

351 West 3rd Street, North Vancouver – Developer Information Session Summary Report

Event Date: Tuesday August 30th, 2022

Time: 6:00 PM – 7:15 PM

Location: Online Zoom Webinar

Attendance: 9 members of the public attended virtually.
The Jim Pattison Developments applicant team was in attendance, as was a representative from the City of North Vancouver staff.

Comments: Four (4) comments forms and/or emails were received following the DIS.

Meeting Purpose:

- 1) To present rezoning application materials to the community
- 2) To provide an opportunity for the community to ask questions about the development
- 3) To provide an opportunity for the community to comment on the proposal

Notification:

In accordance with City of North Vancouver policies:

Invitation Flyers

DIS Invitation flyers were mailed on August 16th, 2022 to 214 addresses within a 40 m radius of the site. Appendix A: Notification includes a copy of this material.

Newspaper Ad

DIS newspaper ads were placed in the North Shore News on August 17th, 2022 and August 24th, 2022, as well as in the Vancouver Sun on August 23rd, 2022. A copy of the ads is included in Appendix A: Notification.

Notification Sign

A DIS notification sign was erected on the site August 4th, 2022. A copy of the installed site sign is included in Appendix A: Notification.

Attendance:

Nine (9) members of the public signed in for the virtual meeting. A copy of the attendee list is included in Appendix B: Attendee List (redacted for privacy).

The following City staff and project team members were in attendance:

City of North Vancouver:

- Huy Dang, Planner I

Jim Pattison Developments Project Team:

- Mitch Cramp, Jim Pattison Developments Ltd.
- Melissa Jang, Jim Pattison Developments Ltd.

- P.J. Mallen, Mallen Gowing Berzins Architecture Incorporated

Facilitators:

- Katrina May, Katrina May Consulting
- Charles Pan, Assistant

Overview:

In accordance with the City of North Vancouver’s Virtual DIS Public Consultation Guidelines, the developer-led meeting was held in an online Virtual Developer Information Session (DIS) format. Meeting participants watched a PowerPoint presentation by the applicant project team.

Participants were invited to use the Zoom Webinar Q&A function to ask questions or submit comments during the DIS, which were addressed at the end of the presentation during the Question & Answer period. The facilitator read all questions received aloud and directed questions to the appropriate project team member to respond verbally for all participants to hear. Answers were transcribed by the facilitator’s assistant and posted for all to see.

The project presentation and facilitated Question & Answer period took approximately 75 minutes. The facilitators received several questions and comments about the project and recorded them for inclusion in this summary report, attached as a separate Appendix C: Public Dialogue.

A total of 37 questions or comments were received during the DIS. The key themes related to concern over the number of parking stalls provided and whether or not this would be sufficient for the number of rental units proposed at this location, and the impact on traffic and parking for the neighbourhood. The applicant noted that initial traffic studies have suggested there would be a reduction in traffic volume as compared to the site’s previous use as a gas station. The applicant noted that in an effort to reduce costs of excavation and maintain affordability in the project, and in part due to the significant grade change on the site, that a relaxation of 5-6 stalls was being sought from the required parking ratio of 0.6 stalls per unit. Additional bike storage was being provided beyond the requirement, with the intent to attract tenants without motor vehicles.

Further questions related to sustainability, such as the sustainability approach being taken in the project as well as if the site would require environmental remediation. The applicant noted that the excavation process would likely remove any contaminated soils, which would be disposed of per applicable regulations. The site’s location is adjacent to two bus routes and close to the Sea Bus, as well as the proposed oversupply of bike parking and the provision of bike amenities, would incentivize the use of public transit and reduce greenhouse gas emissions. Additional sustainability measures include the use of wood-framed construction, the connection to LEC, heating and cooling being individually sub-metered, the use of a simple building envelope, the use of high-performance glazing, and the ability to add a roof-top garden.

Questions arose on the general design and construction of the building such as the proposed height and how it relates to the site’s grade change, the Official Community Plan (OCP) and Zoning, the use of wood-frame versus concrete construction. The applicant noted that the building is considered 6-storeys, in line with the suggested 4-6 storeys in the OCP, however due to the site’s grade change there is a partial seventh storey that comprises the concrete underground parkade. The building height enables

the use of wood-frame construction, as the building code does not permit anything over 6-storeys to be made of combustible material.

Further questions included whether the development is required to install a new sanitary or storm sewer or LEC that could be of benefit to the community. The applicant noted that the building would be connected to the existing LEC system and does not yet know if sanitary or storm system upgrades would be required.

Questions arose on whether the building would have air conditioning, if it would be non-smoking, and if there would be a loading zone. The applicant noted that the building will likely have air conditioning and likely would be non-smoking. There is no formal loading zone proposed but the parkade level contains the refuse and recycling, which would be wheeled out on service days.

The suggestion was made to include public art and/or a mural on the western façade of the building. The applicant thanked the participants for their suggestions and would investigate this possibility further.

Comment Sheet and Email Summary:

Participants were invited to submit written comments (using the City's standard comment form or via email) to the applicant and/or the municipal development planner, following the DIS. Two (2) comment forms and two (2) emails were submitted before or after the DIS. These are submitted as a separate Appendix D: Public Comments.

The correspondence included support for rental housing at this location and the suggestion to include more larger (2 and 3-bedroom) units. Support was expressed for the attractive design of the building, the height proposed and for the use of wood-frame construction. Support was expressed for the reduced number of parking stalls proposed related to the site's central location and the need to encourage active transportation.

Concern was expressed regarding the height of the building and how it may block neighbouring views, privacy and daylight, with the suggestion that 3 or 4 storeys would be more appropriate. The applicant noted in the DIS that the Official Community Plan described 4-6 storeys as permissible for this location, and that initially a different design was presented but staff encouraged the current building form.

Questions arose on the existing trees and the soil remediation procedures, as well as what passive design measures would be employed to reduce cooling and heating loads. The applicant noted during the DIS that the soil would likely not need to be remediated, as the excavation would likely remove any contaminated soil. The applicant noted that the building envelope and glazing would be high efficiency.

The suggestion was made to include commercial uses within the building along 3rd Street, as well as to activate and include active transportation strategies in the laneway and along Forbes Ave (such as planting trees for shading) to support community wellbeing and prioritize pedestrians and cyclists. The applicant noted during the DIS that commercial uses are not a requirement in this location and that an indoor tenant amenity space would be provided on the ground floor. They noted that the laneway was envisaged as an active service point for the building, e.g. for refuse, recycling, water, electricity, etc.

Concern was expressed over the number of parking stalls proposed as well as the impact of traffic and parking to the surrounding neighbourhood. The applicant noted during the DIS that a modest relaxation was being sought to reduce excavation costs and maintain affordability in the project and that additional bike stalls would be provided.

Conclusion:

The purpose of this online Virtual Developer Information Session (DIS) was to present to the community the proposed Rezoning application, and to provide attendees with an opportunity to ask clarifying questions and comment on the proposal. 214 DIS notification flyers were distributed by mail to the surrounding community, three newspaper ads were run, and nine community members signed into the DIS. Two DIS notification signs were posted on the property. A total of 37 questions or comment were received and responded to during the meeting. Two emails and two comment forms were received after the meeting.

Members of the public could participate in this consultation process in three ways:

- Watching a virtual project presentation during the DIS
- Asking questions of the project teams and/or City Staff during the DIS

The DIS meeting length and format was sufficient to provide all participants an opportunity to learn more about the proposed project, ask questions, and make any comments they wished to provide that evening. Participants asked questions or provided comments to the development team, mostly related to the parking count and general building design and sustainability. Support was expressed for the provision of rental housing at this location. Concern was expressed over the height and use of the building, suggesting that a commercial use be included along 3rd Street. Suggestions were made to plant more trees for shading, to activate the laneway, and to include a mural along Forbes Ave. During the DIS the applicant thanked participants for their suggestions and resolved to investigate all suggestions further.