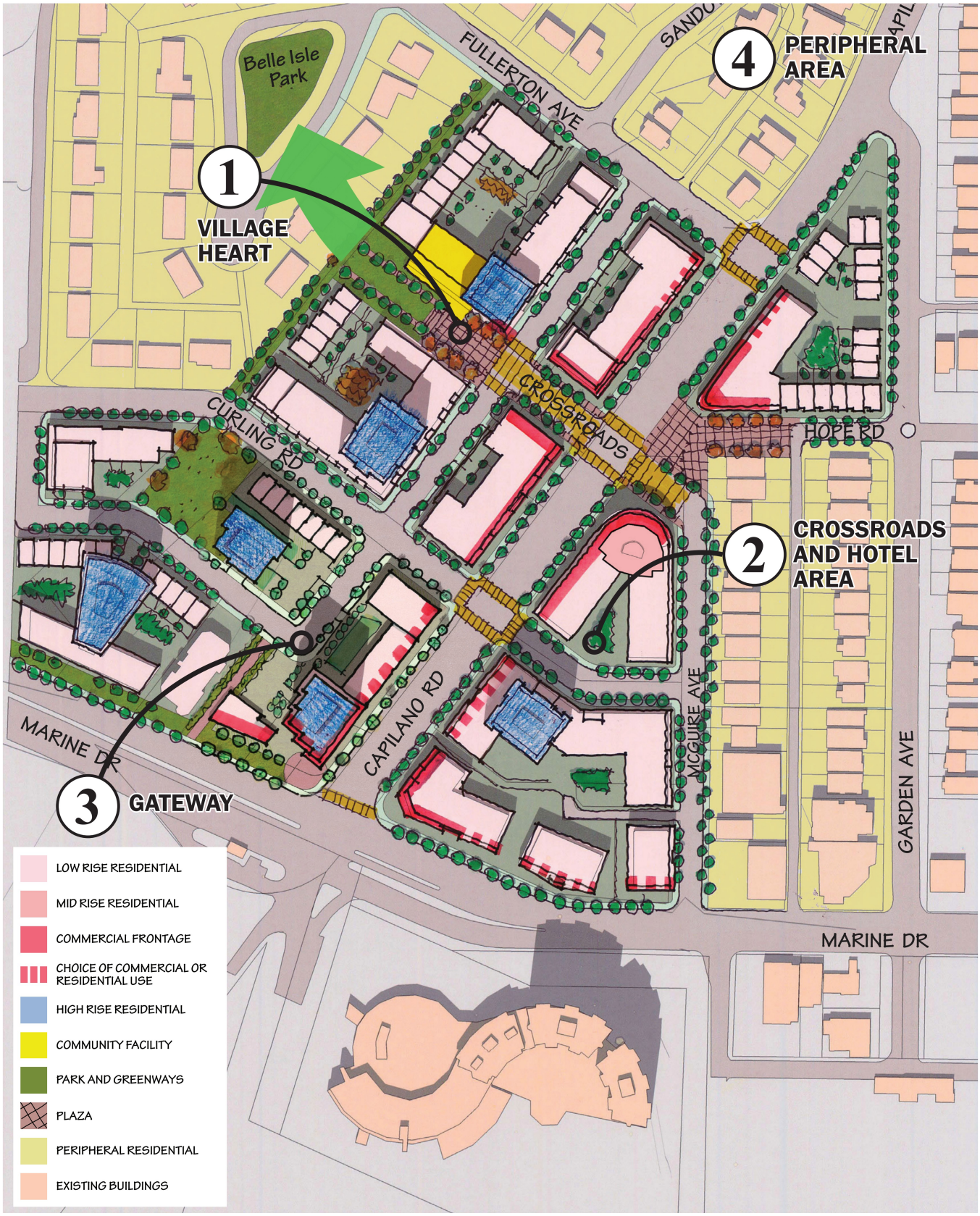


Figure 3. Lower Capilano Marine Village Concept Plan

Concept Plan for Lower Capilano Marine Village Centre

Land uses in the District's Official Community Plan (OCP) form the foundation for the Lower Capilano Marine Village Centre Plan Concept Plan. The Concept Plan provides greater detail than the OCP Land Use Map with specific focus on the community heart and new Cross Roads at Capilano and Hope/McGuire. The Concept Plan (Figure 3) also recommends general locations for various housing forms in relation to parks, commercial spaces, new roads and pedestrian connections.

It should be noted however, that **the Concept Plan represents an illustration of how redevelopment may occur in the future, and that the actual locations of buildings will be determined through the redevelopment and rezoning application and review process. The Concept Plan also assumes that some site assemblies may be needed to achieve the Plan vision and the densities in the OCP.**

The concept planning process was informed by extensive public input gained through public workshops, open houses, 'storefront' planning office drop-ins, door-to-door discussions and kitchen table/coffee shop meetings. It was also guided by a comprehensive set of locally developed planning and urban design principles to create a highly liveable and vibrant village reflecting the area's unique sense of place.

Land use and density

Land use designations are used to identify the future land uses applicable to an area that generally express the community's vision for that area. Land uses for the Lower Capilano Marine Village Centre encourage the concentration of multi-family housing with a mix of some at grade commercial to establish a vibrant village core connected by centrally located parks, open space and a community facility.

Policies:

1. Enable the development of medium density apartments and commercial uses as shown in the Official Community Plan Land Use map.
2. Ensure that land use patterns in the village core sensitively transition to the surrounding residential neighbourhoods.
3. Enable retention of some hotel uses on the east side of Capilano Road in recognition of the vital role that tourism plays in our economy.
4. Focus retail uses on Capilano Road at the Cross Roads to enhance visual access and commercial viability.
5. Include predominantly residential uses above and behind commercial uses on Capilano Road, Marine Drive and to the south of Fullerton Road.
6. Retain and expand parks and open space to enhance community liveability.
7. Introduce institutional land uses to accommodate the new civic community centre.
8. Provide opportunities for local serving office uses in the Village Centre.
9. Ensure that new developments demonstrate ability to achieve the overall objectives of the Lower Capilano Marine Village Centre Plan and the Official Community Plan in order to be eligible for the density shown in the applicable land use designation.
10. Encourage the assembly of sites, where appropriate, to achieve the Concept Plan vision and the OCP densities.

Land use designations and applicable densities for the Village Centre (shown below) are articulated in the OCP and form the foundation for the Lower Capilano Marine Village Centre Implementation Plan. Floor space ratio, as referenced below, means generally the ratio of the gross floor area of a proposed development over the gross area of the lot or lots upon which the development is located.

Residential Level 2: Detached Residential. Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

Residential Level 4: Transition Multifamily. Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

Commercial Residential Mixed Use Level 1. Areas designated for commercial residential mixed use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

Commercial Residential Mixed Use Level 2. Areas designated for commercial residential mixed use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.

Parks, Open Space, and Natural Areas. Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.

Table 1. Land Use Designations for Lower Capilano Marine Village Centre (from the OCP)

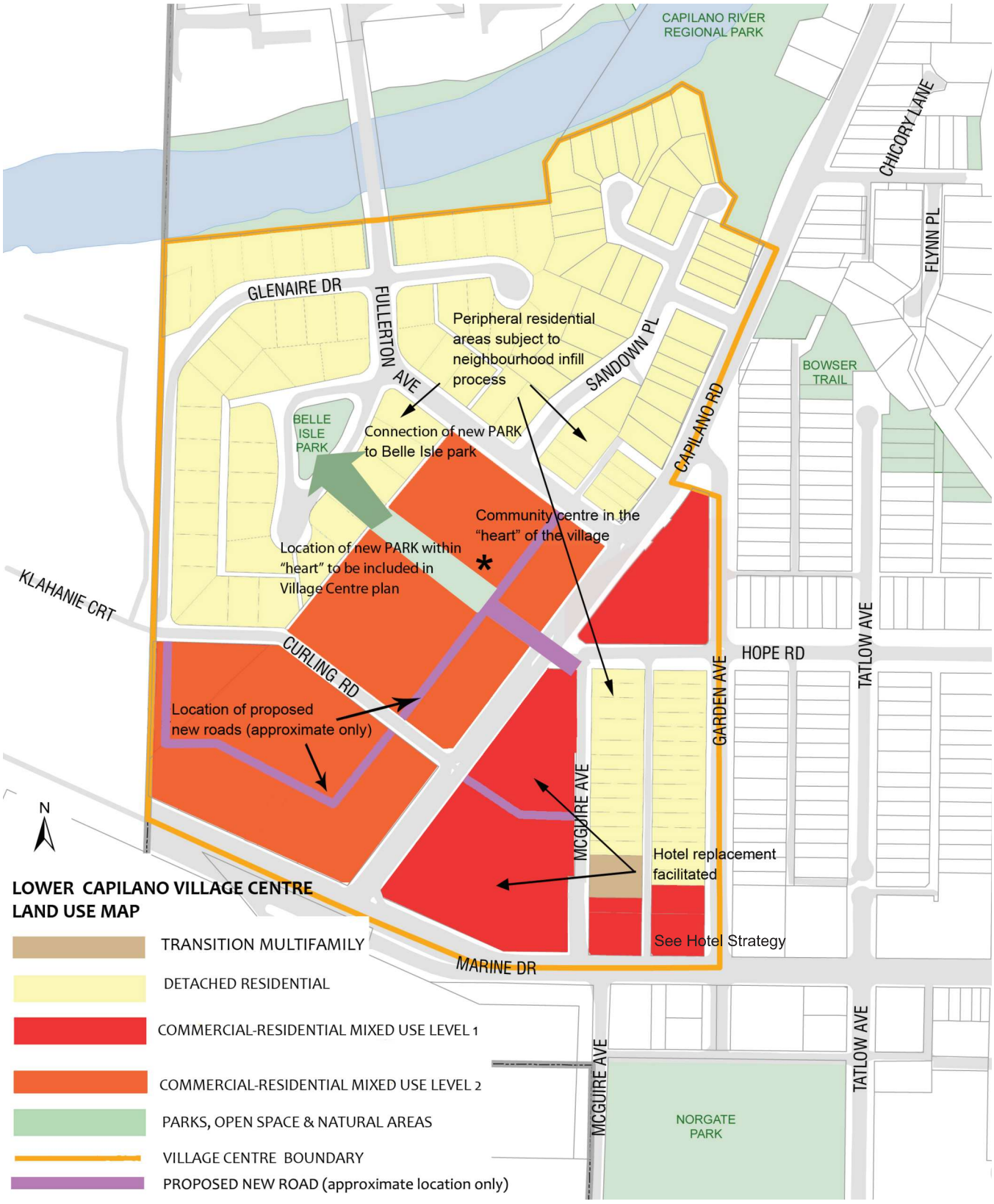


Figure 4. Lower Capilano Marine Village Centre Land Use Map

Community Identity and Urban Design

Great quality design is important to the development of a successful Lower Capilano Marine Village Centre. Building on its existing setting, contextual patterns, climate and history and looking forward to what this area could become; redevelopment of the Lower Capilano Village Centre will create a unique community character and identity for this area that is both distinct from the other town and village centres and which will help to foster community connection and sense of place or belonging.

The Lower Capilano Village Centre Design Guidelines provide detailed direction for streetscape and urban design and the expression of community identity and character. More general objectives and policies are provided here.

Policies:

1. Encourage and promote new development within the Village Centre that:
   - » follows sound urban design principles that are consistent with the vision for this area; and
   - » contributes towards the creation of a unique community character and identity for this area through site planning, streetscape and urban design, landscaping, public art and other measures as appropriate.
2. Promote a high quality attractive built environment that reflects the role of this community as a gateway to the District of North Vancouver.
3. Encourage and promote new development and appropriate landscaping that complements and reinforces the character and roles of the different streets, neighbourhoods and open spaces in the community.
4. Respect public and private access to views and sunlight and require view and shadow analyses for residential towers in conjunction with development permit applications.
5. Allow for incremental (evolution) of development that respects existing and future land uses.
6. Undertake a review of street names (proposed new streets), place names (Village Centre itself), parks and other community facility names to identify new names, as needed, that are in keeping with the identity and character of this area and that help to establish unique sense of place.
7. Recognize that the design guidelines may be supplemented, from time to time, to provide further clarity and direction to inform urban character and streetscape design.

Building Form and Height

The Concept Plan outlines the approximate type and location of potential future buildings in the Village Centre. While the building footprints are expected to be refined through the development review process, key urban design principles related to tower spacing and elevation are important considerations to address.

Policies:

1. Encourage sound urban design and analysis of tower footprints, shadow analysis and spacing to protect view corridors, provide for sun penetration and to minimize potential visual or other impacts to neighbouring uses.
2. Encourage stepping down of building elevations from the existing 25 storey International Plaza tower (located at Marine Drive and Capilano Road) guided by the recommended approximate building heights and elevations shown in Figures 5 and 6.

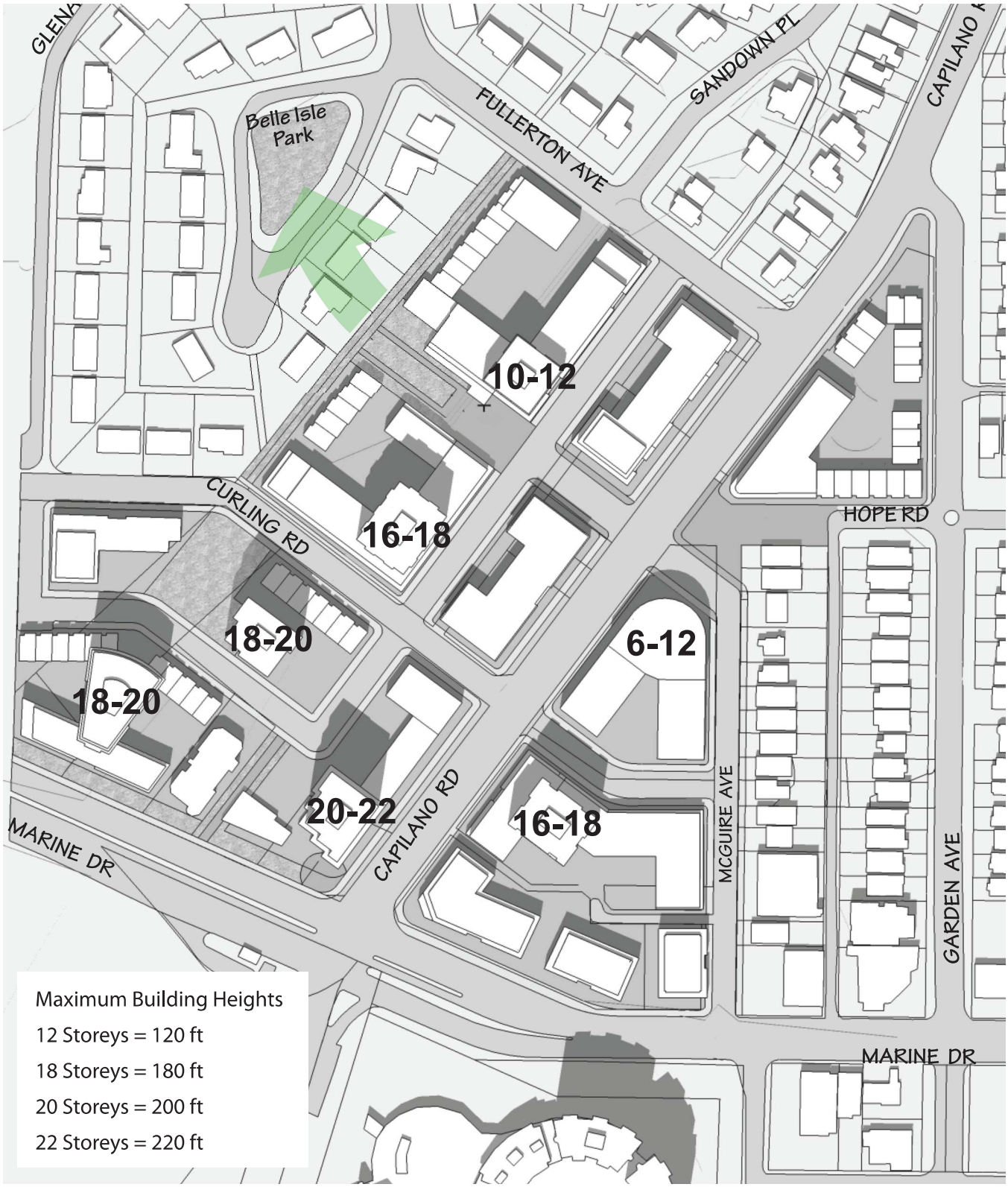
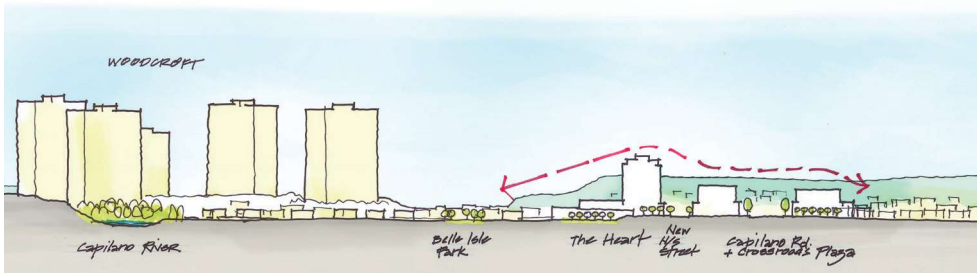
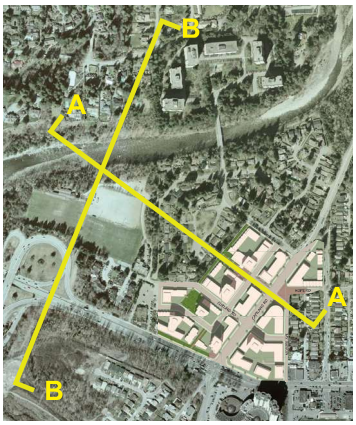


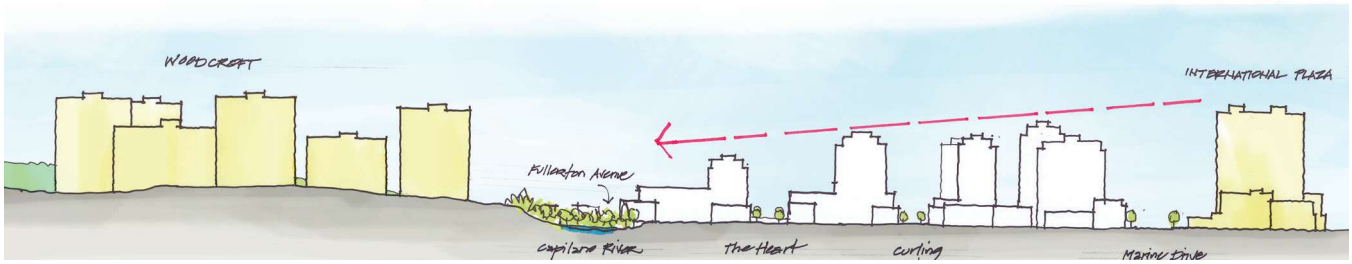
Figure 5. Recommended Stepping of Approximate Building Heights



SECTION AA LOOKING NORTHEAST



Section cuts adjusted for grid rotation



SECTION BB LOOKING SOUTHEAST

Figure 6. Illustrative Elevation Profile for Lower Capilano Village Centre

C. Housing Choices

Redevelopment of the Lower Capilano Marine Village Centre is anticipated to attract young adults, families, first time home buyers and empty nesters from the North Shore and elsewhere, looking to live in an urban village setting close to Downtown Vancouver with ready access to community services, recreation and the Capilano River. Building on the housing policies from the OCP, the Lower Capilano Marine Village Centre Implementation Plan provides more detailed policy direction to address both housing diversity and housing affordability in the Village Centre to meet the anticipated needs of residents now and for the next 20 years. At build out (per the land uses and densities as proposed in the OCP), which could take approximately 20 years or more, the Village Centre (excluding the peripheral areas and Marine Drive) could see an estimated 1,200 new units.

Housing Diversity

As a key objective, housing policies in this Lower Capilano Marine Village Centre Implementation Plan guide the development of a mix of housing forms, unit sizes and tenures to meet the current and projected demographic needs of this community. Policy direction on built form and tenure facilitates housing choice and addresses existing housing gaps including apartments, ground oriented multi-family (townhouses and row-houses), and rental units.

Policies:

1. Encourage and promote a range of housing options to meet the current and anticipated needs of the community over the next 20 years.
2. Through redevelopment, encourage and promote a diversity of multi-family housing choices including ground oriented housing, low rise apartments, mid-rise apartments and high rise apartments in the village core.
3. Consider opportunities for ground-oriented and low-rise apartment multi-family housing in the peripheral area immediately outside the village core.
4. Encourage a range of tenure options including home ownership and rental (purpose built rental, strata rental) in an integrated manner for all new development.
5. Recognizing that owned strata units will provide the majority of rental housing opportunities in the future, consider the establishment of purpose-built rental buildings, where appropriate and feasible, to provide further opportunities for rental units.
6. Apply policy and other tools to secure and support the ongoing ability of current and future owners to rent their strata unit(s) without being restricted by strata council regulations.
7. Encourage new residential development to provide an integrated mix of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) throughout the building, as appropriate, to accommodate different household needs and sizes.
8. Encourage the development of flexible residential spaces (lock-off units, secondary suites where feasible), that can be adapted to changing family needs and/or act as a mortgage helper.

9. Encourage, and where appropriate, require that new residential buildings provide adaptable design measures per established District guidelines to accommodate the needs of people with disabilities and/or to serve the needs of elderly residents.
10. Encourage development of housing for seniors in the Village Centre, where appropriate.
11. Encourage, and where appropriate, require safe useable outdoor play spaces in multi-family building developments.
12. Encourage inclusion of useable outdoor space with all new residential development.
13. Encourage new residential development to incorporate lifestyle support features, such as children's play areas, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space and dog walking space.

Housing Affordability

In a regional context of high property values, providing some measure of affordability has been and remains an important objective for the District. New land uses and densities as planned for the Lower Capilano Marine Village Centre provide opportunities for establishing a portion of below market housing units through the redevelopment process and limited non-market units through partnerships with other agencies. Affordability, used here, refers to low end of market, reduced market and non-market housing.

Policies:

1. Encourage the delivery of a range of affordable housing options to accommodate moderate to lower household incomes.
2. Where feasible and appropriate, seek to increase the supply of affordable housing units in new multi-family developments by encouraging, but not limited to:
   - » inclusion of a portion of affordable rental, price controlled/restricted ownership units, or non-market units as part of the project,
   - » provision of land dedicated for affordable housing, or
   - » provision of a cash-in-lieu contribution to a housing opportunities fund for establishing affordable units.
3. Encourage, and where appropriate require proportions of affordable units that reflect the same mix and range of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) as per the market residential housing component of development projects.
4. Consider allowing a portion of new market apartments to be built as smaller units (approximately 400 ft^2) as an affordable market option.
5. Encourage, where feasible, the integration of affordable units into market residential projects to foster social integration, and apply established District guidelines to achieve a portion of affordable units with adaptable design measures.
6. Seek opportunities to reduce parking standards for affordable housing projects in the Village Centre and consider exempting affordable units from payment of development cost charges.
7. Work with developers, senior governments, non-profit society partners and the community to provide non-market residential opportunities including supportive, transitional and low income housing for residents with special needs.

Peripheral Area - Neighbourhood Infill

While a key focus of this Implementation Plan is to guide redevelopment of the mixed use village core, significant community interest has been expressed in further planning to explore opportunities for the existing detached residential areas immediately surrounding the village core. Input to date has included consideration for a variety of primarily ground-oriented multi-family housing with some low density apartments that enhance the character of the neighbourhood, provide a transition to neighbouring lower density built forms, and improve green space and connectivity. Different options and forms of infill housing may be determined for discreet areas within the residential periphery based on specific edge conditions.

Policies:

1. Undertake a neighbourhood planning and engagement process to explore the future potential for the peripheral residential area surrounding the Lower Capilano Marine Village Centre core.
2. Plan for a gradual decrease in elevation, through built form and design, from the higher density village core to the surrounding lower density residential areas.
3. Consider opportunities for increased density, compatible with the edges of the village core, in the transition area as identified in Figure 7.

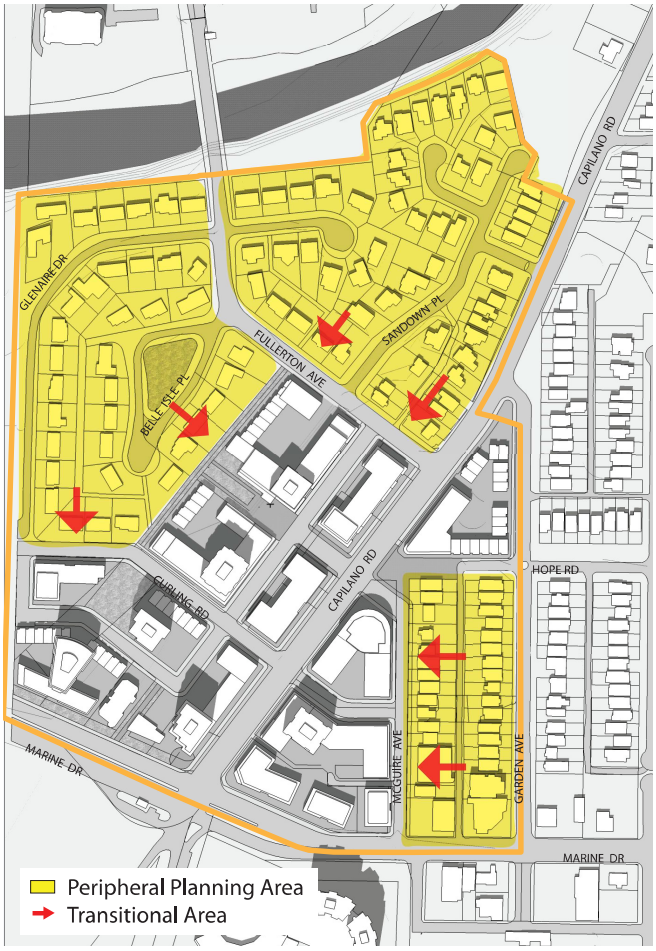


Figure 7. Peripheral Planning and Transition Areas

D. Economic Vitality

Hotel and motel services in the Lower Capilano Marine Village Centre have historically provided a hub for short term accommodation on the North Shore and an important service to facilitate local tourism. While existing hotel buildings are reaching the end of their useful life, the market for this type of accommodation has also been changing. This Implementation Plan provides flexibility to respond to such change, while at the same time, enabling the redevelopment of some hotel uses to help sustain local economic activities and support community needs.

Commercial Uses

Commercial services in the Lower Capilano Marine Village Centre are important to serve the needs of local residents and businesses and to create local vitality. Redevelopment is anticipated to provide approximately 100,000 ft^2 of new commercial space in the Village Centre.

Policies:

1. Encourage the integration of local commercial uses into the Village Centre to provide local access to retail services.
2. Maintain and enhance Capilano Road at the Cross Roads as a retail street in the Village Centre with commercial uses focused at key locations and appropriate "choice of use" (e.g. live/work) areas as identified on the Concept Plan.
3. Encourage ground level commercial activities for redevelopment at the intersection of the Cross Roads with Capilano Road.
4. Encourage appropriate local commercial adjacent to the central community plaza and other areas, as per the Concept Plan.
5. Encourage the integration of local serving office uses into the Village Centre, to respond to changing community needs over time.
6. Encourage the Village Centre business community to work together to market the area to attract local customers.
7. Support economic development through the continued allowance for home based businesses and through the development of new live-work units at appropriate locations.
8. Explore new policies and programs to attract and support businesses that encourage sustainable lifestyles.
9. Collaborate with other agencies and organizations to encourage and support businesses to adopt ecologically responsible operational practices while enabling businesses to deliver competitively priced services and goods.

Hotel Strategy

There are currently 380 hotel units on five different hotel properties within the Lower Capilano Marine Village Centre. Maintaining a measure of hotel use in the village centre area is desirable for economic (tourism) and municipal benefits (visitor accommodation, sports teams etc.). An assessment of the economic viability, area planning and business interest indicated the potential to provide approximately 100-170 hotel units in conjunction with market residential units on the preferred hotel site east side of Capilano Road.

Policies:

1. Encourage comprehensive development including a mix of residential, limited commercial (restaurant/café) and some hotel units as indicated in the Concept Plan.
2. At such time and if hotel redevelopment is proposed, consider supporting an Official Community Plan amendment to increase the overall gross density from 1.75 FSR to approximately 2.8 - 3.0 FSR to facilitate hotel development on a consolidated Best Western and Comfort Inn site.
3. Connect Curling Road through to McGuire Avenue and enable road widening along McGuire Avenue through redevelopment of sites preferred for hotel replacement, to achieve transportation network improvements.

E. Transportation System

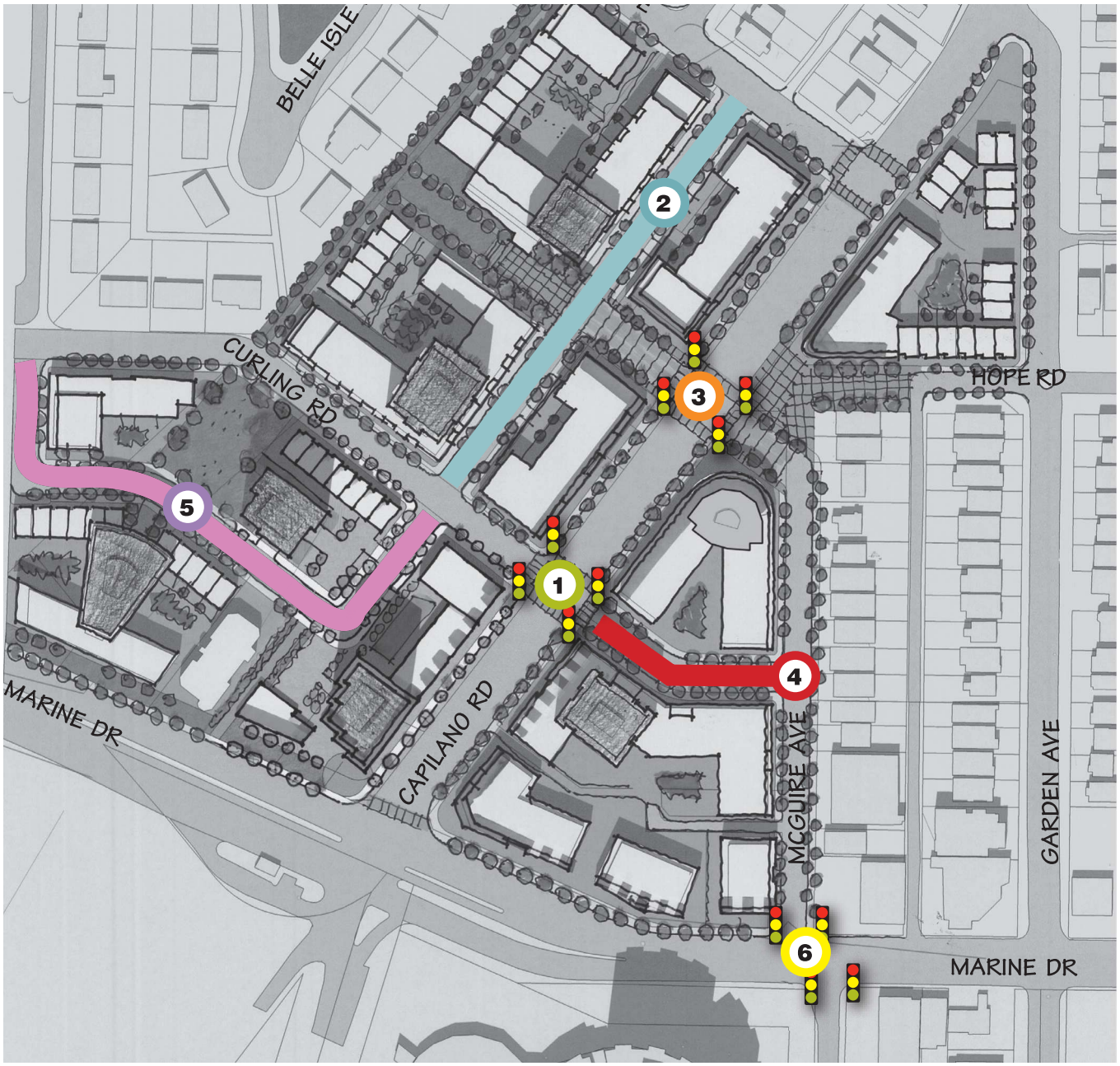
Strategically located on Marine Drive at Capilano Road, Lower Capilano Marine Village Centre has been identified by the region as a Frequent Transit Development Area (FTDA) with frequent transit service connecting the Village Centre with Capilano University, Phibbs Exchange, Lonsdale, downtown Vancouver and Park Royal. Transportation objectives for Lower Capilano Marine Village Centre include: improving pedestrian and cycle connections from existing neighbourhoods to the village centre, improving transit integration and enhancing connectivity and redundancy for traffic circulation within and through the village area.

Road Network

Improvements to the road network reinforce the street grid structure by updating right-of-ways to better accommodate transit and bikes, and integrating new intersections and signalization to improve vehicular and other multi-modal movements.

Policies:

1. Create a finer grained street network as outlined in the Concept Plan.
2. Improve access and connectivity between Fullerton Avenue, the Cross Roads and Curling Road along a new pedestrian oriented, north-south internal road.
3. Extend Curling Road on the east side of Capilano through to McGuire to enhance the street grid network and to reinforce the continuity of smaller block sizes.
4. Enable multi-modal movements on all streets in the Lower Capilano Marine Village Centre, with transit on Capilano Road and McGuire, to reduce reliance on personal vehicle travel and to encourage more sustainable modes of transportation.
5. As redevelopment occurs, explore opportunities for right-of-way improvements to assist in achieving multi-modal transportation objectives.
6. Include new signalized intersections and enhanced signal timing to facilitate pedestrian and traffic movements.
7. Refer to the Lower Capilano Marine Village Centre Design Guidelines for recommended road cross sections and streetscape design.
8. Integrate transportation measures per the District's Transportation Plan with redevelopment of the Lower Capilano Marine Village Centre.



1 Signalization of Curling Road at Capilano Road

2 Creation of new North-South Road parallel to and west of Capilano Road

3 Creation of new Crossroads Road and signalization of intersection at Capilano Road

4 Extension of Curling Road east through to McGuire Ave

5 Creation of a new Crescent Road

6 Signalization of McGuire Avenue at Marine Drive

Figure 8. Lower Capilano Marine Village Centre Road Network Map

Transit

High quality bus service is provided on Capilano Road with north-south buses (232, 236, 246, 247) linking the village centre with Capilano Suspension Bridge, Edgemont Village and Grouse Mountain. In addition, a number of east-west buses (239, 240, 241, 242, 255) connect the Village Centre with Capilano University, Phibbs Exchange, Lonsdale, downtown Vancouver, Park Royal and Dundarave. In the future, Capilano Road at McGuire Avenue will become an important place for people to connect with north-south transit services. The North Shore Area Transit Plan has identified Marine Drive as a future Bus Rapid Transit corridor with a major stop near Capilano Road. As the intersection of Capilano Road and Marine Drive is considered hostile for pedestrians, the transit hub is proposed to be located on Marine Drive and McGuire Avenue.

Policies:

1. Redefine McGuire Avenue as the new transit route for north and south bound transit connecting Lower Capilano to Marine Drive, and move buses off Garden Avenue.
2. Integrate transit priority lanes on Capilano Road and transit only left turn onto McGuire Avenue from Capilano Road.
3. Integrate transit stops closer to the village "heart" or Cross Roads and along McGuire Avenue.

Walking and Cycling

Communities that promote "active living", including walking and cycling to nearby community services and amenities, benefit from improvements in overall community health, safety and liveability. With this in mind, pedestrian and cycling facility improvements are important implementation priorities for the Lower Capilano Marine Village Centre.

Policies:

1. Promote active forms of transportation and community health through the establishment of an integrated pedestrian and cycle network (see Figure 9).
2. Create comfortable walking environments on all streets by establishing wider sidewalks and landscaped boulevards, where possible.
3. Use signalization, marked crosswalks and/or pavement treatments to facilitate safe pedestrian crossing of Capilano Road at the Cross Roads and at Curling Road.
4. Establish a new multi-use, east-west greenway as a key pedestrian/cycling connection linking Capilano Road to Belle Isle Park and to transit on McGuire Avenue and further to Hope Road towards the Bowser trail.
5. Establish a new north-south multi-use path between Fullerton Avenue and Curling Road.
6. Consider the use of a comprehensive set of measures to improve cycling safety on all urban streets in the Lower Capilano Marine Village Centre including but not limited to: permeable medians, stop and yield signs, raised crosswalks and/or corner bulges, pavement markings and signage, crossing islands, and intersection features that may include advanced stop lines, bike boxes, cyclist-activated signals and advanced signals.
7. Maintain and enhance bike routes along Capilano Road (north-south) and Marine Drive (east-west), recognizing their role in providing bike access to the Lions Gate Bridge.
8. Maintain and enhance paved trails connecting to West Vancouver and Lions Gate Bridge.
9. Encourage new development to provide cycling facilities including bike racks and end of trip facilities.
10. Develop way finding measures and signage to direct pedestrians and cyclists to the community heart and other key destinations.
11. Refer to the Pedestrian Master Plan and the Bicycle Master Plan for integration of the above into the District wide pedestrian and cycling network.



Figure 9. Pedestrian (yellow) and Cycling (orange) Route maps

Parking Management

Given the proximity of this Village Centre so close to the Lions Gate Bridge and Downtown Vancouver, ready access to frequent transit service along Marine Drive and direction towards a more walkable, bikeable community; there is an opportunity in this area to consider reducing parking requirements while ensuring adequate parking to support retail vitality.

Policies:

1. Consider on-street and off-street parking as an integrated system (See Figure 9).
2. Design street networks in retail areas such that on-street parking is available for retailers and traffic can easily circulate around the block.
3. Avoid resident-only on-street parking in the Village Centre and instead consider time-restrictions as an instrument to encourage more efficient turn-over of parking stalls.
4. Support households choosing to own fewer cars by reducing the amount of parking required to be built and introducing initiatives such as car-sharing and transit pass programs.
5. Consider reduced parking requirements for multi-family residential developments relative to unit type and context (e.g. frequent transit development area), in conjunction with trip reduction programs according to the following:
   - » 1.1 spaces per unit for apartments
   - » 0.75 spaces per unit for rental apartments
   - » 1.5 spaces per unit for town houses
   - » 0.1 spaces per unit for visitor parking

6. Consider further parking reductions for non-market rental housing apartments.
7. Encourage developers to continue to sell parking separately from units, where appropriate.
8. Encourage unsold parking to be turned over to the strata corporation after the units are sold.
9. Continue to encourage sufficient, secure bicycle parking and storage for residents in all new developments.
10. Consider opportunities for shared parking for complimentary, adjacent uses in commercial areas. Development applicants may be required to provide a parking study to demonstrate feasibility.
11. Seek to obtain post-occupancy survey information from new development to inform future decisions about parking rates.
12. Encourage new developments to include and/or allow for the future implementation of electric vehicle charging parking infrastructure.

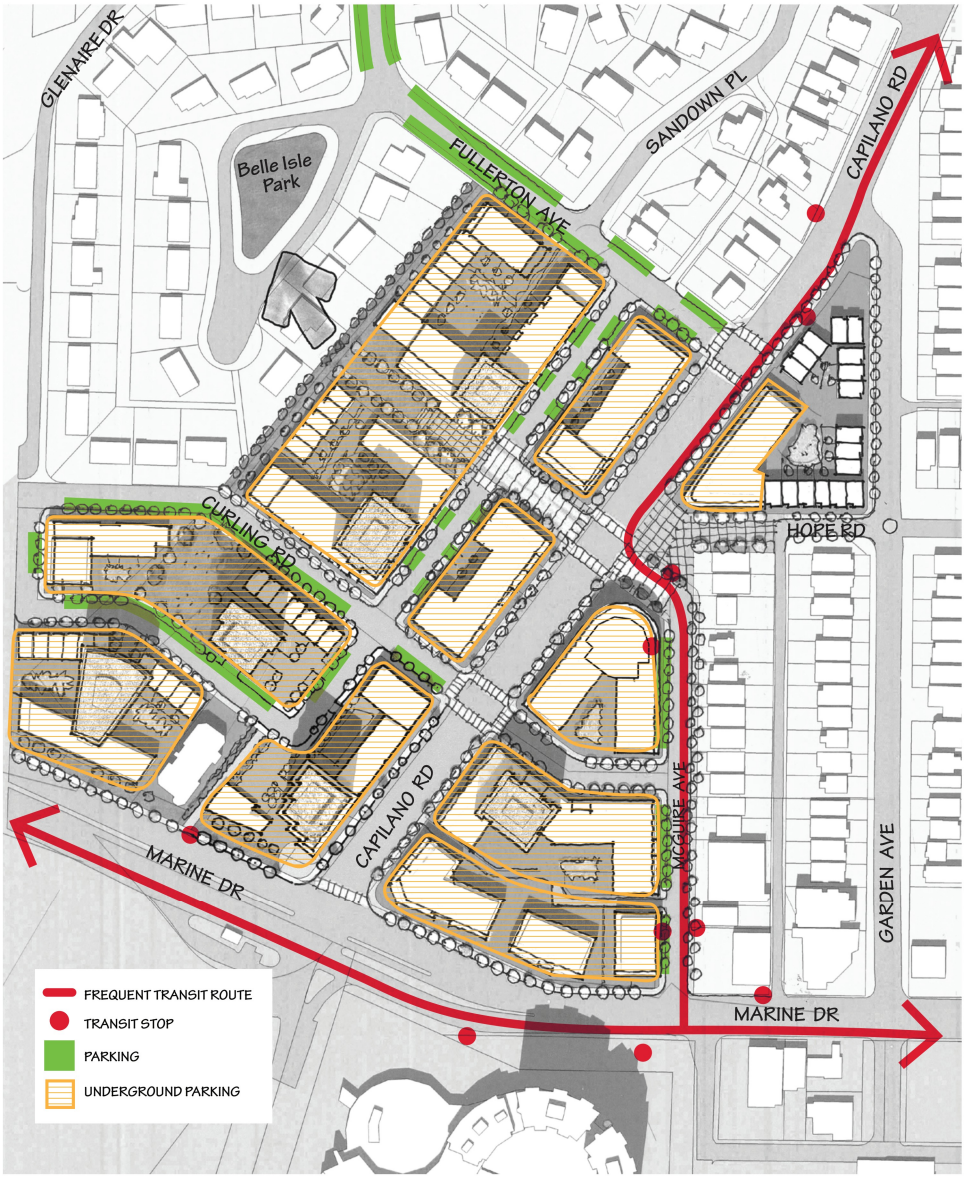


Figure 10. Lower Capilano Marine Village Centre On-street Parking Strategy and Frequent Transit Routing

F. Public Realm and Community Amenity Strategy

The public realm is made up of any publicly-accessible streets, pathways, parks, public open spaces and civic buildings/facilities arranged and designed so as to create an environment that encourages active public life and social activity and contributes to the community's character and sense of place. Urban design principles for establishing well-designed and inviting public spaces and streetscapes are outlined in the Lower Capilano Marine Village Centre Design Guidelines. This Implementation Plan includes policies to inform the establishment of parks and open space, the community facility, public art and other community amenities.

Parks and Open Space

With redevelopment of the Lower Capilano Marine Village Centre, there is an opportunity to create new and enhanced parks and open space. Primary improvements envisioned for this Village Centre include establishment of new neighbourhood parks, a new central green and community plaza, new community greenways and connection to and enhancement of Belle Isle Park.

Policies:

1. Plan for a new public plaza to be the focal point for pedestrian activities in the village core. The public plaza is to be visible from the Cross Roads and linked to the new north-south road. This space is further animated with seating, trees, landscaping, public art and a small-scale retail use.
2. Facilitate the establishment of a village green park and greenway to connect to the community centre and to demarcate the green edge of the Village Centre. These spaces are intended to provide opportunities for relaxing and enjoying the vibrancy of the village core, and could also include a children's play area, seating, open grass area, trees and other landscaping.
3. Seek to extend the village green through to Belle Isle Park through parkland acquisition (as lots become available) and undertake landscaping and other improvements to Belle Isle Park.
4. Plan for a central Cross Roads that links residents to the east of Capilano Road and south of Marine Drive to the community heart and welcomes/ draws people into the Village Centre.
5. Consider and design the Cross Roads as the pedestrian/cycle gateway to the Village Centre for residents to the east of Capilano Road as well as the arrival and departure point for transit users.
6. Facilitate the establishment a new animated green space for residents in the precinct south of Curling Road, for informal activities including sports, seating, gathering, play.
7. Facilitate the establishment of a landscaped mini plaza at the north end of McGuire Avenue. This smaller plaza is to be used for un-programmed activities and to provide opportunities for gathering and seating.
8. Encourage improved connections from the Village Centre to existing parks and trails that serve the community including the Bowser Trail, Spirit Trail and connections to Capilano Elementary School, Capilano River, Klahanie Park, Norgate Park, Belle Isle Park, and the Lions Gate Bridge.



Figure 11. Parks and Open Space Concept

1. Public plaza and "village green"
2. Pedestrian/cycle greenway
3. Curling Road Park
4. Marine Drive Greenway Connection
5. Belle Isle Park
6. Cross Roads Park and plaza

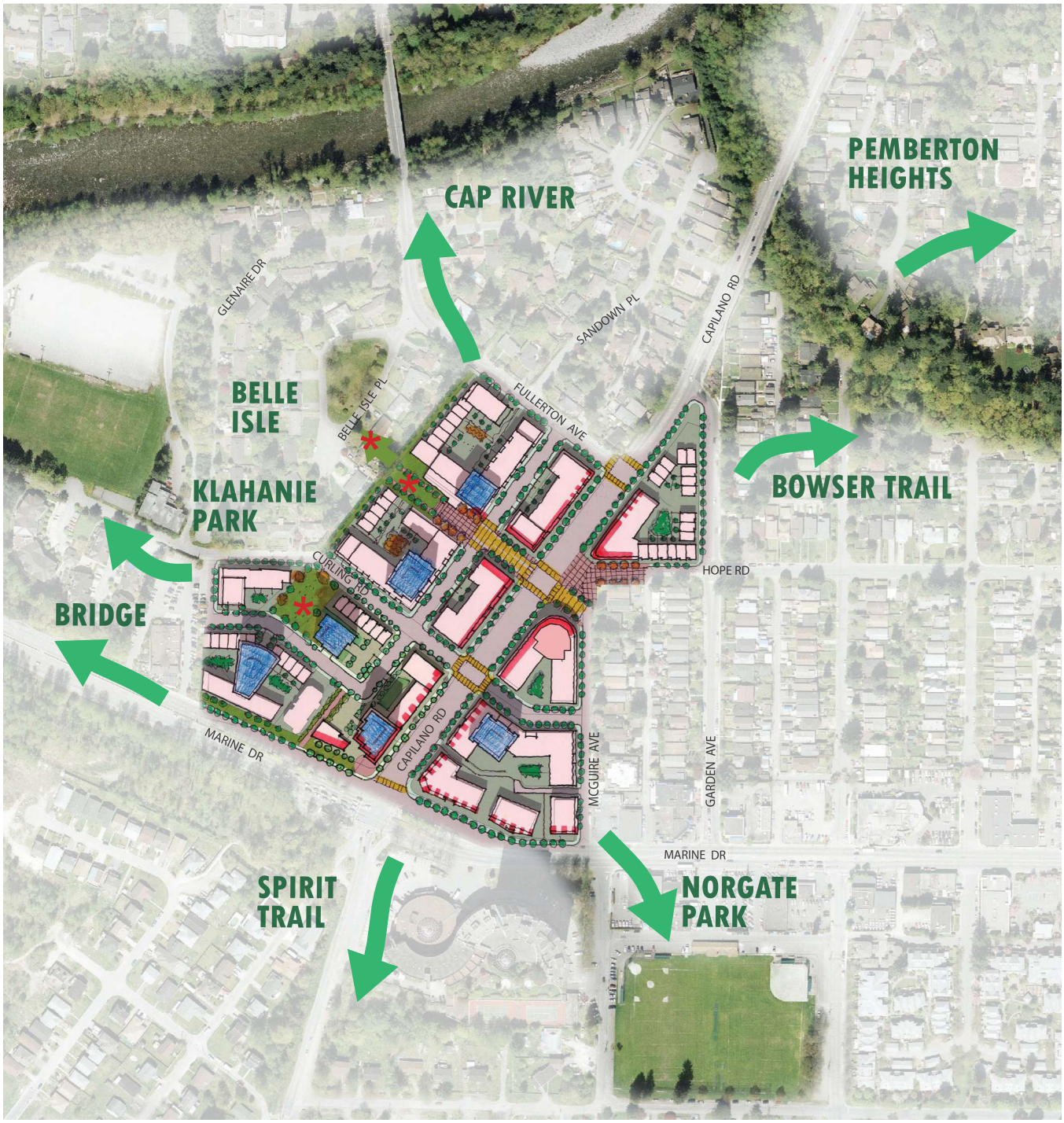
* Community Centre

Community Facilities

Community social services, recreation and library services are recognized as an essential component in the overall health and wellness in the Lower Capilano Village Centre. The longstanding absence of a community facility in the Lower Capilano area and the findings of a recent community facility needs assessment, have highlighted the need for a local community facility in the village centre. This facility is envisioned as a "community living room" of approximately 24,000 ft^2. Operations and services are expected to be delivered through a partnership including the District of North Vancouver, the North Vancouver Recreation Commission, the North Vancouver District Public Library and Capilano Community Services Society.

Policies:

1. Encourage and promote the development of a new community centre on the old Winter Club site. This facility is expected to be constructed, furnished and equipped as a condition of any rezoning approval for redevelopment of this site. The new community centre should connect to the central public plaza.
2. Promote this new community centre as a hub for recreational, community, social and library services where people can exercise, gather, meet, socialize and access information and services.
3. Incorporate adaptable multi-purpose spaces within the community centre to accommodate changing community needs over time.
4. Work with the North Vancouver Recreation Commission and community partners to develop programming for the community centre that meets the needs of the local community.



* The Concept Plan includes 3 new neighbourhood parks and enhanced multi-use pathway connections to area parkland.

Figure 12. Trails and Other Pedestrian/Cycle Connections Leading from the Village Centre

Public Art

Public Art conveys interesting local stories, speaks to community values, interprets the physical environment and celebrates local character. It can be fun and quirky, insightful and breathtaking, and it can be an exciting way to differentiate one community or neighbourhood from another.

Policies:

1. Refer to the Lower Capilano Marine Village Public Art Strategy that outlines recommended public art principles, master planning context and recommendations for public art that are specific to Lower Capilano Marine Village.
2. Encourage the development of public art as a means to help shape local community identity and character especially in key public realm areas including, but not limited to: the Cross Roads entrance at Capilano Road and Marine Drive; the Cross Roads plaza at Marine Drive and Hope Road; the central public plaza; and at or adjacent to the community centre and the public plaza at the north-west corner of Capilano and Marine Drive.
3. Include the integration of art that celebrates the Capilano River.
4. Recognize that public art can have both aesthetic and/or functional roles and can be expressed as or in relation to a variety of different forms including:
   - » artistic landmarks (gateway features, community facilities, sculptures, murals);
   - » functional streetscape and architectural design (integrated into street furniture, pavement treatment, tree grates, lighting, entranceways, fencing, playground equipment, bridge elements and more);
   - » features in the natural environment (parks, pathways, playgrounds, landscaping, way-finding);
   - » components of public buildings (murals, entrance features, play structures); and
   - » interpretive way-finding, trail-markers and other signage.

Community Amenity Strategy

Parks and open space, community facilities and public art are examples of community amenities that are important ingredients for community health and liveability in new urban centres. As a condition of rezoning, and to address increased demand on existing municipal facilities and services as a result of new development, developers may be asked to provide a community amenity contribution (CACs). Such community amenity contributions may come in the form of either built amenities or a cash-in-lieu contribution towards offsite amenities. The amount of the CAC is directly related to additional density approved beyond existing zoning as guided by the Official Community Plan and the Village Centre Implementation Plan.

Policies:

1. Community amenity contributions (CACs) for the Lower Capilano Marine Village Centre should be negotiated on a site-specific basis per the District's Community Amenity Contribution policy and CAC strategies for Town and Village Centres.
2. Identify site specific built amenities that should be provided through redevelopment of major sites.
3. Through redevelopment, seek to establish the following overall community amenities in the Lower Capilano Marine Village Centre:
   - » a new community recreation centre
   - » a new central public plaza
   - » a 'Village Green' park and play area
   - » a new park space south of Curling Road
   - » a new park connection between the village green and Belle Isle Park
   - » a new multi-use trail greenway connecting Fullerton Avenue and Curling Road
   - » small scale public plazas at the Cross Roads on Capilano Road, and at Capilano Road and Marine Drive (north-west side)
   - » daycare space
   - » public art throughout the village centre
   - » village centre beautification projects.
4. Community amenity contributions could also be used to towards furnishing of the community centre, operational seed funding for the community recreation centre, provision of services (for programs for seniors, families, youth, etc.), enhancements to local parks and plazas, affordable housing and other amenities as recommended by the community and determined by Council.

Community Services

Demand for community services will increase with redevelopment of the Lower Capilano Marine Village Centre. To provide an appropriate level of service and the ongoing operation of existing and new community facilities and infrastructure, the District will need to look for opportunities to co-locate community services and to create new partnerships.

Policies:

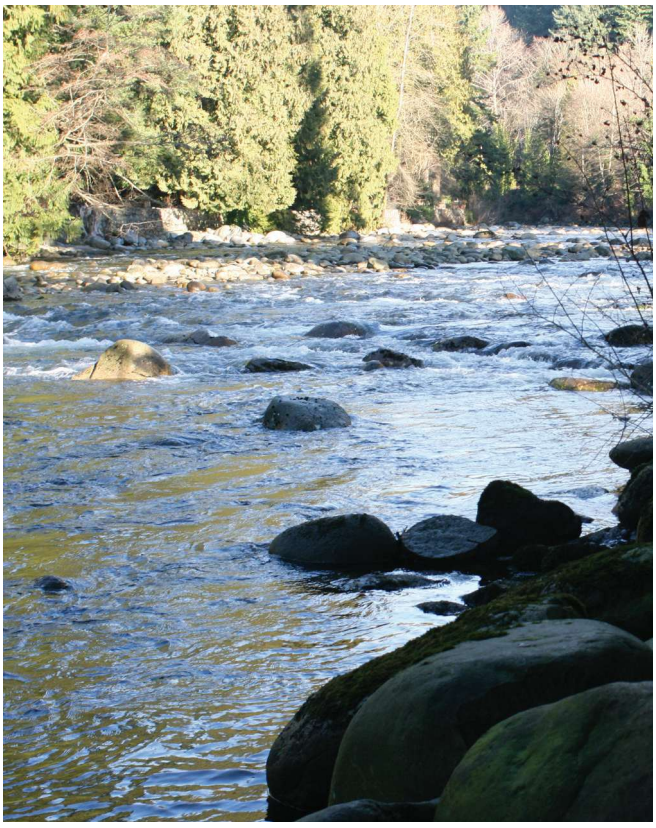
1. Maintain an appropriate level of District services and sustainable infrastructure to support local residents and businesses.
2. Create a variety of attractive, barrier-free/accessible and safe public open spaces, parks and trails for public gathering, recreation, and celebration and support all public amenities with adequate directional signage.
3. Identify opportunities to co-locate services and infrastructure to realize both capital and operating efficiencies.
4. Maintain, operate and revitalize community open spaces, as required, to serve ongoing community needs.
5. Facilitate the programming of year round activities in the central village plaza to contribute to its prominence as a place to gather for various activities such as farmer's markets, concerts, festivals, exhibits and informal leisure.
6. Promote relationships and linkages between the District and business community, School District #44, Squamish First Nation, District of West Vancouver, arts and culture organizations, social service and other agencies to capitalize on potential mutual benefits.

G. Environmental Protection, Energy Efficiency and Greenhouse Gas Reductions

Redevelopment of the Lower Capilano Marine Village Centre is expected to provide net benefits to environmental health, to provide energy efficiencies and to reduce greenhouse gas emissions.

Environmental Protection

The Lower Capilano Marine Village Centre lies within the Capilano River watershed. Maintaining riparian forest integrity, promoting a healthy urban forest canopy and implementing rainwater and water quality best practices, are key environmental measures for protecting the health of this watershed.



Policies:

1. Encourage and facilitate the protection and enhancement of the Capilano River as a major salmon bearing watercourse, and maintain or enhance water quality and riparian forest integrity to promote watershed health.
2. Celebrate connection to the river by incorporating natural elements (native and drought tolerant trees and plants, stormwater features etc.) into the urban landscape.
3. Encourage and facilitate the protection of the ecological services (rainwater infiltration, carbon sequestration, air quality enhancement, temperature moderation etc.) provided by the natural environment and seek to maintain a healthy urban forest canopy.
4. Promote street tree planting in a manner that is consistent with the District's Street Tree master plan.
5. Promote urban agriculture and gardens through encouraging the provision of community garden plots, green roofs and private garden space.

Energy Efficiency and Greenhouse Gas Reductions

Energy efficiency has moved from being an occasional added project benefit, to becoming the mainstream or normal way of doing redevelopment. All new development is now required to provide energy efficiencies and green building design to reduce greenhouse gas emissions.

Policies:

1. Continue to work with stakeholders and potential partners to explore the feasibility of a district energy heating system for the Lower Capilano Marine Village Centre. One possible solution could see heat being transferred from an offsite waste water treatment plant.
2. Explore potential alternative sources of renewable heat/energy.
3. Based on the viability of such systems, consider taking steps to require that all new development is "district energy" ready for hook-up to hydronic systems.
4. Promote the implementation of green building design measures and greenhouse gas reductions as part of the development process through the "Energy and Water Conservation and Reduction of Green House Gas Emissions" Development Permit Area guidelines and the District's Green Building Strategy.
5. Promote the installation of electric vehicle charging infrastructure in multi-family, civic and commercial uses and buildings.
6. Promote energy efficient and more sustainable travel mode options through enhancing existing transit facilities and through the establishment of new and improved pedestrian and cycling facilities.
7. Support low carbon vehicles and car-share networks.

H. Community Infrastructure

Community infrastructure and services in this section refers to the utilities, waste management, external and other services needed to support healthy community function.

Rainwater Management

Rainwater runoff in the Lower Capilano Marine Village Centre currently discharges into the Capilano River and Burrard Inlet. To protect watershed health and to improve the efficiency of the drainage system, redevelopment in this area is expected to: reduce the level of contaminants entering the Capilano River and Burrard Inlet, reduce peak flows, include measures to prevent erosion and scouring, ensure that overflows to the drainage system are minimized and appropriately handled, and ensure that ground water flows are maintained.

Policies:

1. Prepare and implement an integrated watershed/ stormwater management plan for the Capilano River watershed.
2. In the interim, address stormwater issues in a manner that is consistent with the District's Development Servicing Bylaw (7388) and the Lower Capilano Marine Village Centre Design Guidelines, as amended from time to time.
3. Encourage measures to infiltrate rainwater onsite, where appropriate, and manage impervious areas to remove excess water from the drainage system, to reduce runoff volumes, to improve water quality and to recharge groundwater.
4. Consider opportunities for innovative and site specific rainwater best management practices that may include, but is not limited to rain gardens, green roofs, biofiltration swales, permeable paving, as appropriate to protect watershed health and to respond to the site context.
5. Request that development proponents submit geotechnical and groundwater investigations with development applications in the Lower Capilano Marine Village Centre to assess onsite soil and water table conditions in relationship to building measures.
6. Facilitate the protection and maintenance of groundwater levels, where appropriate, to manage the amount of groundwater pumped into drainage infrastructure.
7. Design new and replacement drainage infrastructure, including biological treatments, for long-term durability and effectiveness in promoting watershed health.

Waste Management

Waste management measures in the Lower Capilano Marine Village Centre aim to encourage composting, recycling and organic waste collection to reduce the amount of waste being diverted into offsite landfills.

Policies:

1. Provide appropriate facilities to accommodate safe, efficient, and environmentally-responsible collection of waste and recyclable materials from all land uses and activities.
2. Refer to Metro Vancouver's "Technical Specifications for Recycling Amenities in Multi-family and Commercial Developments" (2012) or any successor documents specifying regional waste and recycling facility standards.
3. Facilitate the provision of composting, recycling and organic waste collection facilities for new multi-family, commercial and civic developments and at strategic locations in the Village Centre.
4. Encourage sound design of waste disposal and recycling container storage areas, including temporary surface storage areas, to enable efficient collection from the enclosures and for aesthetic benefits.
5. Encourage site planning for underground solid waste facilities in close proximity to garage access ramps.

Water and Sanitary Sewer

Current municipal infrastructure including water and sewer systems is designed for the needs of the existing neighbourhoods. As the Village Centre is built out, municipal infrastructure will be upgraded to accommodate new loads associated with the redevelopment. Policies in this section outline key directions for improvements and strategies to enable timely and coordinated infrastructure upgrades.

Policies:

1. Direct appropriate and feasible upgrades to the sanitary and water systems in response to anticipated population growth per modeling (updated from time to time).
2. In accordance with the District's Green Building strategy encourage and promote, and where appropriate, require water conservation measures for all new developments with minimum flow fixtures specified as part of the design, and in landscaped areas encourage the use of native vegetation and drought tolerant species to reduce the need for elective water use.
3. Consider opportunities to reuse grey water as an alternative to non-potable water use, such as irrigation, in accordance with the District's Green Building strategy.
4. Encourage the installation of water meters for all new development, ideally at the property line, with consideration for isolation of residential versus business water use.
5. Promote the use of fire resistive building design.

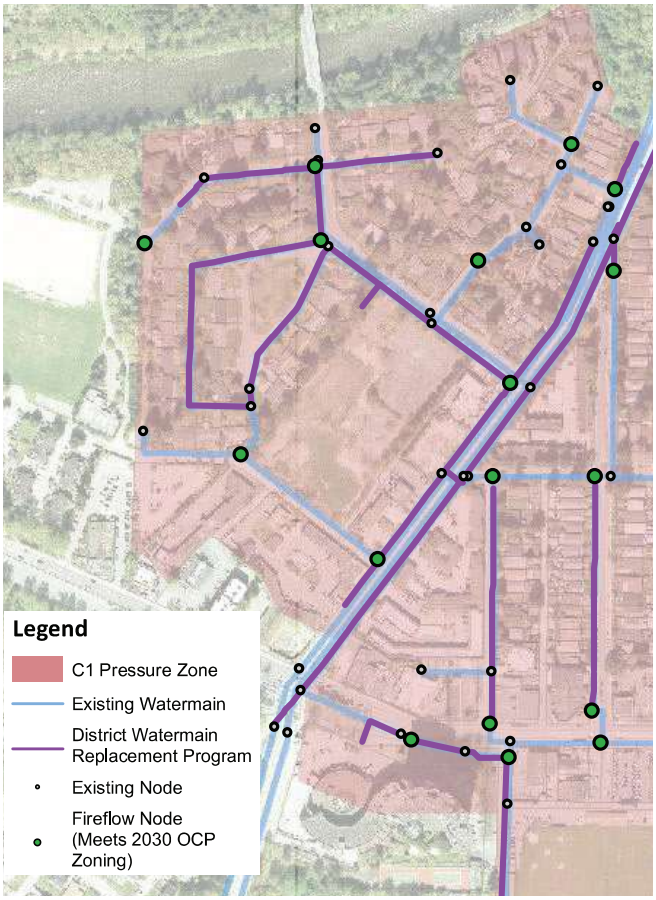


Figure 13. Proposed Water Main Concept to 2030



Figure 14. Proposed Sanitary Sewer Concept to 2030

External Utilities

External utilities include fiber-optic, hydro, telephone, District energy, Fortis, and cable. Significant coordination will be required to allow adequate servicing from all outside agencies to occur at the appropriate levels at the appropriate times. The Capilano Road and Marine Drive corridors are busy transportation routes that should have limited interruption to accommodate utility maintenance requirements.

Policies:

1. Work with other utility agencies to ensure that service capacity is adequate to accommodate anticipated growth in the Village Centre.
2. Plan for connectivity to potential district energy system.
3. Plan for the relocation of existing overhead utilities underground through redevelopment of the Village Centre.
4. Encourage new residential, mixed-use and commercial developers to integrate structural design measures for fibre-optic infrastructure to support economic development, home-based businesses, and to improve future information technology capacities and choices for consumers.

I. Development Permit Areas in Lower Capilano Marine Village Centre

The District uses development permit areas (DPA) and associated guidelines to manage development to address special conditions including: protection from natural hazards, protection of the natural environment and streamside areas, promotion of quality urban design and to encourage energy, water conservation and greenhouse gas reduction. Development applicants should refer to Schedule B of the OCP for the complete set of DPA policies. The Lower Capilano Village Centre as indicated in Figure 15 is recognized as a DPA that is subject to the Lower Capilano Marine Village Centre Design Guidelines and other applicable OCP policies, design guidelines and schedules.

Policies:

1. Recognizing that the Lower Capilano Marine Village Centre may be considered the western gateway to the District of North Vancouver, and to promote quality architectural and streetscape urban design, designate lands within the Village Centre core (shown in Figure 15) as a Lower Capilano Marine Village Centre Form Character and Streetscape Development Permit Area in accordance with the Local Government Act.
2. Within the designated DPA area (see OCP) require, where appropriate, that a Form and Character Development Permit is obtained prior to any development.
3. This DPA boundary may need to be amended, pending the outcome of peripheral neighbourhood infill planning, so that all new multi-family and commercial development within the Capilano Village Centre are also subject to the Form and Character Design Guidelines.

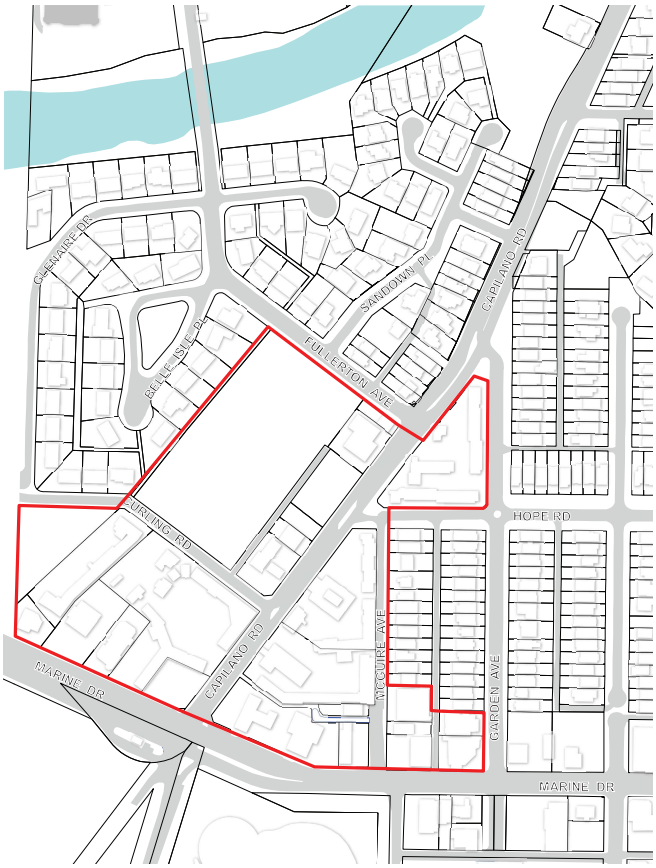


Figure 15. Lower Capilano Marine Village Centre Form and Character Development Permit Area

J. Recommendations for Implementation

The following additional recommendations are recommended for consideration in the implementation of the Lower Capilano Marine Village Centre Plan.

1. Encourage site assemblies as may be needed to facilitate the achievement of the vision, community objectives and densities for Lower Capilano Marine Village Centre.
2. Discourage proposed development configurations that may result in remainders of land that are uneconomic to develop for the uses designated in the Land Use Map.
3. Work with developers to reduce the impacts of construction on the community through improved construction management and traffic control plans.



K. Monitoring Progress of the Lower Capilano Village Centre Implementation Plan

While this Lower Capilano Marine Village Centre Implementation Plan is a long range planning policy document that guides redevelopment of this area for the next 20 years, it is intended that progress towards the implementation of this document is monitored approximately every 2-5 years and that this plan is updated, as needed, to ensure its effectiveness in delivery of the community's vision for the Village Centre.

Policies:

1. Provide for ongoing community participation in implementing and monitoring the achievement of the Lower Capilano Marine Village Centre Implementation Plan objectives.
2. Consider potential indicators for monitoring including, but not limited to:
    - » Housing targets
    - » Community amenities provided
    - » Hotel units provided
    - » Number of local jobs
    - » Demographic mix – ages, incomes, cultures, abilities etc.
    - » Community health and well-being, active living
    - » Crime rates, number of motor vehicle accidents
    - » Ability to meet community needs locally
    - » Reduction in vehicle miles travelled
    - » Mode share splits (from TransLink data)
    - » Greenhouse gas emissions
    - » Number of units connected to district energy heating system
    - » Amount of waste/recycling diverted from landfill
    - » Improved watershed health, decrease in stormwater runoff

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NORTH VANCOUVER
DISTRICT

identity
DNV
2030

Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines



Figure 1. Range of possible housing types

Housing Objectives:

- » Provide for a variety of primarily ground-oriented multi-family housing with some low density apartments that enhance the character of the neighbourhood.
- » Provide a transition to neighbouring homes and improve green space and connectivity.

Housing Policy

1. Support new housing types that are compatible with the Lower Capilano Marine Drive Village Centre Implementation Plan objectives and add to the District's much needed supply of ground oriented and low density multi-family housing as illustrated on Map 1 and specified in Table A.
2. Support existing individual single family lots located in Areas 1, 2 and 4 on Map 1 as suitable for new single family with detached coach house, or duplex, triplex or fourplex development ranging in density from 0.5 to 0.75 floor space ratio (FSR) depending on the size of the lot and according to the guidelines set out in Table A.
3. Support consolidations of existing lots in Areas 1, 2, and 4 on Map 1 as suitable for townhouse or rowhouse ranging in density from 0.8 to 1.2 FSR according to the guidelines set out in Table A.
4. Support consolidations of existing lots in Area 3 on Map 1 as suitable for low-rise apartment development of up to approximately 1.75 FSR according to the guidelines set out in Table A.
5. Recognize the single family properties on McLallen Court and the northern extent of Sandown Place within the Peripheral Area as suitable for continued single family use in the short and medium term subject to future planning review.

Good Neighbour Strategies

Redevelopment in the Peripheral Area surrounding the Lower Capilano Village Centre core is expected to take place over many years and provide opportunities for a mixture of built forms on a single block. This mixture of mostly duplex, triplex and multiplex buildings on single lots and townhouse, rowhouse or low rise apartment on assembled sites requires careful design and siting so as not to negatively impact neighbouring development which may remain in its current form for some time.

All new projects need to consider their neighbours and design in a manner that fits with the scale and character of the area. Project designers or architects are encouraged to meet the neighbours early in the development process so that new designs can balance long term community objectives with existing neighbours' interests about such aspects as privacy, views and sunlight. Specific design and setback measures as outlined below should be taken in Buffer Areas indicated on Map 1 where adjacent single family development is expected to remain in the longer term, or where there is a need for additional setback requirements from the Capilano River.

For new ground-oriented development, provision of three or more bedroom units and inclusion of on-site play areas are encouraged in order to accommodate families with children. Projects should also, where possible, include some accessible one floor ground-oriented units for people with mobility issues.

New development is expected to provide opportunities to improve existing and provide for new pathway and trail connections as indicated on Map 1.

Design Guidelines for Ground-Oriented Housing and Guidelines for Multi-family Housing (OCP Schedule B) apply to the Peripheral Area. In addition, the following design measures apply to development proposed in this area.

General Provisions

Building mass and height should:

- Be considered up to 3 storeys in general except where adjacent or flanking longer term single family dwellings where 2 storey maximums apply;
- Be considered up to 4 storeys at locations identified as Area 3 on Map 1;
- Not allow any single building to exceed 150 feet in length;
- Limit site coverage to a maximum of 50%;
- Carefully site and enclose garbage and recycling containers to reduce the impact of noise and smell on adjacent properties; and
- Allow reduced side yard setbacks in order to facilitate more neighbourly design or tree retention but in no case may this setback be less than 4 feet(ft).

Local utilities are expected to:

- Be able to meet the demands of new townhouse and apartment development; and
- Remain in their current locations or be moved at the developers expense should this be of benefit to the project under consideration and the broader public realm.

Undeveloped or surplus road allowances and public rights-of-ways may:

- Be provided for development where the District of North Vancouver is willing to sell this land and where pedestrian circulation and project design can be improved and or neighbourhood compatibility can be demonstrated.

Specific Provisions

Siting requirements should:

- Provide wide yard setbacks (up to 15 ft.) in the Neighbourhood Buffer zone indicated on Map 1 where new development is adjacent or abutting longer term single family zoned lands;
- Allow for reduced front yard setbacks on the Glenaire Drive frontages to accommodate required riparian setbacks and to provide for a public trail at the rear for assembled development sites, but in no case may this front setback be less than 10 ft. from the property line;
- Provide a minimum 15 ft. front yard setback and 20 ft. rear yard setback for new development occurring elsewhere in areas 1 and 2;
- Provide a 10 to 15 ft. front yard setback to the building face of the ground floor level and a further setback to the building face of any third storey of development on Garden Avenue frontages in Area 4; and
- Provide a 15 to 20 ft. front yard setback and a 20 ft. rear yard setback for apartment development on McGuire Avenue in Area 3, with possible relaxation to 10 ft. for "L" or "U" shaped buildings.

Environmental Considerations

The Capilano River is a major environmental feature in the area requiring special design and development considerations. Protection of streamside habitat and environmental features will be required for lots along the Capilano River in keeping with the District's Development Permit Areas. The District's Green Building Strategy and development permit area guidelines apply to new multifamily construction. Extension of a public pathway to enhance the local trail system along the river south of Fullerton will be accommodated outside of the environmentally sensitive area. In addition, new development will be encouraged to provide for future connection to a potential District energy system. Retention or salvage of significant vegetation is encouraged in redevelopment in order to retain neighbourhood character.

Community Amenity Contributions (CAC's)

Community amenity contributions to address increased demands on community facilities may be provided by developers when rezoning applications for increased density are approved. The Lower Capilano Village Centre Implementation Plan identifies amenities such as a new community centre, daycare, parks and plazas that are planned in the area to create a highly livable community. Any new multifamily housing in the peripheral area is anticipated to contribute to community amenities.

For the Peripheral Area, CAC rates consistent with District-wide (outside of mixed-use OCP growth centres) policy will be applied. The current District-wide rate is $5 per sq. ft. for additional residential density for townhouse and $15 per sq. ft. for additional residential density for apartments. The District is reviewing the CAC policy in late 2014/early 2015, and as such, may adjust these CAC target rates in the future.

Implementation and Monitoring

Redevelopment in the Peripheral Area will require individual rezoning applications and OCP amendments along with the requisite community consultations and public hearing processes. While development in this area is expected to take many years, construction will need to be carefully managed to minimize impacts to the community.

Strategies

- Require each development project to provide a Construction Management Plan to the approval of the District and coordinate these plans to minimize resident inconvenience. As part of Construction Management Plans:
  - Ensure all works and materials are kept on-site and do not utilize public road allowances.
  - Require a parking plan for construction workers that minimizes use of local streets.
- Enforce permitted hours of work and noise bylaw provisions.
- Require development applications to provide a transportation analysis and a robust transportation demand management strategy.
- Post traffic and construction advisories on the DNV website and in other media as needed to inform local residents and other road users of construction activities and possible traffic delays.
- Monitor implementation of the Peripheral Area and manage the pace of redevelopment by coordinating concurrent development applications to facilitate effective use of transportation infrastructure and to minimize local disturbance.
- Update and consult with the community on an ongoing basis to ensure implementation is consistent with the Lower Capilano Village Centre Implementation Plan, including the Peripheral Area Housing Policy and to minimize potential impacts to residents.



Map 1: Proposed Land Use for Peripheral Areas

Table A: Lower Capilano Marine Drive Peripheral Residential Area Density and Development Guide Sheet

	Single Family Dwelling 0.35 FSR + 350 ft²	**Duplex** 0.5 FSR	**Triplex** 0.6 FSR	**Fourplex** 0.75 FSR	**Row-house/ Town-house** 0.8 – 1.2 FSR	**Apart-ment** 1.2 – 1.75 FSR
Area 1 & 2						
Single lot						
• Less than 5000 ft²	✓	✓				
• Between 5000 ft² and 8000 ft²	✓	✓	✓			
• More than 8000 ft²	✓	✓	✓	✓		
Assembly of 2 or more lots (minimum 12,000 ft²)					✓	
Area 3						
Single lot Any Size	✓					
Assembly of 4 lots (minimum 15,000 ft²) + no locked out lots						✓
Area 4						
Single lot Any Size	✓	✓				
Assembly of 4 lots (minimum 15,000 ft²)					✓	

FSR – Floor Space Ratio



C Guidelines for Ground-Oriented Housing

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods.

1. Public Realm, Streetscape Elements and Neighbourhood Fit

Discussion:

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods, while enhancing architectural variety. *Development* should reflect the streetscape character of the neighbourhood in which it is located, or in the case of larger *developments,* it should create its own successful streetscape character.

Ground-oriented housing should be designed so that it complements the neighbourhood character, with minimum impact on adjacent properties. *Development* will often occur incrementally as pre-existing lots on record are assembled and consolidated. Accordingly, the design must carefully consider both the existing and future relationships to surrounding properties.



Figure 81

C1.1: Height and Massing: The height and massing of buildings should be in keeping with a single family dwelling or townhouse height, which is typically less than 12 metres. Architectural treatments that reduce apparent building height such as the use of trim, colour accents, secondary roof elements, building recesses and stepped building forms are encouraged (see Figure 81).

C1.2: Roof Treatment: The gable orientation and roof pitch should be sympathetic to the design of neighbouring buildings and help to maximize the space and light between buildings (see Figure 81).

C1.3: Street Orientation: Units are encouraged to be oriented towards, and have a visual connection to the street (see Figure 82).

C1.4: Corner Lots: Buildings on corner lots should "wrap the corner" providing an opportunity to have units facing both streets (see Figures 83).

C1.5: Minimum Frontage: Generally, *development* parcels should have a minimum frontage of 20 metres.

C1.6: Setbacks: The front yard setback should relate to, or appropriately transition from, the established pattern in the area.



Figure 82

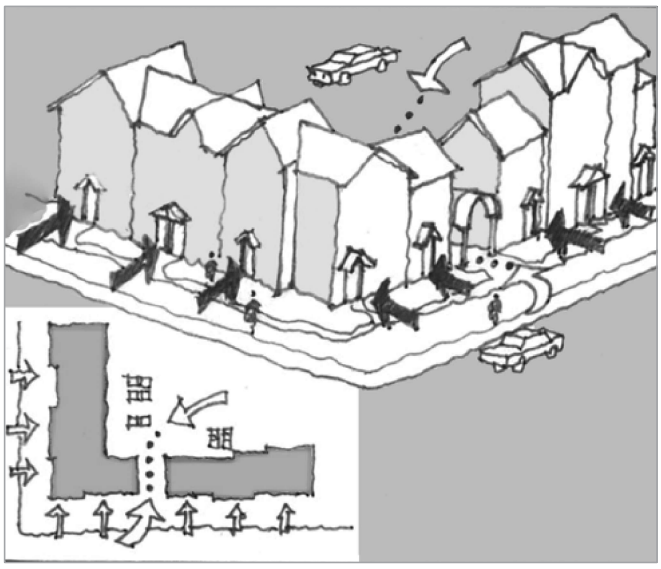


Figure 83

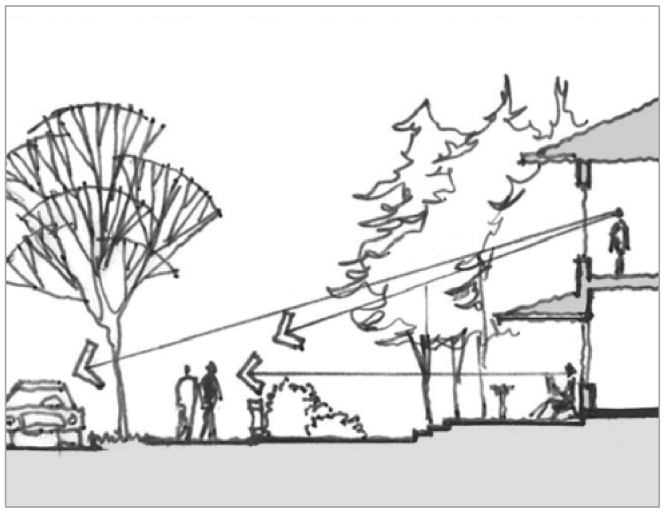


Figure 84

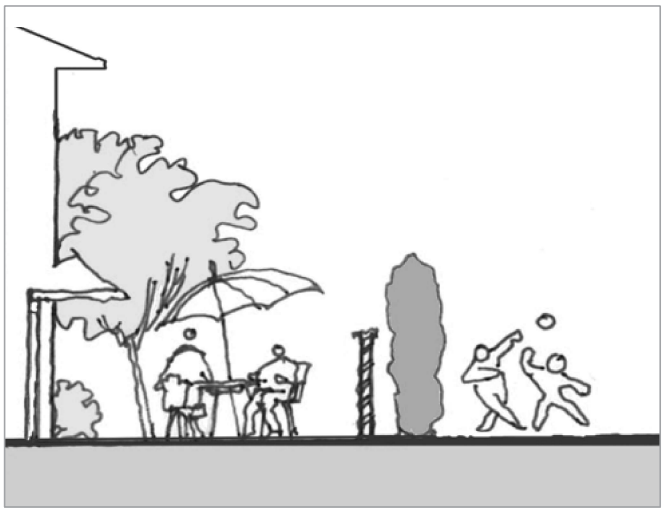


Figure 85

2. Site Planning and Landscaping

Discussion:

Good site planning and landscaping contribute to neighbourhood character and aesthetics, resident livability and environmental sustainability. In principle, site planning should strive to minimize building coverage, preserve natural features and minimize rainwater run-off. Mature trees shade and cool homes in the summer and absorb carbon dioxide and trap dust particles. Trees and other landscaping provide habitat, aid with energy conservation and absorb rain water, reducing stormwater run-off into creeks. Landscape plans should complement the building design and harmonize with the local setting and be prepared by a BC Registered Landscape Architect.

C2.1: Tree Retention: Healthy mature trees and natural features should be retained where possible.

C2.2: Sustainable Landscape Design: Sustainable landscape design should incorporate best practices for tree planting, rainwater management, accessibility and feature native and drought tolerant species. Sustainable landscape design should also be coordinated with building design, site servicing and utility placement.

C2.3: Street Interface: Landscaping and fencing should be kept low and open in the front yard to foster a strong relationship to the street and maintain visibility through to the front of the building (see Figure 84).

C2.4: Privacy: Incorporate planting and fencing to maximize privacy between dwelling units and neighbouring sites (see Figure 85).

C2.5: Shared Outdoor Space: Units should be clustered to create interesting shared outdoor spaces as well as usable and accessible private outdoor spaces. Encourage/integrate informal gathering, play and urban gardening opportunities (see Figure 86).

C2.6: Private Outdoor Space: At least 9 square metres of usable private outdoor space should be provided for all units (see Figure 87).

C2.7: Outward Facing Aspect: Units should be oriented such that windows from the principle living space of each unit are separated by a minimum of 9 metres from those of any other unit (see Figure 88)

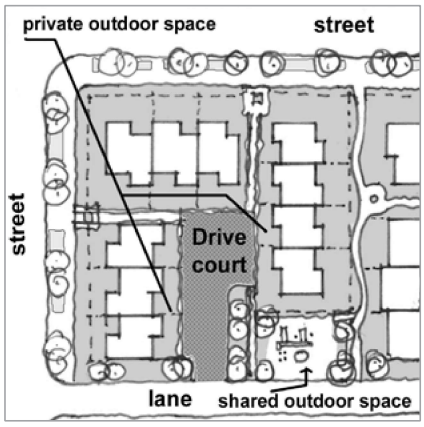


Figure 86

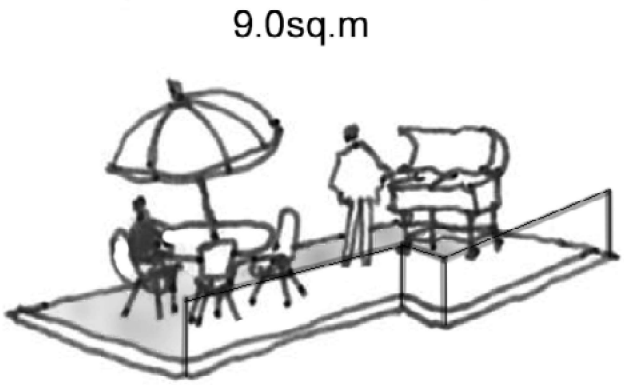


Figure 87

C2.8: Rear Yard Setbacks: Rear yard setbacks should be at least 6 metres, with some variation so that a visual wall is not created along the rear property line.

C2.9: Side Yard Setbacks: Side yard setbacks should be a minimum of 1.2 metres, and up to 3 metres when facing a side street or a single family home.

C2.10: Pedestrian Access: The main pedestrian access route should be from the street rather than the lane or parking area.

C2.11: Parking: Parking spaces should be located off a private driveway, and should not be visible from the street (see Figure 89) .

C2.12: Parking access: When parking is accessed from the front street the number of driveways should be kept to a minimum (see Figure 89).

C2.13: Shared Driveways: Where adjacent to another potential redevelopment site, the driveway should be designed so that it could in future be shared with the adjacent property (see Figure 89).

C2.14: Oil and Grit Separators: Oil and grit separators are required in all parking areas.

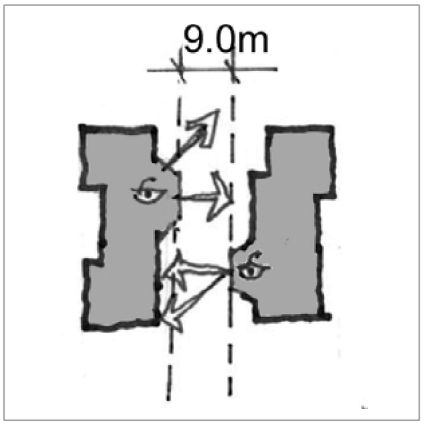


Figure 88

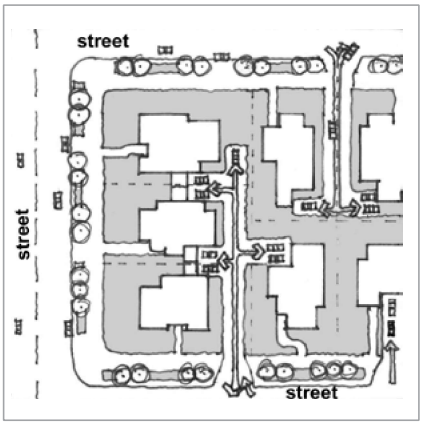


Figure 89

3. Architectural Character

Discussion:

The built form and character of new ground-oriented multi-family *development* should be consistent with and in harmony with the general rhythm, scale and height of the existing buildings in the neighbourhood. Ground-oriented housing is usually located in or adjacent to single family neighbourhoods. Building design therefore should generally have a single family character and incorporate west coast references while responding to local conditions such as topography, vegetation and heritage resources.

Consideration should be given to unit identity, roofscape, and other architectural elements, including fenestration, materials, and colour. Dormers and similar roof projections should read as subordinate or secondary architectural elements.

Ground-oriented housing should be designed in consideration of the needs of all residents regardless of their state of health, mobility or disabilities. Units should incorporate basic features that allow the units to be adapted to accommodate special needs without expensive retrofitting.

C3.1: Massing: The front façade of buildings should be broken up and portions stepped back to reduce the impression of bulk (see Figure 90).

C3.2: Variations in Design: Subtle design variations should be incorporated between neighbouring buildings to avoid a repetitive appearance.

C3.3: Cladding: Buildings should be clad primarily in natural materials although stucco accents may be used as a subordinate finish.

C3.4: Varied Rooflines: Varied roof lines with overhangs are encouraged.

C3.5: Roofing Materials: Laminated asphalt shingles or fire retardant treated cedar shakes are recommended as roofing materials. Tile roofing is discouraged.



Figure 90

C3.6: Noise Levels: Designs should demonstrate that the noise levels (A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below should not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Examples include use of triple glazing, improved insulation etc.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

C3.7: Heating and Ventilation Systems: Ventilation, heating and cooling systems should be designed and insulated to minimize noise and located to be visually unobtrusive to neighbouring *developments*.

C3.8: Accessible Entrance: A level, no step entrance should be provided to each dwelling. If not possible, then platform areas should be provided at the top and bottom of ramps to facilitate the turning of wheelchairs, strollers and other mobility devices (see Figure 91).

C3.9: Weather Protection: A canopy should be provided over the front entrance.

C3.10: Front Door Width: The front door opening should be no less than 0.9 metre in width.

C3.11: Accessible Doorbell: The front doorbell should be no higher than 1 metre above the entry way

C3.12: Legible Address: The address should be indicated in easy-to-read, 10 centimetre or taller numbers, shown in a clearly contrasting colour.



Figure 91

Lower Capilano Transportation Study
March 2013

In February, 2013, Creative Transportation Solutions completed a Transportation Study for the Lower Capilano Marine Village Centre. The study assessed transportation impacts of envisioned land use changes. Based on the outcome of the study, the District is confident that there is a sound transportation plan for the area that will work well in the coming years.

Traffic from all of the existing land uses was measured. The study found that most traffic (about 95%) is passing through the area. The study acknowledges that congestion around the Lions Gate Bridge is not likely to improve. The study recommendations focus on getting people in and through the area most effectively, with alternatives to the intersection at Capilano Road and Marine Drive.

- With the worst case scenario of development-generated traffic in the peak hour in the year 2030, the study predicts that there would be a maximum of **about 10 new vehicle trips per minute travelling in the area**. About half of all new trips would use the new intersection at Curling Road/Curling Road extension. Less than 20 percent of the new trips (1 or 2 vehicles per minute) will use each of the intersections of Fullerton Avenue and Capilano Road and crossroads of McGuire Avenue and Capilano Road.

- As a **safety and capacity improvement**, a new dedicated left turn lane is proposed from Capilano Road southbound to Marine Drive eastbound.

- Already, about 20 percent of trips to/from the area are by **transit**. Marine Drive is part of the regional Frequent Transit Network and Capilano Road is envisioned to be part of the Frequent Transit Network in the future. This area will continue to have some of the best transit access in the region, with direct access to most of the region's jobs within less than 30 minutes. As the area develops, it is anticipated that people will select this area because of its excellent of transit accessibility.

- Currently, very few trips in the area are made by **walking** and this can be attributed to challenges of crossing Capilano Road. To make things better for pedestrians moving through the area to access retail services, recreation opportunities, and transit service, new intersections along Capilano Road and at Marine Drive and McGuire Avenue offer a more comfortable crossing experience.

- Bike lanes are planned along Capilano Road and **cycling** will be integral in the design of all streets in the area.

- **Parking** levels would be matched with demand and provided underground.

- Each development will be responsible for establishing a **construction management plan** to minimize the impacts of development on traffic in the area.

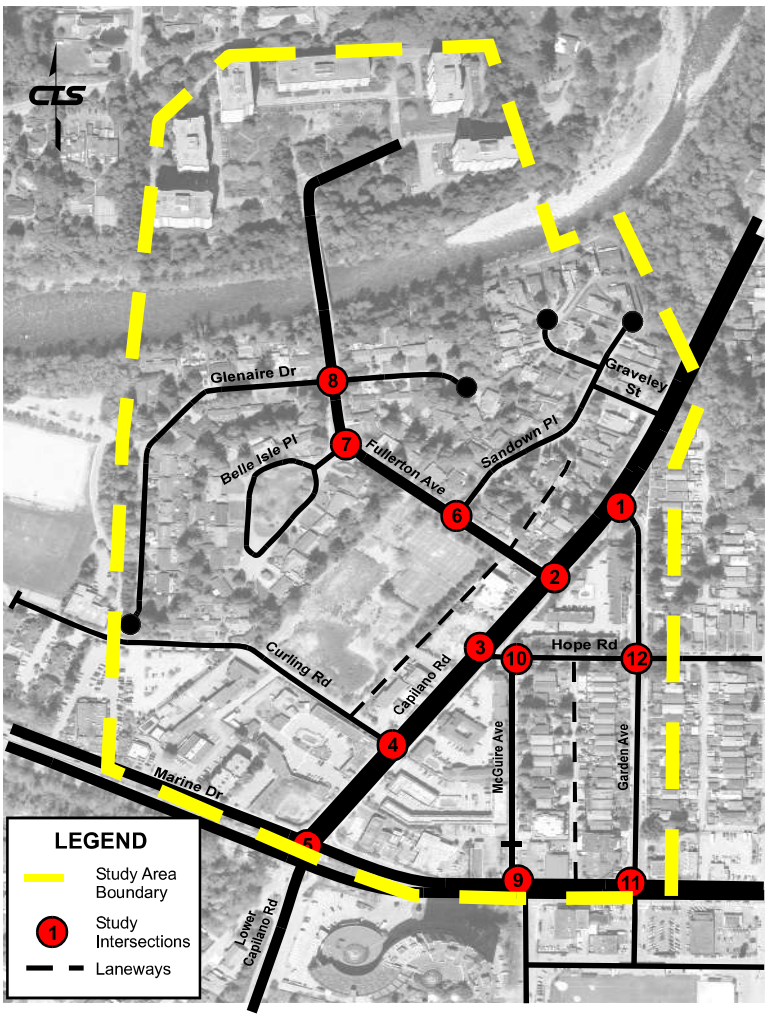
A full copy of the recommendations of the study follows.

Lower Capilano Marine Village Centre Transport Plan

Volume 2 - Summary Report

Prepared for

District of North Vancouver









Prepared by

CREATIVE TRANSPORTATION SOLUTIONS

FEBRUARY 2013

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Volume 2 – Summary Report

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SECTION 1 INTRODUCTION

1.1 Background

The District of North Vancouver is proposing to redevelop the Lower Capilano area in accordance with the recently approved Official Community Plan (OCP). Creative Transportation Solutions Ltd. (CTS) was retained by the District of North Vancouver in April 2012 to assist municipal staff in the development of a transport plan for the year 2030 that would support the proposed Lower Capilano Marine Village Centre. The primary objectives of this project were as follows:

1. To develop a 2030 transport plan that would address existing transportation deficiencies in the community;
2. To develop a 2030 transport plan for the year 2030 that would incorporate the future needs of the community;
3. To develop a 2030 transport plan that would technically support the proposed land use changes envisioned by the OCP;
4. To develop a 2030 transport plan that would be focused on moving people and not cars; and
5. To develop a 2030 transport plan that would encourage the use of alternative modes of transport such as transit, cycling and walking by enhancing existing facilities and building new ones.

The project was subdivided into three (3) key phases and they are as follows:

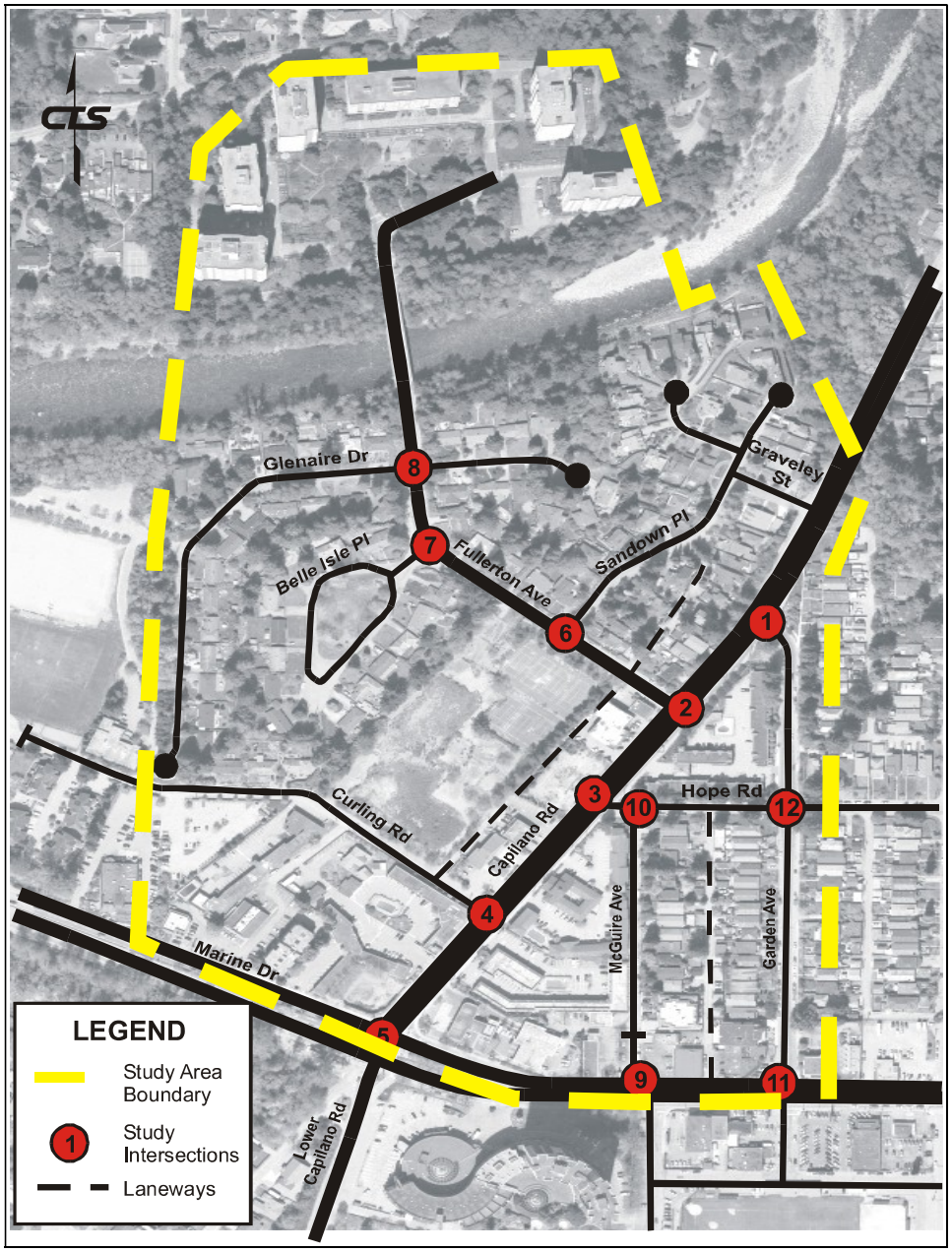
- Phase 1 – Assess existing conditions to determine baseline conditions;
- Phase 2 – Assess future travel demand and develop transport options to address demand; and
- Phase 3 – Develop a draft 2030 transport plan and prepare a draft report.

Of note, subsequent phases such as public and stakeholder consultation, refining the draft transport plan and issuing a final report are not part of the current work program.

1.2 Study Area

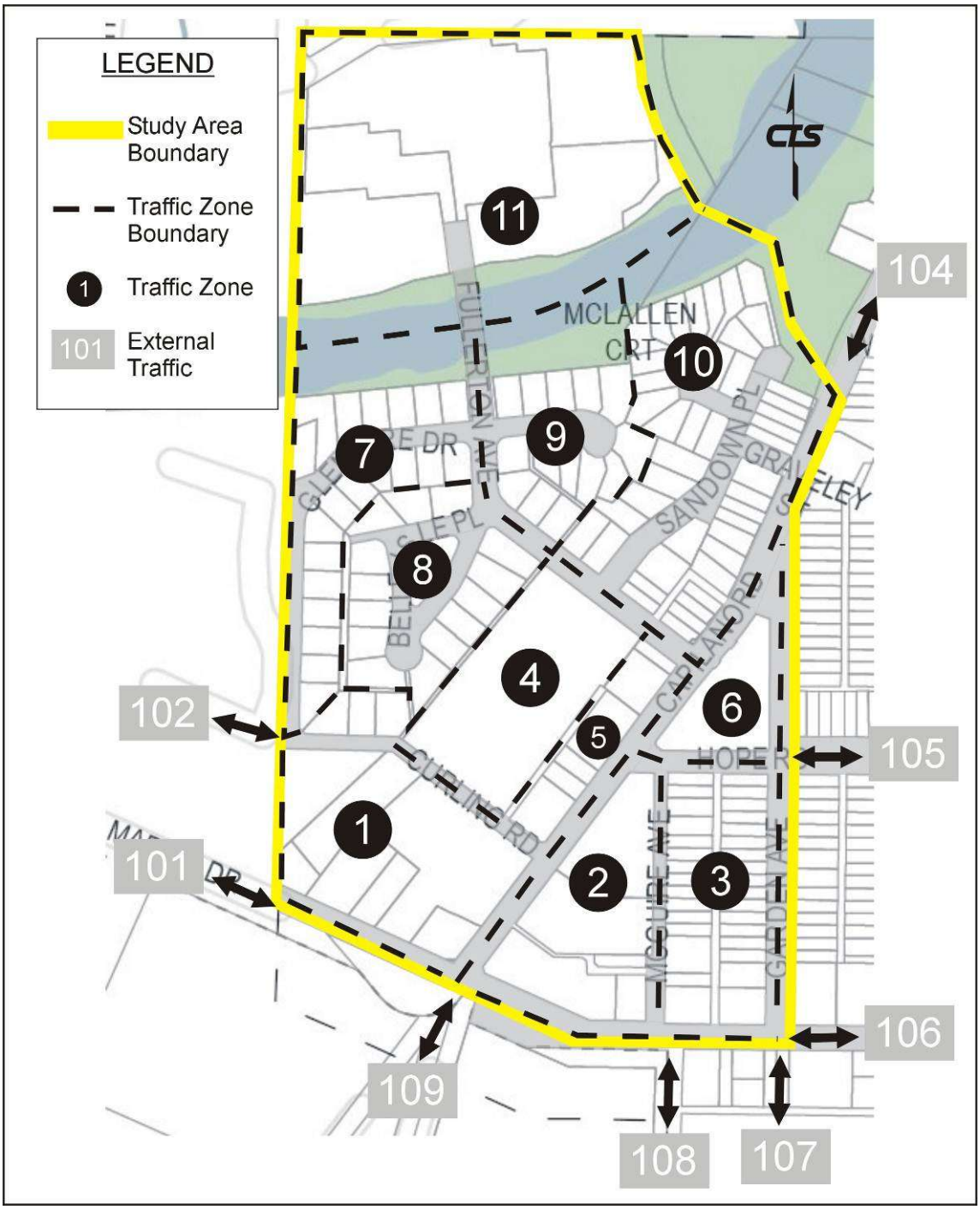
FIGURE 1.1 illustrates the study area, which is bounded by the Capilano River to the north, Garven Avenue to the east, Marine Drive to the south and the municipal border to the west.

FIGURE 1.1 - STUDY AREA



The study area was then subsequently divided into eleven (11) traffic zones in order to permit a more detailed examination and this is illustrated in **FIGURE 1.2.**

FIGURE 1.2 - TRAFFIC ZONE MAP



SECTION 2 EXISTING TRAFFIC VOLUMES

The 2012 existing base traffic volumes of the study area were compiled using both adjusted historical data from the District of North Vancouver and recently collected traffic volumes from CTS. The design hour chosen for the study was the weekday afternoon peak hour which combines local work trips heading home, local shopping trips, residents returning to the Lower Capilano after working out of town, and the beginning of recreational weekend traffic along the Capilano Road and Marine Drive. It also coincides with the time period when counterflow operations on the Lions Gate Bridge are in place and only 1 southbound lane is open resulting in significant vehicle queue spillbacks for southbound motorists on Capilano Road and westbound motorists on Marine Drive.

2.1 Motorized Vehicles

FIGURE 2.1 illustrates the year 2012 weekday afternoon peak hour traffic volumes for the motorized vehicles. During the weekday afternoon peak, the study area accommodated 10,875 vehicles trips of which 5,455 veh/hr were inbound and 5,420 veh/hr were outbound. The intersection that carried the most vehicles was Capilano Road & Marine Drive which carried close to 4,400 vehicles in one hour.

2.2 Pedestrians

Pedestrians crossing the study boundary were also recorded in order to document existing pedestrian levels entering and existing the study area. **FIGURE 2.2** illustrates the pedestrian volumes recorded during the weekday afternoon. A total of 203 pedestrian movements were observed during the weekday afternoon peak hour of which 99 were inbound and 114 outbound.

FIGURE 2.1
2012 WEEKDAY AFTERNOON PEAK HOUR TRAFFIC VOLUMES

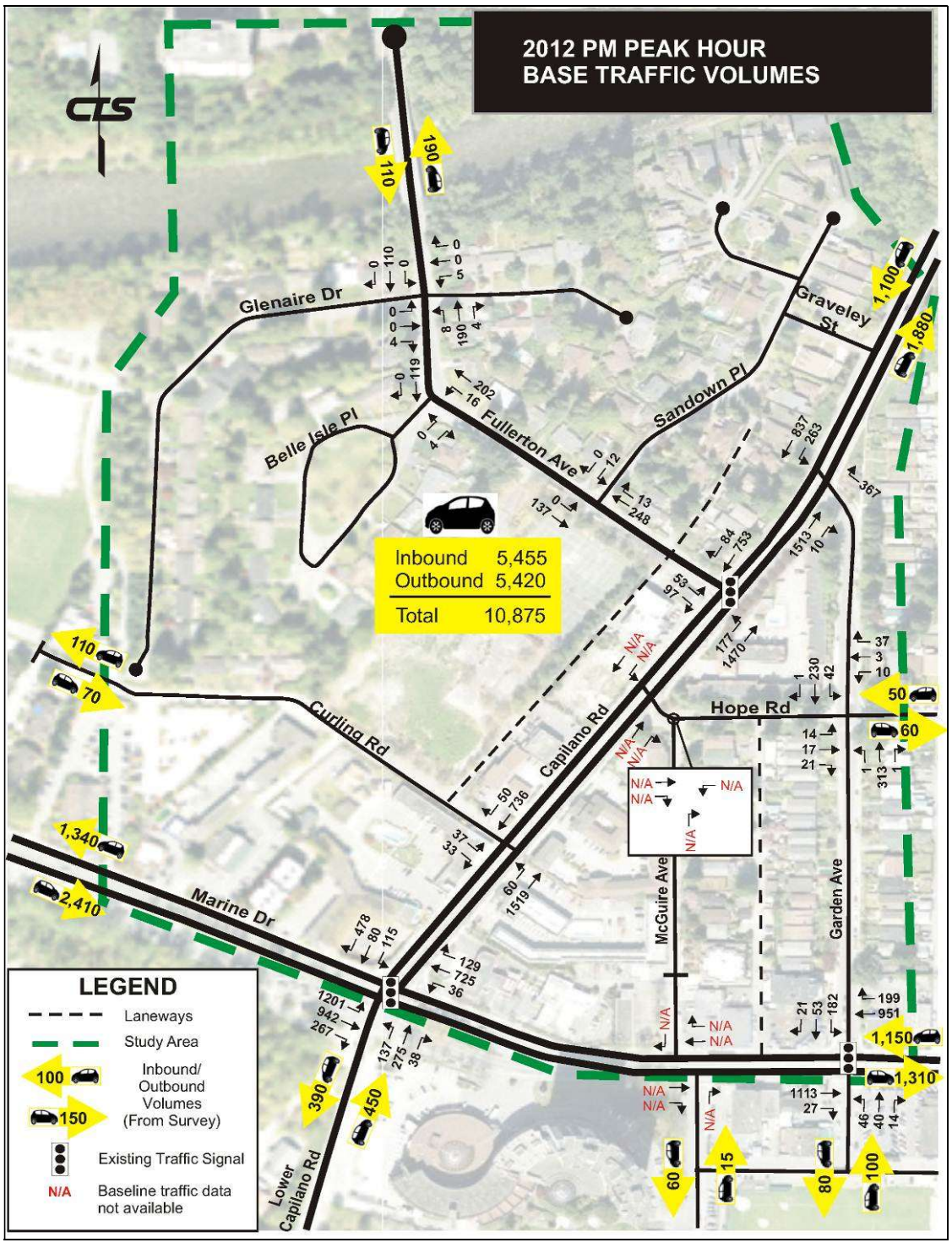


FIGURE 2.2
2012 WEEKDAY AFTERNOON PEAK HOUR PEDESTRIAN VOLUMES



2.3 Bicycles

Peak hour bicycles volumes entering and exiting the study area were also recorded and these are shown on **FIGURE 2.3**. A total of 203 bicycle trips were recorded during the afternoon peak hour of which 106 were inbound and 97 were outbound.

2.4 Public Transit

A total of six (6) regular bus routes and one (1) late night bus route provide public transit service in Lower Capilano. These bus routes are located on Capilano Road, Garden Avenue, and Marine Drive nighttime and are illustrated on **FIGURE 2.4**, as well as the location of the current bus stops. **FIGURE 2.4** also illustrates the portion of the study area that is not well serviced by public transit in that the nearest bus stops are in excess of 400 metres away, which is the normal upper range for riders to walk to a bus stop. For the Lower Capilano study area, it is estimated that an excellent 80% of the study area is within 400 metres of a bus stop and that only the lands north of the Capilano River (e.g. the Woodcroft development) are currently outside this threshold.

TABLE 2.1 provides a detailed summary of each bus stop and the bus routes #239, #240, #241, #246, #247, #255, and #N24 t services, as well as the frequency of service. These bus routes provide excellent frequency of service as the bus headways range from 8 minutes to 33 minutes.

FIGURE 2.3
2012 WEEKDAY AFTERNOON PEAK HOUR BICYCLE VOLUMES

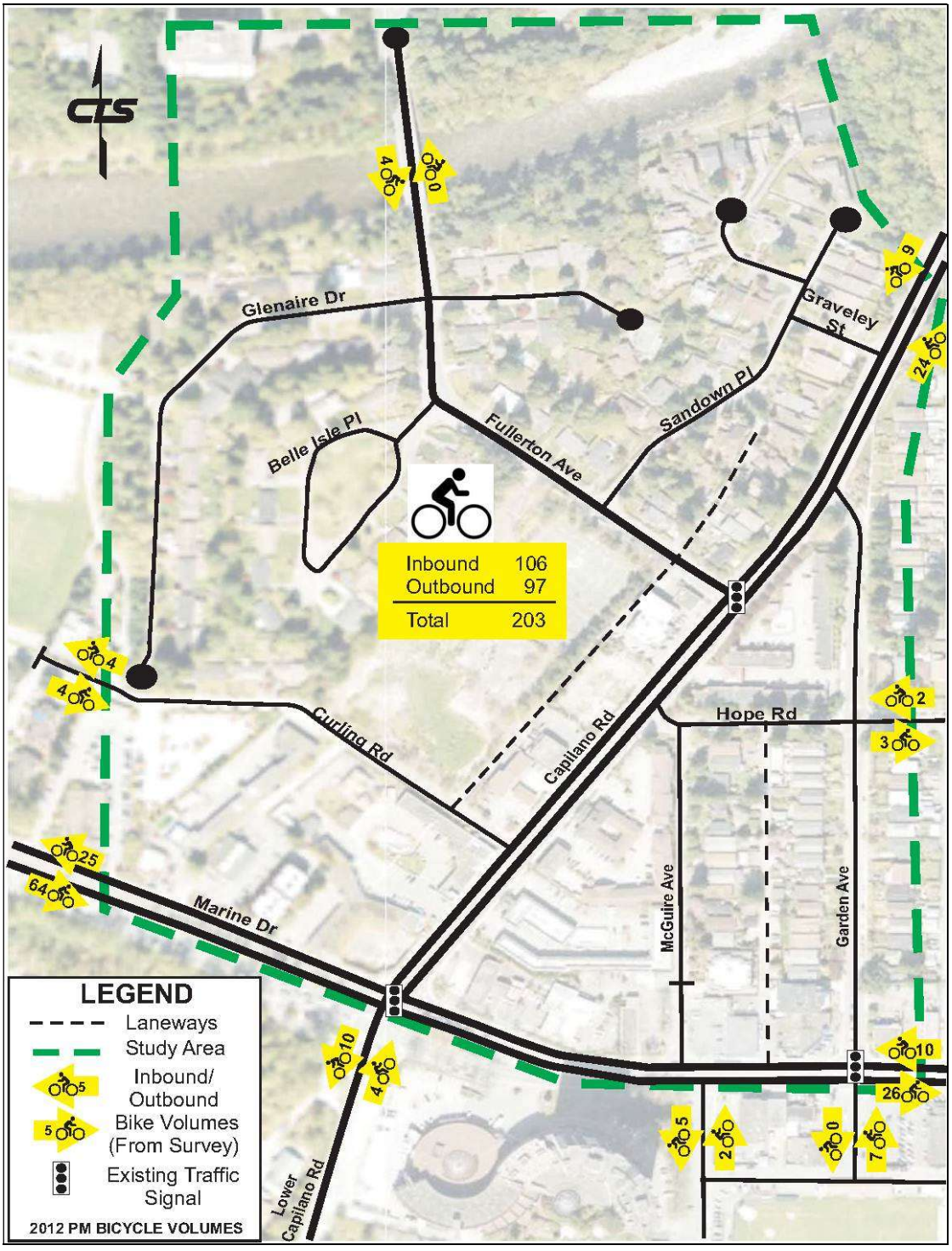


FIGURE 2.4
EXISTING TRANSIT

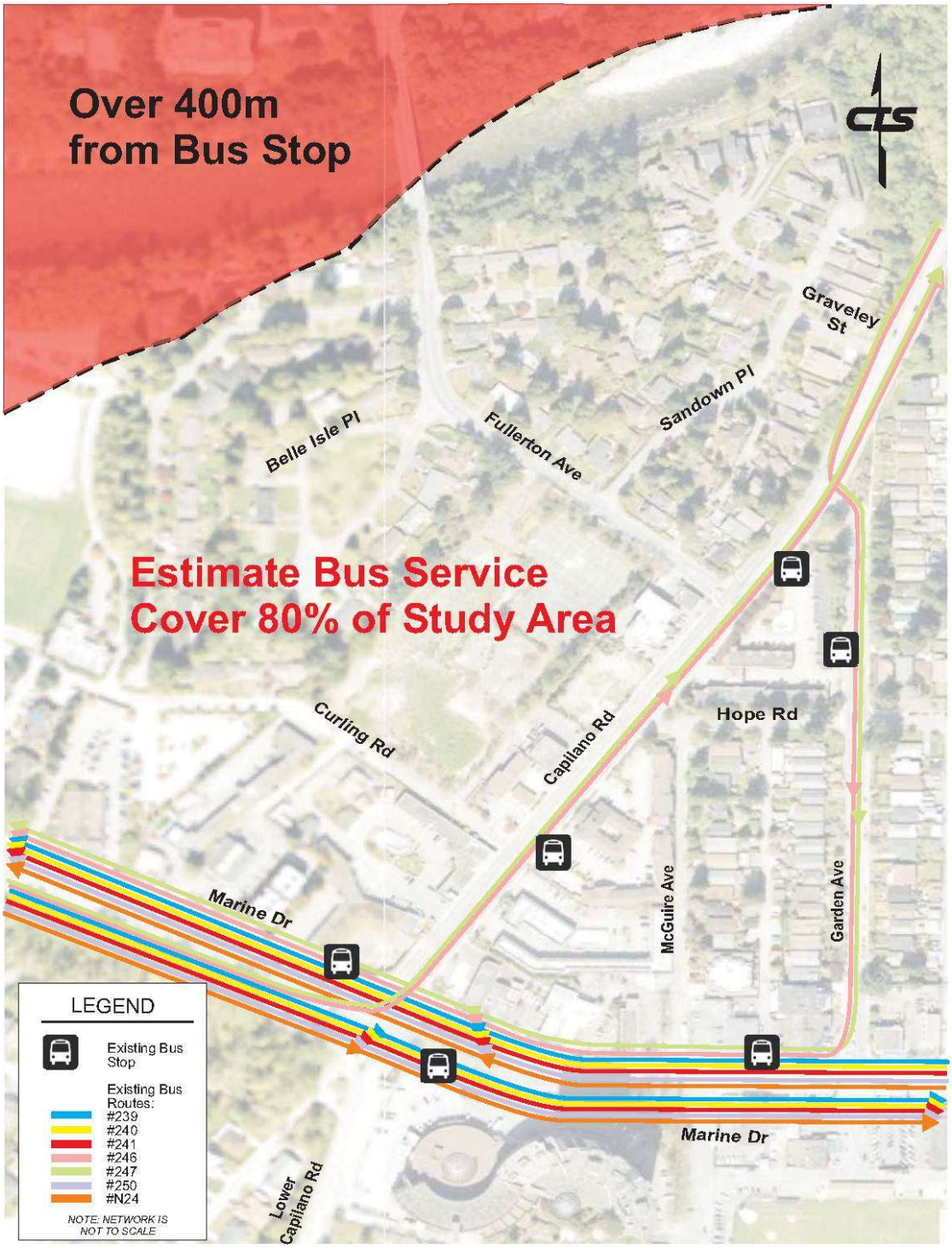


TABLE 2.1
EXISTING TRANSIT SERVICE

Route/Stop		Service Period Adjacent to Site		Service Headways (minutes)		
Route #	Name	Start	End	AM	Mid-day	PM
Stop #61510 Capilano Rd at Curling Rd northbound						
246	Lonsdale Quay/Highland/Vancouver	5:38am	12:21am	15	30	8
247	Upper Capilano/Grouse/Vancouver	8:00am	6:21pm	*	N/A	30
Stop #59990 Capilano Rd at Fullerton Ave northbound						
246	Lonsdale Quay/Highland/Vancouver	5:38am	12:21am	15	30	8
247	Upper Capilano/Grouse/Vancouver	8:00am	6:22pm	*	N/A	30
Stop #54546 - Garden Ave at Hope Rd southbound						
246	Lonsdale Quay/Highland/Vancouver	5:56am	11:33pm	15	30	15
247	Upper Capilano/Grouse/Vancouver	6:59am	8:35am	32	N/A	N/A
Stop #54439 - Marine Dr at Garden Ave westbound						
246	Lonsdale Quay/Highland/Vancouver	5:57am		Unload Only		
239	Capilano University/Park Royal	5:31am	1:49am	10	10	10
255	Dundarave/Capilano University	7:05am	9:32pm	30	30	15
Stop #54440 - Marine Dr at McGuire Ave westbound						
246	Lonsdale Quay/Highland/Vancouver	6:30am	11:34pm	14	30	15
247	Upper Capilano/Grouse/Vancouver	7:00am	8:36am	33	N/A	N/A
240	15th Street/Vancouver	5:40am	12:33am	10	15	8
241	Upper Lonsdale/Vancouver	7:06am	8:43am	9	N/A	N/A
N24	Downtown/Upper Lonsdale Nightbus	1:10am	2:03am	N/A	N/A	50
Stop #54413 - Marine Dr at Capilano Rd eastbound						
246	Lonsdale Quay/Highland/Vancouver	12:31am	6:55pm	Unload Only		
239	Capilano University/Park Royal	5:44am	12:47am	10	10	10
240	15th Street/Vancouver	6:16am	12:54am	8	15	8
241	Upper Lonsdale/Vancouver	3:59pm	7:23pm	N/A	N/A	13
255	Dundarave/Capilano University	6:45am	9:15pm	30	30	15
N24	Downtown/Upper Lonsdale Nightbus	1:23am	3:24am	N/A	N/A	30
Stop #61563 - Marine Dr at Capilano Rd westbound						
246	Lonsdale Quay/Highland/Vancouver	6:30am	11:34pm	14	30	15
247	Upper Capilano/Grouse/Vancouver	7:00am	8:36am	33	N/A	N/A
239	Capilano University/Park Royal	5:31am	1:49am	10	10	10
240	15th Street/Vancouver	5:40am	12:33am	10	15	8
241	Upper Lonsdale/Vancouver	7:06am	8:43am	9	N/A	N/A
255	Dundarave/Capilano University	7:05am	9:32pm	30	30	15
N24	Downtown/Upper Lonsdale Nightbus	1:10am	2:03am	N/A	N/A	50
* Only one bus runs during this period						

2.5 Transport Mode

On Wednesday, 19 October 2011, CTS conducted a comprehensive six (6) hour transport mode survey of people entering and exiting Lower Capilano via one of the roadways in order to document the travel mode of choice. The surveys were conducted simultaneously at each station from 06:30-09:30 and from 15:00-18:00 in order to fully capture both the morning and afternoon commuter peaks. A report on the survey findings was issued to the District of North Vancouver by CTS on 10 November 2011. **TABLE 2.2** below summarizes the key findings of the transport mode survey.

TABLE 2.2
OBSERVED FALL 2011 PERSON TRIP DEMAND BY TRANSPORT MODE ENTERING AND EXITING LOWER CAPILANO

AM Period (06:30 - 09:30)		PM Period (15:00 - 18:00)		6 Hour Total	
Cars / Trucks	26982	Cars / Trucks	36480	Cars / Trucks	63462
Bus	7363	Bus	8569	Bus	15932
Motorcycle	123	Motorcycle	184	Motorcycle	307
Bicycle	390	Bicycle	404	Bicycle	794
Walk	401	Walk	533	Walk	934
Other*	7	Other*	3	Other*	10
TOTAL	35266	TOTAL	46173	TOTAL	81439

** Other vehicles include non motorized scooters, skateboards and construction equipment (eg. Backhoe)*

A total of 81,439 people were counted over the 6 hour survey period entering and/or exiting Lower Capilano area. The afternoon peak period was the dominant of the two 3 hour survey periods as 10,907 more people were observed than in the morning. **TABLE 2.3** illustrates the observed transport mode splits for the morning and afternoon peak hours, as well as for the three and six hour survey periods.

TABLE 2.3
OBSERVED FALL 2011 TRANSPORT MODE SPLITS FOR PERSON TRIPS ENTERING AND EXITING LOWER CAPILANO

Time Period	Car / Trucks	Bus	Motorcycle	Bicycle	Walk	Other
AM Peak Hour (1hr)	76.3%	21.2%	0.3%	1.0%	1.2%	0.0%
AM Period (3hrs)	76.5%	20.9%	0.3%	1.1%	1.1%	0.0%
PM Peak Hour (1hr)	79.1%	17.9%	0.5%	1.2%	1.2%	0.0%
PM Period (3hrs)	79.0%	18.6%	0.4%	0.9%	1.2%	0.0%
6 Hour Total	**77.9%**	**19.6%**	**0.4%**	**1.0%**	**1.1%**	**0.0%**

The 6 hour total modal split shows that 77.9% of people in the Lower Capilano area used the automobile as their primary mode of transport, 19.6% used public transit, and the remaining 2.5% utilized either motorcycles, bicycles or walked.

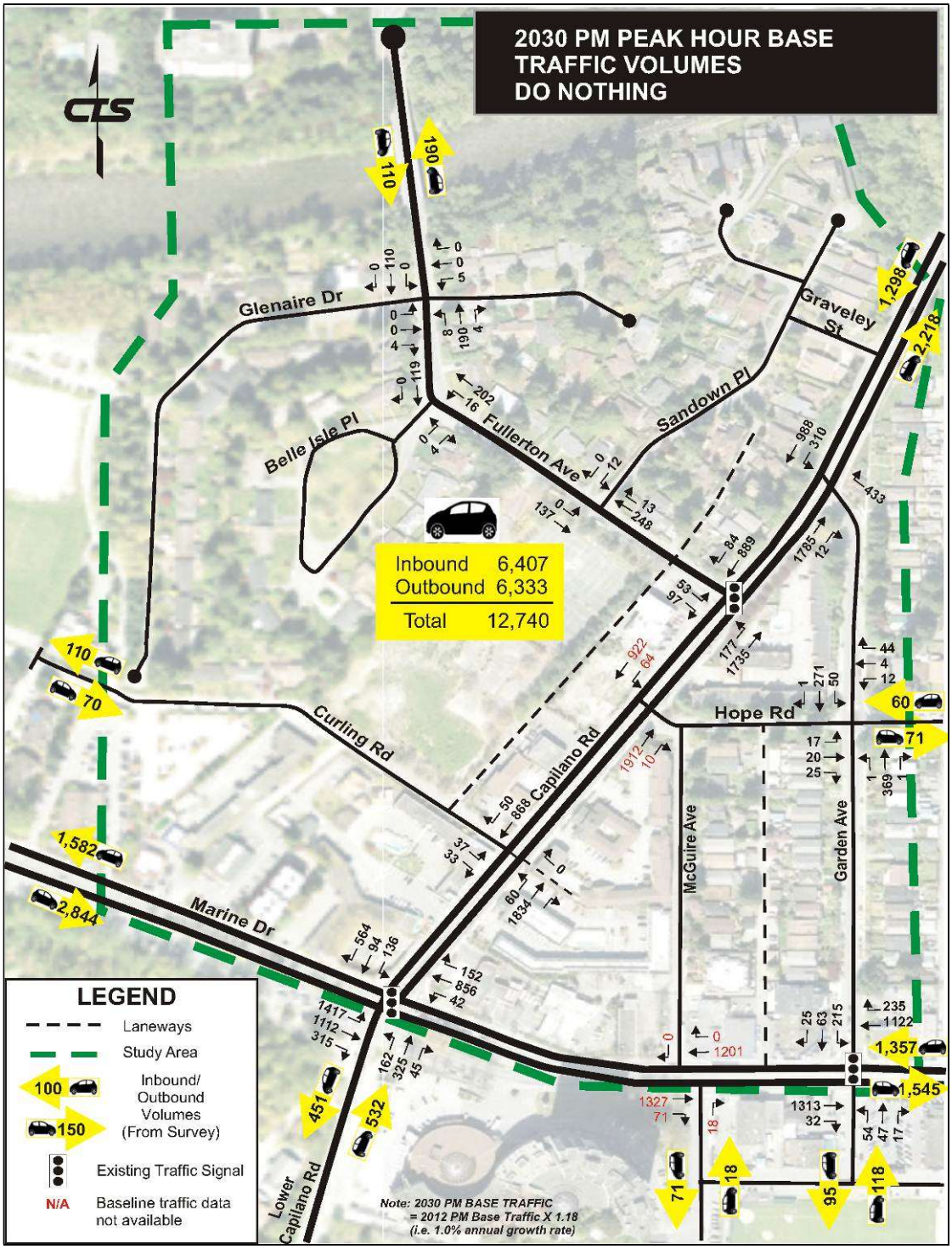
SECTION 3 FUTURE BASE TRAFFIC VOLUMES

3.1 Future Year 2030 Base Traffic Volumes

Year 2030 is anticipated to be the completion year for the proposed Lower Capilano Marine Village Centre. In order to create future baseline conditions to which different transport plans could be compared against, the 2012 base weekday afternoon peak hour volumes factored up by an approved traffic volume growth rate of 1.0% per annum (simple straight line). Of note, this factor was only applied to the regional traffic on Capilano Road and Marine Drive as it was assumed that side street volumes would remain the same as the land uses were not changing for the "do-nothing" scenario.

FIGURE 3.1 illustrates the projected 2030 weekday afternoon peak hour volumes for the future base condition with no redevelopment of Lower Capilano. The total volume of regional traffic entering and exiting Lower Capilano is projected to increase by 17% from 10,875 to 12,740 (or +1,865 cars) during the weekday afternoon peak hour between the year 2012 and 2030.

FIGURE 3.1
2030 BACKGROUND TRAFFIC VOLUMES



SECTION 4 REDEVELOPMENT OF LOWER CAPILANO

4.1 Year 2012 Land Use

Using the traffic zone boundaries illustrated in **FIGURE 1.2**, the District of North Vancouver prepared a summary of the existing land uses in the study area broken down into the following key categories:

1. Single Family Housing;
2. Multi-Family Housing;
3. Seniors Housing;
4. Commercial Retail;
5. Office; and
6. Accommodation.

TABLE 4.1 summarizes the 2012 land use information by traffic zone as provided by the District of North Vancouver.

TABLE 4.1
SUMMARY OF YEAR 2012 KEY LAND USE STATISTICS BY TRAFFIC ZONE

ZONE	EXISTING (Year 2012)					
	Single-family Housing	Multi-family Housing	Seniors Housing	Retail Store	Offices	Hotel / Motel / Inn
	Dwelling Units	Dwelling Units	Dwelling Units	GFA (sq m)	GFA (sq m)	(Rooms)
1	3	0	0	826	2540	140
2	0	0	0	1471	0	168
3	27	26	0	1403	316	0
4	0	0	0	0	0	0
5	0	0	0	1172	643	0
6	0	0	0	0	0	72
7	20	0	0	0	0	0
8	14	0	0	0	0	0
9	14	0	0	0	0	0
10	41	1	0	0	0	0
11	0	1300	0	0	0	0
Total	***119***	***1327***	***0***	***4872***	***3499***	***380***

As of 2012, there were a total of 1446 dwelling units, 4,872 square metres of commercial retail space, 3,499 square metres of office space and 380 motel / hotel rooms in the Lower Capilano study area.

4.2 Year 2030 Future Land Use

TABLE 4.2 summarizes the estimated year 2030 land use information by traffic zone after redevelopment as provided by the District of North Vancouver. For the Year 2030, a total of 2,960 dwelling units, 120 seniors housing units, 11,050 square metres of commercial retail space, 2,500 square metres of office space and 230 motel / hotel rooms are forecast for the Lower Capilano study area.

TABLE 4.2
PROPOSED YEAR 2030 KEY LAND USES BY TRAFFIC ZONE

ZONE	FUTURE (Buildout)					
	Single-family Housing	Multi-family Housing	Seniors Housing	Retail Store	Offices	Hotel / Motel / Inn
	Dwelling Units	Dwelling Units	Dwelling Units	GFA (sq m)	GFA (sq m)	(Rooms)
1	0	400	60	3,500	1,300	80
2	0	200	0	500	0	150
3	0	80	0	3,000	300	0
4	0	400	60	650	0	0
5	0	90	0	3,000	900	0
6	0	80	0	400	0	0
7	7	110	0	0	0	0
8	0	110	0	0	0	0
9	10	12	0	0	0	0
10	23	138	0	0	0	0
11	0	1300	0	0	0	0
Total	***40***	***2920***	***120***	***11,050***	***2,500***	***230***

4.3 Net Change in Key Land Uses from Redevelopment

TABLE 4.3 summarizes the net change in key land uses by traffic zones between the existing and proposed redevelopment of Lower Capilano. From **TABLE 4.3**, a reduction of 79 single family homes, a net increase of 1,593 multi-family homes, 120 new senior citizen dwelling units, an additional 6,178 square meters of commercial retail space, and a reduction of both 999 square metres of office space and 150 accommodation units is forecast by the District of North Vancouver by the year 2030.

Note: For zones 7 to 10, very rough worst case numbers were included. DNV will be working with the community to establish the vision and detailed plan for those areas and projects will be adjusted accordingly.

NET CHANGE IN KEY LAND USES BETWEEN 2012 AND 2030

ZONE	NET CHANGE BETWEEN 2012 AND 2030					
	Single-family Housing	Multi-family Housing	Seniors Housing	Retail Store	Offices	Hotel / Motel / Inn
	Dwelling Units	Dwelling Units	Dwelling Units	GFA (sq m)	GFA (sq m)	(Rooms)
1	-3	400	60	2674	-1240	-60
2	0	200	0	-971	0	-18
3	-27	54	0	1597	-16	0
4	0	400	60	650	0	0
5	0	90	0	1828	257	0
6	0	80	0	400	0	-72
7	-13	110	0	0	0	0
8	-14	110	0	0	0	0
9	-4	12	0	0	0	0
10	-18	137	0	0	0	0
11	0	0	0	0	0	0
Total	***-79***	***1593***	***120***	***6178***	***-999***	***-150***

4.4 Traffic Generation

Although the ultimate objective is to develop a multi-modal transport plan with less emphasis on vehicles, it is recognized that the private automobile will be a dominant mode of transport in North Vancouver for the foreseeable future. Therefore, for the purposes of developing a first draft of the transport plan, it was assumed that today's vehicle trip generation characteristics for North Vancouver would remain unchanged as

a worst case scenario. To develop traffic volume forecasts for Lower Capilano, the following vehicle trip generation rates were used in this study:

- Multi-family housing → used the average of measured vehicle trip generation rates for the Woodcroft complex from 2009 and 2012; and
- All other land uses → Used the Institute of Transportation Engineers (ITE) vehicle trip generation rates (8th edition) to estimate the proposed site traffic volumes.

As the majority of ITE vehicle trip generation rates are based predominantly on suburban United States proxy site locations, use of such rates is considered to represent the worst case scenario as it assumes that most person trips are done by private automobile. **TABLE 4.4** summarizes the vehicle trip generation rates used in this study.

TABLE 4.4
VEHICLE TRIP GENERATION FOR THE WEEKDAY AFTERNOON PEAK HOUR

Land Use	Trip Generation Variable	Scope of Development	Peak Hour	Trip Generation Rate	Trip Rate Source	Directional Split		Peak Hour Volumes (vph)		
						% IN	% OUT	IN	OUT	Total
Single-Family Housing	Dwelling Units	-79.0	Weekday Afternoon	1.01	ITE (8th Ed), Code 210	63%	37%	-51	-32	-83
Multi-Family Housing	Dwelling Units	1593.0	Weekday Afternoon	0.22	Woodcroft	64%	36%	226	129	355
Seniors Housing	Dwelling Units	120.0	Weekday Afternoon	0.16	ITE (8th Ed), Code 252	63%	38%	12	8	20
Retail Store	1000 GFA (sq ft)	66.5	Weekday Afternoon	6.00	ITE (8th Ed), Code 820	49%	51%	194	204	398
Offices	1000 GFA (sq ft)	-10.8	Weekday Afternoon	1.49	ITE (8th Ed), Code 710	17%	83%	-2	-14	-16
Hotel / Motel / Inn	Rooms	-150.0	Weekday Afternoon	0.59	ITE (8th Ed), Code 310	53%	47%	-48	-44	-92
TOTAL NET INCREASED TRIP GENERATION TRAFFIC - WEEKDAY AFTERNOON PEAK HOUR								**331**	**251**	**582**

TABLE 4.4 also summarizes the projected traffic volumes for the weekday afternoon peak hour by land use for the study area assuming full redevelopment by the year 2030. From **TABLE 4.4**, the proposed redevelopment of Lower Capilano is forecast to add 582 additional vehicle trips (i.e. 331 vehicles inbound and 251 vehicles outbound) to the road network during the weekday afternoon peak hour, assuming no change in travel behavior. This increase in vehicle demand is equivalent to an additional 9.7 vehicle movements per minute, which given the size of the study area, is not considered significant.

4.5 Traffic Volume Forecast by Traffic Zone

Using the existing land use summarized in **TABLE 4.1** and the vehicle trip generation rates from **TABLE 4.4**, it is estimated that Lower Capilano currently generates 1,028 vehicle trips (i.e. 552 vehicles inbound and 476 vehicles outbound) during the weekday afternoon peak hour as summarized in **TABLE 4.5**.

TABLE 4.5
EXISTING 2-WAY GENERATED TRAFFIC VOLUMES FOR LOWER CAPILANO

ZONE	TWO WAY TRAFFIC VOLUMES (from existing land use)						
	Single-family Housing	Multi-family Housing	Seniors Housing	Retail Store	Offices	Hotel / Motel / Inn	TOTAL
	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr
1	4	0	0	55	41	84	184
2	0	0	0	96	0	101	197
3	28	7	0	92	6	0	133
4	0	0	0	0	0	0	0
5	0	0	0	77	11	0	88
6	0	0	0	0	0	44	44
7	21	0	0	0	0	0	21
8	15	0	0	0	0	0	15
9	15	0	0	0	0	0	15
10	43	2	0	0	0	0	45
11	0	286	0	0	0	0	286
Total	***126***	***295***	***0***	***320***	***58***	***229***	***1028***

Using the future land use summarized in **TABLE 4.2** and the vehicle trip generation rates from **TABLE 4.4**, it is estimated that Lower Capilano will generate a total of 1,610 vehicle trips (i.e. 883 vehicles inbound and 727 vehicles outbound) during the year 2030 weekday afternoon peak hour after redevelopment as summarized in **TABLE 4.6**.

TABLE 4.6
FUTURE 2-WAY GENERATED TRAFFIC VOLUMES FOR LOWER CAPILANO

ZONE	TWO WAY TRAFFIC VOLUMES (from future land use)						
	Single-family Housing	Multi-family Housing	Seniors Housing	Retail Store	Offices	Hotel / Motel / Inn	TOTAL
	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr
1	0	88	10	227	22	48	395
2	0	44	0	33	0	89	166
3	0	19	0	194	5	0	218
4	0	88	10	43	0	0	141
5	0	21	0	194	15	0	230
6	0	19	0	27	0	0	46
7	8	25	0	0	0	0	33
8	0	25	0	0	0	0	25
9	11	3	0	0	0	0	14
10	24	32	0	0	0	0	56
11	0	286	0	0	0	0	286
Total	***43***	***650***	***20***	***718***	***42***	***137***	***1610***

4.6 Net Change in Traffic Volume Forecast by Traffic Zone

TABLE 4.7 summarizes the projected net change in traffic volumes by land use by traffic zone with the redevelopment of Lower Capilano by the year 2030. It is estimated that Lower Capilano will see generate a net increase of 582 vehicle trips (i.e. 331 vehicles inbound and 251 vehicles outbound) during the year 2030 weekday afternoon peak hour after redevelopment.

TABLE 4.7
NET CHANGE IN 2 WAY GENERATED TRAFFIC VOLUMES FOR THE YEAR 2030*

ZONE	TWO WAY TRAFFIC VOLUMES (net change)						
	Single-family Housing	Multi-family Housing	Seniors Housing	Retail Store	Offices	Hotel / Motel / Inn	TOTAL
	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr	veh/hr
1	-4	88	10	172	-19	-36	211
2	0	44	0	-63	0	-12	-31
3	-28	12	0	102	-1	0	85
4	0	88	10	43	0	0	141
5	0	21	0	117	4	0	142
6	0	19	0	27	0	-44	2
7	-13	25	0	0	0	0	12
8	-15	25	0	0	0	0	10
9	-4	3	0	0	0	0	-1
10	-19	30	0	0	0	0	11
11	0	0	0	0	0	0	0
Total	***-83***	***355***	***20***	***398***	***-16***	***-92***	***582***

* *Orange highlighted traffic zones represent 85% of the new traffic volumes forecast to be generated.*

In reviewing **TABLE 4.7**, the following is noted:

- 3 of the key land uses will see a decrease in traffic volumes due to the reduction in land use scope;
- 1 of the traffic zones will see a net decrease in traffic volumes due to the land use changing to a less traffic intensive nature; and
- Traffic zones 1, 4 and 5 will generate 85% of the new traffic estimated for the study area, all of which are located on the west side of Capilano Road.

SECTION 5 TRANSPORT PLAN OPTIONS

5.1 The Challenge

Although Lower Capilano is bisected by two major roads and has a number of entry and exit points, there are a number of key geographical, jurisdictional and topographical challenges that make the development of a viable transport plan for both current and future conditions challenging. These challenges include the following:

1) Frequent recurring vehicle queue spillbacks from the Lions Gate Bridge that restrict traffic travelling southbound on Capilano Road and westbound on Marine Drive;
2) The limited number of bridges over the Capilano River to the west and north;
3) The limited number of road connections with the District of West Vancouver to the west and north;
4) Future public vehicle access to Marine Drive west of Capilano Road will be prohibited due to the bus lane and its proximity to the Lions Gate Bridge;
5) Regional traffic, which is estimated to be 94.5% of all traffic currently driving through Lower Capilano, is expected to continue to increase for the foreseeable future;
6) The use of the private automobile is the dominant mode of transport on the North Shore and is forecast to remain so for the foreseeable future;
7) Bus and bike facilities need to be significantly enhanced in order to reduce the reliance of North Shore residents on the private automobile and to ensure that alternative modes of transport become viable options; and
8) 85% of the new traffic estimated to be generated by the redevelopment would come from properties on the west side of Capilano Road triggering the need for significant improved vehicle accessibility.

In reviewing the above challenges, the CTS project team in consultation with municipal staff developed the following five (5) network options to test against the proposed redevelopment plans for Lower Capilano for the year 2030:

- Do Nothing
- Do Something: Option 1 – Crossroads
- Do Something: Option 2 – Signalize Intersection of Capilano Rd. & Curling Rd
- Do Something: Option 3 – Curling Road Extension to Garden Ave
- Do Something: Option 4: Curling / McGuire Connector

The Do-Nothing scenario is important in that it provides baseline conditions to compare the four "Do-Something" scenarios to.

5.2 Do Nothing

For the Do Nothing case, it is assumed that no road improvements will be made. **FIGURE 5.1** illustrates the site generated traffic volumes during the weekday afternoon peak hour. **FIGURE 5.2** illustrates the 2030 base + site traffic volumes which is the result of superimposing **FIGURE 5.2** onto **FIGURE 3.1**. **FIGURE 5.3** illustrates the laning configuration for the Do Nothing scenario.

FIGURE 5.1
NET SITE GENERATED TRAFFIC VOLUMES – DO NOTHING



FIGURE 5.2
2030 BASE + SITE TRAFFIC VOLUMES – DO NOTHING



FIGURE 5.3
ASSUMED LANING CONFIGUATION – DO NOTHING



5.3 Option 1 – Crossroads

Option 1 is the original Crossroads concept developed with the community where a new east-west road links Hope Road and Garden Avenue to the east with the redevelopment lands west of Capilano Road. Key network changes to this concept are as follows:

1. Hope Road is extended westwards across Capilano Road into the redeveloped lands;
2. The intersection of Capilano Road & Hope Road is signalized;
3. A new north-south local road is constructed between Fullerton Avenue and Curling Avenue west of Capilano Road providing access to the redeveloped parcels; and
4. A new southbound bus lane is constructed from Capilano Road via Curling Road to Marine Drive so that buses can bypass the intersection of Capilano Road & Marine Drive.

FIGURE 5.4 illustrates the site generated traffic volumes during the weekday afternoon peak hour. **FIGURE 5.5** illustrates the 2030 base + site traffic volumes which is the result of superimposing **FIGURE 5.4** onto **FIGURE 3.1** with the reassigned traffic. **FIGURE 5.6** illustrates the laning configuration for the Option 1 scenario

FIGURE 5.4
NET SITE GENERATED TRAFFIC VOLUMES – OPTION 1

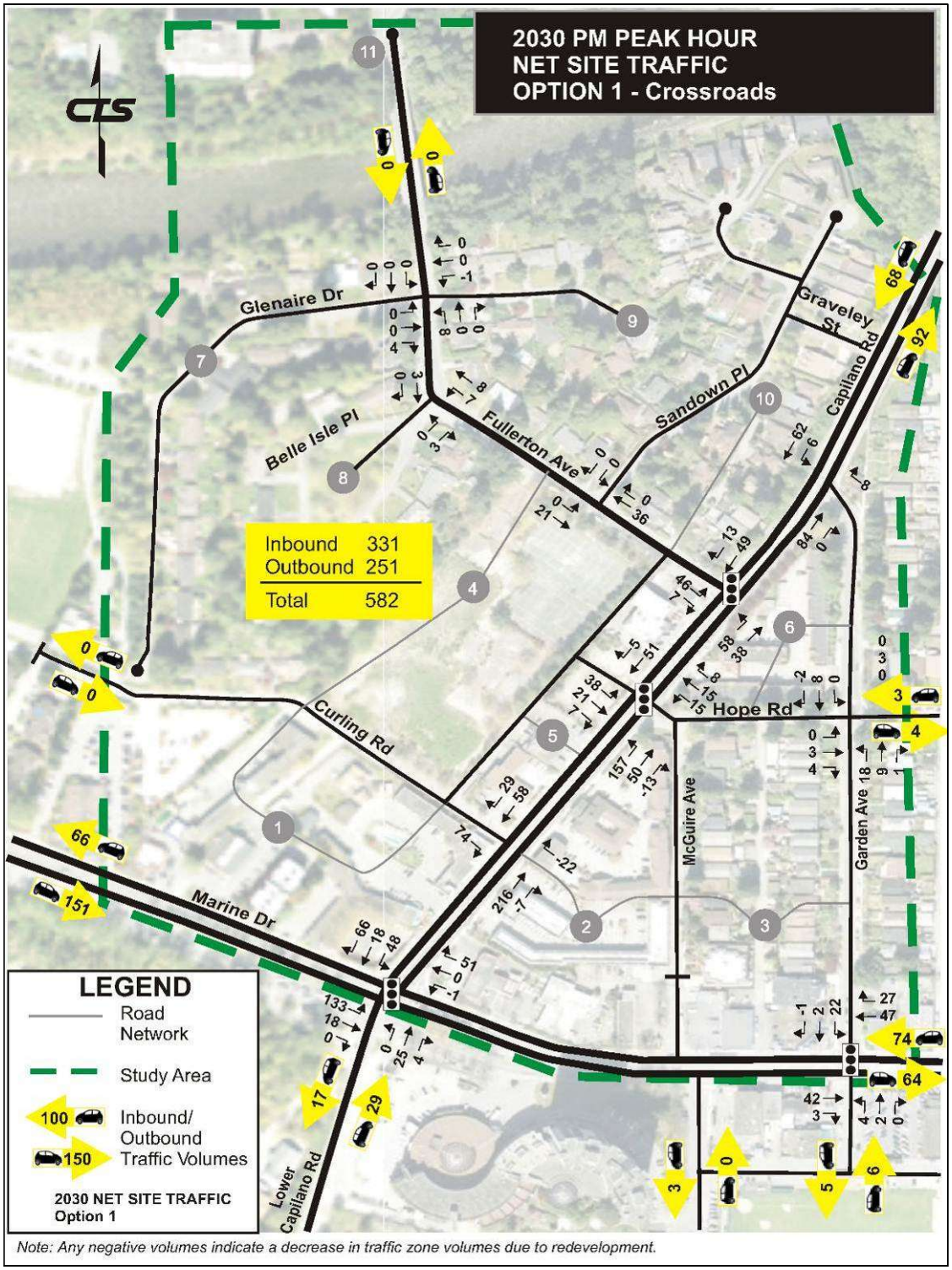


FIGURE 5.5
2030 BASE + SITE TRAFFIC VOLUMES – OPTION 1



FIGURE 5.6
ASSUMED LANING CONFIGURATION – OPTION 1



5.4 Option 2 – Signalize Intersection of Capilano Rd & Curling Rd

Option 2 involves the signalization of the intersection of Capilano Road & Curling Avenue in order to provide improved vehicle accessibility to and from the lands west of Capilano Road. Key network changes to this concept are as follows:

1. The intersection of Capilano Road & Curling Avenue is signalized;
2. A new north-south local road is constructed between Fullerton Avenue and Curling Avenue west of Capilano Road providing access to the redeveloped parcels; and
3. A new southbound bus lane is constructed from Capilano Road via Curling Road to Marine Drive so that buses can bypass the intersection of Capilano Road & Marine Drive.

FIGURE 5.7 illustrates the site generated traffic volumes during the weekday afternoon peak hour. **FIGURE 5.8** illustrates the 2030 base + site traffic volumes which is the result of superimposing **FIGURE 5.7** onto **FIGURE 3.1** with the reassigned traffic. **FIGURE 5.9** illustrates the laning configuration for the Option 2 scenario

FIGURE 5.7
NET SITE GENERATED TRAFFIC VOLUMES – OPTION 2

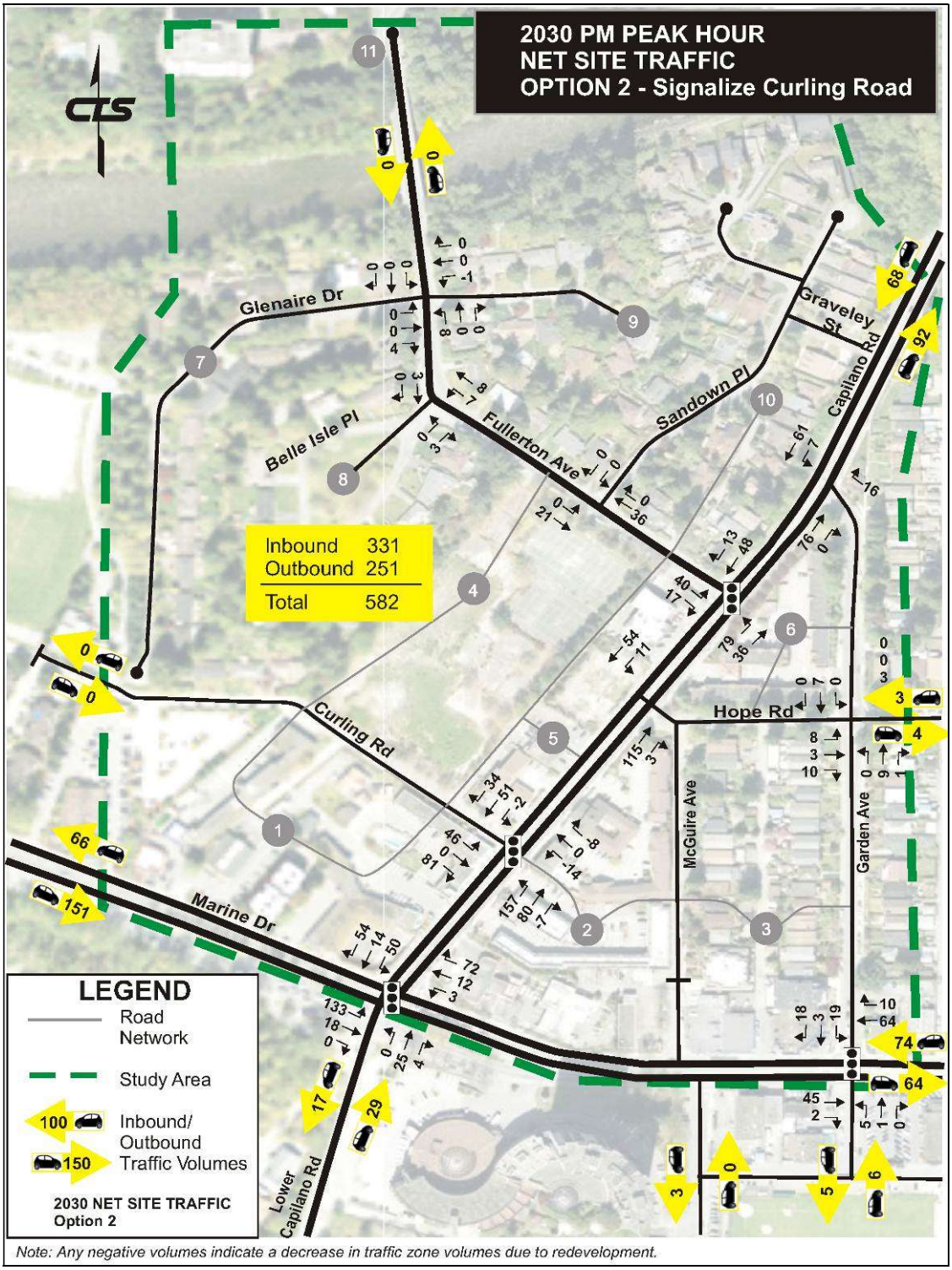
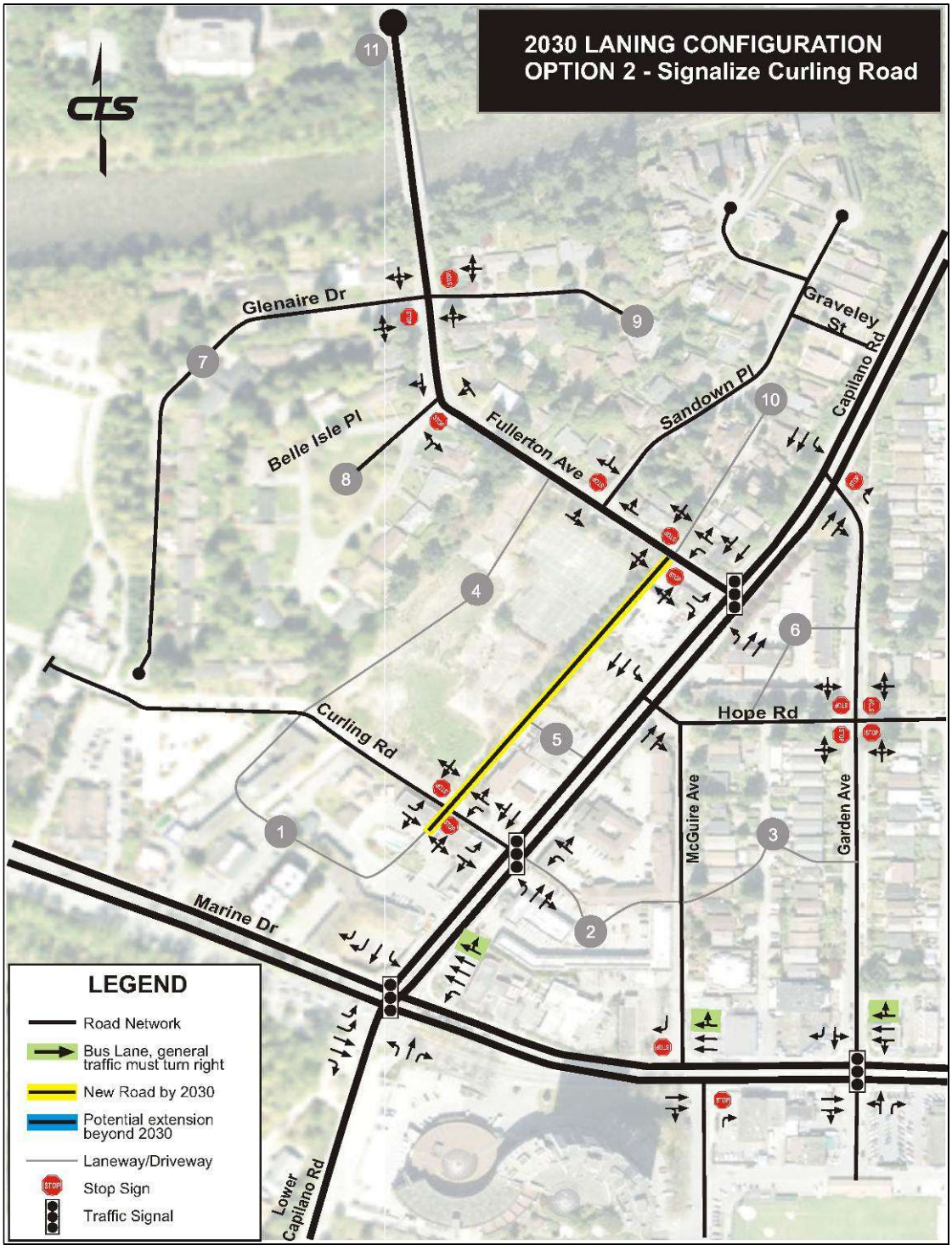


FIGURE 5.8
2030 BASE + SITE TRAFFIC VOLUMES – OPTION 2



FIGURE 5.9
ASSUMED LANING CONFIGURATION - OPTION 2



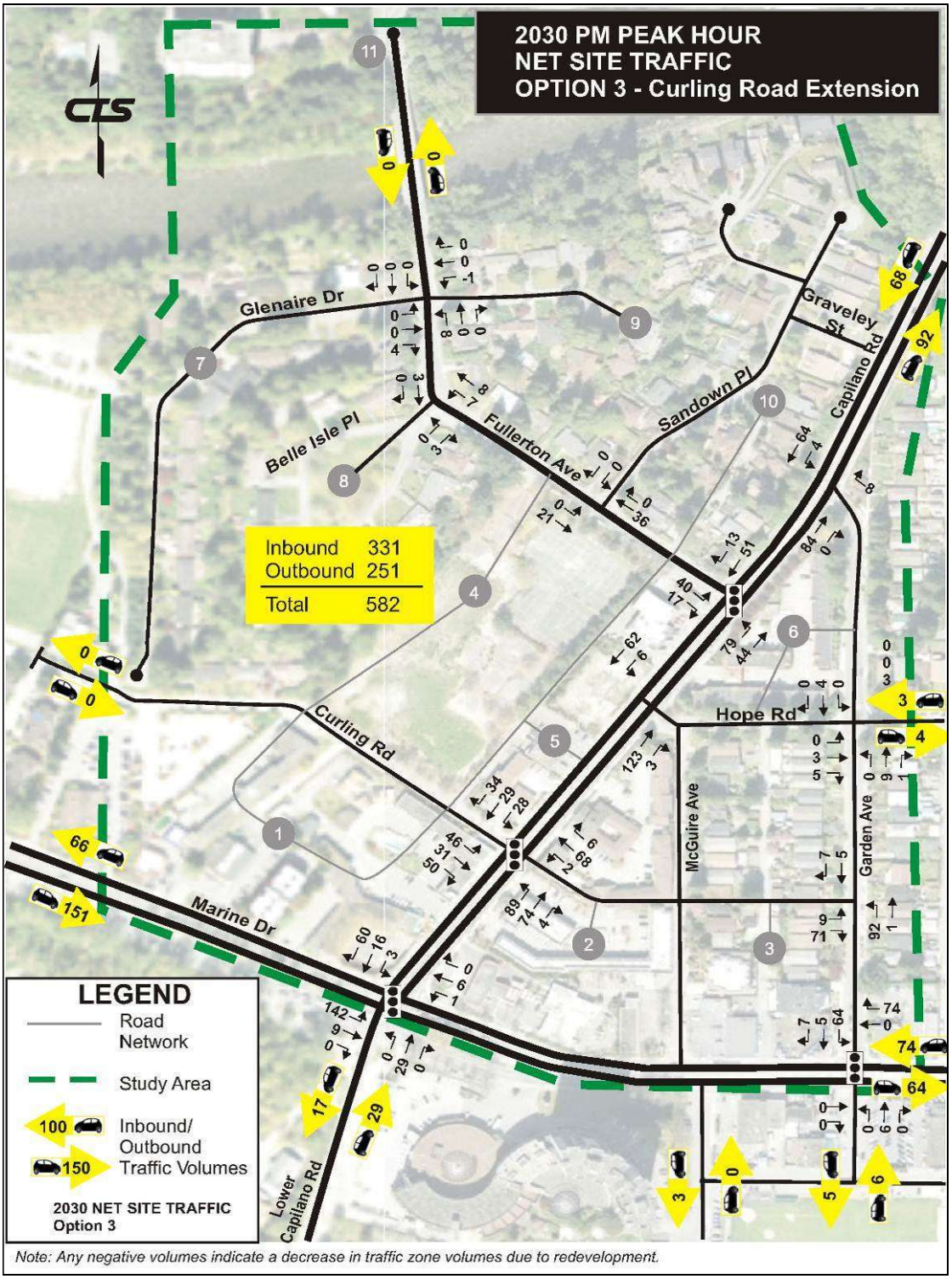
5.5 Option 3 – Curling Road Extension to Garden Avenue

Option 3 involves the signalization of the intersection of Capilano Road & Curling Avenue and extending Curling Avenue eastwards to Garden Avenue in order to create a new parallel road adjacent to Marine Drive that provides improved east-west connectivity and provides access to all the redeveloped lands. Key network changes to this concept are as follows:

1. The intersection of Capilano Road & Curling Avenue is signalized;
2. Curling Avenue is extended from Capilano Road to Garden Avenue;
3. A new north-south local road is constructed between Fullerton Avenue and Curling Avenue west of Capilano Road providing access to the redeveloped parcels;
4. A new southbound bus lane is constructed from Capilano Road via Curling Road to Marine Drive so that buses can bypass the intersection of Capilano Road & Marine Drive; and
5. Dual southbound left turn lanes are required on Garden Avenue @ Marine Drive.

FIGURE 5.10 illustrates the site generated traffic volumes during the weekday afternoon peak hour. **FIGURE 5.11** illustrates the 2030 base + site traffic volumes which is the result of superimposing **FIGURE 5.10** onto **FIGURE 3.1** with the reassigned traffic. **FIGURE 5.12** illustrates the laning configuration for the Option 3 scenario

FIGURE 5.10
NET SITE GENERATED TRAFFIC VOLUMES – OPTION 3



Note: Any negative volumes indicate a decrease in traffic zone volumes due to redevelopment.

FIGURE 5.11
2030 BASE + SITE TRAFFIC VOLUMES – OPTION 3



FIGURE 5.12
ASSUMED LANING CONFIGURATION - OPTION 3



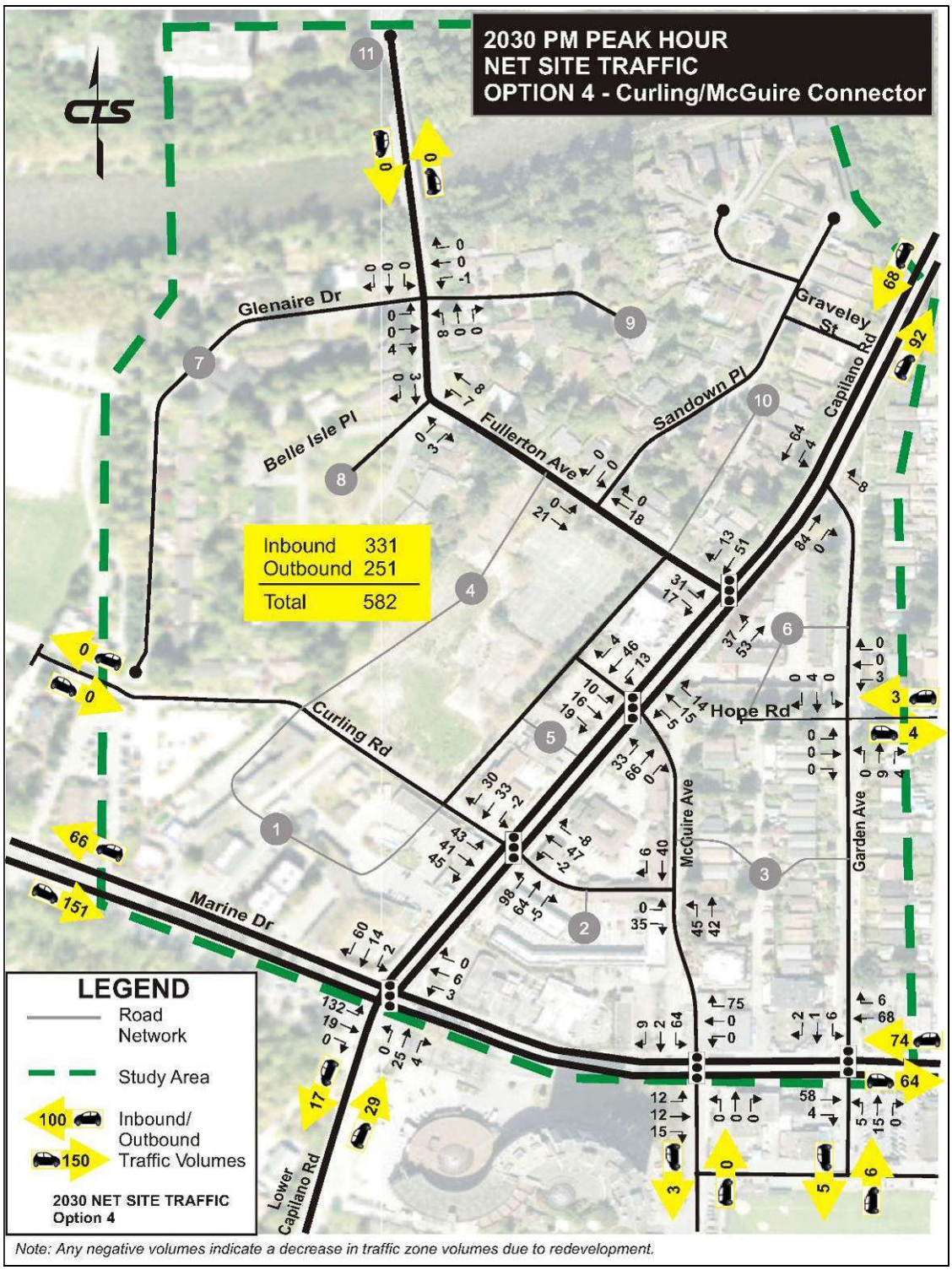
5.6 Option 4 – Curling/McGuire Connector

Option 4 involves the signalization of the intersection of Capilano Road & Curling Avenue and extending Curling Avenue eastwards to McGuire Avenue. Key network changes to this concept are as follows:

1. The intersection of Capilano Road & Curling Avenue is signalized;
2. Curling Avenue is extended eastwards from Capilano Road to McGuire Avenue;
3. The intersection of McGuire Avenue & Marine is signalized;
4. The intersection of Capilano Road & McGuire Ave is signalized;
5. A new north-south local road is constructed between Fullerton Avenue and Curling Avenue west of Capilano Road providing access to the redeveloped parcels; and
6. Buses on Capilano Road will be directed to McGuire Avenue to bypass the intersection of Capilano Road & Marine Drive.

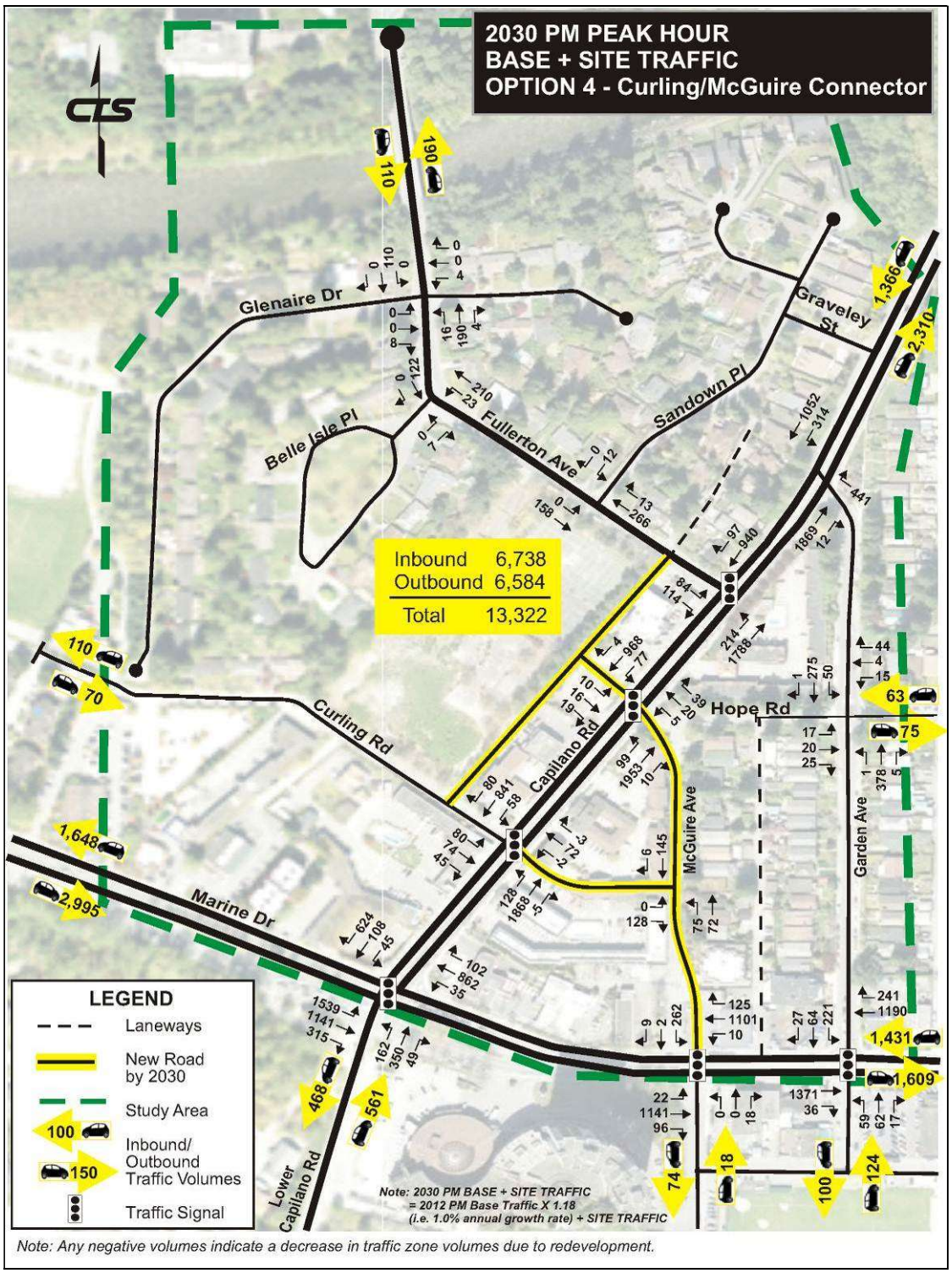
FIGURE 5.13 illustrates the site generated traffic volumes during the weekday afternoon peak hour. **FIGURE 5.14** illustrates the 2030 base + site traffic volumes which is the result of superimposing **FIGURE 5.13** onto **FIGURE 3.1** with the reassigned traffic. **FIGURE 5.15** illustrates the laning configuration for the Option 4 scenario.

FIGURE 5.13
NET SITE GENERATED TRAFFIC VOLUMES – OPTION 4



Note: Any negative volumes indicate a decrease in traffic zone volumes due to redevelopment.

FIGURE 5.14
2030 BASE + SITE TRAFFIC VOLUMES – OPTION 4



Note: Any negative volumes indicate a decrease in traffic zone volumes due to redevelopment.

FIGURE 5.15
ASSUMED LANING CONFIGURATION - OPTION 4



SECTION 6 TRAFFIC ANALYSIS

6.1 Intersection Capacity Analysis

Capacity analysis was performed at the 5 unsignalized and 3 signalized intersections for which there was traffic volume data available for the year 2012 in order to document the Level of Service (LOS) baseline conditions. LOS for intersections is defined in terms of delay (seconds per vehicle), which is a measure of driver discomfort and frustration, fuel consumption and lost travel time. An intersection or movement LOS can range from "A" (which is excellent) to "E" (which is capacity). A LOS of "F" indicates that an intersection or movement capacity is failing because vehicle delays are excessive. A LOS of “D” during the critical peak hours is considered acceptable by many public agencies in large urban areas for overall intersection operation and a LOS of “E” or better is considered acceptable for left turn movements at signalized intersections.

For signalized intersections, the Volume to capacity (v/c) ratios typically range from 0.25 to 1.20 with a v/c ratio of 1.0 indicating the movement, approach or intersection is at capacity.

HCS2010 was used for the unsignalized intersection analysis while Synchro (Version 8) was used for signalized intersection capacity analysis. The following assumptions were made with respect to the intersection capacity analysis:

- Saturation flow rate = 1,900 passenger cars/hour of green time/lane (pcphgpl)
- Truck percentage = 2%
- Peak Hour Factor (PHF) = 0.95 were used for the analysis as the traffic “peaking” characteristics varied throughout the study area.

TABLE 6.1 summarizes the results of the unsignalized intersections capacity analysis and **TABLE 6.2** summarizes the results of the intersection capacity for the signalized intersections for both existing and 2030 scenarios. Worksheets can be found in **Volume 2 – Technical Appendices**.

TABLE 6.1
SUMMARY OF INTERSECTION CAPACITY ANALYSIS FOR UNSIGNALIZED INTERSECTIONS
WEEKDAY AFTERNOON PEAK HOUR

INTERSECTION	TIME OF DAY	SCENARIO	PERFORMANCE MEASURE	EASTBOUND			WESTBOUND			SOUTHBOUND			NORTHBOUND			LOS	NOTES
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Fullerton Ave (NB/SB) and Glenaire Dr (EB/WB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	0	0	4	5	0	0	0	110	0	8	190	4	A	Okay.
			Delay	8.9	8.9	8.9	10.9	10.9	10.9	7.6	7.6	7.6	7.5	7.5	7.5		
		2030 Base (Do Nothing)	Volumes	0	0	4	5	0	0	0	110	0	8	190	4	A	Okay.
			Delay	8.9	8.9	8.9	10.9	10.9	10.9	7.6	7.6	7.6	7.5	7.5	7.5		
		2030 Base + Site (Do Nothing)	Volumes	0	0	8	4	0	0	0	110	0	16	190	4	A	Okay.
			Delay	8.9	8.9	8.9	11.1	11.1	11.1	7.6	7.6	7.6	7.5	7.5	7.5		
		2030 Base + Site (Option 1)	Volumes	0	0	8	4	0	0	0	110	0	16	190	4	A	Okay.
			Delay	8.9	8.9	8.9	11.1	11.1	11.1	7.6	7.6	7.6	7.5	7.5	7.5		
		2030 Base + Site (Option 2)	Volumes	0	0	8	4	0	0	0	110	0	16	190	4	A	Okay.
			Delay	8.9	8.9	8.9	11.1	11.1	11.1	7.6	7.6	7.6	7.5	7.5	7.5		
		2030 Base + Site (Option 3)	Volumes	0	0	8	4	0	0	0	110	0	16	190	4	A	Okay.
			Delay	8.9	8.9	8.9	11.1	11.1	11.1	7.6	7.6	7.6	7.5	7.5	7.5		
		2030 Base + Site (Option 4)	Volumes	0	0	8	4	0	0	0	110	0	16	190	4	A	Okay.
			Delay	8.9	8.9	8.9	11.1	11.1	11.1	7.6	7.6	7.6	7.5	7.5	7.5		
Fullerton Ave (NB/SB) and Belle Isle Pl (WB/EB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	0		4					119	0	16	202		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
		2030 Base (Do Nothing)	Volumes	0		4					119	0	16	202		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
		2030 Base + Site (Do Nothing)	Volumes	0		7					122	0	23	210		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
		2030 Base + Site (Option 1)	Volumes	0		7					122	0	23	210		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
		2030 Base + Site (Option 2)	Volumes	0		7					122	0	23	210		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
		2030 Base + Site (Option 3)	Volumes	0		7					122	0	23	210		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
		2030 Base + Site (Option 4)	Volumes	0		7					122	0	23	210		A	Okay.
			Delay	8.9		8.9					0.0	0.0	7.5	7.5			
Sandown Pl (NB/SB) and Fullerton Ave (WB/EB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	0	137			248	13				12		0	A	Okay.
			Delay	7.8	7.8			0.0	0.0				11.2		11.2		
		2030 Base (Do Nothing)	Volumes	0	137			248	13				12		0	A	Okay.
			Delay	7.8	7.8			0.0	0.0				11.2		11.2		
		2030 Base + Site (Do Nothing)	Volumes	0	158			284	13				12		0	A	Okay.
			Delay	7.9	7.9			0.0	0.0				11.7		11.7		
		2030 Base + Site (Option 1)	Volumes	0	158			284	13				12		0	A	Okay.
			Delay	7.9	7.9			0.0	0.0				11.7		11.7		
		2030 Base + Site (Option 2)	Volumes	0	158			284	13				12		0	A	Okay.
			Delay	7.9	7.9			0.0	0.0				11.7		11.7		
		2030 Base + Site (Option 3)	Volumes	0	158			284	13				12		0	A	Okay.
			Delay	7.9	7.9			0.0	0.0				11.7		11.7		
		2030 Base + Site (Option 4)	Volumes	0	158			266	13				12		0	A	Okay.
			Delay	7.9	7.9			0.0	0.0				11.7		11.7		
Capilano Rd (NB/SB) and Garden Ave (WB/EB)	Weekday Afternoon Peak Hour	2012 Base	Volumes						367	263	837			1513	10	B	Okay.
			Delay						81.5	31.1	0.0			0.0	0.0		
		2030 Base (Do Nothing)	Volumes						433	310	988			1785	12	E	
			Delay						246.4	101.0	0.0			0.0	0.0		
		2030 Base + Site (Do Nothing)	Volumes						449	317	1049			1861	12	E	
			Delay						306.9	136.0	0.0			0.0	0.0		
		2030 Base + Site (Option 1)	Volumes						441	380	986			1869	12	F	
			Delay						300.2	229.4	0.0			0.0	0.0		
		2030 Base + Site (Option 2)	Volumes						449	317	1049			1861	12	E	
			Delay						306.9	136.0	0.0			0.0	0.0		
		2030 Base + Site (Option 3)	Volumes						441	314	1052			1869	12	E	
			Delay						300.2	137.0	0.0			0.0	0.0		
		2030 Base + Site (Option 4)	Volumes						441	317	1052			1869	12	E	
			Delay						300.2	137.0	0.0			0.0	0.0		
Capilano Rd (NB/SB) and Curling Rd (WB/EB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	37		33					736	50	60	1519		A	Okay.
			Delay	21.4		21.4					0.0	0.0	9.9	0.0			
		2030 Base (Do Nothing)	Volumes	37		33					868	50	60	1792		A	Okay.
			Delay	26.3		26.3					0.0	0.0	10.6	0.0			
		2030 Base + Site (Do Nothing)	Volumes	83		87					932	71	217	1894		B	Okay.
			Delay	218.9		218.9					0.0	0.0	13.4	0.0			
		2030 Base + Site (Option 1)	Volumes			107					926	79		2110		A	Okay.
			Delay			13.2					0.0	0.0		0.0			
Garden Ave (NB/SB) and Hope Rd (WB/EB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	14	17	21	10	3	37	42	230	1	1	313	1	B	Okay.
			Delay	8.7	8.7	8.7	8.4	8.4	8.4	10.3	10.3	10.3	10.8	10.8	10.8		
		2030 Base (Do Nothing)	Volumes	17	20	25	12	4	44	50	271	1	1	369	1	B	Okay.
			Delay	9.2	9.2	9.2	8.9	8.9	8.9	11.7	11.7	11.7	12.5	12.5	12.5		
		2030 Base + Site (Do Nothing)	Volumes	25	23	43	15	4	44	50	278	1	1	378	2	B	Okay.
			Delay	9.6	9.6	9.6	9.2	9.2	9.2	12.3	12.3	12.3	13.4	13.4	13.4		
		2030 Base + Site (Option 1)	Volumes	17	23	29	12	7	44	50	279	63	19	378	2	B	Okay.
			Delay	9.6	9.6	9.6	9.3	9.3	9.3	13.5	13.5	13.5	14.0	14.0	14.0		
		2030 Base + Site (Option 2)	Volumes	25	23	35	15	4	44	50	278	1	1	378	2	B	Okay.
			Delay	9.8	9.8	9.8	9.4	9.4	9.4	13.6	13.6	13.6	13.7	13.7	13.7		
		2030 Base + Site (Option 3)	Volumes	17	23	30	15	4	44	50	275	1	1	378	2	B	Okay.
			Delay	9.3	9.3	9.3	9.1	9.1	9.1	12.0	12.0	12.0	13.0	13.0	13.0		
		2030 Base + Site (Option 4)	Volumes	17	20	25	15	4	44	50	275	1	1	378	5	B	Okay.
			Delay	9.3	9.3	9.3	9.1	9.1	9.1	11.9	11.9	11.9	12.9	12.9	12.9		

Delay = Average Delay (seconds/vehicle)

Intersection approaching capacity (LOS 'D' or 'E'); ; or medium approach delays (25sec to <50sec)

Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)

TABLE 6.2
SUMMARY OF INTERSECTION CAPACITY ANALYS FOR SIGNALIZED INTERSECTIONS
WEEKDAY AFTERNOON PEAK HOUR

INTERSECTION	TIME OF DAY	SCENARIO	PERFORMANCE MEASURE	EASTBOUND			WESTBOUND			SOUTHBOUND			NORTHBOUND			LOS	NOTES
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Capilano Rd (NB/SB) and Fullerton Ave (EB/WB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	53		97					753	84	177	1470		B	
			V/C	0.21		0.32					0.44	0.44	0.42	0.77			
		2030 Base (Do Nothing)	Volumes	53		97					889	84	177	1735		B	
			V/C	0.21		0.32					0.51	0.51	0.48	0.90			
		2030 Base + Site (Do Nothing)	Volumes	93		114					937	97	196	1771		B	
			V/C	0.32		0.33					0.56	0.56	0.59	0.95			
		2030 Base + Site (Option 1)	Volumes	99		104					874	97	235	1773		B	
			V/C	0.33		0.29					0.51	0.51	0.63	0.92			
		2030 Base + Site (option 2)	Volumes	93		114					937	97	256	1771		B	
			V/C	0.32		0.32					0.54	0.54	0.72	0.92			
		2030 Base + Site (Option 3)	Volumes	93		114					940	97	256	1779		B	
			V/C	0.32		0.32					0.54	0.54	0.72	0.92			
		2030 Base + Site (Option 4)	Volumes	84		114					940	97	214	1788		B	
			V/C	0.29		0.32					0.54	0.54	0.60	0.93			
Capilano Rd (NB/SB) and Marine Dr (EB/WB)	Weekday Afternoon Peak Hour	2012 Base	Volumes	1201	942	267	36	725	129	115	80	478	137	275	38	F	
			V/C	3.59	0.98	0.48	0.30	0.53	0.11	0.64		0.32	0.47	0.41	0.03		
		2030 Base (Do Nothing)	Volumes	1417	1112	315	42	856	152	136	94	564	162	325	45	F	
			V/C	4.23	1.16	0.57	0.35	0.62	0.13	0.89		0.38	0.62	0.49	0.04		
		2030 Base + Site (Do Nothing)	Volumes	1568	1112	315	43	862	224	192	110	624	162	354	45	F	
			V/C	4.68	1.16	0.57	0.36	0.63	0.19	1.32		0.42	0.80	0.53	0.04		
		2030 Base + Site (Option 1)	Volumes	1550	1130	315	41	856	203	184	112	630	162	350	49	F	
			V/C	4.39	1.07	0.51	0.25	0.61	0.14	0.58	0.15	0.40	0.31	0.46	0.03		
		2030 Base + Site (option 2)	Volumes	1550	1130	315	45	868	224	186	108	618	162	350	49	F	
			V/C	4.39	1.07	0.51	0.28	0.61	0.16	0.59	0.14	0.39	0.31	0.46	0.03		
		2030 Base + Site (Option 3)	Volumes	1559	1121	315	43	862	102	76	110	624	162	354	45	F	
			V/C	0.41	1.06	0.51	0.26	0.61	0.07	0.24	0.14	0.39	0.31	0.47	0.03		
		2030 Base + Site (Option 4)	Volumes	1539	1141	315	45	862	102	45	108	624	162	350	49	F	
			V/C	4.35	1.08	0.51	0.28	0.61	0.07	0.14	0.14	0.39	0.31	0.46	0.03		
Garden Ave (NB/SB) and Marine Dr (EB/WB)	Weekday Afternoon Peak Hour	2012 Base	Volumes		1113	27	0	951	199	182	53	21	46	40	14	B	
			V/C		0.61	0.61	0.62	0.62	0.62	0.79		0.05	0.31		0.04		
		2030 Base (Do Nothing)	Volumes		1313	32	0	1122	235	215	63	25	54	47	17	C	
			V/C		0.78	0.78	0.79	0.79	0.79	0.82		0.06	0.34		0.04		
		2030 Base + Site (Do Nothing)	Volumes		1364	34	0	1186	245	228	66	35	59	48	17	C	
			V/C		0.83	0.83	0.85	0.85	0.85	0.85		0.08	0.37		0.04		
		2030 Base + Site (Option 1)	Volumes	22	1355	35	0	1169	262	237	65	24	58	49	17	B	
			V/C	0.16	0.69	0.69	0.50	0.50	0.50	0.79		0.05	0.32		0.04		
		2030 Base + Site (option 2)	Volumes	22	1358	34	0	1186	245	234	66	43	59	48	17	B	
			V/C	0.16	0.69	0.69	0.50	0.50	0.50	0.79		0.09	0.32		0.04		
		2030 Base + Site (Option 3)	Volumes	13	1220	32	0	1072	359	372	68	32	54	53	17	C	
			V/C	0.14	0.75	0.75	0.60	0.60	0.60	0.90		0.05	0.24		0.03		
		2030 Base + Site (Option 4)	Volumes	14	1371	36	0	1190	241	221	64	27	59	48	17	B	
			V/C	0.10	0.68	0.68	0.49	0.49	0.49	0.78		0.06	0.33		0.04		

V/C = Volume to Capacity Ratio

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

6.2 Review of Intersection Performance

From **TABLE 6.1** and **TABLE 6.2**, the following key observations can be made:

1. The intersections of Fullerton Avenue & Glenaire Drive, Fullerston Avenue & Belle Isle Place and that of Fullerton Avenue & Sandown Place all operate at LOS A (excellent) for all scenarios tested and no capacity or delay issues were noted.

2. The intersection of Capilano Road & Garden Avenue currently operates at LOS B (good) but is forecast to drop to LOS E (at capacity) by the year 2030 for all scenarios. Main reason is the increase in northbound traffic on Capilano Road which will reduce the available gaps for southbound left turn and westbound right turn movements from crossing or entering Capilano Road.

3. The intersection of Capilano Road & Curling Avenue will encounter significant delays to side street traffic by the year 2030 after redevelopment if Curling Avenue continues to remain stop controlled.

4. For the intersection of Capilano Road & Fullerton Avenue, the intersection operates at LOS B (fair) for all scenarios tested. However, the two northbound through lanes on Capilano are projected to be approaching capacity for all 2030 scenarios.

5. For the intersection of Capilano Road & Marine Drive, the intersection operates at LOS F (failing) for both existing and all future 2030 scenarios when only 1 lane southbound is available on the Lions Gate Bridge.

6. For the intersection of Garden Avenue & Marine Drive, the intersection currently operates at LOS B (good) for the year 2012. By the year 2030, the LOS is forecast to remain the same for Options 1, 2 and 4 and decrease to LOS C (fair) for the Do Nothing with and without site traffic, as well as Option 3.

6.3 Impact of New Signals in Study Area

Of critical importance when determining the viability of various transport plan options was the ability to coordinate the traffic signals when additional ones were being proposed in close proximity to each other. For this exercise, the Synchro model was refined and examined in more detail for each scenario. After a detailed assessment of various signal coordination options, it was determined that double cycling all signalized intersections in the study area with the exception of Capilano Road & Marine Drive would result in an operational signal coordination plan for Lower Capilano. The key elements of this plan for the weekday afternoon peak hour are as follows:

1. The intersection of Capilano Road & Marine Drive would operate with a 150 second cycle length; and
2. All other signalized intersections in the study area would operate at a 75 second cycle length.

In addition, a detailed review of the queue simulation using the Synchro model was done. This assessment determined that the extension of Curling Avenue east of Capilano Road would result in improved signal operations along Capilano Road as left turn traffic could be reassigned to side street through movements, thereby reducing the length of the left turn phases. In addition, this has the benefit of reducing the left turn storage length requirements along Capilano Road between Marine Drive and Curling Avenue.

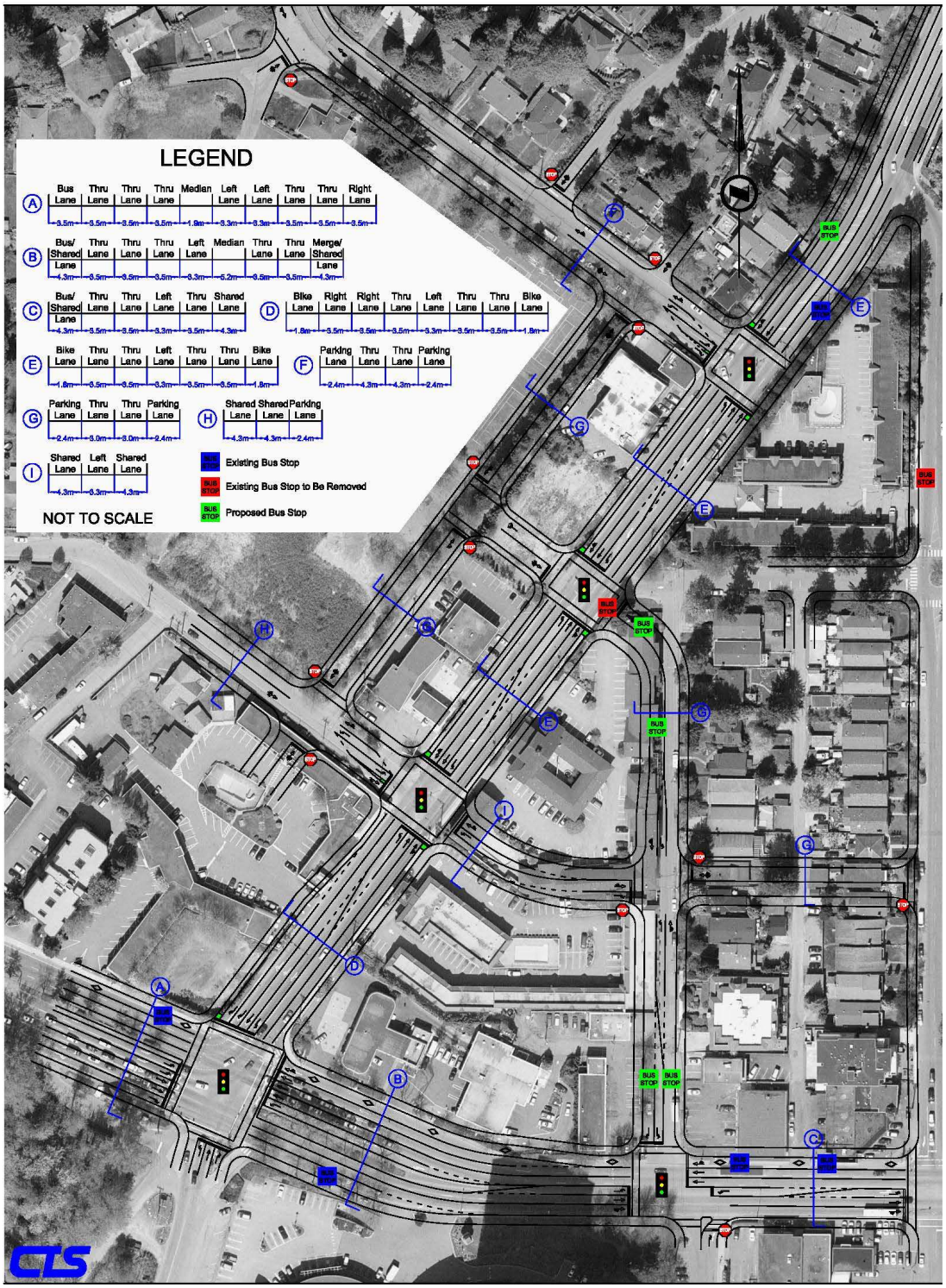
Of note, for Option 3 with Curling Avenue were extended to Garden Avenue and the McGuire Avenue & Marine Drive intersection were not signalized, this would result in the need for dual southbound left turn lanes on Garden Avenue @ Marine Drive.

6.4 Recommended Transport Plan

After a detailed review of the year 2030 traffic volume projections for the "Do-Nothing" and 4 "Do-Something" options, as well as reviewing laning requirements, signal operations, left turn queuing and storage space needs, the recommended transport plan for Lower Capilano was developed and this is illustrated in **FIGURE 6.1**. The key elements of the recommended transport plan are as follows:

1) Extension of Curling Avenue east towards Garden Avenue to provide significantly improved access to the entire study area;
2) Signalization of the intersections of Capilano Road & McGuire Avenue, Capilano Road & Curling Avenue and that of McGuire Avenue & Marine Drive;
3) Construction of a new local road parallel to Capilano Road connecting Fullerton Avenue to the north with Curling Avenue to the south;
4) Reconstruction and widening of Fullerton Avenue between Capilano Road and the new north-south local road to provide for side by side left turn bays;
5) Reconstruction and widening of Curling Avenue between Capilano Road and the new north-south local road to provide for side by side left turn bays;
6) Reconstruction of Capilano Road between Fullerton Avenue and Curling Road to meet current municipal design standards for a 5 lane cross section but which involves no new lanes;
7) Addition of a new southbound left turn lane on Capilano Road at Marine Drive;
8) Construction of new on-street bikes lanes on Capilano Road between Fullerton Avenue and Marine Drive to complete the extension of the new bike lanes on Capilano Road;
9) Reconstruction and widening of McGuire Avenue to a 3 lane cross section so that bus service on Garden Avenue can be moved to McGuire Avenue;
10) Addition of five (5) new bus stops to the study area and the removal of two (2) existing bus stops;
11) A new bus route on McGuire Avenue to link Capilano Rd. and Marine Drive; and
12) The proposed transport plan is expandable should the need develop beyond the year 2030 to extend Curling Avenue east of Garden Avenue.

FIGURE 6.1
RECOMMENDED LANING CONFIGURATION FOR 2030 TRANSPORT PLAN



LOWER CAPILANO STREET NETWORK PLAN (2030)

SECTION 7 CONCLUSIONS & RECOMMENDATIONS

7.1 Conclusions

1) Although Lower Capilano is bisected by two major roads and has a number of entry and exit points, there are a number of key geographical, jurisdictional and topographical challenges that make the development of a viable transport plan for both current and future conditions challenging. These challenges include the following:

- Frequent recurring vehicle queue spillbacks from the Lions Gate Bridge that restrict traffic travelling southbound on Capilano Road and westbound on Marine Drive;
- The limited number of bridges over the Capilano River to the west and north;
- The limited number of road connections with the District of West Vancouver to the west and north;
- Future public vehicle access to Marine Drive west of Capilano Road will be prohibited due to the bus lane and its proximity to the Lions Gate Bridge;
- Regional traffic, which is estimated to be 94.5% of all traffic currently driving through Lower Capilano, is expected to continue to increase for the foreseeable future;
- The use of the private automobile is the dominant mode of transport on the North Shore and is forecast to remain so for the foreseeable future;
- Bus and bike facilities need to be significantly enhanced in order to reduce the reliance of North Shore residents on the private automobile and to ensure that alternative modes of transport become viable options; and
- 85% of the new traffic estimated to be generated by the redevelopment would come from properties on the west side of Capilano Road triggering the need for significant improved vehicle accessibility.

2) Traffic counts to quantify base line conditions determined that during the weekday afternoon peak, the study area accommodated 10,875 vehicles trips of

which 5,455 veh/hr were inbound and 5,420 veh/hr were outbound. The intersection that carried the most vehicles was Capilano Road & Marine Drive which carried close to 4,400 vehicles in one hour.

3) Baseline pedestrian counts measured a total of 203 pedestrian movements during the weekday afternoon peak hour of which 99 were inbound and 114 outbound. Similarly for bicycle counts, a total of 203 bicycle trips were recorded during the afternoon peak hour of which 106 were inbound and 97 were outbound.

4) A comprehensive 6 hour transport mode survey of Lower Capilano from October 2011 determined that a total of 81,439 people were counted entering and/or exiting the Lower Capilano study area. The afternoon peak period was the dominant of the two 3 hour survey periods as 10,907 more people were observed than in the morning. The 6 hour total modal split showed that 77.9% of people in the Lower Capilano area used the automobile as their primary mode of transport, 19.6% used public transit, and the remaining 2.5% utilized motorcycles, bicycles or walked.

5) The total volume of regional traffic entering and exiting Lower Capilano is projected to increase by 17% from 10,875 to 12,740 vehicles (or +1,865 cars) during the weekday afternoon peak hour between the year 2012 and 2030.

6) As of 2012, the District of North Vancouver estimates that there were a total of 1446 dwelling units, 4,872 square metres of commercial retail space, 3,499 square metres of office space and 380 motel / hotel rooms in the Lower Capilano study area. It is estimated that Lower Capilano currently generates 1,028 vehicle trips (i.e. 552 vehicles inbound and 476 vehicles outbound) during the weekday afternoon peak hour.

7) Approximately 5.5% of the total traffic entering and exiting Lower Capilano is considered local traffic with an origin or destination inside the community. The remaining 94.5% of the traffic is regional traffic that is “just passing through the community” and with limited opportunities for changing travel behavior in the short to medium term.

8) For the Year 2030 and will full development of the Lower Capilano Marine Village Centre, a total of 2,960 dwelling units, 120 seniors housing units, 11,050 square

metres of commercial retail space, 2,500 square metres of office space and 230 motel / hotel rooms are forecast by the District of North Vancouver. It is estimated that Lower Capilano will generate a total of 1,610 vehicle trips (i.e. 883 vehicles inbound and 727 vehicles outbound) during the year 2030 weekday afternoon peak hour after redevelopment.

9) However, because the existing land uses of Lower Capilano already generate significant traffic volumes, the redevelopment of these lands will result in a significant "traffic volume credit" which will reduce the net increase of new vehicle trips. For Lower Capilano, the "net" increase is forecast to be 582 additional vehicle trips (i.e. 331 vehicles inbound and 251 vehicles outbound) to the road network during the weekday afternoon peak hour, assuming no change in travel behavior. This increase in vehicle demand is equivalent to an additional 9.7 vehicle movements per minute, which given the size of the study area, is not considered significant. As well, this traffic is in addition to increase in regional traffic volumes on both Marine Drive and Capilano Road.

10) A review of the projected traffic volumes for the year 2030 by traffic zone determined the following:

- 3 of the key land uses (i.e. single family, office and accommodations) will see a decrease in traffic volumes due to the reduction in land use scope;
- 1 of the traffic zones (No. 2) will see a net decrease in traffic volumes due to the land use changing to a less traffic intensive nature; and
- Traffic zones 1, 4 and 5 will generate 85% of the new traffic estimated for the study area, all of which are located on the west side of Capilano Road. This is turn will put significant pressure on developing a good access management plan so that vehicles can enter and exit Capilano Road safely and efficiently.

11) The CTS project team in consultation with municipal staff developed the following five (5) network options to test against the proposed redevelopment plans for Lower Capilano for the year 2030:

- Do Nothing
- Do Something: Option 1 – Crossroads

- Do Something: Option 2 – Signalize Intersection of Capilano Rd. & Curling Rd
- Do Something: Option 3 – Curling Road Extension to Garden Ave
- Do Something: Option 4: Curling / McGuire Connector

12) Intersection capacity analysis of critical intersections for both the year 2012 and future year 2030 options determined the following with respect to intersection performance and the Level of Service (LOS), which ranges from LOS A (excellent) to LOS F (failing):

- The intersections of Fullerton Avenue & Glenaire Drive, Fullerston Avenue & Belle Isle Place and that of Fullerton Avenue & Sandown Place all operate at LOS A (excellent) for all scenarios tested and no capacity or delay issues were noted.

- The intersection of Capilano Road & Garden Avenue currently operates at LOS B (good) but is forecast to drop to LOS E (at capacity) by the year 2030 for all scenarios because of the increase in northbound traffic on Capilano Road reduce the available gaps in traffic.

- The intersection of Capilano Road & Curling Avenue will encounter significant delays to side street traffic by the year 2030 after redevelopment if Curling Avenue continues to remain stop controlled.

- For the intersection of Capilano Road & Fullerton Avenue, the intersection operates at LOS B (fair) for all scenarios tested. However, the two northbound through lanes on Capilano are projected to be approaching capacity for all 2030 scenarios.

- For the intersection of Capilano Road & Marine Drive, the intersection operates at LOS F (failing) for both existing and all future 2030 scenarios when only 1 lane southbound is available on the Lions Gate Bridge.

- For the intersection of Garden Avenue & Marine Drive, the intersection currently operates at LOS B (good) for the year 2012. By the year 2030, the LOS is forecast to remain the same for Options 1, 2 and 4 and

decrease to LOS C (fair) for the Do Nothing with and without site traffic, as well as Option 3.

13) A detailed assessment of various signal coordination options determined that double cycling all signalized intersections in the study area with the exception of Capilano Road & Marine Drive would result in an operational signal coordination plan for Lower Capilano. The key elements of this plan for the weekday afternoon peak hour are as follows:

- The intersection of Capilano Road & Marine Drive would operate with a 150 second cycle length; and
- All other signalized intersections in the study area would operate at a 75 second cycle length.

14) A detailed review of the queue simulation using the Synchro model determined that the extension of Curling Avenue east of Capilano Road would result in improved signal operations along Capilano Road as left turn traffic could be reassigned to side street through movements, thereby reducing the length of the left turn phases. In addition, this has the benefit of reducing the left turn storage length requirements along Capilano Road between Marine Drive and Curling Avenue.

15) If Curling Avenue were extended to Garden Avenue and the McGuire Avenue & Marine Drive intersection were not signalized (i.e. Option 3), this would result in the need for dual southbound left turn lanes on Garden Avenue @ Marine Drive.

16) A detailed review of the roadway requirements, the laning, signal operations, left turn queuing and left turn storage space requirements determined that the most viable transport plan to support the proposed Capilano Marine Village Centre is a combination of Option 3 – Curling Extension to Garden Avenue and Option 4 – Curling / McGuire Connector.

17) The key elements of the recommended transport plan are as follows:

- Extension of Curling Avenue east towards Garden Avenue to provide significantly improved access to the entire study area;

- Signalization of the intersections of Capilano Road & McGuire Avenue, Capilano Road & Curling Avenue and that of McGuire Avenue & Marine Drive;
- Construction of a new local road parallel to Capilano Road connecting Fullerton Avenue to the north with Curling Avenue to the south;
- Reconstruction and widening of Fullerton Avenue between Capilano Road and the new north-south local road to provide for side by side left turn bays;
- Reconstruction and widening of Curling Avenue between Capilano Road and the new north-south local road to provide for side by side left turn bays;
- Reconstruction of Capilano Road between Fullerton Avenue and Curling Road to meet current municipal design standards for a 5 lane cross section but which involves no new lanes;
- Additional of a new southbound left turn lane on Capilano Road at Marine Drive;
- Construction of new on-street bikes lanes on Capilano Road between Fullerton Avenue and Marine Drive to complete the extension of the new bike lanes on Capilano Road;
- Reconstruction and widening of McGuire Avenue to a 3 lane cross section so that bus service on Garden Avenue can be moved to McGuire Avenue;
- Addition of five (5) new bus stops to the study area and the removal of two (2) existing bus stops;
- A new bus route on McGuire Avenue to link between Capilano Road and Marine Drive; and
- The proposed transport plan is expandable should the need develop beyond the year 2030 to extend Curling Avenue east of Garden Avenue.

7.2 Recommendations

1) That the recommended transport plan be presented to the public and stakeholders for review and comments; and

2) That preliminary design of the transport plan commence once the concept has been accepted.

MEMO

DATE: May 09, 2025
PROJECT NO: 04-24-0013
PROJECT: **1883-1901 Glenaire Dr, North Vancouver, BC**
SUBJECT: **Transportation Design Review V3**

TO: Thomas Grimwood, Architect AICB

PREPARED BY: Joseph Chow, P.Eng. & Sijia Jin, M.Eng
REVIEWED BY: Daniel Fung, M.Sc., P.Eng.

1. INTRODUCTION

Bunt & Associates Engineering Ltd. (Bunt) was retained by Grimwood Architecture (GA), on behalf on Rodcon, to provide transportation consulting services in support of the rezoning application for development located at 1883-1901 Glenaire Drive. Proposed plans for the project site includes a change in site development usage to accommodate multi-family units. The proposed plan involves the development of 12 three-storey townhouse units, two of which includes a lock-off unit, totalling to 14 residential units. The plan will also include a one-storey underground parkade. This memo aims to provide a summary of trip generation and a comprehensive review of site design, including parking, loading requirements, and waste & recycling servicing access. This is an updated version of the previously submitted memo following comments and review from District staff.

2. PROPOSED DEVELOPMENT

Table 2.1 shows the proposed land use statistics for this development. The site is located in the District of North Vancouver, bordered by Glenaire Drive to west, and adjacent developments to the south, and future Belle Isle Place to the north. Vehicular access to the site is provided through the underground parkade entrance on Glenaire Drive. **Exhibit 2.1** displays the proposed development's site location and **Exhibit 2.2** presents the site plan.

Table 2.1: Proposed Land Uses

LAND USE	DENSITY	UNIT TYPE
Residential	1,836.3 m²/14 Dwelling Units (12 Townhomes and 2 lock-off units)	1 x 2 Bedrooms + Den 5 x 3 Bedrooms + Den 2 x 4 Bedrooms + Den 4 x 4 Bedrooms 2 x studio (Lock-off unit)



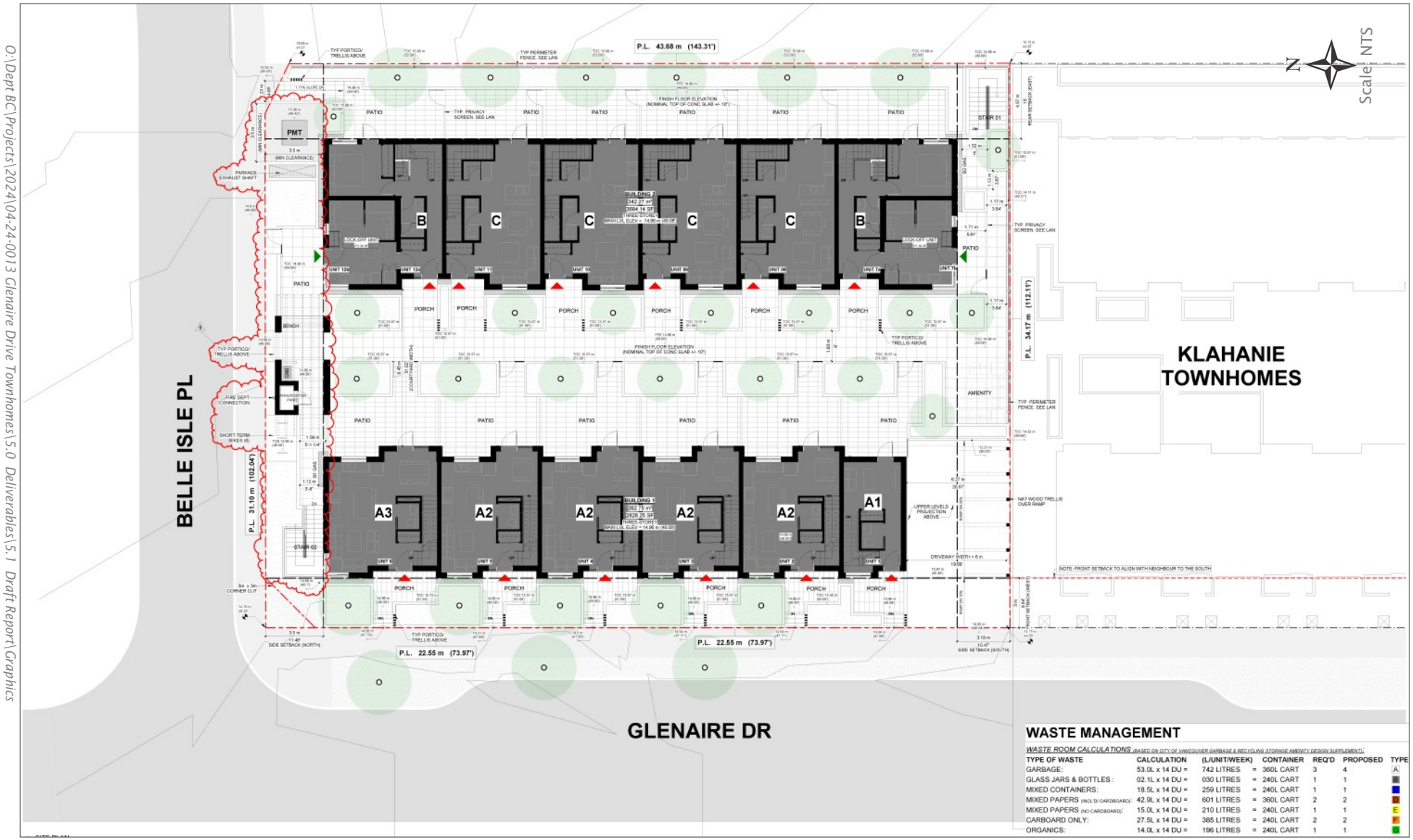
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Exhibit 2.1

Site Location

Glenaire Drive Townhomes
04-24-0013 November 2024

bunt & associates



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

Exhibit 2.2
Site Plan

Glenaire Drive Townhomes
04-24-0013 May 2025

bunt & associates

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3. VEHICLE TRIP GENERATION

For site-generated traffic, the ITE Trip Generation Manual (11th Edition) average rates were used to estimate the site-generated vehicle trips, with the Single-Family Attached Housing land use code (ITE Code 215) applied for a dense multi-use urban location. As a conservative measure for trip generation estimation purposes, the two lock-off suites featured in two townhouse units are counted as additional generator units (14 dwelling units in total). **Table 3.1** presents the ITE vehicle trip rates applied and **Table 3.2** calculates the projected number of new site-generated vehicle movements.

Table 3.1: ITE Code 220 Vehicle Trip Rates– Weekday Peak Hours

LAND USE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	IN	OUT	RATE	IN	OUT	RATE
Single-Family Attached Housing (ITE 215)	33%	67%	0.39	63%	37%	0.29

Table 3.2: Projected Site Vehicle Trips – Weekday Peak Hours

LAND USE	UNITS	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing (ITE 215)	14 units	2	4	6	3	1	4

The project site is anticipated to produce a peak of four to six vehicle trips during the weekday peak hours. Considering that the peak vehicle trips generated are relatively low, remaining under 100, conducting a comprehensive traffic operation beyond what is provided is not anticipated to aid in review of the insignificant impact to the surrounding road network.

4. PARKING AND LOADING SUPPLY

This section provides a summary of the parking assessment including review of District parking requirements and development parking provision. This includes the review against the District's Alternative Vehicle Parking Rate policy as per District staff comments.

4.1 Vehicle Parking – Bylaw Rates

The building will have one level of underground vehicle parking, accessed through Glenaire Drive.

Vehicle parking supply requirements were calculated based on both the District of North Vancouver Zoning Bylaw (Bylaw 3210) - Part 10 Off-street Parking Space and Accessible Design Policy for Multi-Family Housing. **Table 4.1** presents the relevant vehicle parking supply rates while **Table 4.2** shows the required supply in the context of that provided for the development. As commented by District staff, lock-off units

do not count towards the parking calculations. Therefore, the parking calculations are based on 12 residential units instead of 14 residential units.

Table 4.1: Vehicle Parking Supply Rates

RESIDENTIAL TYPE	REFERENCE	BYLAW RATE
Multiple Unit Residential Building	Zoning Bylaw Part 10 – 1001	1 space per unit plus 1 space per 100m² of gross residential floor area up to a maximum of 2 spaces per unit (inclusive of 0.25 spaces per dwelling unit designated for visitor parking.)
	Accessible Design Policy	2 accessible spaces per 1 - 25 stalls

Table 4.2: Vehicle Parking Supply Requirement

GROUP	DENSITY	BYLAW REQUIRED	PROVIDED	DIFFERENCE
Residents	12 units / 1836.3 m²	21	23	2
Visitor		3	3	0
TOTAL		24	26	+2

As noted in **Table 4.2**, the total parking supply is 26 stalls, which exceeds the minimum parking Bylaw requirements by two stalls.

A breakdown of the planned vehicle space types is set out in **Table 4.3**. The dimension of parking space sizes complies with the bylaw requirement. A total of one accessible parking space and one small car space are proposed. Both and accessible and small car space are part of the visitor parking.

Table 4.3: Vehicle Parking Supply Provided by Vehicle Type

PARKING SPACE TYPE	BYLAW REQUIREMENT	PROVIDED	COMMENT
Small Car	Within 35% of total supply	1	Small car spaces are 4% of total parking supply and within the 35% requirement.
Accessible	2	1	-1

As noted in **Table 4.3**, the number of small car spaces meet bylaw requirements. However, the number accessible stalls provided is deficient by one parking stall when compared to the Bylaw requirement.

As per the Electricity Vehicle Charging Infrastructure Policy, 100% of required parking stalls (not including designated visitor parking stalls) shall feature energized outlets capable of providing Level 2 charging or higher.

4.2 Bicycle Parking

Bicycle parking supply requirements were calculated based on the District of North Vancouver Bicycle Parking and End-of-Trip Facilities policy. Well-managed, secure, accessible, and covered bicycle parking will be provided as part of the development plan. Class 1 - Long Term bicycle parking spaces will be located in the storage room of each unit, in the underground level. Class 2 – Short Term bicycle parking spaces will be provided in a publicly accessible area along the Belle Isle Place frontage of the building in a well-lit and highly visible area. As recommended in the Bicycle Parking Policy, each Class 1 space is equipped with one duplex 110v electric outlet.

As consistent with the vehicle parking bylaw calculations, District staff noted lock-off units do not count towards the parking calculations. Therefore, the lock-off units are excluded from the calculations below.

Table 4.6 outlines the required and provided supply for Class 1 and Class 2 bicycle parking, while **Table 4.7** outlines the required and provided supply of Horizontal and Vertical storage for Class 1 bike parking.

Table 4.6: Bicycle Parking Supply Requirement & Provision (Class 1&2)

BICYCLE TYPE	UNITS	POLICY RATE	POLICY REQUIREMENT	PROVIDED	DIFFERENCE
Class 1	12	2 spaces per unit for 2-beds or more	24	24	0
Class 2	12	4 spaces for 0-19 units	4	6	+2
TOTALS			30	30	+2

Table 4.7: Class 1Bicycle Storage Type Requirement & Provision (Horizontal & Vertical)

BICYCLE TYPE	DIMENSION	POLICY RATE	POLICY REQUIREMENT	PROVIDED
Horizontally	0.6m by 1.8m	A minimum of 75% of Class 1	>=18	24
Vertically	0.6m by 1m	A maximum of 25% of Class 1	<=6	0

As evident, the proposed Class 1 and Class 2 bicycle parking supply meets the required parking bylaw provision. Additionally, all the Class 1 bicycle parking is designed horizontally, meeting the requirement of Class 1 bicycle storage.

5. SITE DESIGN REVIEW

AutoTURN simulation software has also been used to perform the vehicle swept path analysis for the development, including analysis of:

- Passenger vehicle site access and circulation;
- On-site potentially difficult parking spaces; and
- Waste collection truck manoeuvres.

5.1 Site Access Design

The proposed site is accessed through the existing Glenaire Drive. The ramp connecting to the external road is to be positioned at the A residential gate is to be positioned at the northeast corner. Regarding the entrance ramp, we acknowledge that the 20% ramp grade is steeper than typical, but we understand it has been approved by the District. The 10% grade transitions are considered acceptable.

It should also be noted that the current vertical clearance is 2.3 m, measured orthogonally (at a 90-degree angle). Per the applicable building code, a minimum vertical clearance of 2.3 m must be maintained when measured perpendicular to the slope of the ramp surface along its entire length. A review of the entry ramp design is required to confirm compliance with this requirement throughout the full extent of the ramp.

5.2 On-Site Vehicle Circulation & Parking

The analysis confirms that the underground parking design is suitable for PTAC vehicles, as determined through a review of vehicle maneuverability through parking spaces at end-of-aisle parking spaces. The vehicle swept paths analysis is presented in **Exhibits 5.1**.

5.3 Waste Collection Access

The waste room will be located within the underground parkade, with the bins and/or totes wheeled, or towed. A Jitney truck is anticipated to transport the bins/totes to the curbside staging/loading area for pickup.

Exhibit 5.3 illustrates the limitations in maneuvering for the Jitney truck due to the aisle width, it is essential to allocate dedicated space to facilitate turning movement. Consequently, based on the current design, it is recommended to designate a visitor space for shared use with the Jitney truck, with appropriate signage to restrict its use for visitor parking during waste collection time.

5.4 Loading Vehicle Access

As there is no Zoning Bylaw requirement for service vehicle loading, coupled with the expected low demand for 12 residential units, this activity is planned to occur on-street at the front of the site.

6. CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions

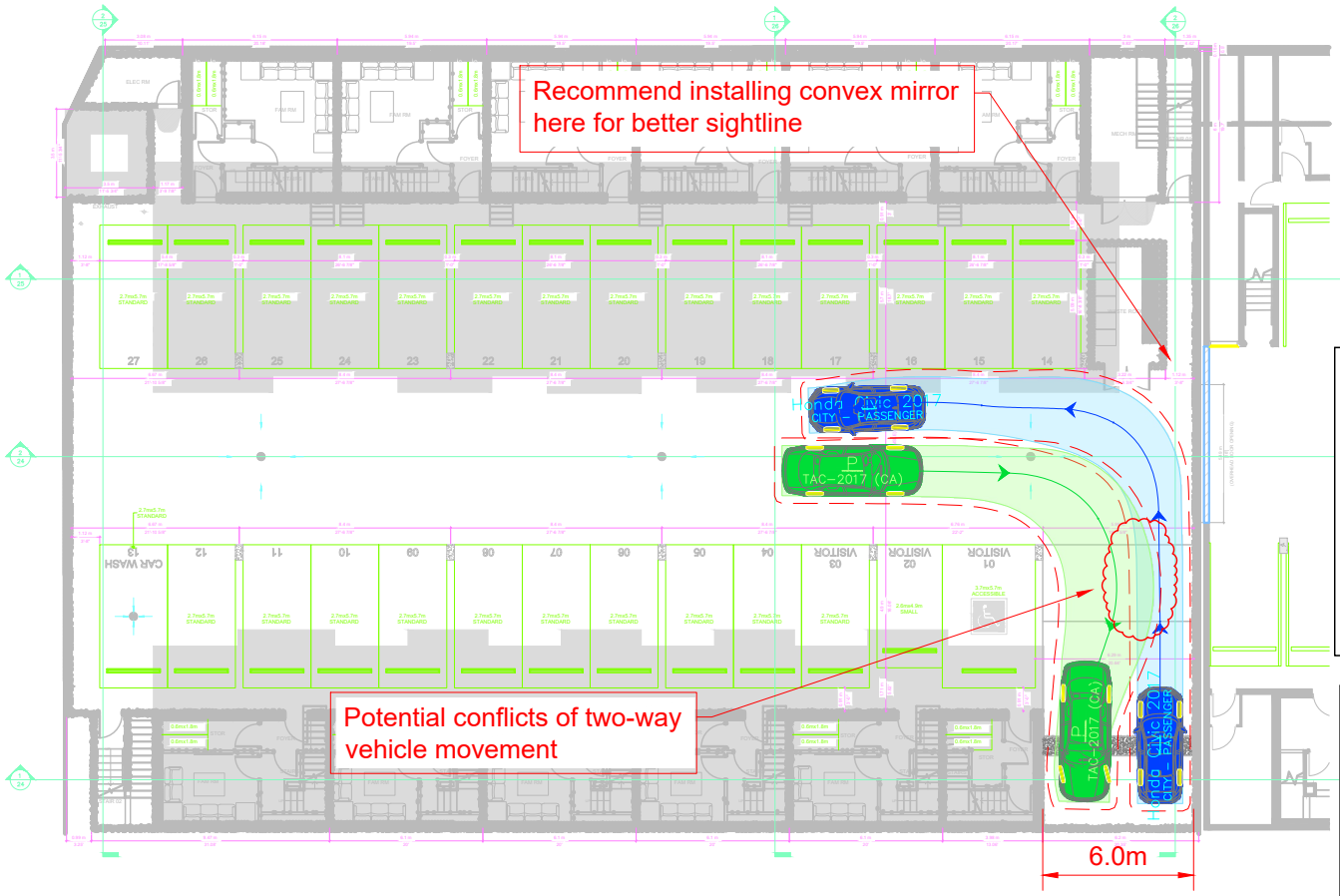
- The project site is anticipated to generate a peak of four to six vehicle trips during the weekday peak hours, representing a minimal impact on the adjacent road network.
- While the overall supply of 26 vehicle parking spaces meets the minimum requirements of 24 outlined by the Bylaws, there is a shortage of one accessible parking space falling below the stipulated bylaw requirements.
- The provision of 24 Class 1 bicycle parking spaces meets the minimum bylaw requirements.
- The entrance ramp presents operational challenges in providing adequate width for simultaneous two-way vehicle movement. A vehicle turning up the ramp would require a large turning radius.

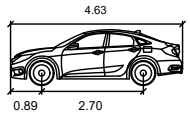
6.2 Recommendations

- A convex mirror is recommended to be installed at the first corner after the access.
- The entry ramp design requires further review to confirm it meets the minimum 2.3 m clearance when measured perpendicular to the slope.
- An additional accessible parking space is required to meet the bylaw requirements.
- It is required to designate space for jitney truck to turnaround. It is recommended to designate a visitor space for shared use with the waste collection truck, restricting it from visitor parking during the waste collection time with signage.
- As per the Electricity Vehicle Charging Infrastructure Policy, 100% of required parking stalls (not including designated visitor parking stalls) shall feature energized outlets capable of providing Level 2 charging or higher.

O:\Dept BC\Projects\2024\04-24-0013 Glenaire Drive Townhomes\4.0 Analysis & Design\ACAD\Swept Path\04-24-0013_Glenaire_AT_V03-02.dwg
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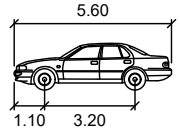
0.3m buffer for spatial reference





Honda Civic 2017

	meters
Width	: 1.80
Track	: 1.78
Lock to Lock Time	: 6.0
Steering Angle	: 35.1



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

[Based on Drawing Glenaire III - Parkade Plan from Grimwood Architecture received April 29, 2025]

[Issued for Discussion; not for Construction]

Exhibit 5.1

Passenger Vehicle Circulation

Glenaire Drive Townhomes
04-24-0013 May, 2025 Scale 1:300 on Letter Prepared by SJ

bunt & associates

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2025/04/30 11:04, Plotted by Sijia Jin

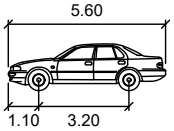
Inbound



0.3m buffer for spatial reference

Outbound





P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

[Based on Drawing Glenaire III - Parkade Plan from Grimwood Architecture received April 29, 2025]
[Issued for Discussion; not for Construction]

Exhibit 5.2

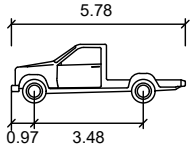
Passenger Vehicle Maneuver - End Stall

Glenaire Drive Townhomes
04-24-0013 May, 2025 Scale 1:400 on Letter Prepared by SJ

bunt & associates

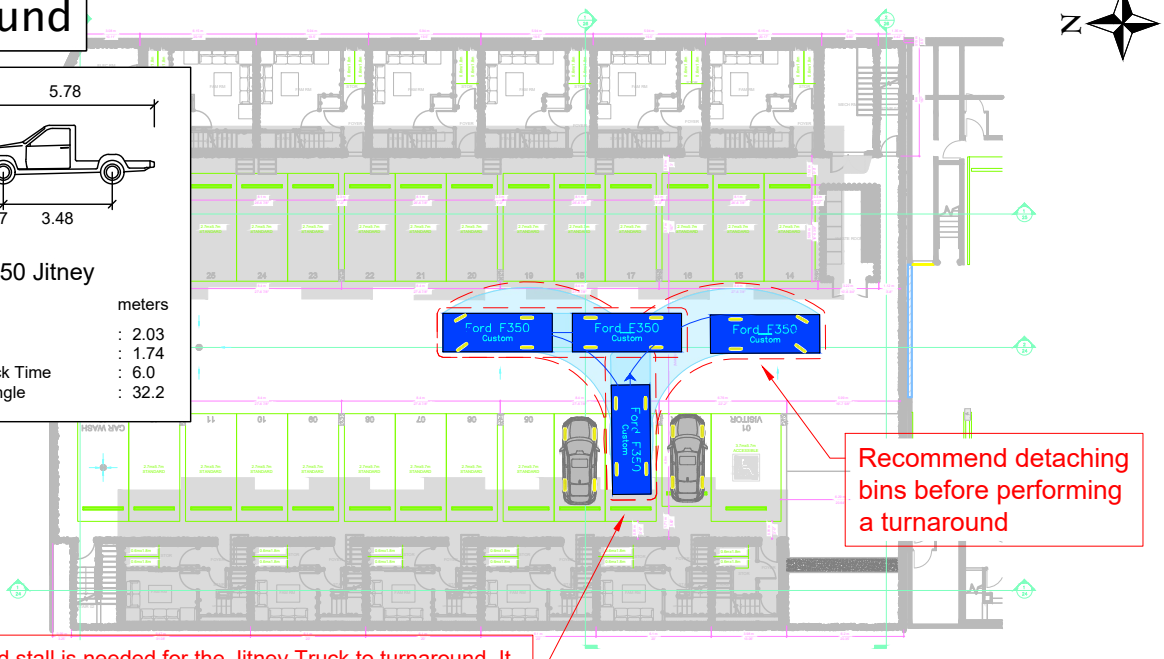
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2025/04/30 11:04, Plotted by Sijia Jin

Inbound



Ford F350 Jitney

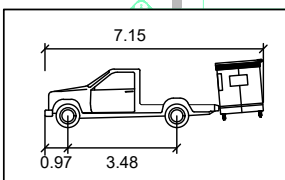
	meters
Width	: 2.03
Track	: 1.74
Lock to Lock Time	: 6.0
Steering Angle	: 32.2



A dedicated stall is needed for the Jitney Truck to turnaround. It is recommended to designate a visitor space for shared use with the Jitney Truck during turnaround, restricting it from visitor parking during waste collection time with proper signage.

0.3m buffer for spatial reference

Outbound



Ford F350 Jitney + Dumpster

	meters
Width	: 2.03
Track	: 1.74
Lock to Lock Time	: 6.0
Steering Angle	: 32.2



[Based on Drawing Glenaire III - Parkade Plan from Grimwood Architecture received April 29, 2025]
[Issued for Discussion; not for Construction]

Exhibit 5.3

Waste Collection Vehicle Maneuver

Glenaire Drive Townhomes
04-24-0013 May, 2025 Scale 1:400 on Letter Prepared by SJ

bunt &associates

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1883 / 1901 Glenaire Dr North Vancouver

Construction Traffic Management Plan (CTMP)

Project Developer
1354760 BC Ltd

Architect/Agent
Grimwood Architecture

Construction Consultant
Rodcon Construction

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A – PROJECT DETAILS

PROJECT DECRIPTION
The proposed Development consists of 2 Three-story wood-frame buildings over a common underground concrete parkade. The lot is 16,564 sf. and is bordered by Glenaire Drive to the west.

CONTACT INFORMATION
During the pre-construction phase, a single point of contact will be designated to handle all construction related communications for the duration of the project. This information will also be posted on site as well as distributed as part of the project notifications.

SCHEMATIC SITE PLAN
Refer to attached Appendix A1.

WORK TO BE PERFORMED
The following is a high-level list of construction activities (in sequence):
- Demolition of existing structures & site clearing
- Excavation & shoring
- Below grade structure (concrete)
- Above grade structure (wood-frame)
- Building envelope & finishes
- Landscaping
- Off-site civil

As the site is relatively small, the new townhomes will be built simultaneously.

CIVIL WORKS
New civil works are currently being discussed and finalize with the DNV.
The site civil work will take approximately 6 – 8 weeks to complete. Dates and durations will be confirmed once final design is complete.

ON-STREET BUILDING ZONE, DELIVERIES & PARKING
The intent is to keep all construction related activities confined to within the site with the exception of concrete pumps & trucks and major material deliveries. See attached

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Appendix A1 for concrete pump & delivery locations. Access to all driveways along Glenaire Dr will be maintained at all times during construction. Two-way traffic control will be in-place during all concrete pours, excavation removals and major material deliveries.

There are currently on-street parking available along Glenaire drive some of which is being used as parking.
The site fence and construction activities will require that no cars park along the west side of the site at Glenaire Drive.
The onstreet parking area along Glenaire Dr will be used during the construction and will be rented from the DNV for a fee of $0.25/m2/day, along with any other temporary street use areas such as the concrete delivery zone.
No on-street building zones are anticipated to be required. The activities noted above will make use of on-site staging & delivery areas and occasional use of curb lanes. All curb lane activities will be coordinated with nearby construction sites to avoid major activities taking place on the same day.
Pending final design, it is anticipated that some onsite parking will be available for employee/trade use. Possible locations for trades parking have been identified at 1927-1979 Glenaire Dr and 2046-2082 Curling Rd. Due to the small scope of the project, the Site will have 1-10 trades/day during the 14 month build. The Developer will provide proof of parking stalls rentals for each trade vehicle throughout the build schedule.

B – SCHEDULE

Pending final design confirmation, construction is anticipated to take approximately 14 months to complete. Refer to attached Appendix B1 – CTMP Construction Schedule for durations of specific activities.

HOURS OF WORK

Construction activities will conform to the District of North Vancouver Noise Regulation Bylaw hours (07:00 – 20:00 Monday – Friday and 09:00 – 17:00 Saturdays).
Should it be required to work outside of these times for concrete pours **or school drop-off/pick-up an application for bylaw variance will be made. Notification signage will be provided in advance.**

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C – MOBILITY IMPACT

The vast majority of work will be contained within the site fencing with very little impact to the surrounding sidewalks and roadways.

USER IMPACT & MITIGATION

Impact to the following groups have been considered while developing the construction plan:

- **Pedestrians & Disabled Persons:** the existing sidewalk along Glenaire Drive will remain open during construction. This sidewalk will need to be closed for a short duration near the end of the project to complete the re-work required in this area. During this time, pedestrian traffic control will be in placed to provide the safe passage for pedestrians and wheelchairs.

Foot traffic access to all residences of 1801 Glenaire Drive will be maintained for the duration of the project in its current form.

- **Cyclists:** no impact to cyclist traffic is anticipated.
- **Transit Service:** no impact to transit services is anticipated.
- **Emergency Vehicles:** unimpeded access to all roads and residences throughout construction.
- **Trucks & General Traffic:** very minimal affect is anticipated during general construction activities along Glenaire drive. Access to driveways along Glenaire will be maintained at all times. Activities that impact any of the roadways will be coordinated and maintained by traffic control personnel with sufficient notice posted and distributed to all affected parties.

Deliveries will be made to the delivery zone with no impact to surrounding roadways as indicated on Appendix A1-Site Plan.

Concrete pours and major deliveries may occasionally reduce traffic along Glenaire Dr to single lane alternating, implemented and monitored by traffic control personnel. Concrete pours will only take place during the first 3 months of construction.

Every effort will be made to minimize impact to the adjacent roadways. All traffic delays will meet the DNV's guidelines for traffic stoppage during construction.

TRUCK TRIPS & STAGING

During excavation & concrete pours (approximately three months), it is anticipated that there will be up to 20 trucks/day up to 4 trucks/hour 1-2 times per week.

During these times, the delivery zone along Glenaire drive can be used to accommodate the staging of two additional trucks. T**he highest volume of trucking will be scheduled during non-peak hours and not conflict with School drop-off/pick-up. (10:00 – 14:00). Notification signage will be updated.**

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TRUCK ROUTING & COMMUNICATION

The trucking route will be along Fullerton Ave, Glenaire Dr, Curling Rd and onto Highway 1 (see attached Appendix C1). A copy of this CTMP along with all of its requirements will be included in all subcontracts which will be enforced for the duration of the project.

OVERSIZED EQUIPMENT

The largest equipment that will be required for this project is a concrete pump truck which measures approximately 40ft (12m) in length. This will be setup alongside Glenaire Dr as indicated on the site plan. **It will not require any road closure and will be monitored to maintain one-lane traffic control.**

D – COMMUNITY IMPACT

PARKING

Refer to Appendix D1 for a detailed breakdown of anticipated parking requirements for each phase of construction. Off-street parking will be secured as necessary to accommodate all Site workers at all times. **Proof of parking will be provided at every stage. Trades vehicles will not impede Glenaire residents vehicles at any time.**

CONSTRUCTION CONTROL MEASURES

Construction impact to the surrounding community will be reviewed during the orientation of each new worker onsite and will include the following topics:

- **Noise:** all construction related noise will adhere to the DNV Noise Regulation Bylaw. If noisy work is required to take place outside of these standards, a variance will be applied for a minimum of 10 days prior to the work taking place.
- **Dust:** an Erosion and Sediment Control (ESC) Program will be used on this site. The requirements of this system will be dictated by the recommendations of the geotechnical and civil consultants and may include silt fencing, sediment traps, storm drain inlet protection, wheel wash station, etc. If required, regular street sweeping can take place during the excavation and removal phases.
- **Litter:** general waste and recycling disposal bins will be provided onsite for the duration of construction. Trash cans will also be placed at the site entrance/exit and site trailer for personal garbage / food waste and will be regularly emptied to avoid any rodent issues. Each subcontract will include a clause noting that all subcontractors are responsible for their own daily clean-up which will be strictly

enforced. **This will include cigarette butts and it will be monitored daily.**
- **Other Nuisances:** will be addressed in a timely matter as situations arise. A 24 hour contact number will be provided prior to the construction start date and posted on the Project Information Board at the site entrance.

HOURS OF WORK

Construction activities will conform to the District of North Vancouver Noise Regulation Bylaw hours (07:00 – 20:00 Monday – Friday and 09:00 – 17:00 Saturdays). No work is expected to be so disruptive to local traffic that it is necessary to schedule it outside of the permitted working hours. Should this be required, a variance will be applied for and **notification by signage will be provided to the community.**

E – COMMUNICATION

NOTIFICATION TO STAKEHOLDERS

A notification of the upcoming project will be distributed to local residents and businesses that may be affected by construction activities. Refer to attached Appendix E1 – Project Notification Area which outlines the stakeholders that will be contacted prior to construction commencement. A sample letter will be provided closer to construction commencement once all contact(s) have been established.

Project SIGNAGE

Traveler information signage will be provided as necessary at locations sufficiently in advance of construction to allow travelers to choose alternative routes to avoid construction activity. The Developer will provide ongoing project activity information via site notification signage.
A Project Information Board will be posted in a conspicuous location near the site entrance. This will include the Contractor's contact information, a phone number for public enquiries as well as any ongoing project notifications that have been issued.

F – MONITORING

STRATEGY

A Consultant has been engaged to complete a traffic study as we move forward and will be available to monitor the plan and ensure that all traffic impacts to district roadways are being

minimized throughout construction.

CTMP UPDATES
Rodcon Construction will provide updates to the CTMP throughout the project to address any deficiencies or additional needs that arise.

PTZ CAMERAS
Rodcon Construction will commit to provide Axis Q6055 PTZ camera(s) in construction site work zones . Quantity and locations TBC.

G – COORDINATION

A single point of contact will be assigned to oversee the coordination of this project as it relates to surrounding businesses, residences, roadways and other construction projects in the area. The coordinator will be assigned during pre-construction and remain consistent throughout the project until the point of total completion. Contact information will be posted on the Project Information Board at the site entrance, clearly noted on the project website and be included on all notices, bulletins and communications circulated before, during and after construction. The coordinator will be responsible for working closely with the DNV CTMP Department, public, nearby construction projects and other stakeholders to ensure there is minimal impact to the community for the duration of the project.
Once an approximate construction start date has been established, this section will be expanded to include a map indicating all projects in the area along with details about existing and proposed impacts to the community.

H – HIGHWAY USE PERMITS

Although minimal roadway use is anticipated for this project, Highway Use Permits (HUP) and the associated Traffic Management Plans (TMP) will be provided as per DNV requirements.

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I – TRAFFIC MANAGEMENT PLANS & WORKS SCHEDULE

TRAFFIC MANAGEMENT PLANS

The CTMP Coordinator will be responsible for providing TMPs for each phase of the project and for each activity that will require a road to be occupied or disrupted by construction activities. TMPs will be submitted no earlier than ten (10) working days prior to the proposed commencement date and follow all requirements laid out in the DNV CTMP Guidelines.

For full road closures that require transit and/or emergency vehicles re-routes, written approval will be obtained from the appropriate agencies.

UTILITY WORKS SCHEDULE

BC Hydro, Fortis BC, Shaw and Telus will be invlived to provide utility connections for this project, Works Schedule of these activities expected to affect the public realm will be provided prior to construction commencement and will be updated every two weeks or more frequent as its necessary.

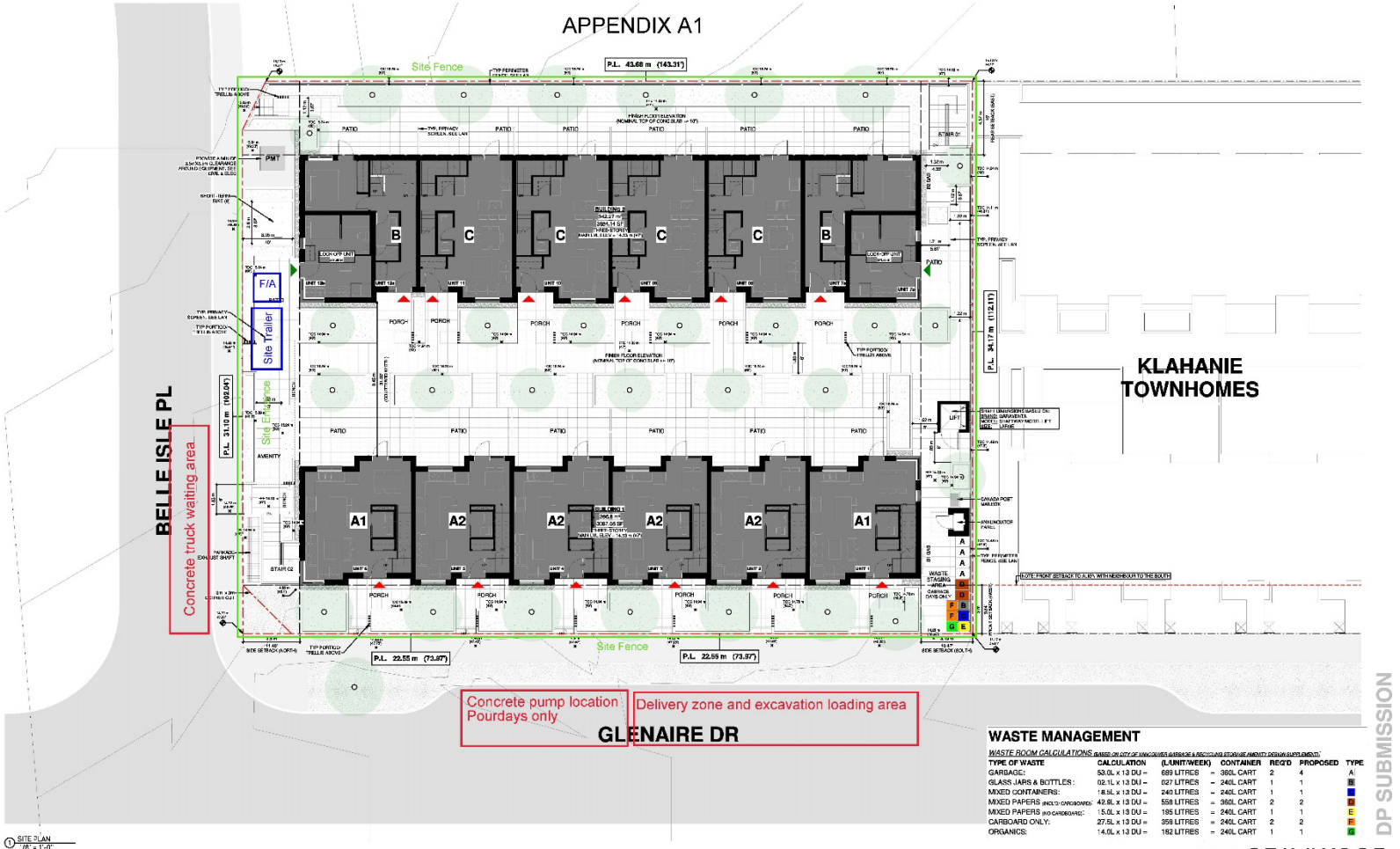
J – RESIDENTS AND TENANTS MOVE IN

In order to avoid traffic congestion, The developer will commit to provide schedule for residents and tenants gradual move in, Once an approximate completion date has been established, this section will be expanded and schedules will be provided to new buyers and tenants.

LIST OF APPENDICIES

A1 – Site Plan
B1 – Schedule
C1 – Trucking Route
D1 – Project Summary & Site Generated Traffic
E1 – Project Notification Area

APPENDIX A1



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 13 DU =	689 LITRES	= 360L CART	2	4	A
GLASS JARS & BOTTLES:	02.1L x 13 DU =	027 LITRES	= 240L CART	1	1	B
MIXED CONTAINERS:	18.5L x 13 DU =	240 LITRES	= 240L CART	1	1	C
MIXED PAPERS (INCLD/ CARDBOARD):	42.8L x 13 DU =	556 LITRES	= 360L CART	2	2	D
MIXED PAPERS (NO CARDBOARD):	15.0L x 13 DU =	195 LITRES	= 240L CART	1	1	E
CARBOARD ONLY:	27.5L x 13 DU =	358 LITRES	= 240L CART	2	2	F
ORGANICS:	14.0L x 13 DU =	182 LITRES	= 240L CART	1	1	G

DP SUBMISSION

SITE PLAN
1/8" = 1'-0"

SITE PLAN

GLENAIRE TOWNHOMES

DECEMBER 15, 2023

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

REVISIONS No. DATE

GRIMWOOD ARCHITECTURE

Rodcon Construction Management

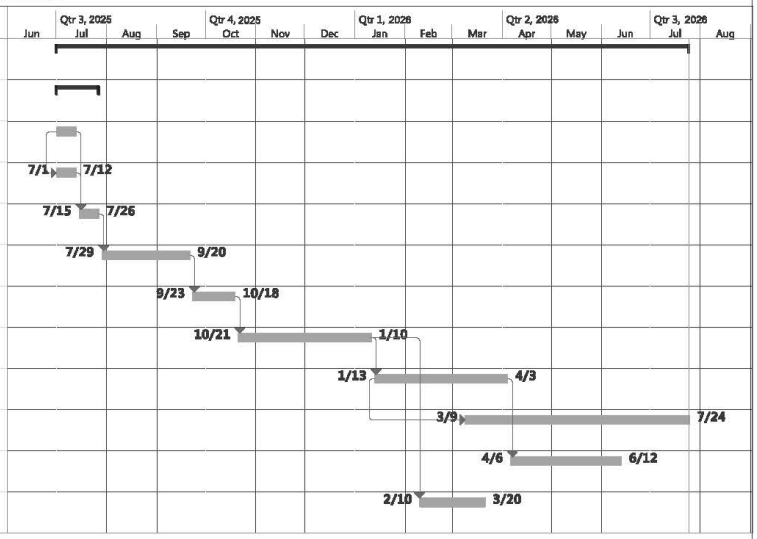
Feb 15, 2024

Rodcon Construction Management Ltd.

GLENAIRE TOWNHOMES
APPENDIX B1 - CTMP CONSTRUCTION SCHEDULE
NORTH VANCOUVER, BC

February 15,2024

ID	Task Name	Duration	Start	Finish	Predecessors
1	GLENAIRE TOWNHOMES Construction	**56 wks**	**Mon** 6/30/25	**Fri** 7/24/26	
2	**Demolition & Clearing**	**4 wks**	Mon 6/30/25	Fri 7/25/25	
3	**Tree Removal**	**2 wks**	Mon 6/30/25	Fri 7/11/25	
4	**Existing Structure Abatement**	**2 wks**	Mon 6/30/25	Fri 7/11/25	**3SS**
5	**Existing Structure Demolition**	**2 wks**	Mon 7/14/25	Fri 7/25/25	**3,4**
6	**Excavation & Shoring**	**8 wks**	Mon 7/28/25	Fri 9/19/25	**5**
7	**Below Grade Structure (Concrete)**	**4 wks**	Mon 9/22/25	Fri 10/17/25	**6**
8	**Above Grade Structure (Wood Frame)**	**12 wks**	Mon 10/20/25	Fri 1/10/26	**7**
9	**Envelope**	**12 wks**	Mon 1/13/26	Fri 4/03/26	**8**
10	**Finishes**	**20 wks**	Mon 3/09/26	Fri 7/24/26	**9SS+8 wks**
11	**Landscape**	**10 wks**	Mon 4/06/26	Fri 6/12/26	**9**
12	**Off-Site Civil**	**6 wks**	Mon 2/10/26	Fri 3/20/26	**8FS+4 wks**



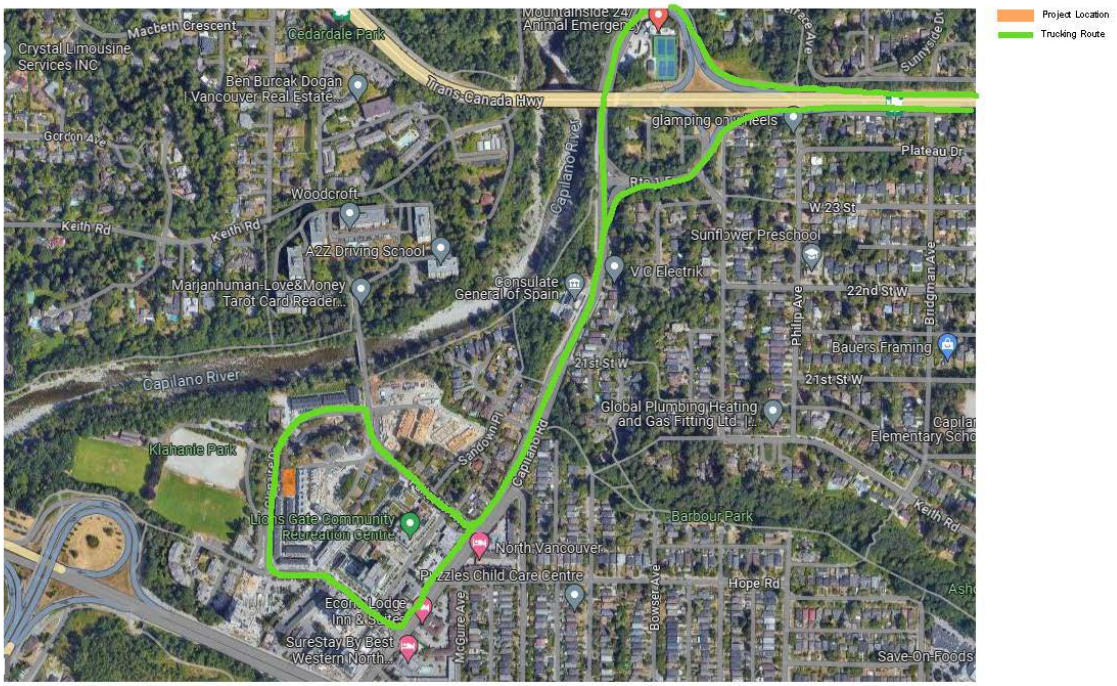
Rodcon Construction Management

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Appendix C1 - Trucking Route



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Appendix D1
Project Summary Sheet:

Building site address	1883-1901 Glenaire Dr, North vancouver	
# of storeys below grade	One	
# of storeys above grade	Three	
Type of construction (i.e. concrete/woodframe)	Concrete parkade with 3 story wood frame above	
Total number of months to complete	14 month	
Contractor	Rodcon Construction	
Project Manager	Name	Ben Amini
	E-mail	b.amini@rodcon.ca
	Phone	7782355833
On-site contact	Name:	Leo
	Cell	7782885599
	E-mail	info@rodcon.ca

Site Generated Traffic

Phase	Dates/ Duration in months		# of Trucks/ day	# of Workers	# of off-street parking stalls
Demolition	1		1	4	1
Excavation	2	m^3 removed: 4800 m3	14 per day/twice per week	5	3
Foundation/ Parkade	1	m^3 concrete: 950 m3	Slab :12 Wall : 4	14	4
Above Grade	2.5	m^3 concrete: 0	2 per week	20	4
Finishes	7		2 per week	20	5
Landscape	2.5		3 /day for 2 weeks	8	3
Off-site Civil	1.5		2 per week	8	3

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Appendix E1

Project Notification Area



DEVELOPMENT SERVICES
PRELIMINARY BYLAW
COMMUNICATION

District of North Vancouver
355 West Queens Road
North Vancouver, British Columbia V7N 4N5
Canada

Your File #: 08.3060.20/007.24
eDAS File #: 2024-02947
Date: Jun/03/2024

Attention: Phillip Liu EIT, Development Engineering

Re: Proposed Rezoning Bylaw for:

1901 Glenaire Drive, North Vancouver
1883 Glenaire Drive, North Vancouver

The Ministry of Transportation and Infrastructure has reviewed the abovementioned referral and has no issues with the proposed rezoning.

As such, Preliminary Approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the *Transportation Act*.

If you have any questions please feel free to email myself at Tyler.Gaudry@gov.bc.ca.

Yours truly,



Tyler Gaudry
Senior Development Officer

Local District Address
BC Housing Action Task Force 310-1500 Woolridge Street Coquitlam, British Columbia V3K 0B8 Canada Phone: (250) 565-4410 Fax: (250) 565-6820

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 RESIENTIAL 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:

1. *VISITOR STALLS ARE INCLUDED IN "REQUIRED" CALCULATION*
2. *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
3. *SEVEN OF THE PROPOSED PARKING STALLS ARE SMALL SIZE (28%)*
4. *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:

1. *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

APPLICANT
CONTACT: BEHRANG AMINI
COMPANY: RODCON HOLDINGS
PHONE: +1 (778) 235.5833
EMAIL: b.amini@rodcon.ca
ADDRESS: 3514 CHANDLER ST, COQUITLAM, BC V3E 0K2

ARCHITECT
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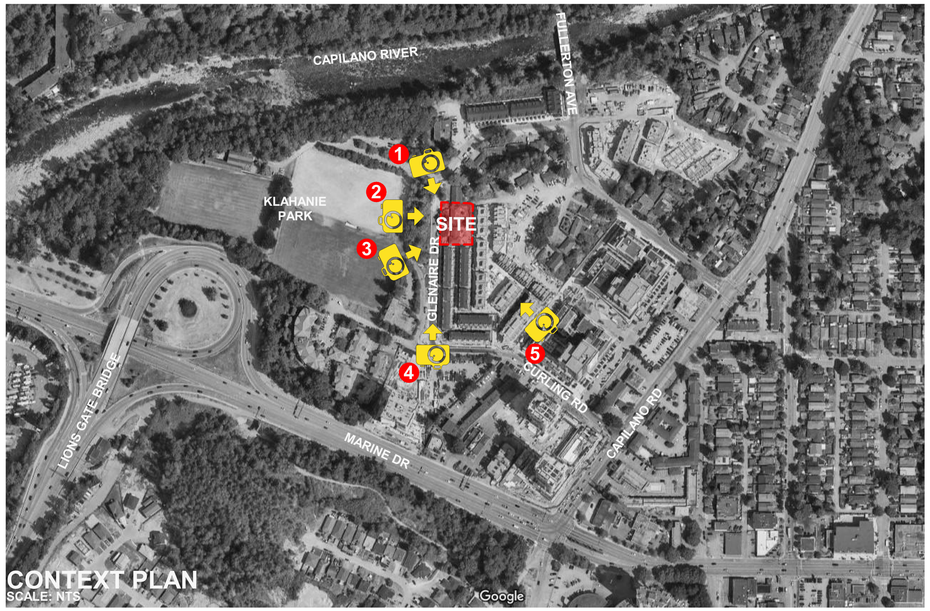
SHEET INDEX

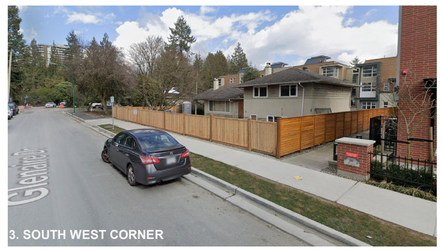
SHEET No.	SHEET NAME
0	COVER
00	PROJECT STATISTICS
01	CONTEXT AND CHARACTER
02	DESIGN RATIONALE
03	PERSPECTIVE VIEWS
04	PRECEDENTS
05	PRECEDENTS
06	MATERIALS
07	SURVEY PLAN
08	AREA PLANS
09a	FIRE DEPT ACCESS PLAN (EXTENDED CONTEXT)
09b	FIRE DEPT ACCESS PLAN
10	SITE PLAN
11	PARKADE LEVEL FLOOR PLAN
12	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





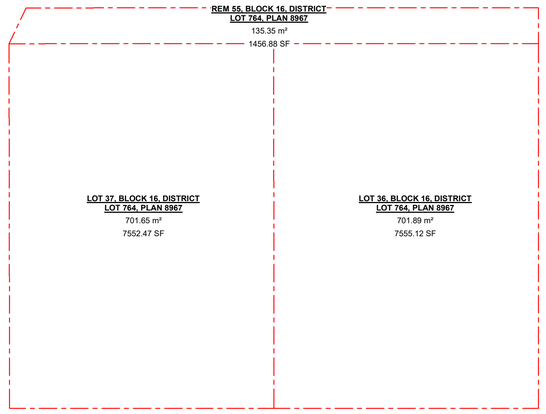












1 LAND ASSEMBLY PLAN
1" = 20'-0"



2 NET SITE AREA
1" = 20'-0"

LAND ASSEMBLY

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

DEDICATIONS

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

NET SITE AREA

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

BLDG COVERAGE

NAME	AREA (SF)	AREA (m²)	B.C.
BUILDING 1	3017.29 SF	280.32 m²	18.27%
BUILDING 2	3612.50 SF	335.61 m²	21.87%
ANNUNCIATOR PANEL	23.40 SF	2.17 m²	0.14%
	6653.19 SF	618.10 m²	40.28%

SITE COVERAGE

NAME	AREA (SF)	AREA (m²)	S.C.
BUILDING 1	3017.29 SF	280.32 m²	18.27%
BUILDING 2	3612.50 SF	335.61 m²	21.87%
ANNUNCIATOR PANEL	23.40 SF	2.17 m²	0.14%
PMT	24.58 SF	2.28 m²	0.15%
	6677.77 SF	620.39 m²	40.43%

APPROVED DP SET

REVISIONS

No.	DATE
2	2024.06.21
3	2024.08.21
9	2025.10.21

GRIMWOOD ARCHITECTURE

THE GROVE ON GLENAIRE

DECEMBER 22, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

00





1946-1998 GLENAIRE DR:

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







2035 GLENAIRE DR:

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







1900, 1903, 1950 SANDOWN PL:

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



BELLE ISLE PL / GLENAIRE DR:

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



CONTEXT PLAN
SCALE: NTS





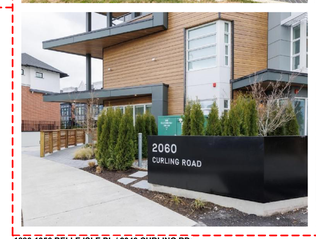


2070 CURLING RD:

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









1886-1956 BELLE ISLE PL / 2046 CURLING RD:

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

APPROVED DP SET

REVISIONS
No. DATE

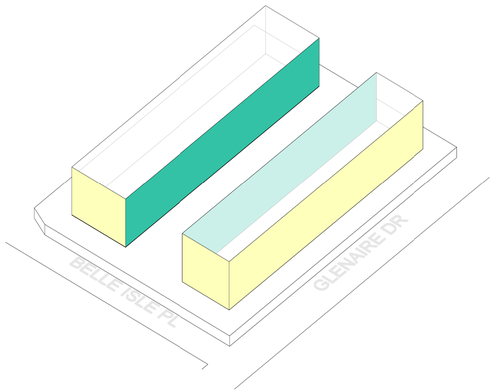
CONTEXT AND CHARACTER

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

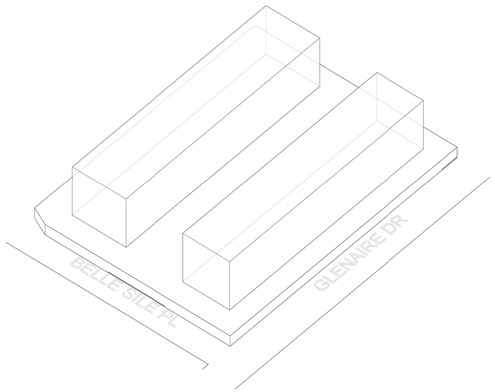
1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE



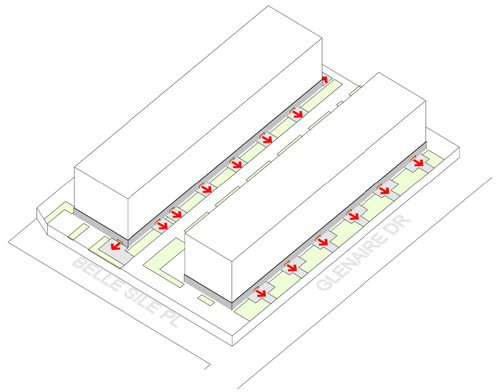
A URBAN EDGE -vs- PRIVATE

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



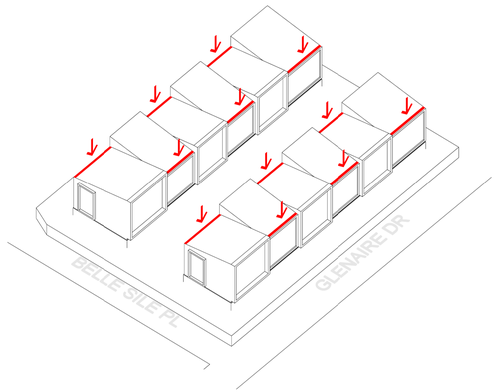
B DESIGN CONFIGURATION

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



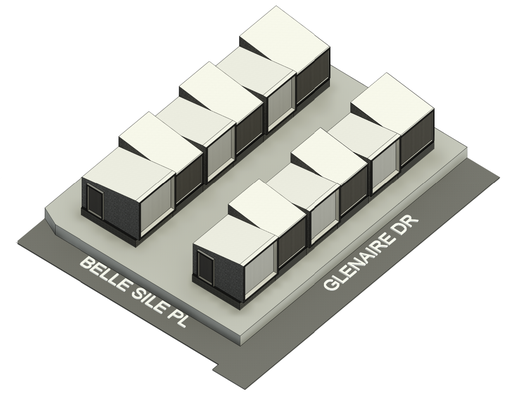
C SENSE OF COMMUNITY

- 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 ECONOMICALY 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 m²	COUNT: 01
UNIT TYPE A2:	3 BEDROOMS + DEN	INT AREA: 133.45 m²	COUNT: 04
UNIT TYPE A3:	3 BEDROOMS + DEN	INT AREA: 152.61 m²	COUNT: 01
UNIT TYPE B:	4 BEDROOMS + DEN	INT AREA: 189.31 m²	COUNT: 02
	STUDIO	INT AREA: 025.20 m²	COUNT: 02 (1), (2)
UNIT TYPE C:	4 BEDROOMS	INT AREA: 154.58 m²	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 $CO_2e/m^2/yr$

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

APPROVED DP SET

REVISIONS

No.	DATE
1	2024.01.25
3	2024.08.21
4	2024.11.28
8	2025.09.19

DESIGN RATIONALE

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE









APPROVED DP SET

REVISIONS
No. DATE

PERSPECTIVE VIEWS

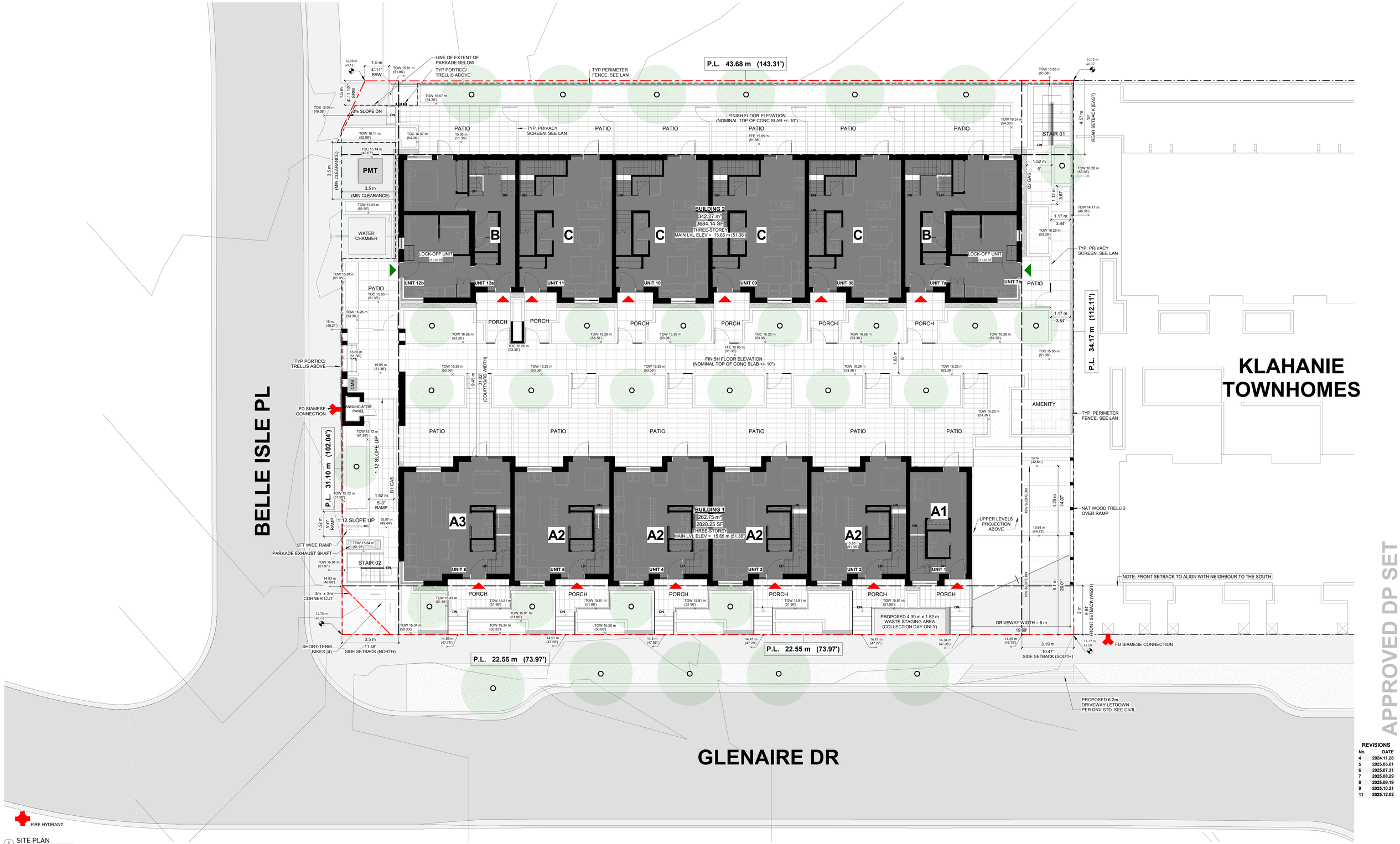
THE GROVE ON GLENAIRE

DECEMBER 22, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

03



1 SITE PLAN
1/8" = 1'-0"

APPROVED DP SET

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

SITE PLAN

THE GROVE ON GLENAIRE

DECEMBER 19, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE



CAR PARKING

TYPE	SIZE	REQ'D / ALLOWED	PROPOSED	%
ACCESSIBLE	3.7mx5.7m	1	1	4%
SMALL	2.6mx4.9m	7	7	28%
STANDARD	2.7mx5.7m	16	17	68%
		24	25	100%

BIKE PARKING

TYPE	SIZE	REQ'D	PROPOSED	
BIKE	0.6mx1.8m	26	26	(LONG TERM)
BIKE	0.6mx1.8m	4	4	(SHORT TERM)
		28	28	

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

PARKADE LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

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

GRIMWOOD
ARCHITECTURE



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

MAIN LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS

No.	DATE
3	2024.08.21
4	2024.11.28
5	2025.05.01
6	2025.07.31
8	2025.09.19
11	2025.12.02

GRIMWOOD
ARCHITECTURE



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

2ND LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS
No. DATE

GRIMWOOD
ARCHITECTURE



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

3RD LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

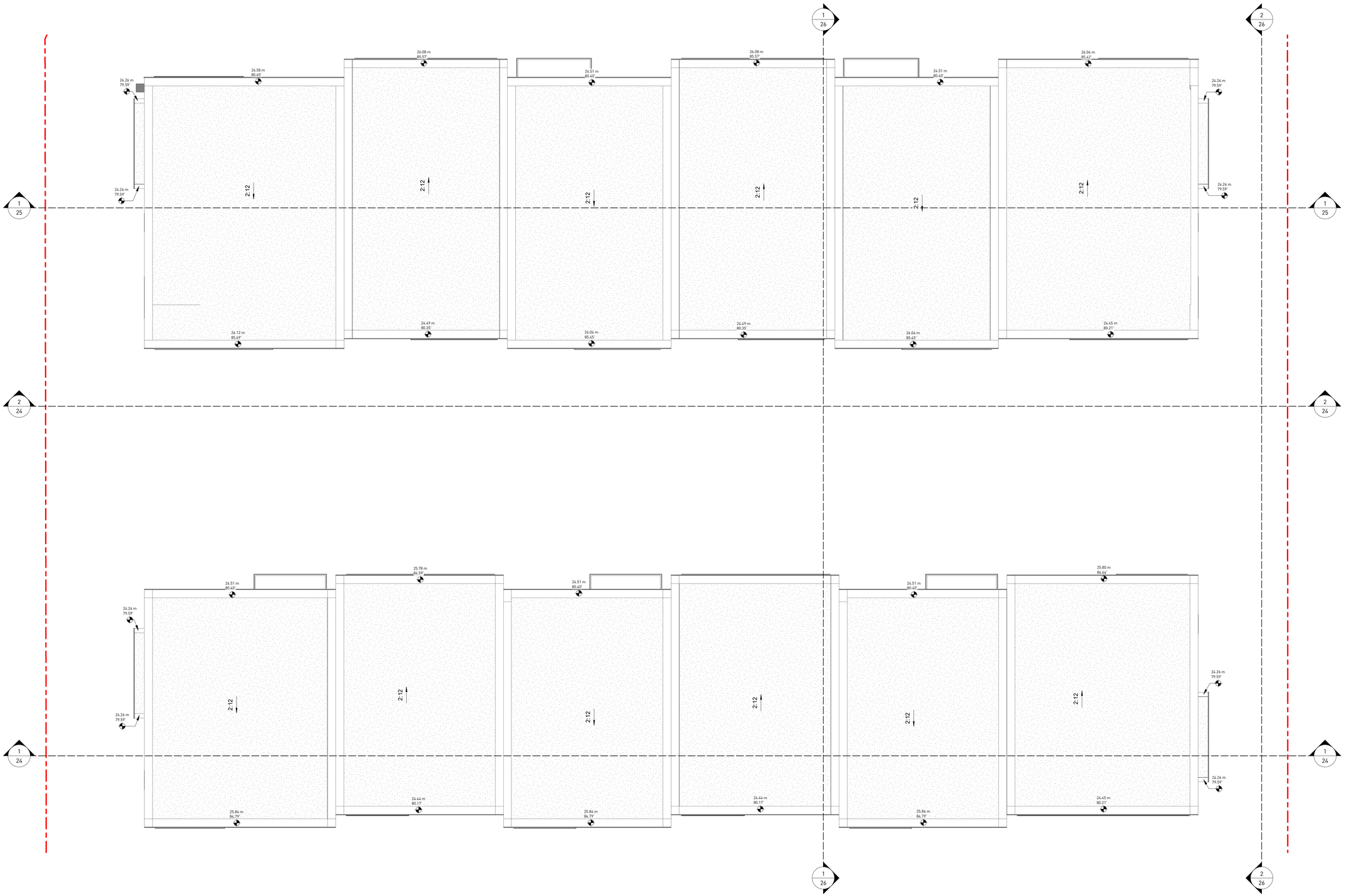
DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS
No. DATE

GRIMWOOD
ARCHITECTURE



1 ROOF PLAN
3/16" = 1'-0"

ROOF PLAN

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

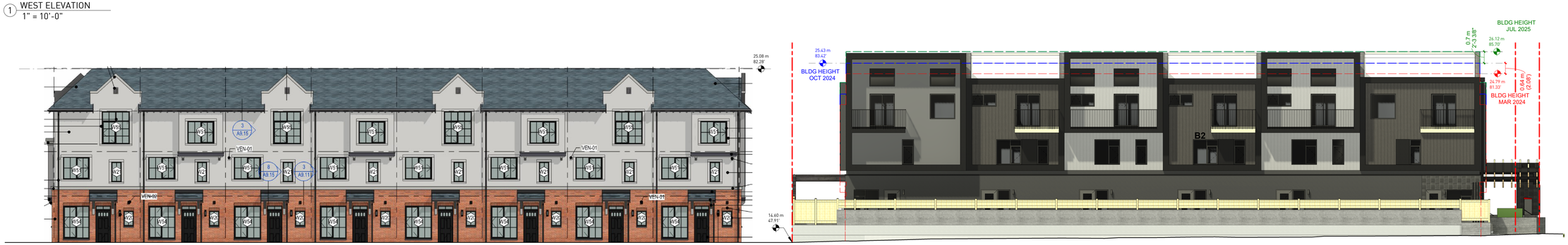
APPROVED DP SET

REVISIONS
No. DATE

GRIMWOOD
ARCHITECTURE



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

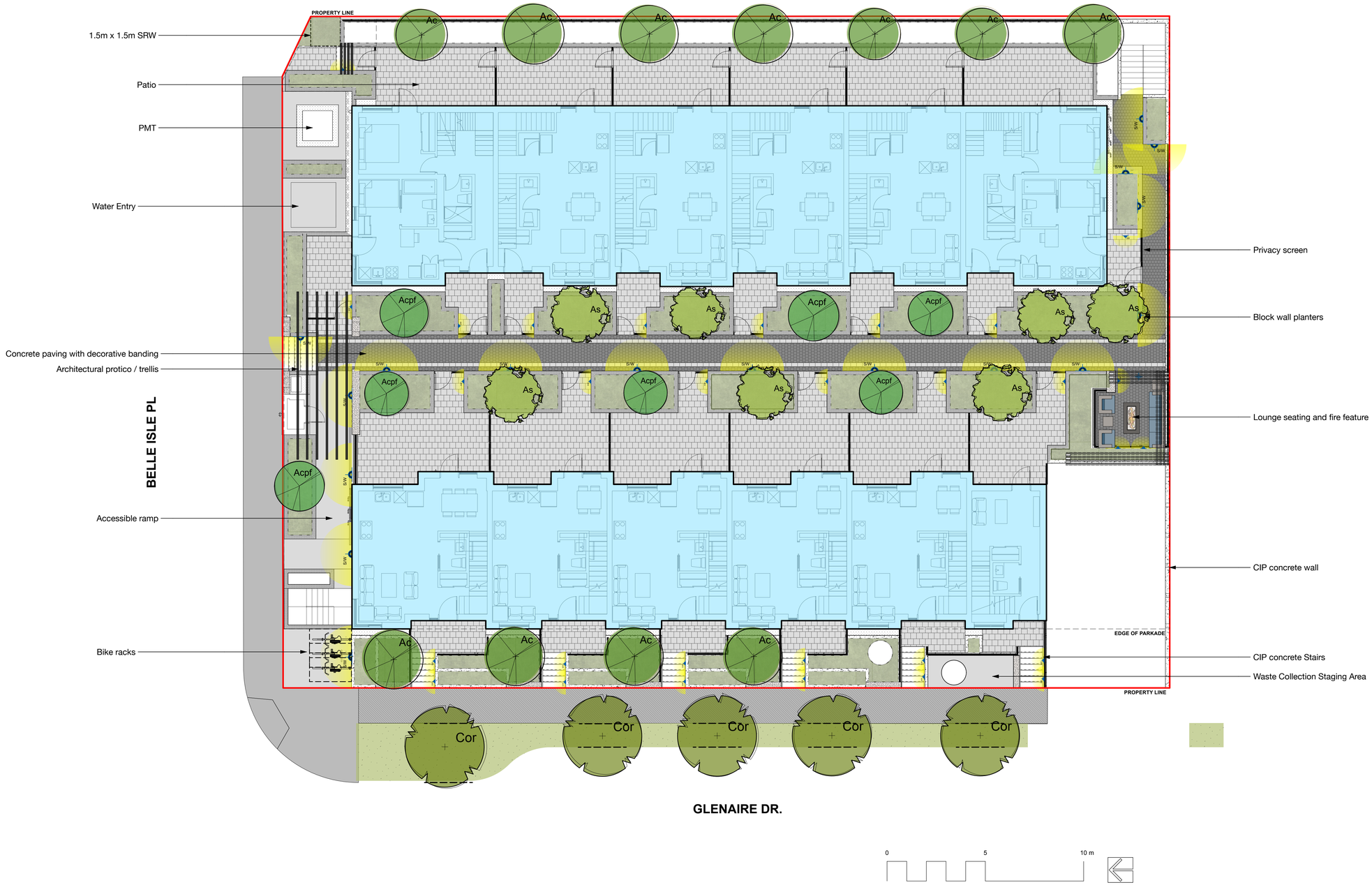
STREETSCAPE ELEVATIONS

THE GROVE ON GLENAIRE

DECEMBER 15, 2025

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE



Revision

No.	Date	Revision Notes

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

MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON February 13th, 2025 AT THE DISTRICT OF NORTH VANCOUVER

ATTENDING:	Ms. Emily Blair Mr. Koosha Kheradmandnia Sgt. Kevin Bracewell Ms. Farnaz Sharifi Mr. John Gilmour Mr. Joshua Bernsen Mr. Tieg Martin Ms. Mahnaz Mohamadloo
REGRETS:	Mr. Stuart Rothnie
STAFF:	Ms. Tash Cheong (Staff Liaison), Development Planner Mr. Alfonso Tejada, Urban Design Planner Mr. Liam Butler, Development Planner (Item 3.a.) Mr. Dennis Wong, Planning Assistant
APPLICANT:	Behrang Amini (Rodcon Holdings) Thomas Grimwood (Grimwood Architecture) Daryl Tyacke (ETA Landscape Architecture)



3. NEW BUSINESS

a.) 1883 & 1901 Glenaire Drive – OCP Amendment, Rezoning, and Development Permit for 12 townhouse unit project

Staff Introduction:

Mr. Liam Butler, Development Planner, introduced the project with a brief description of the existing site context in relation to the proposal, followed by an overview of the existing general policy framework, including the Lower Capilano Village Centre: Peripheral Area Housing Policy & Desing Guidelines. Liam concluded with a description of the site, a summary of the planning proposal, and set the expectations of the built form guidelines for this project.

Staff sought input from the Panel on the following:

> **Potential for the reconfiguration and circulation**
> Mr. Liam Butler asked about the reconfiguration of circulation and service areas to further soften the northwestern frontage or have the corner units "wrap the corner" of Glenaire Drive and Belle Isle Place.

The Panelists were invited to ask any clarifying questions.

Applicant Presentation:

The applicant, Thomas Grimwood, Architect noted design objectives of the project and gave a general overview of the project. Daryl Tyackle, Landscape Architect then gave a presentation on the landscape strategy.

The Panelists were invited to ask any clarifying questions.

Urban Design Presentation:

Mr. Alfonso Tejada presented to the Panel and sought input on the following:

> The prominence and integration of the project's northern entrance. As proposed, it appears to not have a smooth transition into the overall form. The elevator seems

disconnected, and the entrance geometry seems misaligned with the roofing. There should be efforts to make the entrance harmonize with the rest of the project.

Mr. Alfonso Tejada invited the Panel for further comments.

Summary of Panel Commentary and Consensus Items:

The Vice Chair thanked staff and the applicant team for their presentations and invited comments from the Panel.

Summary of Panel Commentary:

- Panelists noted the project generally works well, but further design development is needed to address the northwestern section, including the entrance and the relocation of bicycle parking to help activate this space.
- Panelists commented on liking the generously sized backyard patio area.
- Panelists noted that the roof design was interesting, but that safety must be taken into consideration. Potential to reflect on the patterns in relation to the landscaping.
- Panelists suggested the placement of trees need to be carefully considered.
- Panelists commented that the interior yard and walkway should enhance the building form and allow for lighting to ensure shadows aren't made and make it feel unsafe.
- A panelist noted that emergency services will need to have clear direction in addressing and wayfinding for emergency responders. Security measures in relation to underground parkade must be considered to reduce opportunities for crime. A robust lighting plan to improve safety is also required.
- A panelist commented on the structure above the parkade which should change in materiality and suggested modifications given potential seismic issues.
- A panelist commented on the large size and colour of the planter boxes and suggested making refinements to make them smaller and warmer.
- A panelist noted the outdoor amenity area should be covered and questioned the fire features of this area, suggesting omission.
- A panelist suggested reconsidering the narrow roof sections at the ends that currently resemble flat roofs with parapets; instead, incorporating a sloped element on top could simply drainage. Additionally, at the building ends, the transition where the shingles meet the metal fascia will need detailing

Summary of Panel Consensus Items:

- **Northwestern Section & Activation**: Further design development is needed to refine the entrance and relocate bicycle parking to enhance activation of the space.
- **Safety & Security**: Clear wayfinding for emergency responders is necessary. Security measures for the underground parkade should be considered to reduce crime, along with a robust lighting plan for safety.
- **Planter Box Refinement**: The large planter boxes should be resized and use warmer materials, given their proximity to the road.
- **Roof Design & Integration**: Opportunities to extend its patterning into landscaping and modification to the roof edge detailing should be explored.
- **Outdoor Amenity Space**: A covered outdoor amenity area is recommended. The proposed fire feature should be reconsidered or omitted.
- **Tree Placement**: The placement of trees should be carefully considered to complement the design.
- **Interior Yard & Walkway**: these spaces should enhance the building form and incorporate sufficient lighting to prevent shadows that could create an unsafe environment.

The Vice Chair then invited the Panel to compose a motion:

MOVED by Farnaz Sharifi and **SECONDED** by Tieg Martin:

THAT the ADP has reviewed the proposal and **recommends APPROVAL of the project SUBJECT to addressing to the satisfaction of staff** the items noted by the Panel in its review of the project.

CARRIED

None opposed.

4. ADJOURNMENT

The meeting was adjourned at 7:35 p.m.

5. NEXT MEETING

The next ADP will be on March 13, 2025

Chair — Signed on behalf of chair, Stuart Rotnie

March 13/2025
Date

Arboricultural Inventory and Report



Site Location:
1883 and 1901 Glenaire Drive
North Vancouver, BC

To be submitted with Tree Management Plan dated October 11, 2023.

Submitted to:
Attn: Ben Amini
Rodcon
3514 Chandler Street
Coquitlam B.C V3E 0K2
Phone: 778.235.5833
Email: b.amini@rodcon.ca

Date: 2023, October 11

Submitted by:

DIAMOND HEAD
3559 Commercial Street
Vancouver, BC 604.733.4886

The following Diamond Head Consulting staff conducted the on-site tree inventory and prepared or reviewed the report.

All general and professional liability insurance and staff accreditations are provided below for reference.

Supervisor:



Max Rathburn | Principal | Arboriculture Manager | Senior Arborist
ISA Certified Arborist (PN-0599A)
ISA Tree Risk Assessment Qualified (TRAQ)
BC Parks Wildlife and Danger Tree Assessor

Project Staff:



Joey Banh | Arborist
ISA Certified Arborist (PN-9035A)
ISA Tree Risk Assessment Qualified (TRAQ)
BC Parks Wildlife and Danger Tree Assessor (P3051)

Contact Information:

Phone: 604-733-4886
Fax: 604-733-4879
Email: max@diamondheadconsulting.com or joey@diamondheadconsulting.com
Website: www.diamondheadconsulting.com

Insurance Information:

WCB: # 657906 AQ (003)
General Liability: Northbridge General Insurance Corporation - Policy #CBC1935506, $10,000,000
Errors and Omissions: Lloyds Underwriters – Policy #1010615D, $1,000,000

Scope of Assignment:

Diamond Head Consulting Ltd. (DHC) was retained to complete an arboricultural assessment to supplement the proposed development application for 1883 and 1901 Glenaire Drive in the District of North Vancouver. This report contains an inventory of trees and summarizes management recommendations with respect to future development plans and construction activities. The approximate location and general health of off-site trees are included as a limited assessment because there is a legal obligation to protect them. This report is produced with the following primary limitations, detailed limitations specified in Appendix 7:

1) Our investigation is based solely on a visual inspection of the trees during our last site visit. This inspection is conducted from ground level. We do not conduct aerial inspections, soil tests or below-grade root examinations to assess the condition of tree root systems unless specifically contracted to do so.

2) Unless otherwise stated, tree risk assessments in this report are limited to trees with a *high* or *extreme* risk rating in their current condition, and in the context of their surrounding land use at the time of assessment.

3) The scope of work is primarily decided by site boundaries. Only trees specified in the scope of work were inventoried.

4) Beyond six months or if there are significant changes to the site or to the trees, from the date of this report, the client must contact DHC to confirm its validity because site base plans and tree conditions may change beyond the original report's scope. Added site visits and report revisions may be needed after this point to ensure report accuracy for the municipality's development permit application process. Site visits and reporting needed after the first submission are not included in the original proposal fee and will be charged to the client at an additional cost.

The client is responsible for:

- Obtaining a tree removal permit from the relevant authority prior to any tree cutting.
- Reviewing this report to understand and implement all tree **risk**, removal and protection requirements related to the project.
- Understanding that we have shown trees along the outskirts of the property boundary but not shrubs or other materials that could be impacted by your contractors working at your property. The trees we have located are approximate locations and a legal survey is required to determine proper ownership of a tree. It is your responsibility to ensure that all plant materials that may have roots passing property lines are protected.
- Obtaining relevant permission from adjacent property owners before removing off-site trees and vegetation.
- Obtaining a timber mark if logs are being transported offsite.
- Ensuring the project is compliant with the tree permit conditions.
- Constructing and maintaining tree protection fencing.
- Ensuring an arborist is present onsite to supervise any works in or near tree protection zones.

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1.0 Introduction

1.1 Site Overview

The subject site includes two lots, each with an existing dwelling. A few planted trees and shrub are growing on the subject site. The south lot's house is vacant, with poor substrate and gravel on the ground. East and south are new developments. North is an existing private dwelling. West is Glenaire Drive and Klahanie Park.

1.2 Proposed Land Use Changes

The proposed development consists of townhomes and an underground parking lot. In preparing this report, we reviewed the following information:

- Topographic survey provided by Papove Professional Land Surveying dated June 16, 2022.
- Proposed site and parking plan probifed by Grimwood Architecture dated September 29, 2023.

1.3 Report Objective

This report has been prepared to ensure the proposed development is compliant with the District of North Vancouver Tree Protection Bylaw 7671 and the Development Servicing Bylaw 8145. Refer to Bylaw 7671 for the complete definition of protected trees, summarized below as:

- Large diameter trees greater than 75 cm DBH (measured at 1.3 m above grade) measured for a single stem or, calculated based on the sum of the DBH of the largest stem + (60% x DBH) of each additional stem;
- District tree of any size;
- Tree of any size in a protected area (defined buffer adjacent to a stream) or on wetland (and within 30 m of wetland) or waterfront (and 30 m inland) or sloping terrain (>30%);
- A replacement tree or tree retained as part of a past tree permit;
- A heritage tree identified in Schedule A of the bylaw;
- A wildlife tree;
- A tree of any size that is an arbutus, Garry oak, Oregon ash, Pacific yew, western white pine or yellow-cedar;

Bylaw 8145 requires that arborist reports for development assess the health of **all existing on-site and boulevard trees**, interpreted as an inventory of on-site trees greater than or equal to 10 cm DBH and a count of any trees under that size.

Additionally, neighbouring trees with a tree protection zone that extends into the subject site have been captured in the arborist report.

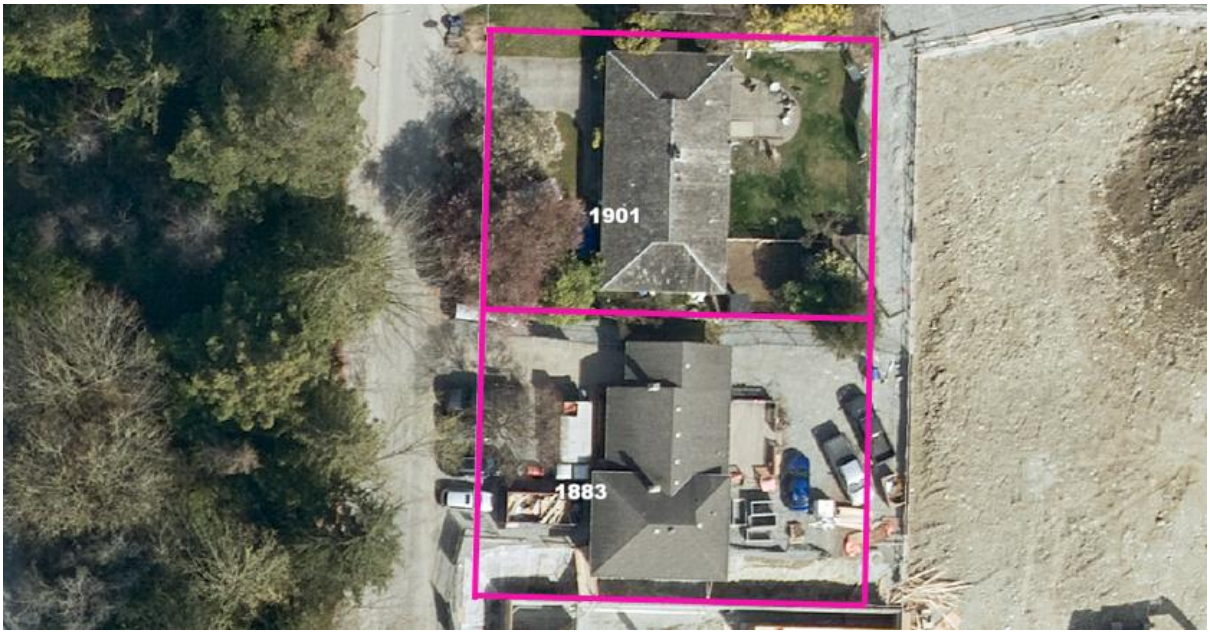


Figure 1. 1883 and 1901 Glenaire Drive in context of the surrounding landscape and infrastructure. Figure courtesy of DNV GeoWeb Aerial.

2.0 Process and Methods

Joey Banh of Diamond Head Consulting LTD. (DHC) visited the site on October 10, 2023. The following methods and standards are used throughout this report.

2.1 Tree Inventory

Select trees on site and shared with adjacent properties were marked with a numbered tag and assessed for attributes including: species; height measured to the nearest meter; and, diameter at breast height (DBH) measured to the nearest centimeter at 1.4 m above grade. Off-site trees had a limited visual assessment and their locations have been noted, but not tagged. The general health and structural integrity of each tree was assessed visually and assigned to one of five categories: *excellent; good; moderate; poor; or dying/dead*. Descriptions of the health and structure rating criteria are given in Appendix 3.

Tree retention value, categorized as *high, medium, low, or nil,* was assigned to each tree or group of trees based on their health and structure rating, and potential longevity in a developed environment. Descriptions of the retention value ratings are given in Appendix 4. Recommendations for tree retention or removal were determined by taking in to account a tree's retention value rating, its location in relation to proposed building envelopes and development infrastructure.

2.2 Tree Risk Assessment

Tree risk assessments were completed following methods of the ISA Tree Risk Assessment Manual[1]. This methodology assigns risk based on the likelihood of failure, the likelihood of impact and the severity of consequence if a failure occurs. Only on-site trees that had *high* or *extreme* risk ratings in their current condition and in context of their surrounding land use were noted. . Appendix 5 gives the likelihood and risk rating matrices used to categorize tree risk. DHC recommends that on-site trees be re-assessed for risk after the site conditions change (e.g. after damaging weather events, site disturbance from construction, creation of new targets during construction or in the final developed landscape).

2.3 Tree Protection

Tree protection zones were calculated for each tree according to Bylaw 7671 requirements for barriers to extend to the dripline or 5 meters from the stem of the outermost tree, whichever is greater, but may be modified based on the professional judgement of the project arborist to accommodate species-specific tolerances and site-specific growing conditions.

[1] Dunster, J.A., Smiley, E.T., Matheny, N. and Lilly, S. (2013). Tree Risk Assessment Manual. *International Society of Arboriculture*. Champaign, Illinois.

3.0 Findings: Tree Inventory and Risk Assessment

3.1 Tree Inventory

The tree inventory is summarized in Table 1 and the complete tree inventory is given in Appendix 1.

Trees On-site

Six (6) trees (1 being on shared property) are inventoried. All on-site trees are proposed for removal.

One (1) tree is found to be under 10 cm.

See Appendix 1 for individual tree inventory information.

Trees on Adjacent Properties

Two (2) privately owned off-site trees and one (1) hedge are within 4 m of the property line, or with a tree protection zone that extends into the subject site. All are recommended for retention.

One (1) tree is on District property that is within 4 m of the property line, or with a tree protection zone that extends into the subject site. This 1 tree is proposed for removal.

3.2 Tree Risk Assessment

No trees on this site posed a *high* or *extreme* risk to targets at the time of assessment.

4.0 Tree Replacement

Replacement trees for the removal of large diameter trees (over 75cm) are required if the subject lot has less than 20% canopy cover remaining after the removal of the large diameter tree. If the canopy cover is over 20% after the removal, no replacement tree is required.

- If the subject lot is less than 420 square meters in area, one replacement tree for every large-diameter tree must be planted.
- If the subject lot is over 420 square meters in area, three replacement trees for every large-diameter tree must be planted.

Though no large diameter trees are found on the subject site, the District may require replacement trees or new tree planting. The District will determine the quantity of trees required and the project arborist or landscape architect can then prepare a landscape plan showing the location and species.

5.0 Discussion and Summary

5.1 Trees On-site

All trees on the subject site are proposed for removal because they conflict with the underground parking.

Tree 7308 requires permission from the shared owner before removal.

5.2 Trees Adjacent to the Subject Site

OShedge1 is unsurveyed and appears to be newly planted during the recent development east to the east. The off-site hedge it is not expected to be impacted during on-site excavations because its' roots system would have not yet have established themselves on-site and is already protect by a wooden fence.

OS1 and OS2's tree protection zone is protected the existing retaining wall and will not be impacted by the excavation.

Appendix 1 Complete Tree Inventory Table

The complete tree inventory below contains information on tree attributes and recommendations for removal or retention. Tree ownership in this inventory table is not definitive, its determination here is based on information available from the legal site survey, GPS locations, and field assessment during site visits. Tree Protection Zones are measured from the outer edge of a tree's stem. If using these measurements for mapping the tree protection zone, ½ the tree's diameter must be added to the distance to accommodate a survey point at the tree's center. Where tree protection fencing is proposed to vary from the minimum municipal TPZ, comments will be included in the Retention/TPZ comments and shown on the Tree Management Plan.

*TPZ is the tree protection zone size required by the relevant municipal bylaw or, if not defined, the project arborist.

Surveyed? Y/N	Tag #	Location	Species Common Name	Botanical Name	DBH (cm)	Height (m)	Dripline Radius (m)	Health and Structure Rating	Comments	Retention Value Rating	Retain/ Remove	Retention/TPZ Comments	*TPZ (m)
Y	7307	On Site	Rhododendron	*Rhododendron spp.*	40	6	4	Moderate	Multistem. Canopy raised to 2+ m. Asymmetrical crown. Low-moderate vigour. 10+14+16.	Low	Remove	In conflict with the proposed underground parking.	4
N	7308	Shared	Camellia	*Camellia japonica*	30	6	2	Moderate	Three stems at 0.5 m and 0.7 m. Growing between existing houses. Crown growing into roots and eaves trough.	Low	Remove	In conflict with the proposed underground parking.	2
N	1	On Site	Fig	*Ficus spp.*	9	6	3	Poor	Fig tree with poor vigour. **Tree count for Bylaw 8145.**	Low	Remove	In conflict with the proposed underground parking.	2
Y	7309	On Site	Japanese Maple	*Acer palmatum*	56	9	6	Good	Large maple with good vigour. Dense crown. Good specimen for retention. Has multiple stems with bark inclusion but typical of species. Root flare buried with poor substrate. Remove and remediate soil if retaining. 20+18+18.	High	Remove	In conflict with the proposed underground parking.	5.6

Surveyed? Y/N	Tag #	Location	Species Common Name	Botanical Name	DBH (cm)	Height (m)	Dripline Radius (m)	Health and Structure Rating	Comments	Retention Value Rating	Retain/ Remove	Retention/TPZ Comments	*TPZ (m)
N	7310	On Site	English Holly	*Ilex aquifolium*	43	10	3	Moderate	Codominant stem near base. Growing close to existing pole. Moderate vigour.	Low	Remove	In conflict with the proposed underground parking.	4.3
N	7311	On Site	Cherry Laurel	*Prunus laurocerasus*	25	6	6	Moderate	Laurel growing by 7310. Asymmetrical crown suppressed by adjacent tree.	Low	Remove	In conflict with the proposed underground parking.	2.5
N	Oshedge1	Off Site	Eastern White Cedar	*Hedge*	5	2	1	Good	Newly planted hedge from new adjacent development.	-	Retain	Protect as required.	1.5
N	Os1	Off Site	Yellow Cedar	*Cupressus nootkatensis*	5	3	1	Good	Newly planted tree from new adjacent development. Appears to be above grade or within retaining wall.	-	Retain	Protected by existing retaining wall.	2
N	Os2	Off Site	Japanese Maple	*Acer palmatum*	10	3	3	Good	Newly planted tree from new adjacent development. Appears to be within retaining wall.	-	Retain	Protected by existing retaining wall.	2
N	Dnv1	District	Fig	*Ficus spp.*	7	2	2	Poor	Fig tree with poor vigour. Likely planted on district property by current tenant/homeowner.	Low	Remove	Due to existing condition	2

Appendix 2 Site Photographs



Photo 1. Overview of subject site. Viewing southeast.



Photo 2. 7307.

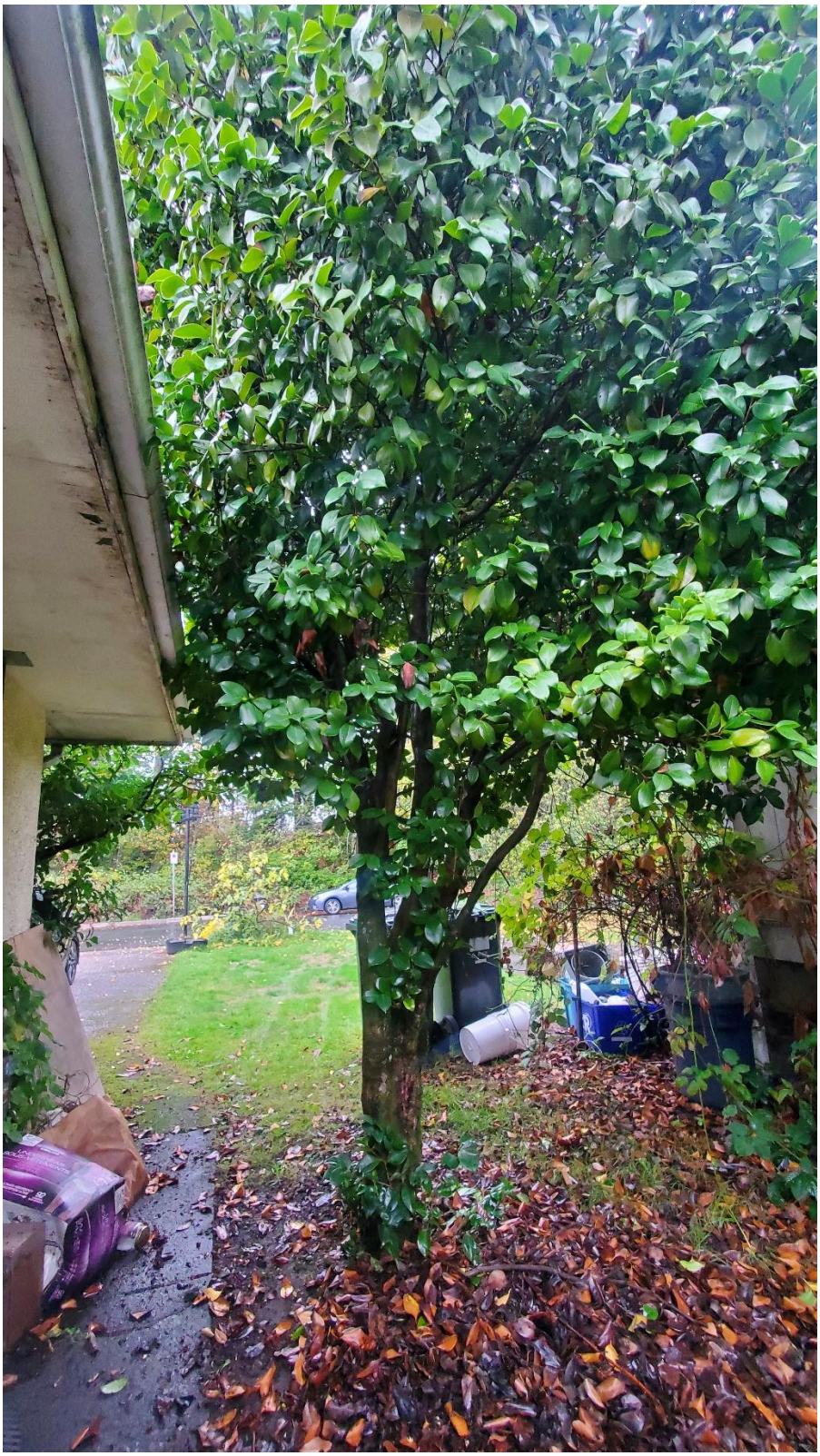


Photo 3. 7308.



Photo 4. 7309.



Photo 5. 7310 and 7311. Listed right to left.

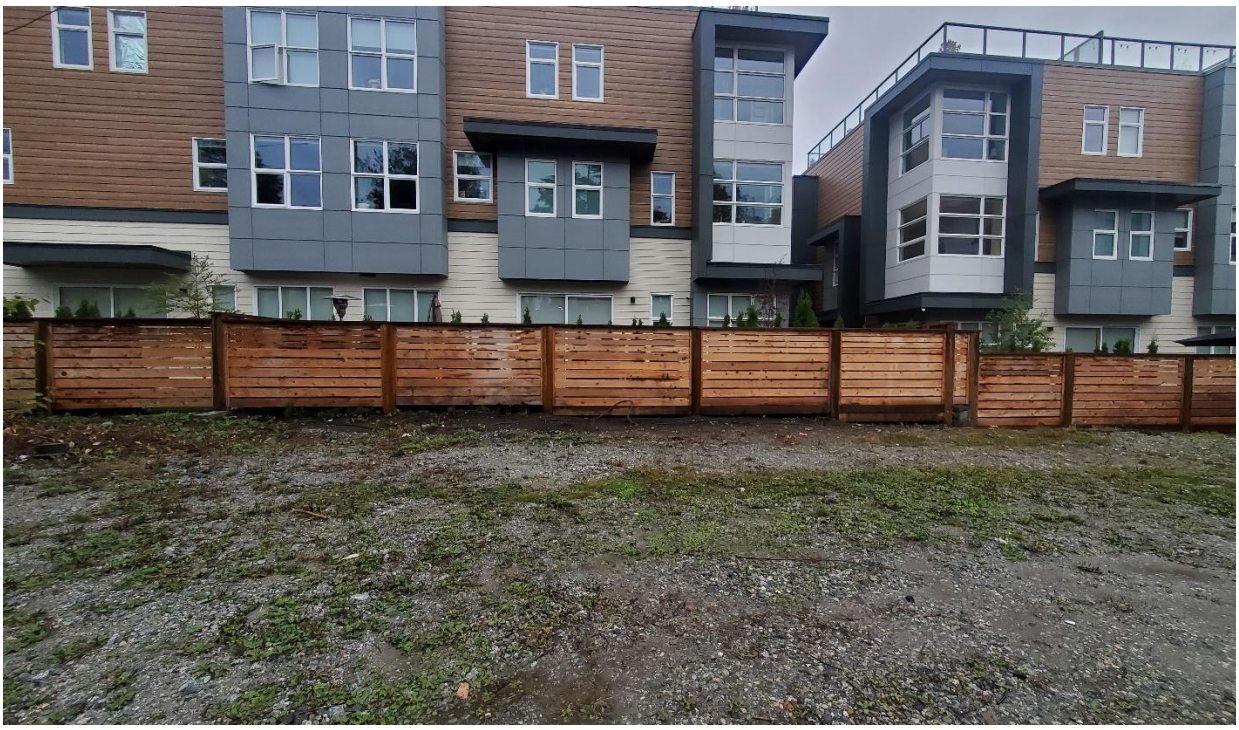


Photo 6. OShedge1 behind fence.



Photo 7. OS1 and OS2. Listed left to right in photo.



Photo 8. DNV1.

Appendix 3 Tree Health and Structure Rating Criteria

The tree health and structure ratings used by Diamond Head Consulting summarize each tree based on both positive and negative attributes using five stratified categories. These ratings indicate health and structural conditions that influence a tree's ability to withstand local site disturbance during the construction process (assuming appropriate tree protection) and benefit a future urban landscape.

Excellent: Tree of possible specimen quality, unique species or size with no discernible defects.

Good: Tree has no significant structural defects or health concerns, considering its growing environment and species.

Moderate: Tree has noted health and/or minor to moderate structural defects. This tree can be retained, but may need mitigation (e.g., pruning or bracing) and monitoring post-development. A moderate tree may be suitable for retention within a stand or group, but not suitable on its own.

Poor: Tree is in serious decline from previous growth habit or stature, has multiple defined health or structural weaknesses. It is unlikely to acclimate to future site use change. This tree is not suitable for retention within striking distance of most targets.

Dying/Dead: Tree is in severe decline, has severe defects or was found to be dead.

Appendix 4 Tree Retention Value Rating Criteria

The tree retention value ratings used by Diamond Head Consulting provide guidance for tree retention planning. Each tree in an inventory is assigned to one of four stratified categories that reflect its value as a future amenity and environmental asset in a developed landscape. Tree retention value ratings take in to account the health and structure rating, species profile*, growing conditions and potential longevity assuming a tree's growing environment is not compromised from its current state.

High: Tree suitable for retention. Has a good or excellent health and structure rating. Tree is open grown, an anchor tree on the edge of a stand or dominant within a stand or group. Species of *Populus, Alnus* and *Betula* are excluded from this category.

Medium: Tree suitable for retention with some caveats or suitable within a group**. Tree has moderate health and structure rating, but is likely to require remedial work to mitigate minor health or structural defects. Includes trees that are recently exposed, but wind firm, and trees grown on sites with poor rooting environments that may be ameliorated.

Low: Tree has marginal suitability for retention. Health and structure rating is moderate or poor; remedial work is unlikely to be viable. Trees within striking distance of a future site developments should be removed.

Nil: Tree is unsuitable for retention. It has a dying/dead or poor health and structure rating. It is likely that the tree will not survive, or it poses and unacceptable hazard in the context of future site developments.

* The species profile is based upon mature age and height/spread of the species, adaptability to land use changes and tree species susceptibility to diseases, pathogen and insect infestation.

** Trees that are 'suitable as a group' have grown in groups or stands that have a single, closed canopy. They have not developed the necessary trunk taper, branch and root structure that would allow then to be retained individually. These trees should only be retained in groups.

Appendix 5 Risk Rating Matrices

Trees with a *probable* or *imminent* likelihood of failure, a *medium* or *high* likelihood of impacting a specified target, and a *significant* or *severe* consequence of failure have been assessed for risk and included in this report (Section 3.2). These two risk rating matrices showing the categories used to assign risk are taken without modification to their content from the International Society of Arboriculture Tree Risk Assessment Qualification Manual.

Matrix 1: Likelihood

Likelihood of Failure	Likelihood of Impacting Target			
	Very Low	**Low**	**Medium**	**High**
Imminent	Unlikely	Somewhat Likely	Likely	Very Likely
Probable	Unlikely	Unlikely	Somewhat Likely	Likely
Possible	Unlikely	Unlikely	Unlikely	Somewhat Likely
Improbable	Unlikely	Unlikely	Unlikely	Unlikely

Matrix 2: Risk Rating

Likelihood of Failure and Impact	Consequences of Failure			
	Negligible	**Minor**	**Significant**	**Severe**
Very Likely	Low	Moderate	High	Extreme
Likely	Low	Moderate	High	High
Somewhat Likely	Low	Low	Moderate	Moderate
Unlikely	Low	Low	Low	Low

Appendix 6 Construction Guidelines

Tree management recommendations in this report are made under the expectation that the following guidelines for risk mitigation and proper tree protection will be adhered to during construction.

Respecting these guidelines will prevent changes to the soil and rooting conditions, contamination due to spills and waste, or physical wounding of the trees. Any plans for construction work and activities that deviate from or contradict these guidelines should be discussed with the project arborist so that mitigation measures can be implemented.

Tree Protection Zones

A Tree protection zone (TPZ) is determined using either dripline or a DBH multiplier to define a radius measured in all directions from the outside of a tree's trunk. It is typically determined according to local municipal bylaw specifications and may be modified based on professional judgement of the project arborist to accommodate species specific tolerances and site specific growing conditions. For retained trees, the TPZ and fencing indicated in this report are proposed as suitable in relation to the level of disturbance proposed on the site plan provided to the project arborist. Arborist consultation is required if any additional work beyond the scope of the plans provided is proposed near the tree. Work done in addition to the proposed impacts discussed in this report may cause the tree to decline and die.

Tree Protection Fencing: Tree protection zones (TPZs) will be protected by Tree Protection Fencing except where site features constrict roots (e.g., retaining walls or roads), where continual access is required (e.g., sidewalks), or when an acceptable encroachment into the TPZ is proposed, in which case the fencing will be modified. Tree Protection Fencing is shown on the Tree Protection Plan and, where it varies from the TPZ, the rationale is described in the inventory table in Section 3.1.

Within a TPZ, no construction activity, including materials storage, grading or landscaping, may occur without project arborist approval. Within the TPZ, the following are tree preservation guidelines based on industry standards for best practice and local municipal requirements:

- No soil disturbance or stripping.
- Maintain the natural grade.
- No storage, dumping of materials, parking, underground utilities or fires within TPZs or tree driplines.
- Any planned construction and landscaping activities affecting trees should be reviewed and approved by a consulting arborist.
- Install specially designed foundations and paving when these structures are required within TPZs.
- Route utilities around TPZs.
- Excavation within the TPZs should be supervised by a consultant arborist.
- Surface drainage should not be altered in such a way that water is directed in or out of the TPZ.

- Site drainage improvements should be designed to maintain the natural water table levels within the TPZ.

Prior to any construction activity, Tree Protection Fencing must be constructed as shown on the Tree Protection Plan. The protection barrier or temporary fencing must be at least 1.2 m in height and constructed of 2" by 4" lumber with orange plastic mesh screening. Tree Protection Fencing must be constructed prior to tree removal, excavation or construction and remain intact for the entire duration of construction.

Tree Crown Protection and Pruning

All heavy machinery (excavators, cranes, dump trucks, etc.) working within five meters of a tree's crown should be made aware of their proximity to the tree. If there is to be a sustained period of machinery working within five meters of a tree's crown, a of line of colored flags should be suspended at eye-level of the machinery operator for the length of the protected tree area. Any concerns regarding the clearance required for machinery and workers within or immediately outside tree protection zones should be referred to the project arborist so that a zone surrounding the crowns can be established or pruning measures undertaken. Any wounds incurred to protected trees during construction should be reported to the project arborist immediately.

Unsurveyed Trees

Unsurveyed trees identified by DHC in the Tree Retention Plan have been hand plotted for approximate location only using GPS coordinates and field observations. The location and ownership of unsurveyed trees cannot be confirmed without a legal surveyed. The property owner or project developer must ensure that all relevant on- and off-site trees are surveyed by a legally registered surveyor, whether they are identified by DHC or not.

Removal of logs from sites

Private timber marks are required to transport logs from privately-owned land in BC. It is property owner's responsibility to apply for a timber mark prior to removing any merchantable timber from the site. Additional information can be found at: http://www.for.gov.bc.ca/hth/private-timber-marks.htm

Regulation of Soil Moisture and Drainage

Excavation and construction activities adjacent to TPZs can influence the availability of moisture to protected trees. This is due to a reduction in the total root mass, changes in local drainage conditions, and changes in exposure including reflected heat from adjacent hard surfaces. To mitigate these concerns the following guidelines should be followed:

- Soil moisture conditions within the tree tree protection zones should be monitored during hot and dry weather. When soil moisture is inadequate, supplemental irrigation should be provided that penetrates soil to the depth of the root system or a minimum of 30 cm.
- Any planned changes to surface grades within the TPZs, including the placement of mulch, should be designed so that any water will flow away from tree trunks.

- Excavations adjacent to trees can alter local soil hydrology by draining water more rapidly from TPZs more rapidly than it would prior to site changes. It is recommended that when excavating within 6 m of any tree, the site be irrigated more frequently to account for this.

Root Zone Enhancements and Fertilization

Root zone enhancements such as mulch, and fertilizer treatments may be recommended by the project arborist during any phase of the project if they deem it necessary to maintain tree health and future survival.

Paving Within and Adjacent to TPZs

If development plans propose the construction of paved areas and/or retaining walls close to TPZs, measures should be taken to minimize impacts. Construction of these features would raise concerns for proper soil aeration, drainage, irrigation and the available soil volume for adequate root growth. The following design and construction guidelines for paving and retaining walls are recommended to minimize the long-term impacts of construction on protected trees:

- Any excavation activities near or within the TPZ should be monitored by a certified arborist. Structures should be designed, and excavation activities undertaken to remove and disturb as little of the rooting zone as possible. All roots greater than 2 cm in diameter should be hand pruned by a Certified Arborist.
- The natural grade of a TPZ should be maintained. Any retaining walls should be designed at heights that maintain the existing grade within 20 cm of its current level. If the grade is altered, it should be raised not reduced in height.
- Compaction of sub grade materials can cause trees to develop shallow rooting systems. This can contribute to long-term pavement damage as roots grow. Minimizing the compaction of subgrade materials by using structural soils or other engineered solutions and increasing the strength of the pavement reduces reliance on the sub-grade for strength.
- If it is not possible to minimize the compaction of sub-grade materials, subsurface barriers should be considered to help direct roots downward into the soil and prevent them from growing directly under the paved surfaces.

Plantings within TPZs

Any plans to landscape the ground within the TPZ should implement measures to minimize negative impacts on the above or below ground parts of a tree. Existing grass layer in TPZs should not be stripped because this will damage surface tree roots. Grass layer should be covered with mulch at the start of the project, which will gradually kill the grass while moderating soil moisture and temperatures. Topsoil should be mixed with the mulch prior to planting of shrubs, but new topsoil layer should not be greater than 20 cm deep on top of the original grade. Planting should take place within the newly placed topsoil mixture and should not disturb the original rooting zone of the trees. A two-meter radius around the base of each tree should be left unplanted and covered in mulch; a tree's root collar should remain free from any amendments that raise the surface grade.

Monitoring during construction

Ongoing monitoring by a consultant arborist should occur for the duration of a development project. Site visits should be more frequent during activities that are higher risk, including the first stages of construction when excavation occurs adjacent to the trees. Site visits will ensure contractors are respecting the recommended tree protection measures and will allow the arborist to identify any new concerns that may arise.

During each site visit the following measures will be assessed and reported on by a consulting arborist:

- Health and condition of protected trees, including damage to branches, trunks and roots that may have resulted from construction activities, as will the health of. Recommendations for remediation will follow.
- Integrity of the TPZ and fencing.
- Changes to TPZ conditions including overall maintenance, parking on roots, and storing or dumping of materials within TPZ. If failures to maintain and respect the TPZ are observed, suggestions will be made to ensure tree protection measures are remediated and upheld.
- Review and confirmation of recommended tree maintenance including root pruning, irrigation, mulching and branch pruning.
- Changes to soil moisture levels and drainage patterns; and
- Factors that may be detrimentally impact the trees.

Appendix 7 Report Assumptions and Limiting Conditions

1) Unless expressly set out in this report or these Assumptions and Limiting Conditions, Diamond Head Consulting Ltd. ("Diamond Head") makes no guarantee, representation or warranty (express or implied) regarding this report, its findings, conclusions or recommendations contained herein, or the work referred to herein.

2) The work undertaken in connection with this report and preparation of this report have been conducted by Diamond Head for the "Client" as stated in the report above. It is intended for the sole and exclusive use by the Client for the purpose(s) set out in this report. Any use of, reliance on or decisions made based on this report by any person other than the Client, or by the Client for any purpose other than the purpose(s) set out in this report, is the sole responsibility of, and at the sole risk of, such other person or the Client, as the case may be. Diamond Head accepts no liability or responsibility whatsoever for any losses, expenses, damages, fines, penalties or other harm (including without limitation financial or consequential effects on transactions or property values, and economic loss) that may be suffered or incurred by any person as a result of the use of or reliance on this report or the work referred to herein. The copying, distribution or publication of this report (except for the internal use of the Client) without the express written permission of Diamond Head (which consent may be withheld in Diamond Head's sole discretion) is prohibited. Diamond Head retains ownership of this report and all documents related thereto both generally and as instruments of professional service.

3) The findings, conclusions and recommendations made in this report reflect Diamond Head's best professional judgment given the information available at the time of preparation. This report has been prepared in a manner consistent with the level of care and skill normally exercised by arborists currently practicing under similar conditions in a similar geographic area and for specific application to the trees subject to this report on the date of this report. Except as expressly stated in this report, the findings, conclusions and recommendations it sets out are valid for the day on which the assessment leading to such findings, conclusions and recommendations was conducted. If generally accepted assessment techniques or prevailing professional standards and best practices change at a future date, modifications to the findings, conclusions, and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification if generally accepted assessment techniques and prevailing professional standards and best practices change.

4) Conditions affecting the trees subject to this report (the "Conditions", include without limitation, structural defects, scars, decay, fungal fruiting bodies, evidence of insect attack, discolored foliage, condition of root structures, the degree and direction of lean, the general condition of the tree(s) and the surrounding site, and the proximity of property and people) other than those expressly addressed in this report may exist. Unless otherwise stated information contained in this report covers only those Conditions and trees at the time of inspection. The inspection is limited to visual examination of such Conditions and trees without dissection, excavation, probing or coring. While

every effort has been made to ensure that any trees recommended for retention are both healthy and safe, no guarantees, representations or warranties are made (express or implied) that those trees will not be subject to structural failure or decline. The Client acknowledges that it is both professionally and practically impossible to predict with absolute certainty the behavior of any single tree, or groups of trees, in all given circumstances. Inevitably, a standing tree will always pose some risk. Most trees have the potential for failure and this risk can only be eliminated if the risk is removed. If Conditions change or if additional information becomes available at a future date, modifications to the findings, conclusions, and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification of Conditions change or additional information becomes available.

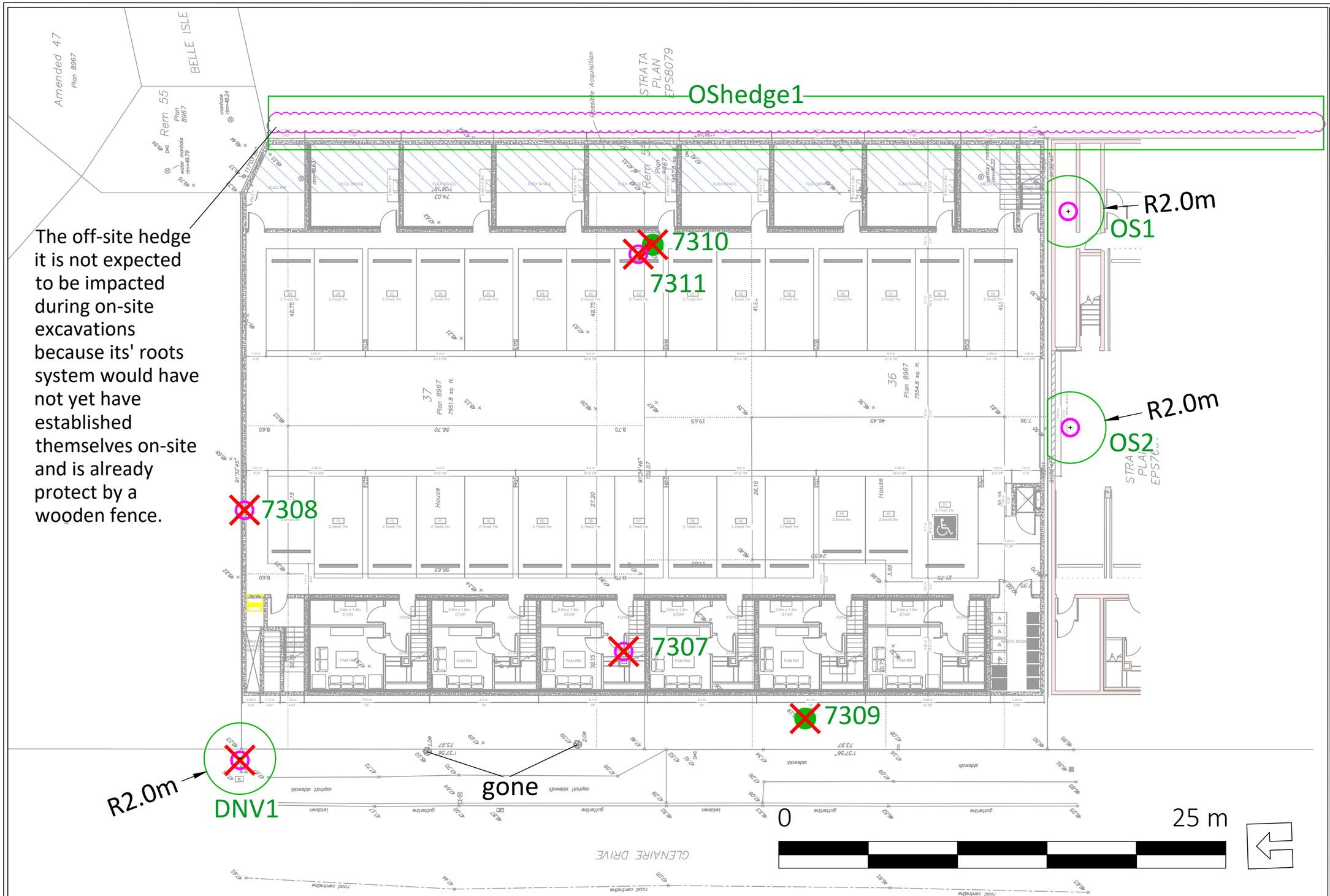
5) Nothing in this report is intended to constitute or provide a legal opinion and Diamond Head expressly disclaims any responsibility for matters legal in nature (including, without limitation, matters relating to title and ownership of real or personal property and matters relating to cultural and heritage values). Diamond Head makes no guarantee, representation or warranty (express or implied) as to the requirements of or compliance with applicable laws, rules, regulations, or policies established by federal, provincial, local government or First Nations bodies (collectively, "Government Bodies") or as to the availability of licenses, permits or authorizations of any Government Body. Revisions to any regulatory standards (including bylaws, policies, guidelines an any similar directions of a Government Bodies in effect from time to time) referred to in this report may be expected over time. As a result, modifications to the findings, conclusions and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification if any such regulatory standard is revised.

6) Diamond Head shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

7) In preparing this report, Diamond Head has relied in good faith on information provided by certain persons, Government Bodies, government registries and agents and representatives of each of the foregoing, and Diamond Head assumes that such information is true, correct and accurate in all material respects. Diamond Head accepts no responsibility for any deficiency, misinterpretations or fraudulent acts of or information provided by such persons, bodies, registries, agents and representatives.

8) Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.

9) Loss or alteration of any part of this report invalidates the entire report.



LEGEND

- CRITICAL ROOT ZONE
- TREE PROTECTION ZONE AND FENCING
- SURVEYED TREE TO BE RETAINED
- UN-SURVEYED TREE TO BE RETAINED (MUST BE SURVEYED)
- SURVEYED TREE TO BE REMOVED
- UN-SURVEYED TREE TO BE REMOVED (MUST BE SURVEYED)

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications.The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. ($\frac{1}{2}$ the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
5. The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
6. Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
7. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
8. This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

1. Base Survey by: Papove Professional Land Surveying

DIAMOND HEAD
3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886

Drawing title: Tree Management Plan
Project address: 1883 and 1901 Glenaire Drive, DNV
Client: Rodcon

Drawing No: 001
Date: 2023/10/11
Drawn by: JB
Page Size: TABLOID 11"x17"

GEOPACIFIC CONSULTANTS

P (604) 439 0922
geopacific.ca
1779 West 75th Avenue
Vancouver, B.C. V6P 6P2

Rodcon
3514 Chandler Street
Coquitlam, BC
V3E 0K2

November 12, 2025
File: 23578
R2

Attention: Ben Amini

Re: Groundwater Conditions Summary – Proposed Townhouse Development
1883 and 1901 Glenaire Drive, North Vancouver, BC

1.0 INTRODUCTION

We understand that a new townhouse development is being contemplated at the above referenced site. Design drawings provided by Grimwood Architecture, dated October 2025, indicate that the development will consist of three-storey townhomes constructed over a common single level of below grade parking. The site appears to be generally flat and ranged between 14 to 16 m geodetic according to the District of North Vancouver's GIS. The P1 slab is shown at an elevation of 12.60 m geodetic.

GeoPacific are engineers of record at several sites in the surrounding area, notably at 1886-1910, 1936-1956 Belle Isle Place and 2046 Curling Road immediately to the south and southeast of the subject site. A geotechnical soil and groundwater investigation was conducted at the adjoining site, and groundwater levels in a monitoring well were recorded continuously for a period of 1.5 years. The groundwater levels were shown to fluctuate seasonally, with the highest levels observed in the wetter winter months. The groundwater levels are inferred to be hydraulically connected to surface water flows in the Capilano River (located west and north of the subject site). The highest groundwater level observed during the monitoring period was noted as 8 m geodetic.

A search was carried out using the DNV's 'Flood Construction Level (FCL) Points', but the site is approximately 1 km to the north-west of the boundary of this dataset. According to the 'Mapped Floodplains in BC (Historical)' dataset published by the Government of British Columbia's Environmental Monitoring and Analysis Branch, the area adjacent to the Capilano River is not on a historical floodplain (i.e., 200-year floodplain or alluvial fan), and as such the site is considered to be in an out-of-floodplain area. However, it is noted in the Flood Assessment Study North Vancouver (Natural Resources Canada, 2010), that the Capilano River is vulnerable to rapid snowmelt and stormwater overflow, with a flood event in 2009 forcing park closures and damaging infrastructure. At Belle Isle Place to the east, using flood construction recommendations from available flood models prepared for the District of North Vancouver (DNV), groundwater would be estimated to rise to a maximum elevation of 9.2 m geodetic to the north side of the site during a long-term rainfall event such as a 100-year flood event.

Considering this information, the proposed P1 slab elevation at the subject site is 4.6 m above the inferred peak groundwater level observed at this proximal site, and 3.4 m above the inferred 100-year flood event maximum level observed at Belle Isle Place, data from which we consider to be consistent with anticipated groundwater conditions at the subject site. It should also be noted that the excavation depth for the adjoining project ranged between 10.36 m geodetic in the north (nearest to the subject site) to 8.37 m geodetic to the south. Thus, static groundwater conditions are not anticipated at the subject site.

Given the information presented above, and our experience in the area, further groundwater monitoring is not considered necessary for this project. However, a site-specific geotechnical drilling investigation will be competed at the site to confirm soil and groundwater conditions in accordance with the requirements of the BC Building Code. Groundwater monitoring wells will be installed at this time to confirm the groundwater conditions indicated above.

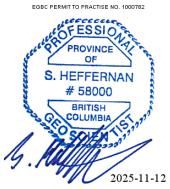
We are pleased to be of assistance to you on this project and we trust that our comments and recommendations are both helpful and sufficient for your current purposes. If you would like further details or would like clarification of any of the above, please do not hesitate to call.

For:
GeoPacific Consultants Ltd.

Reviewed By:

Matthew McGlynn, M.Sc.,
Project Groundwater Technician

Ana Berry, M.Sc.,
Project Hydrogeologist



Sean Heffernan, M.Sc., P.Geo.
Senior Hydrogeologist

Matt Kokan, M.A.Sc., P.Eng.
Principal

BC Step Code Commitment Letter

January 24, 2024

Development Planner
District of North Vancouver

Dear Recipient:

Re: 1883 and 1901 Glenaire Drive – Commitment to compliance with DNV's Step Code requirement

This is a commitment to comply with District of North Vancouver Step Code requirement. The above stated townhouses project will be modelled to comply with Energy Step Code 4 and Emissions Level 3. Mid-Construction blower door testing will be conducted to identify and improve air-leakages in the building to ensure the building airtightness achieves Step Code 4. No fossil fuels will be used for building operation which will achieve/exceed the Emissions Level 3.

Sincerely,



Gurinder Dhillon | Energy Advisor

Energy Step Solutions Ltd.
Phone: 604 500 9112
Email: energystepsolutions@gmail.com

ENERGY STEP SOLUTIONS

Energy Step Solutions Ltd.

Email: energystepsolutions@gmail.com

Phone: 604-500-9112

Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reductions

The proposal as designed to be consistent with the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area (DPA). In addition, the applicant has considered the District's Community Energy and Emissions Plan (CEEP) and Council's declaration of a Climate Emergency. The applicant has provided an energy commitment letter from ENERGY STEP SOLUTIONS LTD. dated January 24, 2024, which confirms that the proposal will comply with Energy Step Code 4 and Emissions Level 3 and that no fossil fuels will be used for building operation. The development is proposed to be 100% electric and the measures proposed by the applicant are considered to sufficiently address the objectives of the DPA. Notable highlights from the guidelines include:

Energy Conservation:

Guideline 1: An integrated design process should be utilized to identify opportunities to reduce a building's energy consumption.

This approach meets the objectives of the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA guidelines and meets the BC Step Code requirement of Step 4 and EL-3 of the Part 9 residential. It will incorporate the following:

- Fossil fuel free with electric heat pump technology for space heating with high efficiency;
- Heat recovery ventilators (HRVs);
- Low energy lighting and EnergyStar appliances in all units; and
- Programable thermostats.

Guideline 2: The effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized.

The proposed building design will reduce heat loss through the following approaches:

- Implementation of exterior air barriers so that the building airtightness meets Step Code 4 requirements;
- Installation of exterior insulation;
- Full under-slab insulation; and

ENERGY STEP SOLUTIONS

Energy Step Solutions Ltd.

Email: energystepsolutions@gmail.com

Phone: 604-500-9112

- Evaluation of building efficiency using energy modelling software (Hot2000) to allow for the analysis of wall construction, attic insulation, floor slab insulation, window specifications, envelope air tightness, and solar heat gain.

Water Conservation:

Guideline 1: An integrated design process should be utilized to identify opportunities to reduce a building's water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes.

Strategies to reduce water consumption include:

- Low flush toilets and faucets
- Efficient dishwasher and clothes washer

Greenhouse Gas Emission Reduction:

Guideline 2: Locally or regionally sourced building materials should be used to reduce transportation energy costs.

Guideline 5: A construction waste management plan should be developed and areas for the collection of recyclable materials during construction should be provided on site.

Guideline 6: Building products which have low, or no-VOC off-gassing potential should be selected.

Strategies to reduce greenhouse gas emissions include:

- Fossil fuel free with electric heat pump technology for space heating;
- Some building products manufactured within 800km of the subject property;
- Durable building materials;
- Use of low volatile organic compound (VOC) products; and
- A construction waste management plan to prioritize recycling.

Overall, the measures committed to by the applicant would sufficiently address the DPA guidelines and effectively reduce community Green House Gas generated by buildings in accordance with the CEEP policy (Community Energy and Emissions Plan for 2050).

Rodcon
Construction
Management

Feb 15, 2024

Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reductions

The applicant has provided an energy commitment letter from ENERGY STEP SOLUTIONS LTD. dated January 24, 2024, which confirms that the proposal will comply with Energy Step Code 4 and Emissions Level 3 and that no fossil fuels will be used for building operation. Notable highlights from the guidelines include:

Energy Conservation:

Guideline 1: An integrated design process should be utilized to identify opportunities to reduce a building's energy consumption.

This approach meets the objectives of the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA guidelines and meets the Step Code requirement of Step 4 and EL-3 of the Part 9 residential. It will incorporate the following:

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Rodcon
Construction
Management

Feb 15, 2024

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- Some building products manufactured within 800km of the subject property;
- Durable building materials;
- Use of low volatile organic compound (VOC) products; and
- A construction waste management plan to prioritize recycling.

DISTRICT OF NORTH VANCOUVER

Memo

January 12, 2026

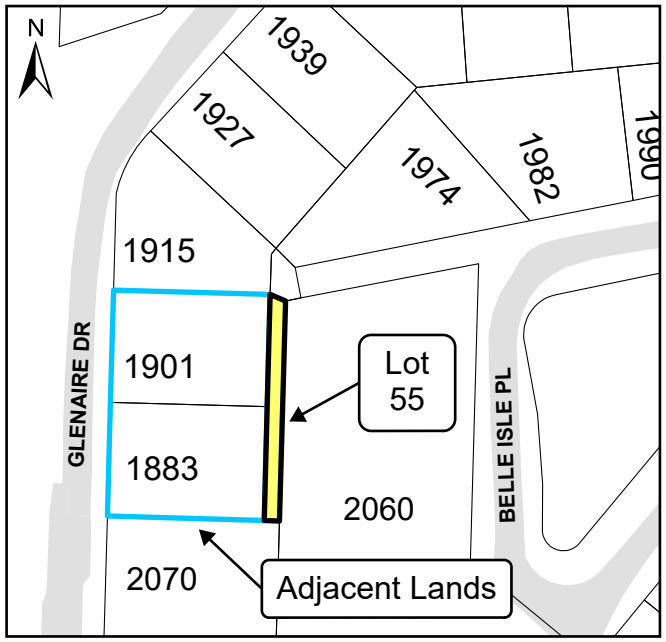
TO: Mackenzie Stonehocker – Planner 2, Development Planning

FROM: Lauren Bailey – Property Services Agent

SUBJECT: **Disposition of Part of Lot 55 Adjacent to 1883/1901 Glenaire Drive and the Agreement of Purchase and Sale dated December 7, 2022 (as amended) between the District and 1354760 B.C. Ltd (the purchaser)**

The owner of 1883 and 1901 Glenaire Drive, 1354760 B.C. Ltd., has entered into an agreement of purchase and sale with the District to acquire an adjacent strip of District-owned land. The agreed purchase price for the land is $410,000, and it totals 135.4 square metres.

This disposition is for the purpose of consolidation with the adjacent lands belonging to 1354760 B.C. Ltd., at 1883 and 1901 Glenaire Drive, and is subject to the adoption of bylaws to rezone and amend the Official Community Plan in relation to the proposed consolidated parcel.


N
1939
1927
1974
1982
1990
1915
1901
1883
2060
2070
GLENAIRE DR
BELLE ISLE PL
Lot
55
Adjacent Lands

TIME TRAVELLER

A weekly glimpse into the past from MONOVA: Museum & Archives of North Vancouver



"Bombing" at Mahon Park *Photo: NVMA, 722*

On May 18, 1941, more than 5,000 visitors attended an air raid demonstration and parade at Mahon Park. Hundreds of city and district Air Raid Precaution members were in attendance to display their safety skills and provide the people of the North Shore with "a realistic impression of civilian life under wartime conditions."

During the event, a bomber plane flew towards a makeshift black-out area to "bomb." Air raid sirens blared as the plane flew in, and the imaginary air raid commenced.

Incendiary explosives were set off and an artificial house was also set on fire, which the ARP units expertly extinguished.

Discover more of the North Shore's rich history at MONOVA. Start planning your visit at monova.ca. Do you have a story to tell? Get in touch via archives@monova.ca.

ST. GEORGES AND 16TH

CNV to vote on proposed 249-unit Central Lonsdale development

BRENT RICHTER
brichter@nsnews.com

The City of North Vancouver is considering two new residential buildings just north of Lions Gate Hospital.

Adera Developments is seeking to build 12- and six-storey buildings at 1540 St. Georges Ave. and 215-235 East 16th St.

Together, the buildings would hold 249 new homes if the proposal is approved in its current form. The 12-storey tower, which would be built on the west side of the site facing St. Georges, is slated to include 63 rental and 53 strata units, with 93 underground parking stalls. The six-storey building on the east side would have 133 rentals and 80 parking stalls. The two buildings would have a combined 404 bicycle parking stalls.



A design graphic shows the proposed development. INTEGRA ARCHITECTURE

The developer is proposing to use mass timber construction.

The properties are currently home to older rental buildings containing 63 units in total. Of those, 42 are occupied by tenants. They were first made aware of a potential pending redevelopment of their buildings in 2021 when a previous proposal was filed with the city but ultimately withdrawn before going to council, the staff report states. Those who are demovicted would get financial compensation – four months' rent plus moving expenses, and an extra premium for those who have lived in the building for longer than five years.

Under the official community plan, the site comes with a height limit of six storeys, which means the redevelopment will be subject to a public hearing.

If approved, the developer would put up $6.3 million in community amenity contributions to the city, or roughly $190 per square foot of additional density, and $335,000 towards public art at the site. Council voted unanimously at the Nov. 3 meeting to advance the project in the process, though the public hearing date has not yet been set.

Shylo HOME HEALTHCARE

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100% BC Owned & Operated since 1980
Not part of a US or eastern franchise

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Shylo RNs are fulltime and available 24–7

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You can reach our in-house staff by phone, anytime, any day

✓ Affordable
✓ Accredited
✓ Approved Service Provider for Vancouver Coastal Health

stay strong &free

604–985–6881
www.ShyloHomeHealthcare.ca

Notice Proposed Property Disposition

The District of North Vancouver gives notice of its intention to transfer the fee simple interest in the portion of Lot 55 Block 16 District Lot 764 Plan 8967 District of North Vancouver shown outlined to the right and labelled "Lot 55" to 1354760 B.C. Ltd. for $410,000. This portion of Lot 55 totals 135.4 square metres.



This disposition is for the purpose of consolidation with the adjacent lands belonging to 1354760 B.C. Ltd. and is subject to the adoption of bylaws to rezone and amend the Official Community Plan in relation to the proposed consolidated parcel.

DISTRICT OF NORTH VANCOUVER

Questions?
Lauren Bailey, Property Services Agent
Real Estate and Properties
604-990-2451 or baileyl@dnv.org

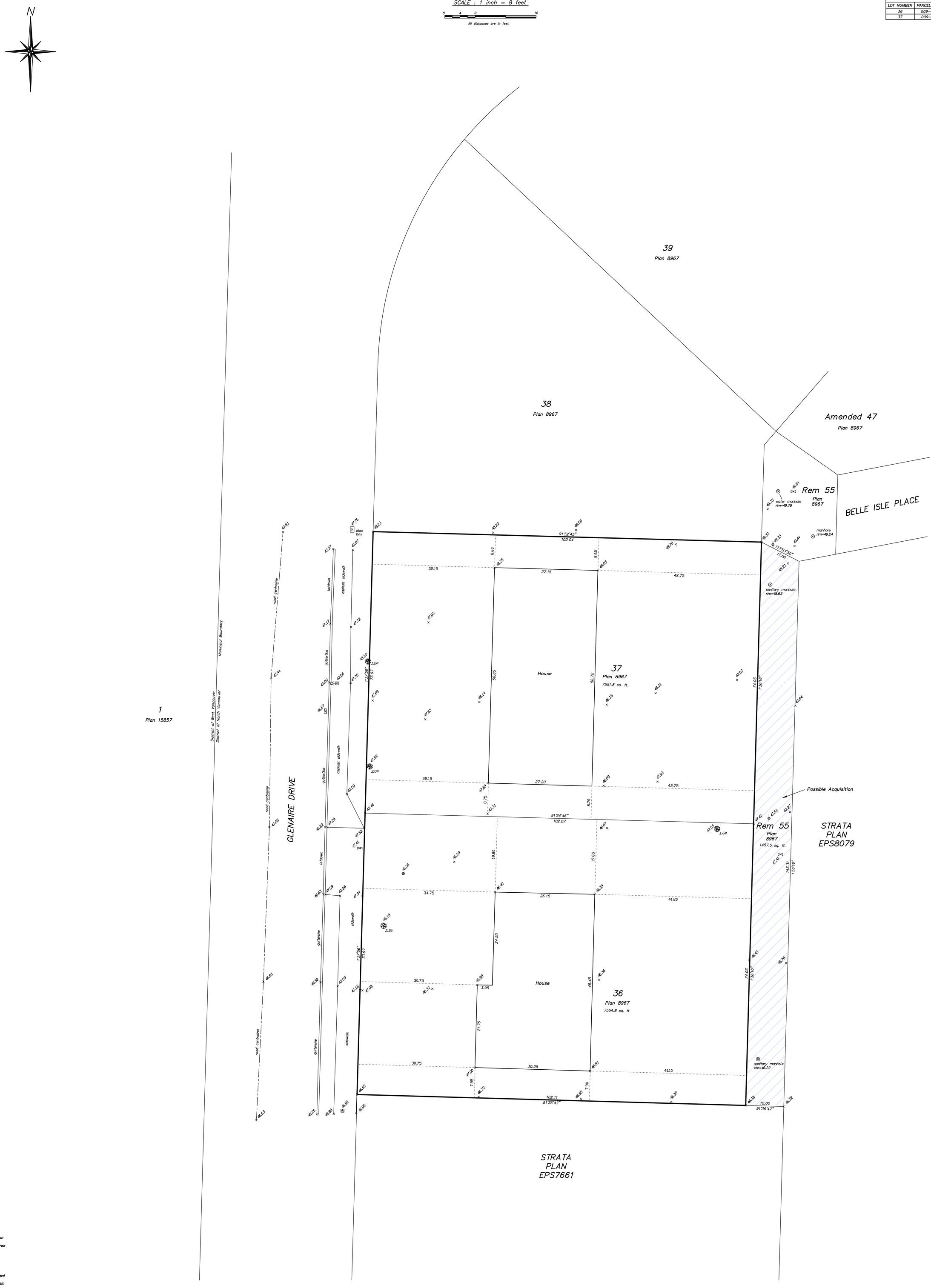
TOPOGRAPHICAL PLAN OF LOTS 36 AND 37, BOTH OF BLOCK 16, DISTRICT LOT 764, PLAN 8967

SCALE : 1 inch = 8 feet

8 4 0 16

All distances are in feet.

PARCEL IDENTIFIERS AND CIVIC ADDRESSES		
ALL IN NORTH VANCOUVER, BRITISH COLUMBIA		
LOT NUMBER	PARCEL IDENTIFIER	CIVIC ADDRESS
36	009-870-598	1883 Glenaire Drive
37	009-870-601	1901 Glenaire Drive



LEGEND

- Spot Elevation
- Deciduous Tree
- Power Pole
- Water Valve
- Gas Valve
- Lamp Standard
- Catch Basin

Elevations are Geodetic, shown in feet, derived from Control Monument 7JH1323 Elevation = 44.26 feet Datum: CVD28GVRD2018.

Lot dimensions are based on ground survey.

Offsets shown are not to be used to define property lines. This plan was prepared for a specific purpose and is for the exclusive use of our client. We assume no responsibility for the unauthorized use of this plan.

CERTIFIED CORRECT
this 16th day of June, 2022.

© W. PAPOVE B.C.L.S.

CHARGES ON TITLE	
CHARGE NO.	NATURE
99372H	Restrictive Covenant See 293JL
GB12372	Restrictive Covenant See 323772L
CA7453265	Covenant
GB12373	Restrictive Covenant See 325049L

PAPOVE
PROFESSIONAL LAND SURVEYING INC.
202 – 1120 WESTWOOD STREET
COQUITLAM , B.C. , V3B 7K8
TEL : (604) 464-5199
FAX : (604) 464-6509

FILE NUMBER : 7933

SUBDIVISION PLAN OF
LOT 36 AND 37,
AND LOT 55, EXCEPT PART IN PLAN 4259, EPP54469, AND EPP63412,
ALL OF BLOCK 16, DISTRICT LOT 764,
NEW WESTMINSTER DISTRICT, PLAN 8967

PURSUANT TO SECTION 67 OF THE LAND TITLE ACT

BCGS 92G.035

6 0 6 12

All distances are in metres

THE INTENDED PLOT SIZE OF THIS PLAN
IS 432mm IN WIDTH BY 560mm IN HEIGHT
(C SIZE) WHEN PLOTTED AT A SCALE OF 1:300

Plan EPP??????

DRAFT

N

GLENAIRE DRIVE

r=27.432
a=19.749
132°52'50"

A
Plan EPP141165

Block 16

Rem 55
Plan 8967

91°37'56"
See Detail A
56"
SRW
Ex Plan 9276
SRW Plan EPP141166
See Detail B
Bent
8.138
8.000
ROAD
7.268
16"
49°03'00"
8.031
ROAD
0.019
See Plan EPP63412
91°32'45"
31.101
Found Bent Removed
0.030
3.376
117°03'50"
0.914
79°05'48"

DL Boundary
District of West Vancouver
District of North Vancouver

1
Plan 15857
DL 790

37 8967
DL 764
1
1538.9 m²
Plan 8967
22.547
22.566
37'
36'
91°34'46"
31.112
NF
43.680
01°36'16"
36 Plan
Part Rem 55
01'
NF
31.123
91°36'47"
NF 3.048
OIP buried 0.9 metres
Set IP at surface

111°42'17"
478.384

STRATA PLAN EPS8079
Posting Plan EPP117282

STRATA PLAN EPS7661

Volumetric Easement Plan EPP110693

344.639
340°31'40"

61°46'42" (calculated)
417.672

73H1323

DATUM: NAD83, (CSRS) 4.0.0.BC.1.MVRD
UTM ZONE 10
UTM NORTHING: 5463501.088
UTM EASTING: 491092.733
ABSOLUTE ACCURACY: 0.02m

82H4741

DATUM: NAD83, (CSRS) 4.0.0.BC.1.MVRD
UTM ZONE 10
UTM NORTHING: 5463698.519
UTM EASTING: 491460.608
ABSOLUTE ACCURACY: 0.02m

DETAIL A:
NOT TO SCALE

A
r=27.432
a=19.749
91°37'56"
56"
1.252
Disturbed
0.072
344°31"
37'
2.991
SRW
Plan EPP141166
01'
8.138
ROAD
GLENAIRE DRIVE

DETAIL B:
NOT TO SCALE

A
SRW
Ex Plan 9276
SRW Plan EPP141166
14°48'04"
0.039
1.493
24"
Disturbed
ROAD
Disturbed
42°
0.973
46'
12°21'18"
0.037
ROAD
Rem 55
7.268
01°36'16"

LEGEND :

- ▲ indicates control monument found
- ● indicates standard iron post found
- ○ indicates standard iron post placed
- NF indicates nothing found
- m² indicates square metres

Integrated Survey Area No. 16, District of North Vancouver, NAD83(CSRS) 4.0.0.BC.1.MVRD

Grid bearings are derived from observations between geodetic control monuments 73H1323 and 82H4741.

The UTM coordinates and estimated absolute accuracy achieved are derived from the MASCOT published coordinates and standard deviations for geodetic control monuments 73H1323 and 82H4741.

This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996017 which has been derived from geodetic control monument 73H1323.

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE DISTRICT OF NORTH VANCOUVER.

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 14TH DAY OF JULY, 2025.
JAVIER SIU, BCLS #934

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

BENNETT LAND SURVEYING LTD.
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FILE NUMBER : SUB220224