

COUNCIL AGENDA	
Date: June 18, 2026 June 29, 2026 SP	Item: 16/A 5. / R-1



~~16/A~~
5. / R-1

DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	May 19, 2026
From:	Michelle McGuire, Senior Manager of Current Planning and Urban Design
Subject:	Proposed Development Permit for Lots B & C and 2480, 2510 and 2605 Wentworth Avenue
File:	1010-20-22-037

RECOMMENDATION

THAT proposed Development Permit No. 22-037 regarding Lots B & C and 2480, 2510 and 2605 Wentworth Avenue to allow for a 31-lot subdivision and a new northern access road, as described in the report dated May 6, 2026 regarding proposed Development Permit No. 22-037 (Lots B & C and 2480, 2510 and 2605 Wentworth Avenue) be considered at the June 29, 2026 Council meeting at 6 p.m. in Municipal Hall Council Chamber and via electronic communication facilities, and that notice be given of consideration of the proposed development permit.

1.0 Purpose

This report provides information regarding a development permit (**Appendix A**) that would enable:

- subdivision of Lots B & C and 2480 & 2510 Wentworth Avenue into 31 lots;
- creation of a new District road within the Collingwood School – Wentworth Campus site (2605 Wentworth) that would provide access to the proposed 31 lots.

2.0 Legislation/Bylaw/Policy

Zoning Bylaw

The subject lands (for the proposed 31-lot subdivision) are zoned RS7 which establishes minimum lot area (812 m²), minimum lot width, maximum lot depth, and the building envelope (e.g., yards, building height, site coverage, and floor area ratio, etc.).

3.0 Council Strategic Objective(s)/Official Community Plan

Strategic Plan 2024 – 2025

Strategic Goal: Expand a diverse housing supply – housing targets (2024 - 2025+)

Official Community Plan

The Official Community Plan (OCP) designates the subject lands as the Future Neighbourhoods and Wildfire Hazard Development Permit Areas (DPAs) and requires that a development permit be considered by Council (for the Future Neighbourhoods DPA) for subdivision of the lands. The objectives of the Future Neighbourhoods DPA for single family development are to:

- provide for the protection of the natural environment, its ecosystems and biological diversity; and
- provide for the protection of development from hazardous conditions.

If Council approves the Future Neighbourhoods development permit, a Wildfire Hazard development permit would be required (prior to final subdivision) that is delegated to the Director of Planning, Environment and Development Services.

4.0 Financial Implications

The owner of Lots B & C and 2480 and 2605 Wentworth Avenue has proposed to include the existing unopened road allowance of 25th Street and Wentworth Avenue in the subdivision (Figure 1). As a result, they are proposing to purchase the road allowance if this application is approved and the subdivision proceeds, subject to the necessary land disposition and road closure process and approval.

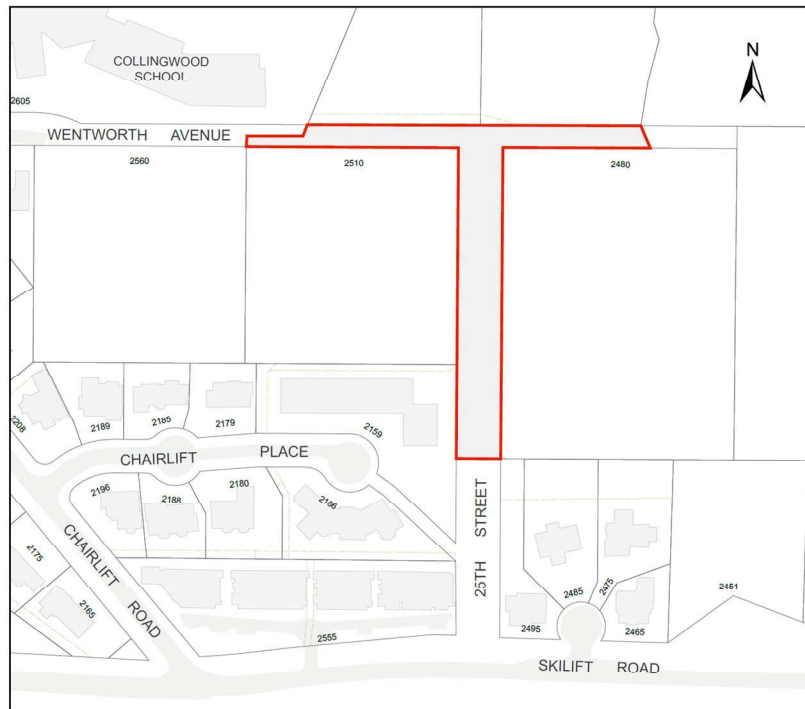


Figure 1: District Lands Proposed for Purchase

5.0 Background

5.1 Previous Decisions

Council, at its December 4, 2017, regular meeting, adopted Road Closure and Removal of Highway Dedication Bylaw No. 4939, 2017 to close portions of Wentworth Avenue and 25th Street.

5.2 History

The site was subject to Development Permit No. 15-048, approved on July 24, 2017, to allow the site to be subdivided into 29 lots; however, the development did not proceed, and the permit lapsed.

6.0 Analysis

6.1 Discussion

Context

The development site is bounded by small lot single family properties to the north and south, Marr Creek to the east, and Collingwood School to the west (Figure 2).

Subject Sites

The development site is comprised of:

- a) four lots (Lots B & C and 2480 & 2510 Wentworth Avenue) with a total area of 36,164 m²; and
- b) unopened District road allowances within 25th Street and Wentworth Avenue with a total area of 3,626 m².

The total site area is 39,790 m² (3.97 ha). The existing road allowances of Wentworth Avenue and 25th Street create what is noted as the “T” roads within the subject site.

The site is vacant, treed, and slopes down from north to south. There is a cleared area at the north end of the site where fill was previously deposited several years ago from another site. Slopes of more than 35% are on the site but are limited to the area below the Marr Creek top of bank.



Figure 2: Development Site (outlined in blue) and Context

The Proposal

The applicant proposes to:

- subdivide the development site into 31 lots under the existing RS7 zoning (no rezoning required) with lot sizes ranging from 813.9 m² to 1,194.5 m²;
- dedicate approximately 4,100 m² of the site below the top of ravine bank as park to achieve protection of the Marr Creek riparian area;
- provide a new dedicated road (see “Road Exchange” section below for more information) with a new northern access road (primarily located within the Collingwood School lands), new roads accessing the proposed lots, three cul-de-sacs, sidewalks, street parking, lighting, trail connections, and landscaping; and
- provide retaining wall systems where required to provide for acceptable road grades and to create suitable building envelopes on each lot.

Figure 3 shows the proposed road configuration and park dedication and Figure 4 shows the proposed subdivision plan.

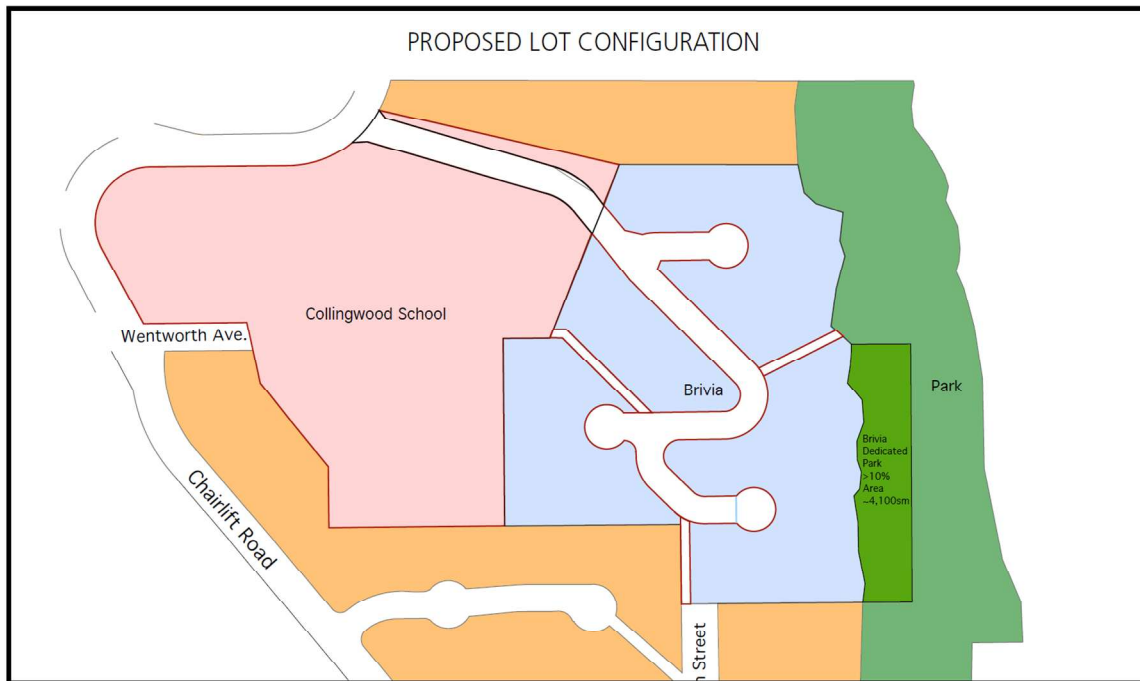


Figure 3: Proposed Roads, Trails and Park Dedication



Figure 4: Proposed Subdivision

Future Neighbourhoods Development Permit Area Guidelines

The following provides an analysis of how the proposal achieves relevant guidelines.

Avoid steep terrain (slopes greater than 35%).

The proposed subdivision layout avoids the steep portions of the site that are primarily located adjacent to Marr Creek.

Create a tree management scheme that identifies tree retention or replacement to maintain a park-like character, ensure proper drainage and minimize view impacts.

The applicant submitted a tree management plan that staff have reviewed. The plan notes that most of the development site outside of the Marr Creek ravine was partially cleared by a former owner in 2013. The Marr Creek ravine forms the eastern boundary of the development site and remains forested with a mature forest in excellent condition. A 10 m setback from Marr Creek ravine top-of-bank is proposed with a new forest edge to be established. The plan indicates that most trees within the development area where the 31 lots are expected to be removed to due to direct conflict with development activities. Whereas all healthy trees within the proposed 10 m setback for Marr Creek are proposed for retention and additional tree planting is planned to establish the proposed new forest edge in compliance with all riparian and wildfire hazard requirements.

If Council approves the proposed development permit a final tree management plan would be required for staff review and acceptance with the required Wildfire Hazard development permit and subdivision applications.

Incorporate storm water management techniques.

A condition of the development permit would require the applicant to provide a stormwater management plan prior to final subdivision demonstrating compliance with District requirements for stormwater runoff to not exceed the existing site (pre-construction) condition. To achieve this requirement the applicant has indicated that they would employ stormwater management best practices including minimizing impervious surfaces and planting.

Minimize width and impact of roads and associated services, include the provisions of selective on-street parking to fit the terrain; avoid excessive exterior lighting.

The proposed road layout generally includes roads that are 15 m wide with a paved road surface ranging from 6 to 7 m wide. This is generally the minimum acceptable paved road width to be able to provide 2-way vehicle access. The balance of the road area allows for proposed sidewalks and boulevard planting for the public realm. The applicant submitted a landscape report that shows proposed schematic planting and landscaping for the proposed roads, trails and lots. If Council approves the

development permit, updated landscape plans would be required with the required Wildfire Hazard development permit and subdivision applications.

Create neighbourhood layouts that provide spacing between buildings to provide opportunities for extensive landscaping and to provide a sense of identity and focal points

The proposed subdivision plan provides lot sizes ranging in size from approximately 814 m² (8,775 sq. ft.) up to 1195 m² (12,865 sq. ft.). The lots demonstrate that the schematic building footprints will generally meet the minimum side yard setback requirements of the RS7 zone (see further information below under Proposed Zoning Variances) providing a minimum of 4.9 m (16 ft.) of separation between houses and allowing extensive site area for landscaping and tree planting. This would further be confirmed and required at the building permit stage based on the landscape requirements in the zoning bylaw for installation of non-pervious landscaping and tree planting. Further, the proposed subdivision plan provides cul-de-sacs for neighbourhood focal points and gathering. And finally, the proposed subdivision plan includes new trails providing connections to the surrounding neighbourhood and the Marr Creek trail system.

Take measures to minimize wildfire hazards

The applicant submitted a wildfire hazard report that staff reviewed and generally accept. If Council approves the Future Neighbourhood development permit, a Wildfire Hazard development permit would be required with an updated report to demonstrate that all relevant guidelines are met. As well, for each building permit for dwellings on the subdivided lots, a Wildfire Hazard Development Permit would be required to demonstrate compliance with relevant guidelines.

Locate development on portions of the site that are least environmentally sensitive

The applicant submitted an environmental assessment report that provided information about the development site and proposed subdivision. As noted above, the application proposes a 10 m setback from Marr Creek ravine top-of-bank consistent with the Provincial Riparian Areas Protection Act and supported within the Future Neighbourhoods DPA guidelines. With this 10 m setback area and the proposed Parkland Dedication, the majority of the site that is environmentally sensitive would not be impacted by the required construction and development activity. Further, these environmentally sensitive areas would be protected for the long-term with the proposed Parkland Dedication and implementation of the riparian protection requirements.

Proposed Zoning Variances

To achieve the proposed subdivision layout zoning variances are proposed for some of the proposed lots to minimum width, maximum depth, minimum side yard, and combined side yard. For the lots where a

minimum site width variance is proposed the variances are relatively minor with the narrowest lot proposing a minimum width of 11.1 m. For the minimum side yard variances in all cases a minimum of 2.45 m is proposed to provide a minimum separation between homes of 4.9 m. And for the combined side yard proposed variances, in all cases a minimum of 4.9 m is proposed.

Staff have reviewed the proposed lot configurations and support the proposed variances as the subdivision will still produce lots with adequate building envelopes, sufficient frontage, and functional yard space to accommodate typical single-family development. It is noted that all lots are greater than the minimum site area (812 m²) under existing zoning (RS7).

Traffic and Vehicle Access

The applicant submitted a traffic impact study that was reviewed and accepted by staff. The study indicates that during peak traffic times (school drop off and pick up), traffic congestion results in residents and school users queuing on Wentworth Avenue and Chairlift Road.

To help reduce the impact resulting from the additional traffic, the applicant proposes to design the subdivision layout with access coming from the north. This would be achieved by closing a portion of Wentworth Avenue and creating a new road extension through the north of Collingwood School's property connecting to Chairlift Road.

The study estimated traffic volumes associated with the proposed development, with approximately 22 trips during the AM peak hour and approximately 30 trips during the PM peak hour, which translates to roughly 1 trip in or out every 2-3 minutes during peak periods. The study concludes that the traffic generated by the proposed development would result in a very moderate increase in traffic and that the existing road network can accommodate. The study provides recommendations related to school operations to mitigate impacts related to school drop-off and pick-up times which would be anticipated to be considered in future with any proposed redevelopment of Collingwood School.

Road Exchange: The "T" and Collingwood School

The proposed subdivision will require a new road to be dedicated across Collingwood School lands as shown in Figure 3. Along with this, it is proposed to close portions of Wentworth Avenue and 25th Street (the "T" roads shown in Figure 1) and sell these lands to the applicant. This road exchange and District land sale would be required to be secured prior to final subdivision registration.

6.2 Climate Change & Sustainability

In compliance with the District's *Building Bylaw No. 5340, 2025*, houses constructed on the proposed lots would be required to either achieve Step 5 of BC Energy Step Code or achieve Step 4 and comply with the Zero Carbon Step Code Level EL-3. In addition, each vehicle parking stall will

be required to provide for Level 2 (240 volt) electric vehicle charging capabilities.

6.3 Public Engagement and Outreach

Public Information Meeting

As per the *Development Procedures Bylaw*, the applicant held a Public Information Meeting on September 11, 2024, to share and receive feedback regarding the development proposal with the community. A summary report was submitted by the applicant (**Appendix B**).

Summary of Public Feedback

Feedback provided through comment forms and discussion at the meeting included some support for the proposed single-family development (versus multi-family housing) and some support for the proposed northern road. Concerns raised included concern about traffic congestion and safety (specifically during school drop off and pick up times) and concern about construction impacts. Participants expressed interest in ensuring that fire-smart and drought tolerant landscaping was installed and that lighting be designed to not add to light pollution or impact neighbouring homes. As well, participants stressed the importance of maintaining and linking trails in the area.

Notification

If Council sets the date for consideration of the proposed development permit, notice will be given to residents within 100 m of the site (in compliance with the *Development Procedures Bylaw*).

Signage

Should the proposed development permit be scheduled for consideration, the existing development signage will be updated by the applicant providing the proposed consideration date, time and location.

Website

In alignment with current practice, a description of the proposal is available online and will be updated if the proposal advances.

6.4 Other Communication, Consultation, and Research

Planning staff have consulted with District staff from relevant departments as appropriate.

7.0 Options

7.1 Recommended Option

Set the date for consideration of the proposed development permit and direct staff to give public notice of the scheduled consideration

7.2 Considered Options

At the time of consideration of this report, Council may:

- a) Set the date for consideration of the proposed development permit on different date (to be specified) and direct staff to give public notice of the scheduled consideration;
- b) defer consideration of the proposal pending the receipt of additional information (to be specified) to assist in the consideration of the application; or
- c) reject the application.

8.0 Conclusion

Staff assessment of the application has concluded that the proposal is consistent with relevant Official Community Plan (OCP) policies for development within the Future Neighbourhoods Development Permit Area (i.e. protection of the natural environment and hazard conditions).

Staff recommends that Council proceed with advancing consideration of the proposed development permit.

Author:



Michelle McGuire, Senior Manager of Current Planning and Urban Design

Appendices:

A – Proposed Development Permit No. 22-037

B – Public Information Meeting Summary (provided by the applicant)



District of West Vancouver *Proposed* Development Permit No. 22-037

CURRENT OWNER: 2480 WENTWORTH DEVELOPMENT HOLDING INC., INC. NO.
BC0953859
and
COLLINWOOD SCHOOL SOCIETY

THIS DEVELOPMENT PERMIT APPLIES TO:

CIVIC ADDRESS: Lot B and C, 2480 and 2510 Wentworth Avenue
and
2605 Wentworth Avenue

LEGAL DESCRIPTION: PID: 024-796-841
Lot B District Lot 793 Group 1 New Westminster District Plan
LMP46365
PID: 025-209-132
Lot C District Lot 793 Group 1 New Westminster District Plan
LMP52165
PID: 011-491-388
Lot 3 District Lot 815 Plan 4565
PID: 014-533-570
Lot 6 West ½ of District Lot 783 Plan 1599
PID: 023-622-644
Lot A District Lot 793 Plan LMP31079
(Collectively the 'LANDS')

1.0 This Development Permit authorizes subdivision of the LANDS designated under the Upper Lands (Future Neighbourhoods) Development Permit Area but only in accordance with the plan attached as **Schedule A**, subject always to all Bylaws of the District applicable to the LANDS excepted as specifically varied or supplemented in this development permit, and subject to the following terms and conditions:

2.0 The following requirements and conditions shall apply to the Lands:

2.1 Despite 1.0, the District's Approving Officer may determine that the subdivision plan conforms to the Development Permit plan if there is a minor difference between the Development Permit plan and Subdivision Plan that does not materially affect the intent of the plans attached to this Development Permit or is a technical requirement of the subdivision.

- 2.2 Notwithstanding Condition 2.1 above, the Director of Planning, Development and Environment Services may determine that minor changes to the proposal still comply with the Development Plans where proposed changes do not materially affect the intent of the plans attached to this Development Permit.
- 2.3 All driveways proposed for the lands will be required to generally follow the Driveway Grades guidelines - <https://westvancouver.ca/sites/default/files/media/documents/Driveway%20Grading%20Criteria%20with%20Sample%20Calcs.pdf>.
- 2.4 Prior to building permit issuance for Lots located in the northwest portion on the development site, previously deposited fill is to be removed and a natural grade, as defined by Zoning Bylaw No. 4662, 2010 as amended, shall be prepared by the Owner and submitted to, and accepted by, the Director of Planning, Development and Environment Services.
- 2.5 Landscaping of the Lots shall take place generally in accordance with **Schedule B**.
- 2.6 Submit an updated 'Parkland Dedication Area' Plan to the satisfaction of the Director of Planning, Development and Environment Services and the Senior Manager of Parks.
- 2.7 The 'Parkland Dedication Area' generally shown on **Schedule B** must not be disturbed, except:
 - 2.7.1 Prior to the dedication of the 'Parkland Dedication Area' to the District, hazardous trees must be removed by the Owner as required by the Senior Manager of Parks; and
 - 2.7.2 The existing trail to be decommissioned as shown on **Schedule C** to the satisfaction of the Senior Manager of Parks.
- 2.8 Pedestrian trails to be constructed, repaired or enhanced to District standards generally as detailed in **Schedule C**.
- 2.9 Where a Lot and the 'Parkland Dedication Area' shown on **Schedules A and B** share a lot line, the Owner must:
 - 2.9.1 Install minimum 1.2 m high black vinyl coated chain link fencing, on the lot area adjacent to the shared Environmental Setback lot line, as permanent fencing with signage to identify that the lands beyond are owned by the District and are a creek protection zone, all to the satisfaction of the Senior Manager of Parks, and the Senior Manager of Parks may determine that specific minor variations in this requirement may occur if the variation does not materially affect the intent of this provision;
 - 2.9.2 Install minimum 1.2 m high black vinyl coated chain link fencing, on the lot area adjacent to the shared lot line of the Utility ROWs as shown on **Schedule A**, as permanent fencing to the satisfaction of the Senior Manager of Parks; and

3.0 Prior to subdivision, the Owner must:

- 3.1 Updated servicing modelling to be completed at applicant's expense to the satisfaction of the Senior Manager of Climate, Environment & Land Development. Any required upgrade costs to existing services or any new services would be borne by the applicant.

- 3.2 Provide updated engineering civil drawings detailing works, including but not limited to:
- (a) Revisions to proposed roads and rights-of-way to respond to all outstanding staff comments provided to the applicant by email on May 28, 2025;
 - (b) storm water and road runoff management measures for the entire site;
 - (c) site service connections;
 - (d) new boulevard plan along the frontage of the site including curb, sidewalk, and grading plan; and
 - (e) road widths and cul de sac radius, street parking, and crossings;
 - (f) paving along the frontage of the Lands,
- which must be submitted for acceptance, and security provided for the due and proper completion of the engineering works, all to the satisfaction of the Senior Manager of Climate, Environment & Land Development.
- 3.3 Provide an updated geotechnical report to the satisfaction of the Senior Manager of Climate, Environment & Land Development showing the 31-lot layout.
- 3.4 Submit an updated Tree Management Plan to the satisfaction of the Senior Manager of Climate, Environment & Land Development and the Senior Manager of Parks that:
- 3.4.1 provides for protection measures during site works and construction;
 - 3.4.2 provides for permanent protection for the riparian setback and 'Park Dedication Area';
 - 3.4.3 identifies hazard trees and provides replacement trees consistent with the District's Tree Bylaw; and
- 3.5 Submit an updated Invasive Plant Management Plan for the Lands and 'Parkland Dedication 'Area' generally shown on **Schedule B**.
- 3.6 Apply for and receive a Wildfire Hazard Development Permit for subdivision. A Wildfire Hazard Development Permit is also required for each new building, following subdivision.
- 3.7 Register Statutory rights-of-way over the lands required for utilities and public trails as generally shown in **Schedules A and B**.
- 3.8 Purchase the District lands included within the site generally shown in **Schedule C**.
- 4.0 Prior to commencing site work or Building Permit issuance, whichever occurs first, the Owner must:**
- 4.1 Provide and implement a plan for traffic management during construction to the satisfaction of the Senior Manager of Climate, Environment & Land Development.
 - 4.2 Install tree, vegetation and/or hedge protection measures as required to the satisfaction of the Senior Manager of Climate, Environment & Land Development.

- 4.3 Submit and implement a Construction Environmental Management Plan for the Lands to the satisfaction of the Senior Manager of Climate, Environment & Land Development.
- 4.4 Submit an "Erosion and Sediment Control Plan" to the District's Senior Manager of Climate, Environment & Land Development, which the Owner shall comply with and be responsible for maintaining, repairing and implementing the sediment control measures.

5.0 Security for Landscaping

- 5.1 Prior to subdivision application provision of a cost estimate for all landscape works.
 - 5.2 Prior to final subdivision of the lands, security for the due and proper completion of the landscaping set forth in section 2.0 of this Development Permit (the "Landscaping Works") shall be provided in the amount of the cost estimate required in 7.1 (the "Landscape Deposit") to the District in the form of cash or unconditional, irrevocable auto-renewing letter of credit issued by a Canadian chartered bank or credit union.
 - 5.3 Release of the Landscape Deposit:
 - (a) Following installation of the Landscaping Works and upon receipt of a certified letter or report by a Landscape Architect in good standing with the British Columbia Society of Landscape Architects to the District stating that:
 - a. the Landscaping Works have been installed substantially in accordance with Schedule A; and
 - b. any variations that may have been undertaken to the Landscaping Works are clearly identified, including but not limited to:
 - i. any adjustments to retaining walls,
 - ii. changes to the mixture or sizes of any plant materials or trees,
 - iii. completion of any off-site or boulevard works,
 - iv. any areas that received alternative treatment,
 - v. any paving changes, or
 - vi. any other additional or omitted plantings or alterations,
 - together with a clear rationale and explanation thereof and stating
 - c. that a final review with the landscape contractor or consultant of record has been completed, including provision of the date when this final review was completed on,
 - d. whether there are any outstanding Landscape Works which are outstanding or which need attention, and
 - e. notwithstanding outstanding works in 5.2(a)(d) above, that the Landscaping Works are complete,
- then District will release 75% of the initial value of the Landscape Deposit. The remaining 25% of the initial value of the Landscape

Deposit shall be retained by the District as a warranty deposit (the "Warranty Deposit") to ensure successful installation of the Landscaping Works.

- (b) After a one-year period following certification that the Landscaping Works have been completed, and upon final certification by a Landscape Architect in good standing with the British Columbia Society of Landscape Architects that the Landscaping Works are successful, the District will release the Warranty Deposit.

6.0 This Development Permit lapses if the subdivision is not registered within 24 months of the date this permit is issued.

THE COUNCIL OF WEST VANCOUVER APPROVED THIS PERMIT BY RESOLUTION PASSED ON [INSERT DATE] .

MAYOR

CORPORATE OFFICER

THE REQUIREMENTS AND CONDITIONS UPON WHICH THIS PERMIT IS ISSUED ARE ACKNOWLEDGED AND AGREED TO BY THE CURRENT OWNER. IT IS UNDERSTOOD:

- THAT OTHER PERMITS / APPROVALS MAY BE REQUIRED INCLUDING PERMITS / APPROVALS FOR BUILDING CONSTRUCTION, SOIL AND ROCK REMOVAL OR DEPOSIT, BOULEVARD WORKS, AND SUBDIVISION; AND
- THE DEVELOPMENT MUST ATTAIN REQUIREMENTS OF THE BC BUILDING CODE AND ANY VARIANCES TO THE ZONING BYLAW ARE THE RESPONSIBILITY OF THE OWNER AND MUST BE RECTIFIED AT THE BUILDING PERMIT STAGE.

FOR THE PURPOSES OF SECTION 6.0 THIS PERMIT IS ISSUED ON [INSERT DATE]

Schedules:

- A. VIS-ENG Consulting Ltd. Civil Plan dated February 3, 2025
- B. Zale Design Landscape Plans dated August 1, 2024
- C. Wentworth 31-Lot Subdivision Trail Standards

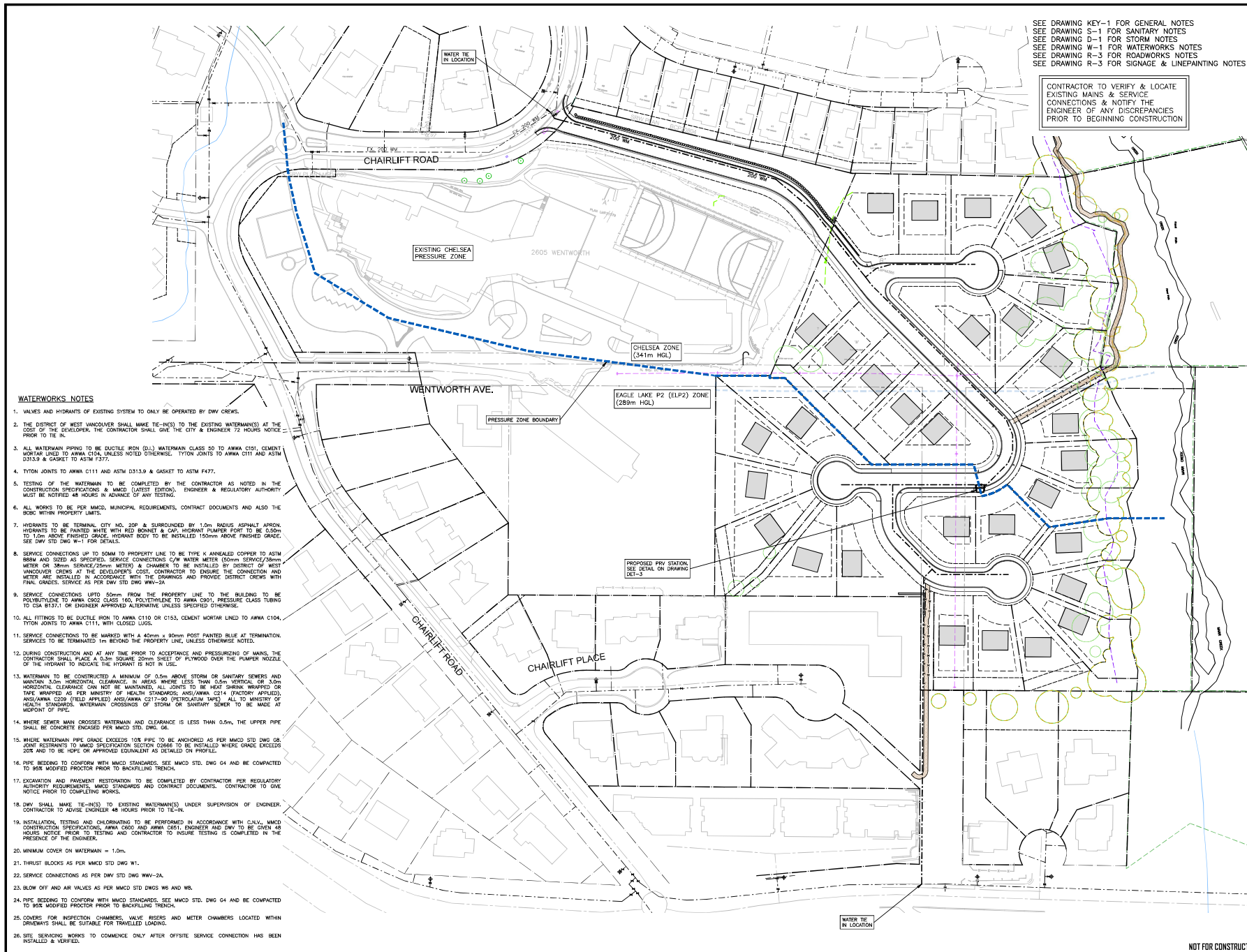
CIVIL ENGINEERING & PROJECT MANAGEMENT
#303 - 267 ESPLANADE WEST, NORTH VANCOUVER, BC, V7M 1A5
PHONE: 604-278-4402 WEB: VIS-ENG.ca

PROJECT:

CLIENT:

		DRAWING LIST	
	DWG NO.		
1	074a	CORREL PLAN	
2	074a	VEPLAN	
3	04a	RELAYWAYS	ROAD A
4	05a	RELAYWAYS	ROAD A
5	06a	RELAYWAYS	ROAD A
6	06a	RELAYWAYS	ROAD C
7	06a	RELAYWAYS	ROAD D
8	05c	081. SECTIONS 1	
9	05c	081. SECTIONS 2	
10	05c	081. SECTIONS 3	
11	05a	CROSS SECTIONS	ROAD A
12	05a	CROSS SECTIONS	ROAD A
13	05a	CROSS SECTIONS	ROAD A
14	05a	CROSS SECTIONS	ROAD A
15	05a	CROSS SECTIONS	ROAD A
16	05a	CROSS SECTIONS	ROAD B
17	05a	CROSS SECTIONS	ROAD C
18	05a	CROSS SECTIONS	ROAD C
19	081-c	STANDARD DETAILS	
20	081-c	STANDARD DETAILS	
21	081-c	STANDARD DETAILS	
22	081-c	STANDARD DETAILS	





SEE DRAWING KEY-1 FOR GENERAL NOTES
SEE DRAWING S-1 FOR SANITARY NOTES
SEE DRAWING D-1 FOR STORM NOTES
SEE DRAWING W-1 FOR WATERWORKS NOTES
SEE DRAWING R-3 FOR ROADWORKS NOTES
SEE DRAWING R-3 FOR SIGNAGE & LINEPAINTING NOTES

CONTRACTOR TO VERIFY & LOCATE
EXISTING MAINS & SERVICE
CONNECTIONS & NOTIFY THE
ENGINEER OF ANY DISCREPANCIES
PRIOR TO BEGINNING CONSTRUCTION

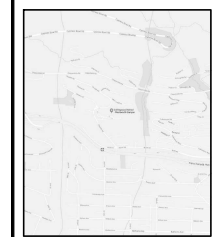
WATERWORKS NOTES

1. VALVES AND HYDRANTS OF EXISTING SYSTEM TO ONLY BE OPERATED BY DWY CREWS.
2. THE DISTRICT OF WEST VANCOUVER SHALL MAKE TIE-INS TO THE EXISTING WATERMAIN(S) AT THE COST OF THE DEVELOPER. THE CONTRACTOR SHALL GIVE THE CITY & ENGINEER 72 HOURS NOTICE PRIOR TO TIE-IN.
3. ALL WATERMAIN PIPING TO BE DUCTILE IRON (D.I.) WATERMAIN CLASS 50 TO AWWA C107, CEMENT MORTAR LINED TO AWWA C104, UNLESS NOTED OTHERWISE. TYTON JOINTS TO AWWA C111 AND ASTM D313.9 & GASKET TO ASTM F477.
4. TYTON JOINTS TO AWWA C111 AND ASTM D313.9 & GASKET TO ASTM F477.
5. TESTING OF THE WATERMAIN TO BE COMPLETED BY THE CONTRACTOR AS NOTED IN THE CONSTRUCTION SPECIFICATIONS & IMCD (LATEST EDITION). ENGINEER & REGULATORY AUTHORITY MUST BE NOTIFIED 48 HOURS IN ADVANCE OF ANY TESTING.
6. ALL WORKS TO BE PER IMCD, MUNICIPAL REQUIREMENTS, CONTRACT DOCUMENTS AND ALSO THE BSCC WITHIN PROPERTY LIMITS.
7. HYDRANTS TO BE TERMINAL CITY NO. 20P & SURROUNDED BY 1.0m RADIUS ASPHALT APRON. HYDRANTS TO BE PAINTED WHITE WITH RED BONNET & CAP. HYDRANT PUMPER PORT TO BE 0.50m TO 1.0m ABOVE FINISHED GRADE. HYDRANT BODY TO BE INSTALLED 150mm ABOVE FINISHED GRADE. SEE DWY STD DWG W-1 FOR DETAILS.
8. SERVICE CONNECTIONS UP TO 50mm TO PROPERTY LINE TO BE TYPE K ANNEALED COPPER TO ASTM B88M AND SIZED AS SPECIFIED. SERVICE CONNECTIONS C/W WATER METER (50mm SERVICE/50mm METER OR 38mm SERVICE/25mm METER) & CHAMBER TO BE INSTALLED BY DISTRICT OR WEST VANCOUVER CREWS AT THE DEVELOPER'S COST. CONTRACTOR TO ENSURE THE CONNECTION AND METER ARE INSTALLED IN ACCORDANCE WITH THE DRAWINGS AND PROVIDE DISTRICT CHECKS WITH FINAL GRADES. SERVICE AS PER DWY STD DWG W-2A.
9. SERVICE CONNECTIONS UP TO 50mm FROM THE PROPERTY LINE TO THE BUILDING TO BE POLYETHYLENE TO AWWA C902 CLASS 150, POLYETHYLENE TO AWWA C901, PRESSURE CLASS TUBING TO CSA B137.1 OR ENGINEER APPROVED ALTERNATIVE UNLESS SPECIFIED OTHERWISE.
10. ALL FITTINGS TO BE DUCTILE IRON TO AWWA C110 OR C153, CEMENT MORTAR LINED TO AWWA C104, TYTON JOINTS TO AWWA C111, WITH GLOUED LUGS.
11. SERVICE CONNECTIONS TO BE MARKED WITH A 40mm x 90mm POST PAINTED BLUE AT TERMINATION. SERVICES TO BE TERMINATED 1m BEYOND THE PROPERTY LINE, UNLESS OTHERWISE NOTED.
12. DURING CONSTRUCTION AND AT ANY TIME PRIOR TO ACCEPTANCE AND PRESSURIZING OF MAINS, THE CONTRACTOR SHALL PLACE A 0.3m SQUARE 20mm SHEET OF PLYWOOD OVER THE PUMPER NOZZLE OF THE HYDRANT TO INDICATE THE HYDRANT IS NOT IN USE.
13. WATERMAIN TO BE CONSTRUCTED A MINIMUM OF 0.5m ABOVE STORM OR SANITARY SEWERS AND MINIMUM 300mm HORIZONTAL CLEARANCE. IN AREAS WHERE LESS THAN 300mm VERTICAL OR 300mm HORIZONTAL CLEARANCE CAN NOT BE MAINTAINED, ALL JOINTS TO BE HEAT SHOWN WRAPPED OR TIE WRAPPED AS PER MINISTRY OF HEALTH STANDARDS AND AWWA C114 (FACTORY APPLIED), AND AWWA C208 (FIELD APPLIED) AND AWWA C217-02 (PETROLEUM LINED). ALL TO MINISTRY OF HEALTH STANDARDS. WATERMAIN CROSSINGS OF STORM OR SANITARY SEWER TO BE MADE AT RIGHT ANGLES.
14. WHERE SEWER MAIN CROSSES WATERMAIN AND CLEARANCE IS LESS THAN 0.5m, THE UPPER PIPE SHALL BE CONCRETE ENCASED PER IMCD STD. DWG. 06.
15. WHERE WATERMAIN PIPE GRADE EXCEEDS 10% PIPE TO BE ANCHORED AS PER IMCD STD DWG 08. JOINT RESTRAINTS TO IMCD SPECIFICATION SECTION C0806 TO BE INSTALLED WHERE GRADE EXCEEDS 20% AND TO BE HOPE OR APPROVED EQUIVALENT AS DETAILED ON PROFILE.
16. PIPE BEDDING TO CONFORM WITH IMCD STANDARDS. SEE IMCD STD. DWG. 04 AND BE COMPACTED TO 95% MODIFIED PROCTOR PRIOR TO BACKFILLING TRENCH.
17. EXCAVATION AND PAVEMENT RESTORATION TO BE COMPLETED BY CONTRACTOR PER REGULATORY AUTHORITY REQUIREMENTS, IMCD STANDARDS AND CONTRACT DOCUMENTS. CONTRACTOR TO GIVE NOTICE PRIOR TO COMPLETING WORKS.
18. DWY SHALL MAKE TIE-INS TO EXISTING WATERMAIN(S) UNDER SUPERVISION OF ENGINEER. CONTRACTOR TO ADVISE ENGINEER 48 HOURS PRIOR TO TIE-IN.
19. INSTALLATION, TESTING AND CHLORINATING TO BE PERFORMED IN ACCORDANCE WITH CAN/ULC IMCD CONSTRUCTION SPECIFICATIONS, AWWA C900 AND AWWA C901. ENGINEER AND DWY TO BE GIVEN 48 HOURS NOTICE PRIOR TO TESTING AND CONTRACTOR TO INSURE TESTING IS COMPLETED IN THE PRESENCE OF THE ENGINEER.
20. MINIMUM COVER ON WATERMAIN = 1.0m.
21. THRUST BLOCKS AS PER IMCD STD DWG W-1.
22. SERVICE CONNECTIONS AS PER DWY STD DWG W-2A.
23. BLOW OFF AND AIR VALVES AS PER IMCD STD DWGS W6 AND W8.
24. PIPE BEDDING TO CONFORM WITH IMCD STANDARDS. SEE IMCD STD. DWG. 04 AND BE COMPACTED TO 95% MODIFIED PROCTOR PRIOR TO BACKFILLING TRENCH.
25. COVERS FOR INSPECTION CHAMBERS, VALVE INSETS AND METER CHAMBERS LOCATED WITHIN DRIVEWAYS SHALL BE SUITABLE FOR TRAVELLED LOADING.
26. SITE SERVICING WORKS TO COMMENCE ONLY AFTER OFFSITE SERVICE CONNECTION HAS BEEN INSTALLED & VERIFIED.

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PHONE: 604-276-4402 FAX: 604-276-4403

PERMIT TO PRACTICE # 1005639



SITE MAP

DRAWING LEGEND

LEGEND	REAL	SIZE
1.00m	1:1	1:1
2.00m	1:2	1:2
3.00m	1:3	1:3
4.00m	1:4	1:4
5.00m	1:5	1:5
6.00m	1:6	1:6
7.00m	1:7	1:7
8.00m	1:8	1:8
9.00m	1:9	1:9
10.00m	1:10	1:10
11.00m	1:11	1:11
12.00m	1:12	1:12
13.00m	1:13	1:13
14.00m	1:14	1:14
15.00m	1:15	1:15
16.00m	1:16	1:16
17.00m	1:17	1:17
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19.00m	1:19	1:19
20.00m	1:20	1:20



2023-10-24

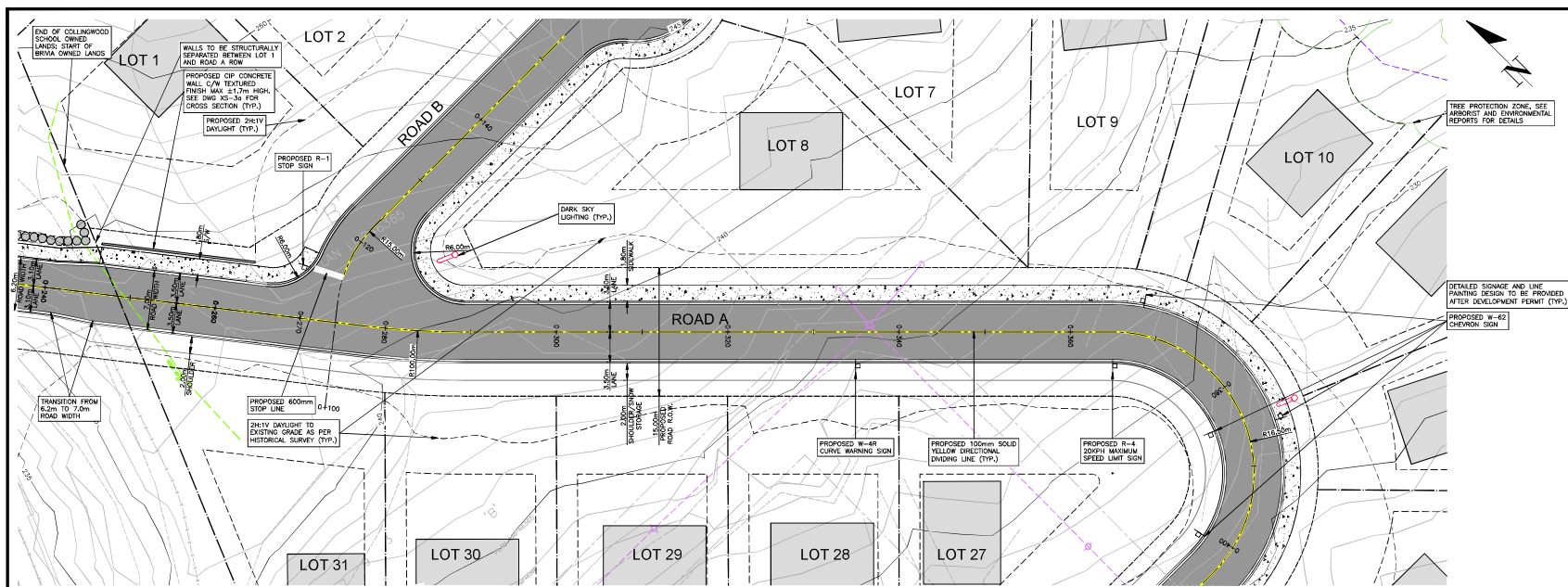
BRINJA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

MASTER WATER PLAN

1	354-240	150mm RCP	0.5m
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NOT FOR CONSTRUCTION

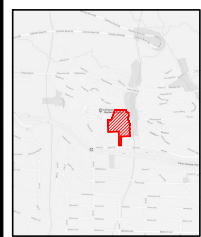


DETAILED SIGNAGE AND LINE PAINTING DESIGN TO BE PROVIDED AFTER DEVELOPMENT PERMIT (TYP.)

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PERMIT TO PRACTICE # 1005639



SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD	[Symbol]	PROPOSED DRIVE
[Symbol]	EXISTING ROAD	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED SIDEWALK	[Symbol]	EXISTING SIDEWALK
[Symbol]	PROPOSED BIKEWAY	[Symbol]	EXISTING BIKEWAY
[Symbol]	PROPOSED FENCE	[Symbol]	EXISTING FENCE
[Symbol]	PROPOSED UTILITY	[Symbol]	EXISTING UTILITY
[Symbol]	PROPOSED TREE	[Symbol]	EXISTING TREE
[Symbol]	PROPOSED LANDSCAPE	[Symbol]	EXISTING LANDSCAPE
[Symbol]	PROPOSED SIGN	[Symbol]	EXISTING SIGN
[Symbol]	PROPOSED LIGHTING	[Symbol]	EXISTING LIGHTING
[Symbol]	PROPOSED DRAINAGE	[Symbol]	EXISTING DRAINAGE
[Symbol]	PROPOSED EROSION CONTROL	[Symbol]	EXISTING EROSION CONTROL
[Symbol]	PROPOSED FLOODING	[Symbol]	EXISTING FLOODING
[Symbol]	PROPOSED WETLANDS	[Symbol]	EXISTING WETLANDS
[Symbol]	PROPOSED CULTURAL HERITAGE	[Symbol]	EXISTING CULTURAL HERITAGE
[Symbol]	PROPOSED HISTORIC RESOURCES	[Symbol]	EXISTING HISTORIC RESOURCES
[Symbol]	PROPOSED ENVIRONMENTAL SENSITIVE AREAS	[Symbol]	EXISTING ENVIRONMENTAL SENSITIVE AREAS
[Symbol]	PROPOSED WETLANDS	[Symbol]	EXISTING WETLANDS
[Symbol]	PROPOSED CULTURAL HERITAGE	[Symbol]	EXISTING CULTURAL HERITAGE
[Symbol]	PROPOSED HISTORIC RESOURCES	[Symbol]	EXISTING HISTORIC RESOURCES
[Symbol]	PROPOSED ENVIRONMENTAL SENSITIVE AREAS	[Symbol]	EXISTING ENVIRONMENTAL SENSITIVE AREAS



2023-02-24

BRIVA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

ROADWORKS
ROAD A

STA 0+240.00 TO STA 0+400.00

PROPOSED GRADE

STATION	PROPOSED GRADE	EXISTING GRADE
0+240.00	234.00	234.00
0+250.00	234.00	234.00
0+260.00	234.00	234.00
0+270.00	234.00	234.00
0+280.00	234.00	234.00
0+290.00	234.00	234.00
0+300.00	234.00	234.00
0+310.00	234.00	234.00
0+320.00	234.00	234.00
0+330.00	234.00	234.00
0+340.00	234.00	234.00
0+350.00	234.00	234.00
0+360.00	234.00	234.00
0+370.00	234.00	234.00
0+380.00	234.00	234.00
0+390.00	234.00	234.00
0+400.00	234.00	234.00

PROPOSED GRADE

EXISTING GRADE

PROPOSED GRADE

EXISTING GRADE

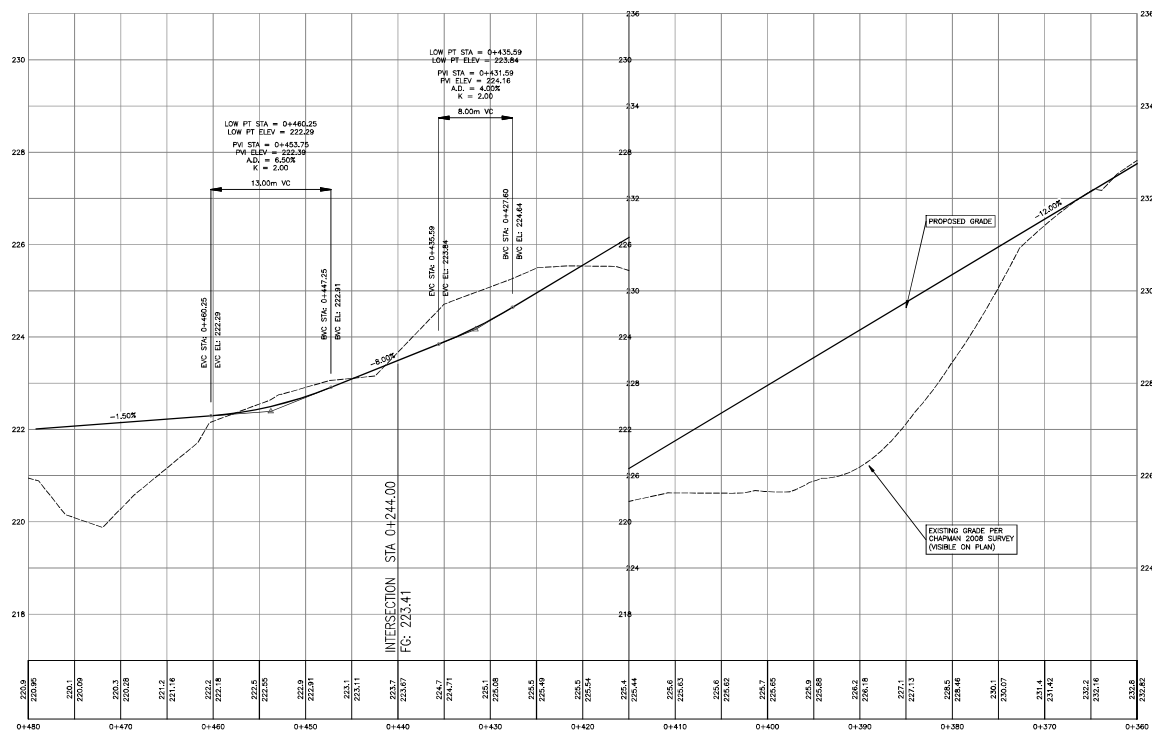
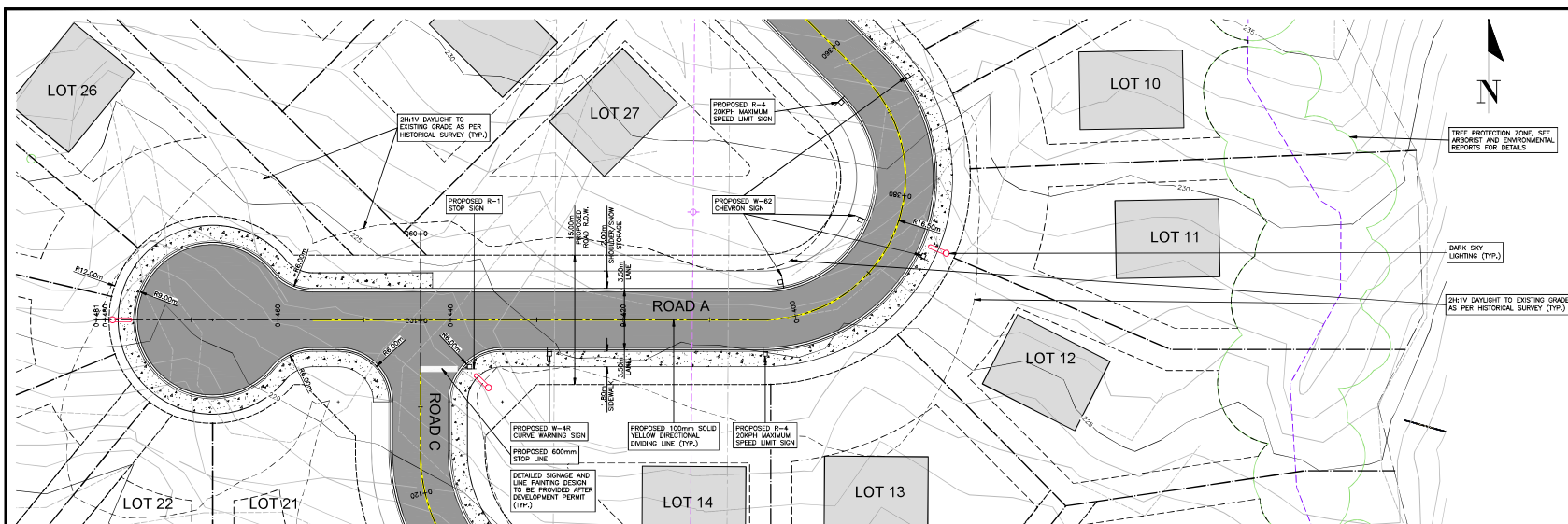
PROPOSED GRADE

EXISTING GRADE

PROPOSED GRADE

EXISTING GRADE

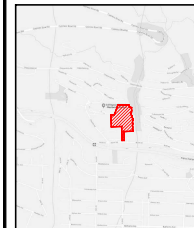
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PERMIT TO PRACTICE # 1005639



SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	PROPOSED GRADE	[Symbol]	EXISTING GRADE
[Symbol]	PROPOSED ROAD	[Symbol]	EXISTING ROAD
[Symbol]	PROPOSED CURVE	[Symbol]	EXISTING CURVE
[Symbol]	PROPOSED SIGN	[Symbol]	EXISTING SIGN
[Symbol]	PROPOSED LIGHTING	[Symbol]	EXISTING LIGHTING
[Symbol]	PROPOSED TREE PROTECTION ZONE	[Symbol]	EXISTING TREE PROTECTION ZONE
[Symbol]	PROPOSED DARK SKY LIGHTING	[Symbol]	EXISTING DARK SKY LIGHTING
[Symbol]	PROPOSED 24/1V DAYLIGHT TO EXISTING GRADE	[Symbol]	EXISTING 24/1V DAYLIGHT TO EXISTING GRADE



BRINIA GROUP

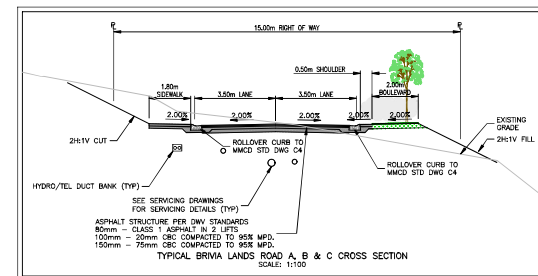
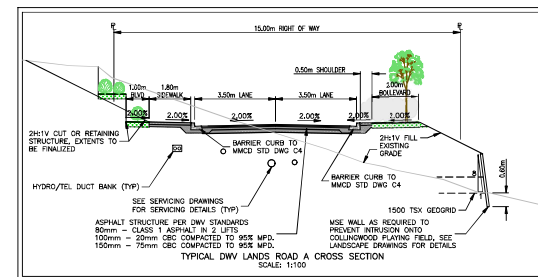
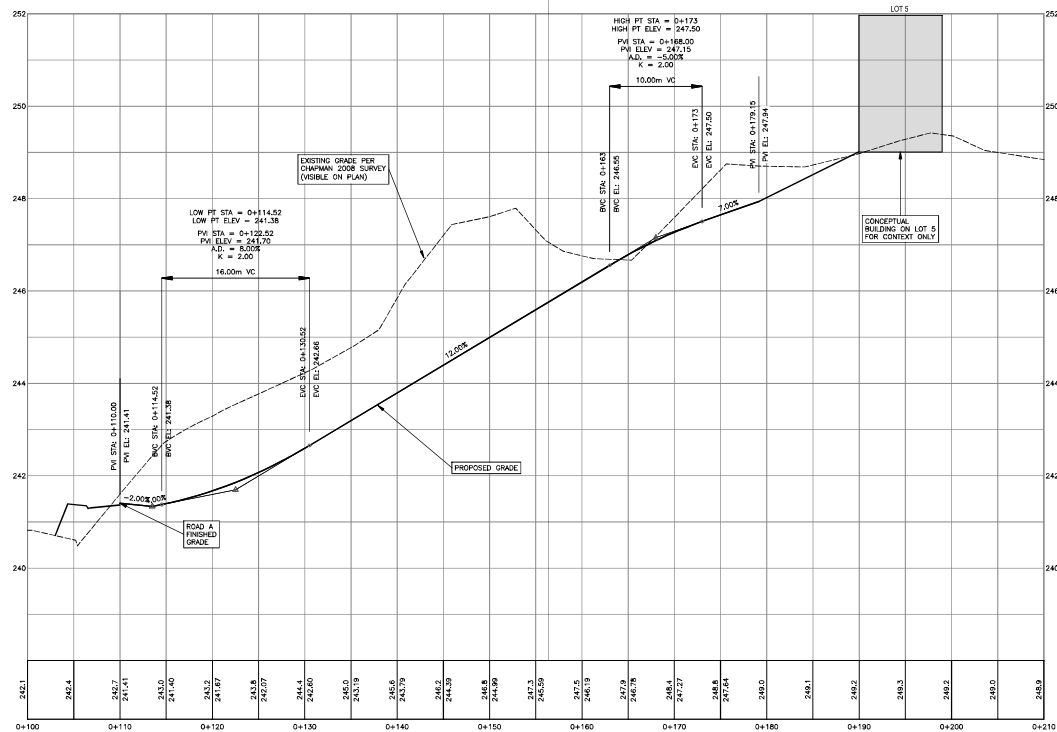
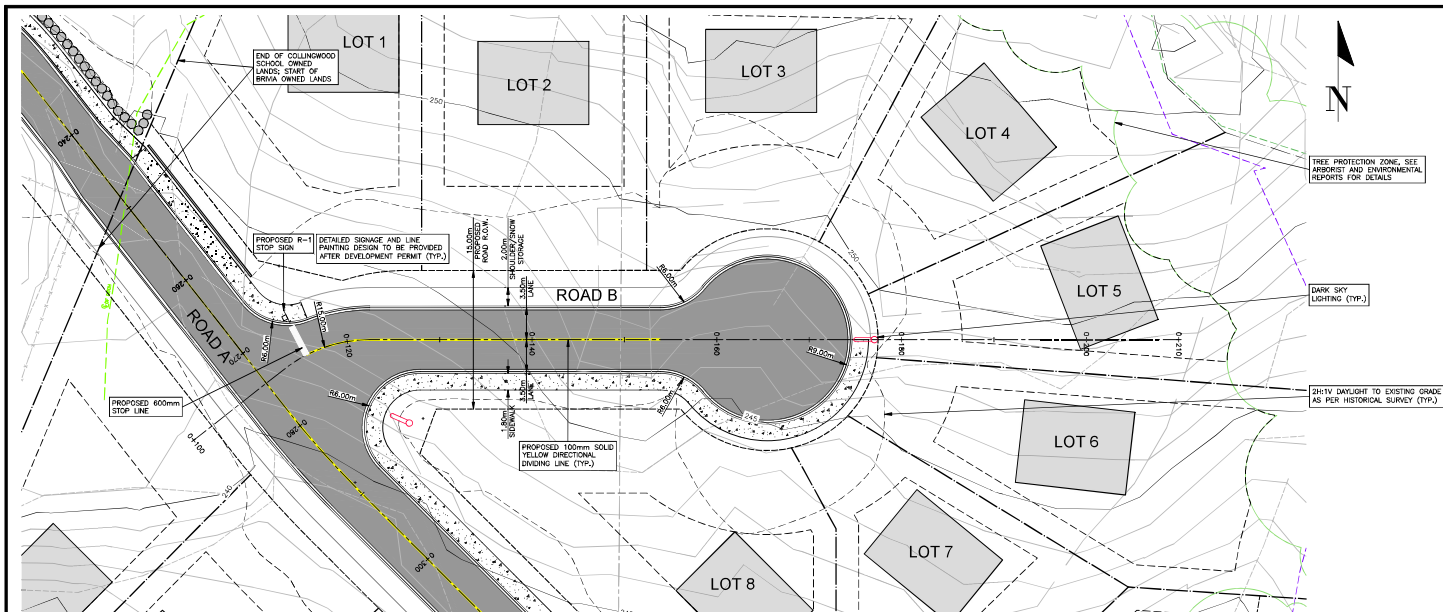
WENTWORTH COLLINGSWOOD
WEST VANCOUVER, BC

ROADWORKS
ROAD A

NO.	DESCRIPTION	DATE
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3	ISSUED FOR BIDDING	01/11/2024
4	ISSUED FOR BIDDING	01/11/2024
5	ISSUED FOR BIDDING	01/11/2024
6	ISSUED FOR BIDDING	01/11/2024
7	ISSUED FOR BIDDING	01/11/2024
8	ISSUED FOR BIDDING	01/11/2024
9	ISSUED FOR BIDDING	01/11/2024
10	ISSUED FOR BIDDING	01/11/2024

Project No.	2024-001	Scale	1:50
Project Name	ROADWORKS	Sheet No.	15/11
Project Location	WEST VANCOUVER, BC	Project Manager	R-3a

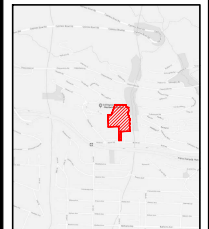
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SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD	[Symbol]	EXISTING ROAD
[Symbol]	PROPOSED DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED EASEMENT	[Symbol]	EXISTING EASEMENT
[Symbol]	PROPOSED LOT	[Symbol]	EXISTING LOT
[Symbol]	PROPOSED LOT	[Symbol]	EXISTING LOT

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	PROPOSED ROAD	[Symbol]	EXISTING ROAD
[Symbol]	PROPOSED DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED EASEMENT	[Symbol]	EXISTING EASEMENT
[Symbol]	PROPOSED LOT	[Symbol]	EXISTING LOT
[Symbol]	PROPOSED LOT	[Symbol]	EXISTING LOT



2023-10-24

BRIVA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

ROADWORKS
ROAD B

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NOT FOR CONSTRUCTION

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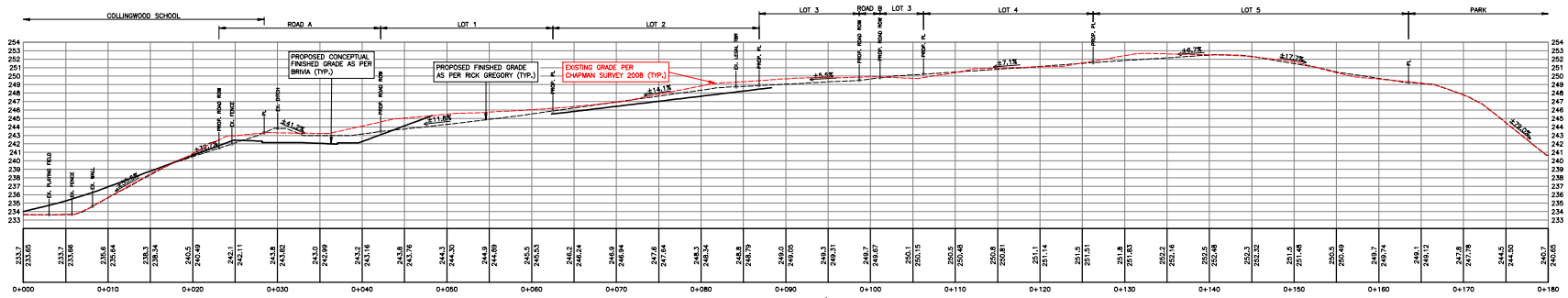
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CONTRACTOR TO VERIFY & LOCATE
EXISTING MAINS & SERVICE
CONNECTIONS & NOTIFY THE
ENGINEER OF ANY DISCREPANCIES
PRIOR TO BEGINNING CONSTRUCTION

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CIVIL ENGINEERING & PROJECT MANAGEMENT
4030 - 205 EASTMAN AVE. WEST VANCOUVER, BC V6M 4A5
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DRAWING LEGEND

Figure 1 illustrates the genetic control of HLA-DQ gene expression under three scenarios:

- (a) Normal expression:** The *DQA1* gene is transcribed and translated into DQ-α, while the *DQB1* gene is transcribed and translated into DQ-β. These two chains form a functional DQ heterodimer that presents a peptide to a T cell, leading to a T cell response.
- (b) Expression in the presence of a DQ-β null allele:** The *DQA1* gene is transcribed and translated into DQ-α. The *DQB1* gene is transcribed but translated into a null protein (indicated by a cross). The DQ-α chain is still present, but the heterodimer is non-functional, leading to no T cell response.
- (c) Expression in the presence of a DQ-α null allele:** The *DQA1* gene is transcribed but translated into a null protein (indicated by a cross). The *DQB1* gene is transcribed and translated into DQ-β. The DQ-β chain is present, but the heterodimer is non-functional, leading to no T cell response.



WEST VANCOUVER, BC

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engineer of record	scale
100%	1:500

designed by	for	part
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drawn by 1571

(M)
drawing no.

IN	787-0400	SS-2
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121

CONTRACTOR TO VERIFY & LOCATE
EXISTING MANS & SERVICE
CONNECTIONS & NOTIFY THE
ENGINEER OF ANY DISCREPANCIES
PRIOR TO BEGINNING CONSTRUCTION

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PHONE: 604-276-8402 WEB: VIS-ENG.CA

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SITE MAP

DRAWING LEGEND

DATE	BY	REV.	DESCRIPTION
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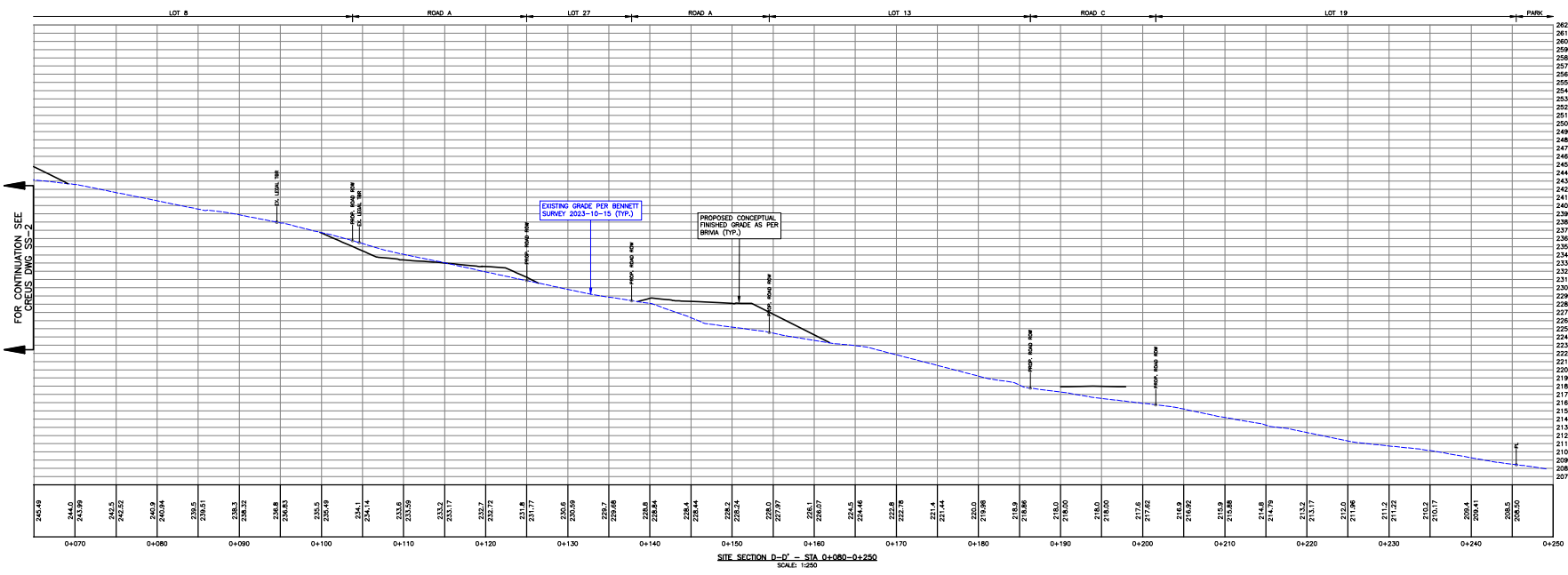
DATE	BY	REV.	DESCRIPTION
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BRINIA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

SITE SECTIONS 3

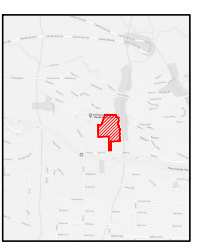


SITE SECTION D-D' - STA 0+080-0+250
SCALE: 1:250

FOR CONTINUATION SEE
CREUS DWG SS-2

NOT FOR CONSTRUCTION

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49	34-140	2023-10-15	SS-2	1
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54	34-140	2023-10-15	SS-2	1
55	34-140	2023-10-15	SS-2	1
56	34-140	2023-10-15	SS-2	1
57	34-140	2023-10-15	SS-2	1
58	34-140	2023-10-15	SS-2	1
59	34-140	2023-10-15	SS-2	1
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65	34-140	2023-10-15	SS-2	1
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68	34-140	2023-10-15	SS-2	1
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94	34-140	2023-10-15	SS-2	1
95	34-140	2023-10-15	SS-2	1
96	34-140	2023-10-15	SS-2	1
97	34-140	2023-10-15	SS-2	1
98	34-140	2023-10-15	SS-2	1
99	34-140	2023-10-15	SS-2	1
100	34-140	2023-10-15	SS-2	1



SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	EXISTING GRADE		PROPOSED GRADE
	EXISTING WALL		PROPOSED WALL
	EXISTING CURB		PROPOSED CURB
	EXISTING ROAD		PROPOSED ROAD
	EXISTING DRAINAGE		PROPOSED DRAINAGE
	EXISTING STRUCTURE		PROPOSED STRUCTURE



2023-10-24

BRINJA GROUP

WENTWORTH COLLINGSWOOD
WEST VANCOUVER, BC

CROSS SECTIONS
ROAD A

STATION	DESCRIPTION	WIDTH
0+150	PROPOSED TOP	0.9
0+160	PROPOSED TOP	0.9
0+170	PROPOSED TOP	0.9
0+180	PROPOSED TOP	0.9
0+190	PROPOSED TOP	0.9
0+200	PROPOSED TOP	0.9
0+210	PROPOSED TOP	0.9
0+220	PROPOSED TOP	0.9
0+230	PROPOSED TOP	0.9
0+240	PROPOSED TOP	0.9
0+250	PROPOSED TOP	0.9

NOT FOR CONSTRUCTION

13

13

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13

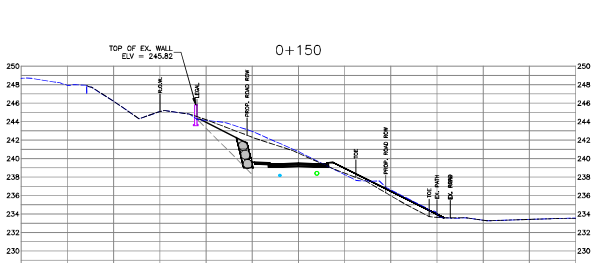
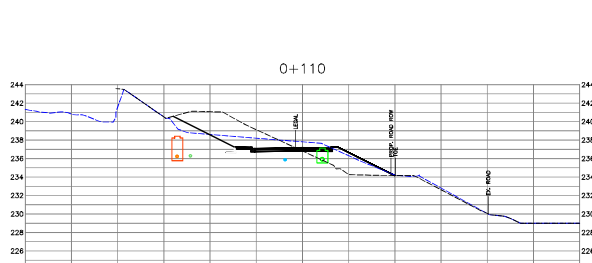
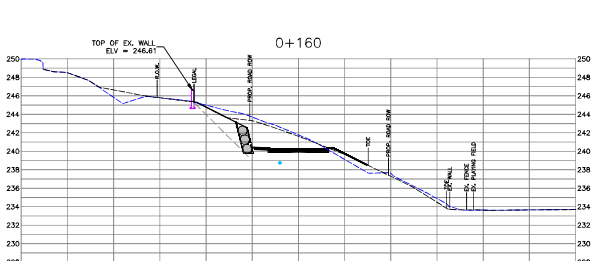
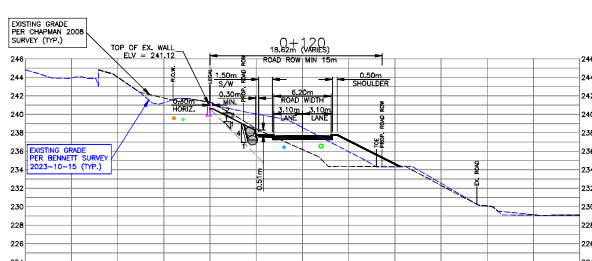
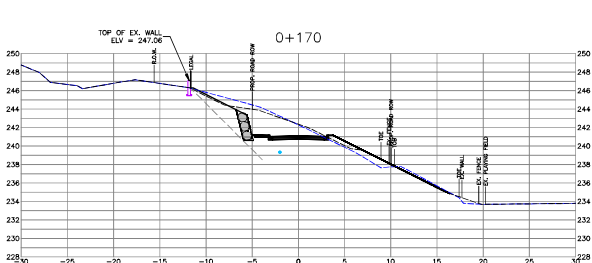
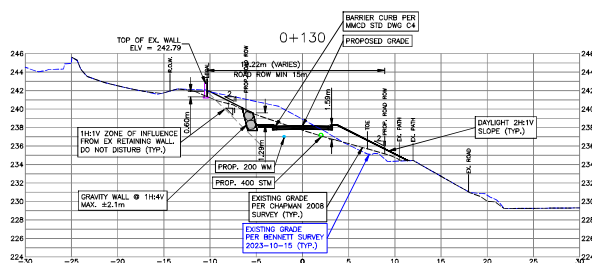
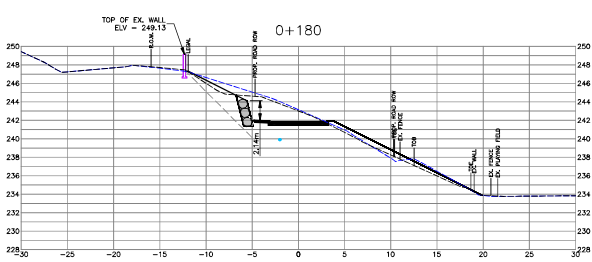
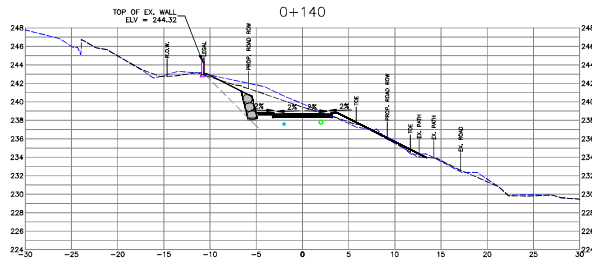
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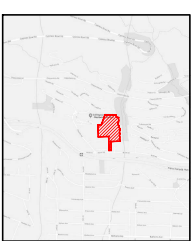
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13





SITE MAP

DRAWING LEGEND

DATE	BY	REVISION	DATE	BY	REVISION
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			
2023-10-10	JS	ISSUED FOR PERMIT			



2023-10-24

BRINIA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

CROSS SECTIONS
ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

ROAD A

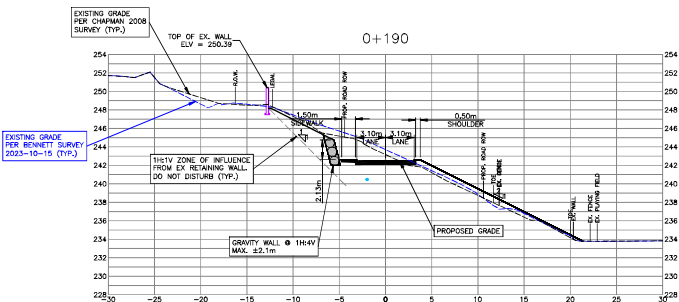
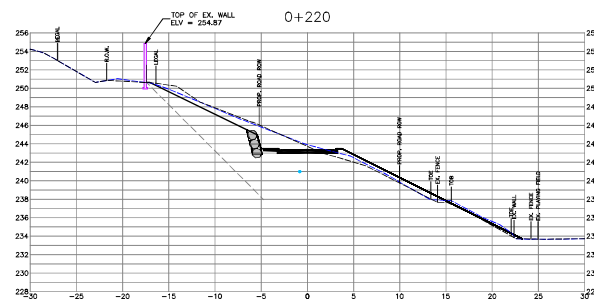
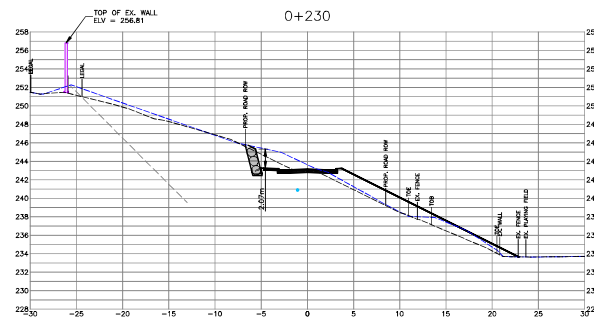
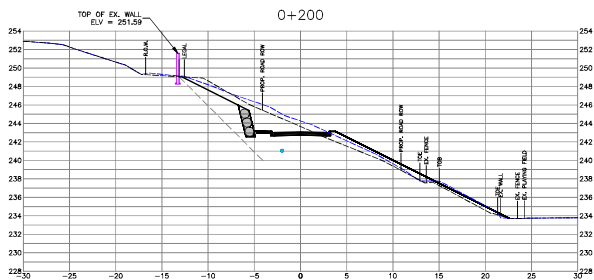
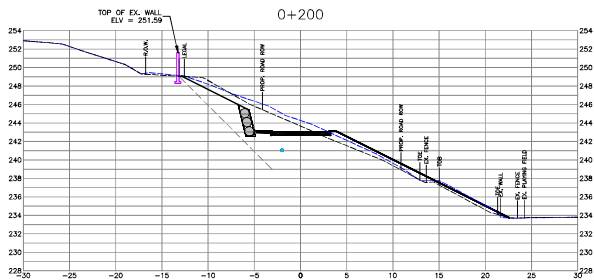
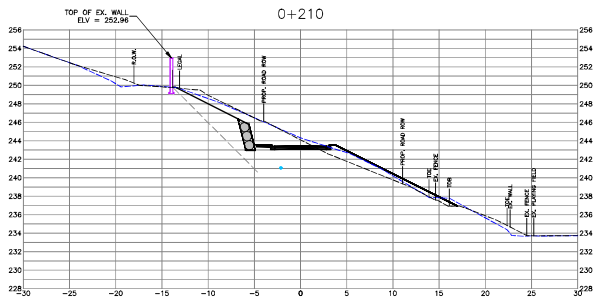
ROAD A

ROAD A

ROAD A

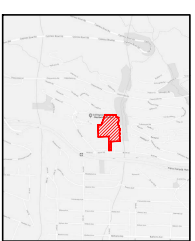
ROAD A

ROAD A



NOT FOR CONSTRUCTION

KS-2a



SITE MAP

DRAWING LEGEND

DATE	BY	REV	DESCRIPTION
2023-10-15	BRN/A	1	ISSUED FOR PERMIT
2023-10-15	BRN/A	2	ISSUED FOR PERMIT
2023-10-15	BRN/A	3	ISSUED FOR PERMIT
2023-10-15	BRN/A	4	ISSUED FOR PERMIT
2023-10-15	BRN/A	5	ISSUED FOR PERMIT

DATE	BY	REV	DESCRIPTION
2023-10-15	BRN/A	1	ISSUED FOR PERMIT
2023-10-15	BRN/A	2	ISSUED FOR PERMIT
2023-10-15	BRN/A	3	ISSUED FOR PERMIT
2023-10-15	BRN/A	4	ISSUED FOR PERMIT
2023-10-15	BRN/A	5	ISSUED FOR PERMIT



BRN/A GROUP

WENTWORTH COLLINGSWOOD
WEST VANCOUVER, BC

CROSS SECTIONS
ROAD A

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-10-15
2	ISSUED FOR PERMIT	2023-10-15
3	ISSUED FOR PERMIT	2023-10-15
4	ISSUED FOR PERMIT	2023-10-15
5	ISSUED FOR PERMIT	2023-10-15

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-10-15
2	ISSUED FOR PERMIT	2023-10-15
3	ISSUED FOR PERMIT	2023-10-15
4	ISSUED FOR PERMIT	2023-10-15
5	ISSUED FOR PERMIT	2023-10-15

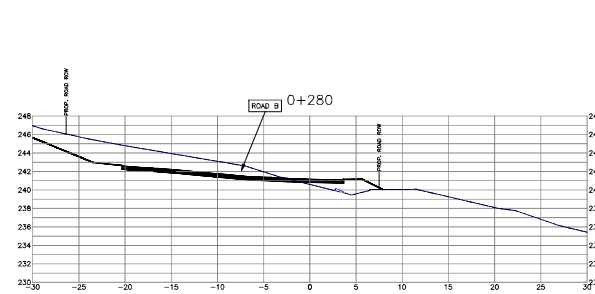
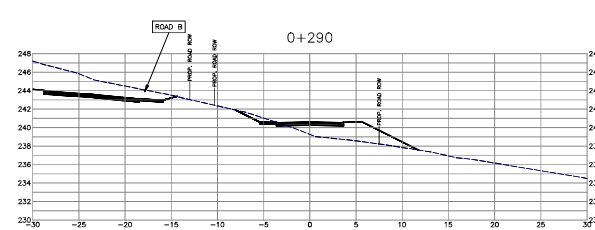
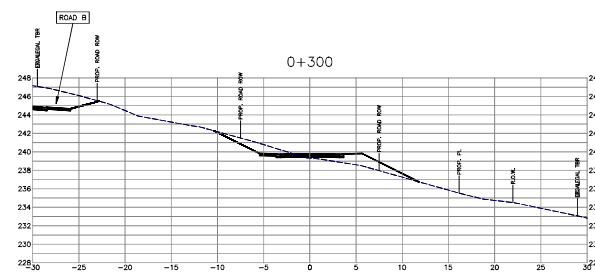
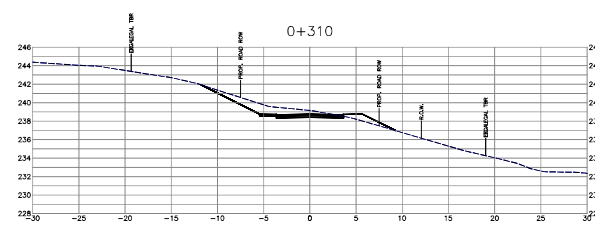
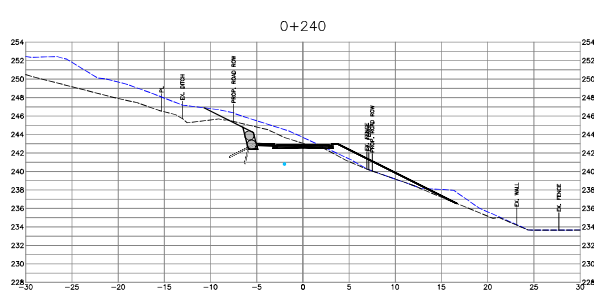
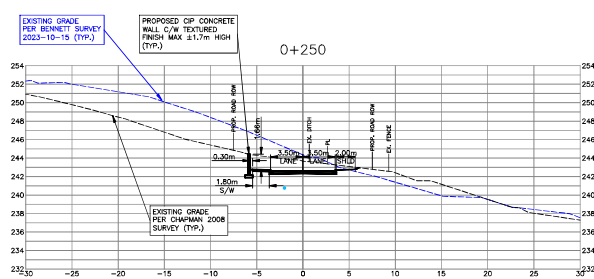
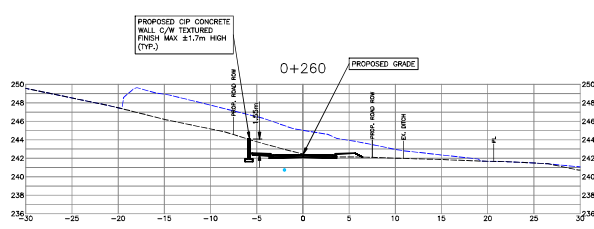
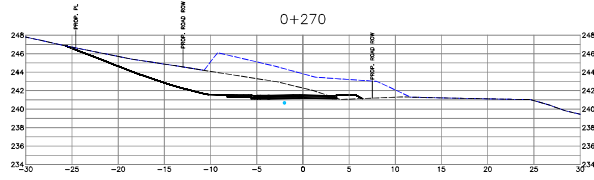
NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-10-15
2	ISSUED FOR PERMIT	2023-10-15
3	ISSUED FOR PERMIT	2023-10-15
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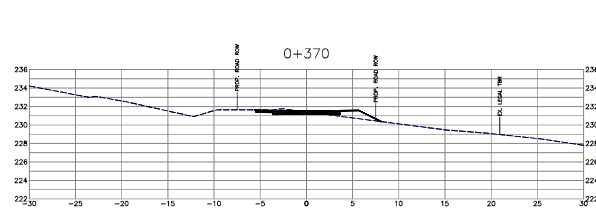
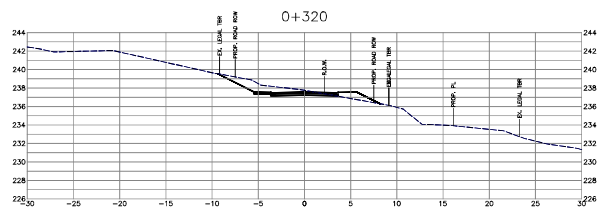
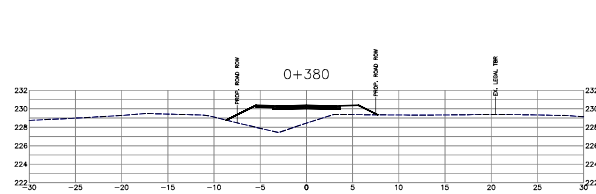
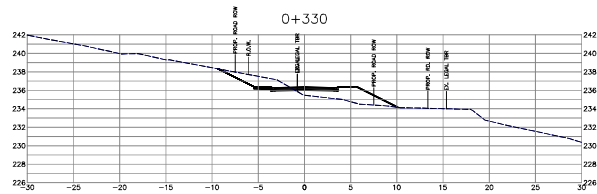
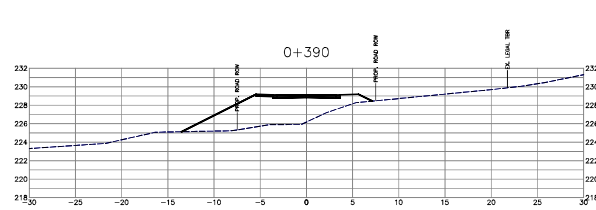
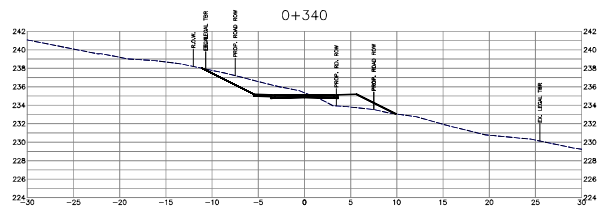
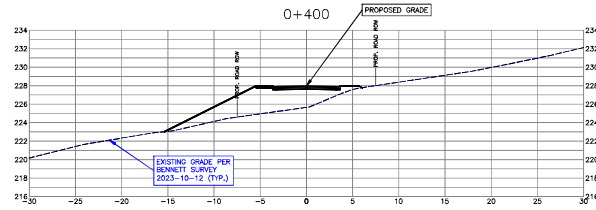
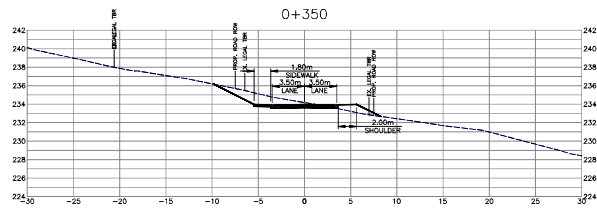
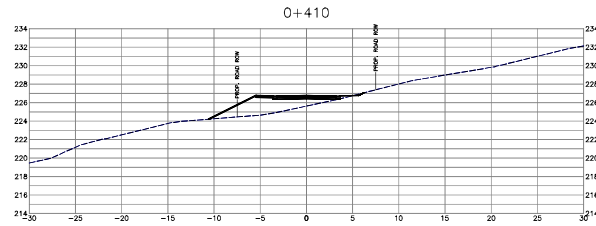
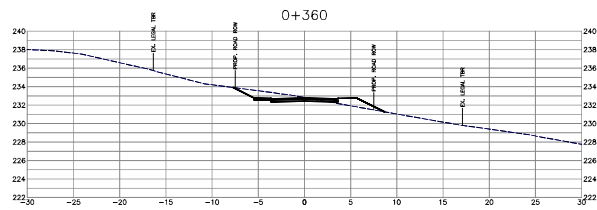
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2	ISSUED FOR PERMIT	2023-10-15
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4	ISSUED FOR PERMIT	2023-10-15
5	ISSUED FOR PERMIT	2023-10-15

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-10-15
2	ISSUED FOR PERMIT	2023-10-15
3	ISSUED FOR PERMIT	2023-10-15
4	ISSUED FOR PERMIT	2023-10-15
5	ISSUED FOR PERMIT	2023-10-15

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-10-15
2	ISSUED FOR PERMIT	2023-10-15
3	ISSUED FOR PERMIT	2023-10-15
4	ISSUED FOR PERMIT	2023-10-15
5	ISSUED FOR PERMIT	2023-10-15

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-10-15
2	ISSUED FOR PERMIT	2023-10-15
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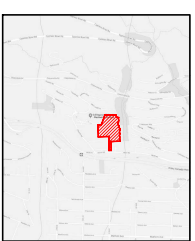




VIS-ENG
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CIVIL ENGINEERING & PROJECT MANAGEMENT
4030-2677 ESPLANADE WEST, NORTH VANCOUVER, BC V7M 4M5
PHONE: 604-278-4402 FAX: 604-278-4403

PERMIT TO PRACTICE # 1005639



DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	PROPOSED GRADE	[Symbol]	EXISTING GRADE
[Symbol]	PROPOSED ROAD	[Symbol]	EXISTING ROAD
[Symbol]	PROPOSED SIDEWALK	[Symbol]	EXISTING SIDEWALK
[Symbol]	PROPOSED CURB	[Symbol]	EXISTING CURB
[Symbol]	PROPOSED DRAINAGE	[Symbol]	EXISTING DRAINAGE

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	PROPOSED GRADE	[Symbol]	EXISTING GRADE
[Symbol]	PROPOSED ROAD	[Symbol]	EXISTING ROAD
[Symbol]	PROPOSED SIDEWALK	[Symbol]	EXISTING SIDEWALK
[Symbol]	PROPOSED CURB	[Symbol]	EXISTING CURB
[Symbol]	PROPOSED DRAINAGE	[Symbol]	EXISTING DRAINAGE



BRINIA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

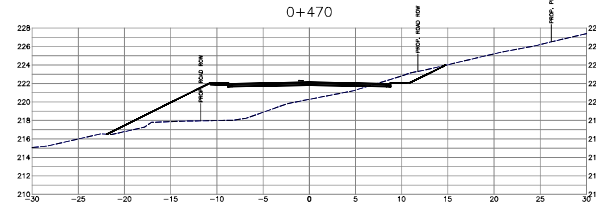
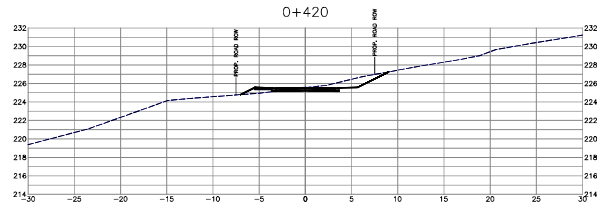
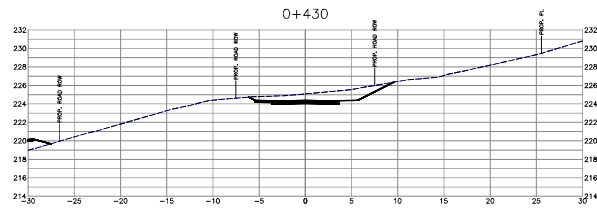
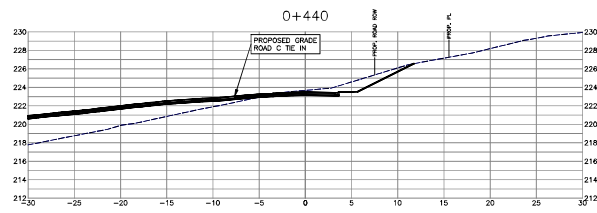
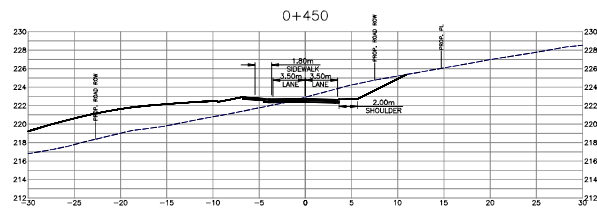
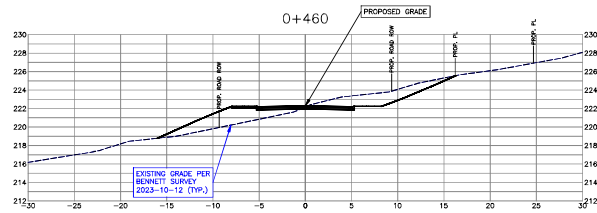
CROSS SECTIONS
ROAD A

STATION	SECTION	WIDTH
0+320	PROPOSED SECTION	12.0
0+340	PROPOSED SECTION	12.0
0+360	PROPOSED SECTION	12.0
0+380	PROPOSED SECTION	12.0
0+400	PROPOSED SECTION	12.0
0+410	PROPOSED SECTION	12.0

STATION	SECTION	WIDTH
0+320	PROPOSED SECTION	12.0
0+340	PROPOSED SECTION	12.0
0+360	PROPOSED SECTION	12.0
0+380	PROPOSED SECTION	12.0
0+400	PROPOSED SECTION	12.0
0+410	PROPOSED SECTION	12.0

STATION	SECTION	WIDTH
0+320	PROPOSED SECTION	12.0
0+340	PROPOSED SECTION	12.0
0+360	PROPOSED SECTION	12.0
0+380	PROPOSED SECTION	12.0
0+400	PROPOSED SECTION	12.0
0+410	PROPOSED SECTION	12.0

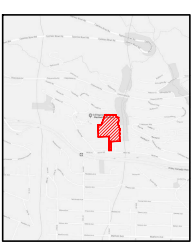
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PHONE: 604-278-4402 WEB: VIS-ENG.CA

PERMIT TO PRACTICE # 1005639



SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	EXISTING GRADE		PROPOSED GRADE
	EXISTING ROAD CENTERLINE		PROPOSED ROAD CENTERLINE
	EXISTING ROAD EDGE		PROPOSED ROAD EDGE
	EXISTING ROAD SHOULDER		PROPOSED ROAD SHOULDER

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	EXISTING ROAD CENTERLINE		PROPOSED ROAD CENTERLINE
	EXISTING ROAD EDGE		PROPOSED ROAD EDGE
	EXISTING ROAD SHOULDER		PROPOSED ROAD SHOULDER



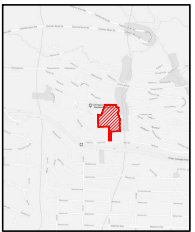
BRINJA GROUP

WENTWORTH COLLINGSWOOD
WEST VANCOUVER, BC

CROSS SECTIONS ROAD A

STATION	SECTION	SECTION
0+420	PROPOSED SECTION	0.4
0+430	PROPOSED SECTION	0.4
0+440	PROPOSED SECTION	0.4
0+450	PROPOSED SECTION	0.4
0+460	PROPOSED SECTION	0.4
0+470	PROPOSED SECTION	0.4
0+480	PROPOSED SECTION	0.4
0+490	PROPOSED SECTION	0.4
0+500	PROPOSED SECTION	0.4
0+510	PROPOSED SECTION	0.4
0+520	PROPOSED SECTION	0.4
0+530	PROPOSED SECTION	0.4
0+540	PROPOSED SECTION	0.4
0+550	PROPOSED SECTION	0.4
0+560	PROPOSED SECTION	0.4
0+570	PROPOSED SECTION	0.4
0+580	PROPOSED SECTION	0.4
0+590	PROPOSED SECTION	0.4
0+600	PROPOSED SECTION	0.4
0+610	PROPOSED SECTION	0.4
0+620	PROPOSED SECTION	0.4
0+630	PROPOSED SECTION	0.4
0+640	PROPOSED SECTION	0.4
0+650	PROPOSED SECTION	0.4
0+660	PROPOSED SECTION	0.4
0+670	PROPOSED SECTION	0.4
0+680	PROPOSED SECTION	0.4
0+690	PROPOSED SECTION	0.4
0+700	PROPOSED SECTION	0.4

NOT FOR CONSTRUCTION



SITE MAP

DRAWING LEGEND

DATE	BY	CHKD	DATE	BY	CHKD
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2023-02-24	BRN/A		2023-02-24	BRN/A	
2023-02-24	BRN/A		2023-02-24	BRN/A	
2023-02-24	BRN/A		2023-02-24	BRN/A	
2023-02-24	BRN/A		2023-02-24	BRN/A	
2023-02-24	BRN/A		2023-02-24	BRN/A	
2023-02-24	BRN/A		2023-02-24	BRN/A	
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2023-02-24

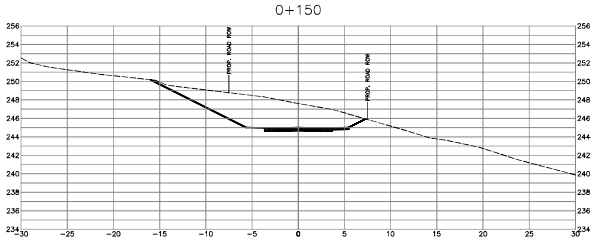
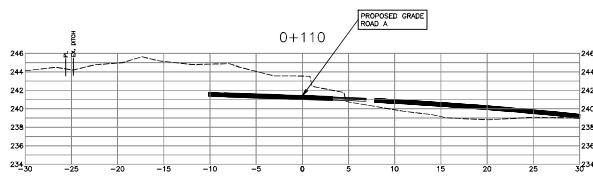
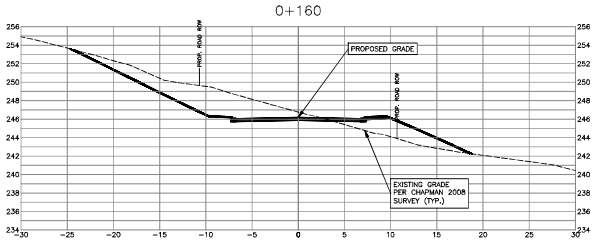
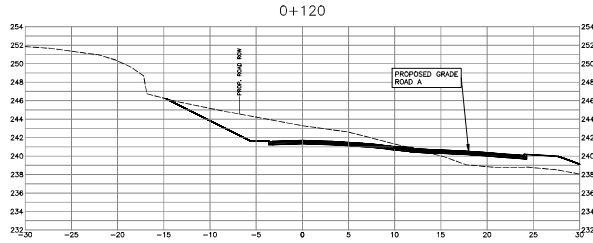
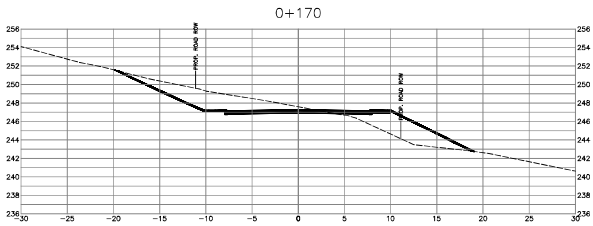
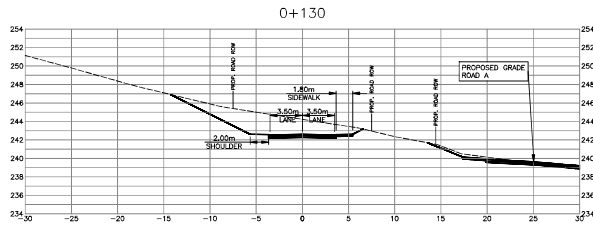
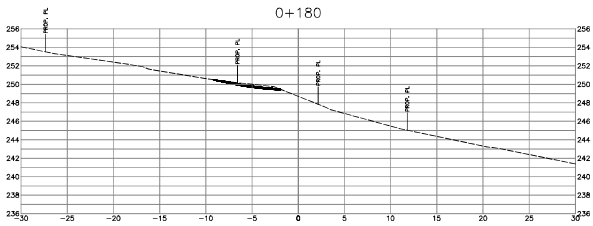
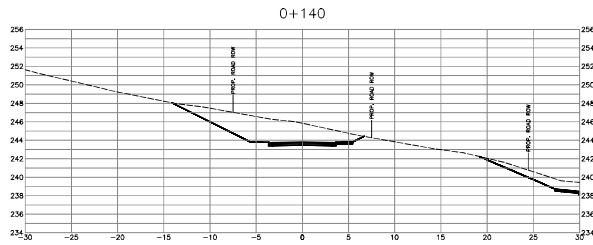
BRN/A GROUP

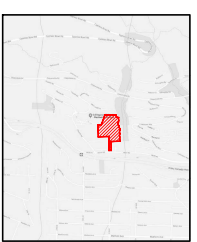
WENTWORTH COLLINGSWOOD
WEST VANCOUVER, BC

CROSS SECTIONS ROAD B

STATION	SECTION	SECTION	SECTION
0+110	0+120	0+130	0+140
0+150	0+160	0+170	0+180
0+200	0+250	0+300	0+350
0+400	0+450	0+500	0+550
0+600	0+650	0+700	0+750
0+800	0+850	0+900	0+950
0+1000	0+1050	0+1100	0+1150
0+1200	0+1250	0+1300	0+1350
0+1400	0+1450	0+1500	0+1550

NOT FOR CONSTRUCTION





SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	EXISTING ROAD		PROPOSED ROAD
	EXISTING SIDEWALK		PROPOSED SIDEWALK
	EXISTING CURB		PROPOSED CURB
	EXISTING GUTTER		PROPOSED GUTTER
	EXISTING DRAINAGE		PROPOSED DRAINAGE

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	EXISTING DRAINAGE STRUCTURE		PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE		PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE		PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE		PROPOSED DRAINAGE STRUCTURE



2023-02-24

BRINJA GROUP

WENTWORTH COLLINGSWOOD

WEST VANCOUVER, BC

CROSS SECTIONS

ROAD C

1:1

1:1

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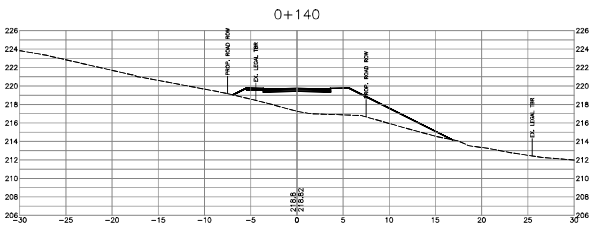
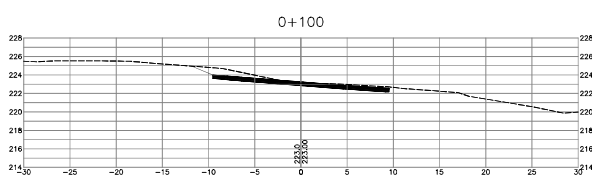
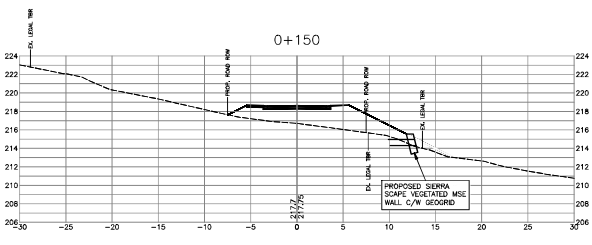
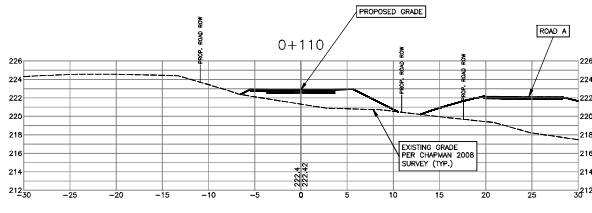
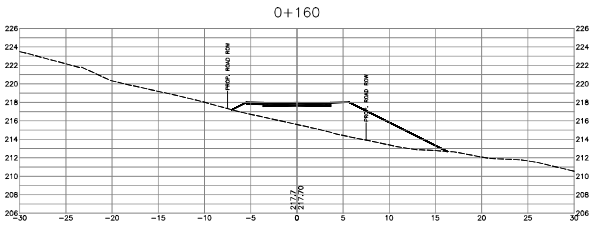
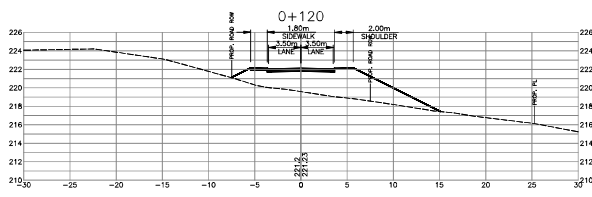
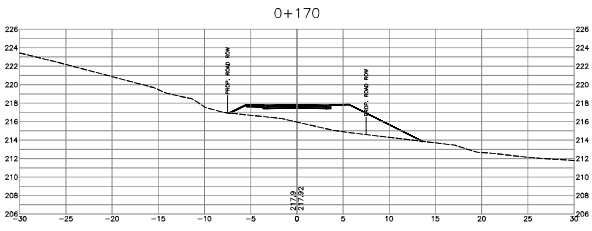
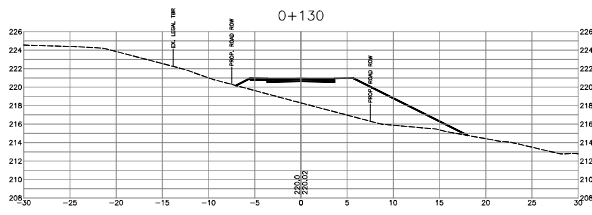
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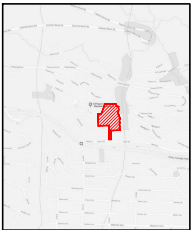
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1:1



NOT FOR CONSTRUCTION



SITE MAP

DRAWING LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	PROPOSED GRADE		EXISTING GRADE
	PROPOSED ROAD CENTERLINE		EXISTING ROAD CENTERLINE
	PROPOSED ROAD SHOULDER		EXISTING ROAD SHOULDER
	PROPOSED ROAD EASEMENT		EXISTING ROAD EASEMENT
	PROPOSED ROAD RIGHT-OF-WAY		EXISTING ROAD RIGHT-OF-WAY



2023-10-24

BRINIA GROUP

WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

CROSS SECTIONS
ROAD C

NO.	DESCRIPTION	UNIT
1	PROPOSED ROAD	CM
2	PROPOSED ROAD	CM
3	PROPOSED ROAD	CM
4	PROPOSED ROAD	CM
5	PROPOSED ROAD	CM
6	PROPOSED ROAD	CM
7	PROPOSED ROAD	CM
8	PROPOSED ROAD	CM
9	PROPOSED ROAD	CM
10	PROPOSED ROAD	CM

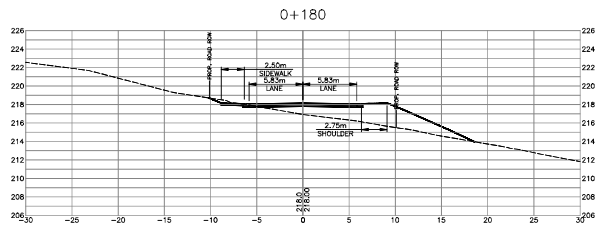
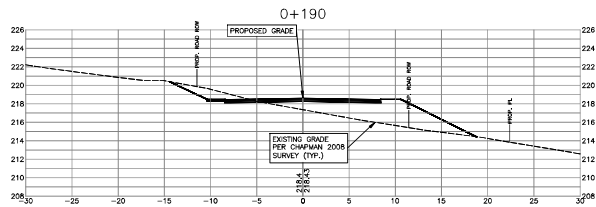
11	PROPOSED ROAD	CM
12	PROPOSED ROAD	CM

13	PROPOSED ROAD	CM
14	PROPOSED ROAD	CM

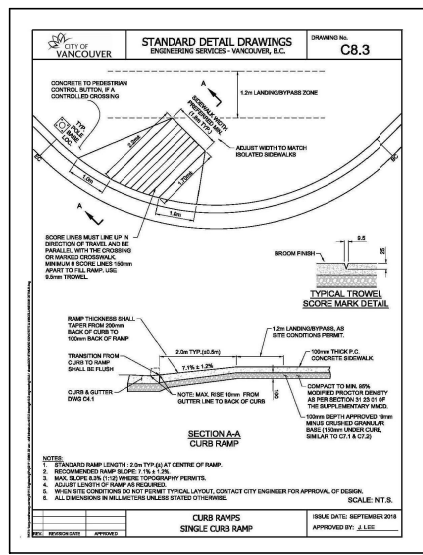
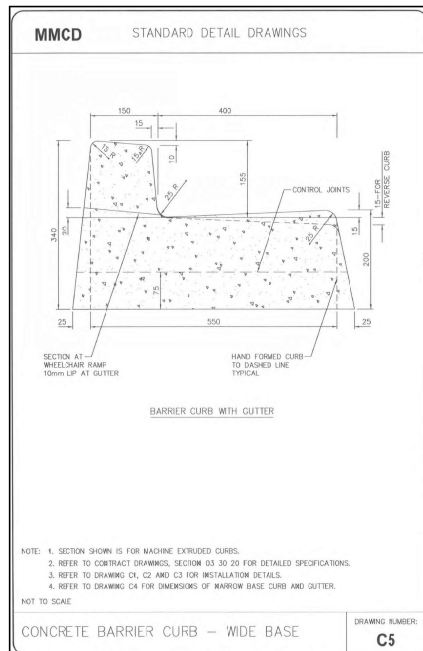
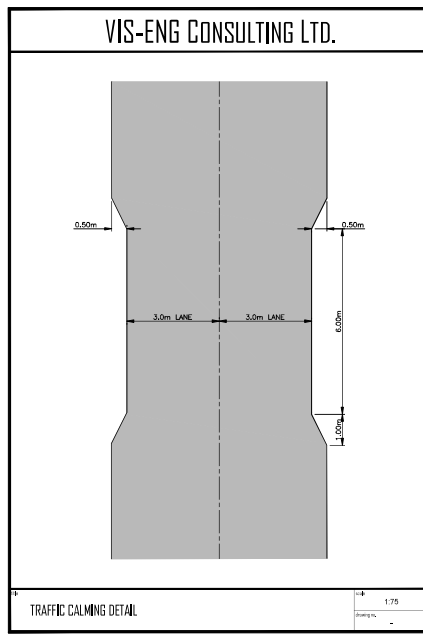
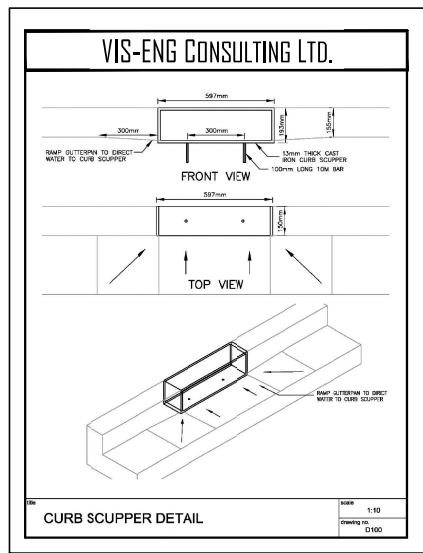
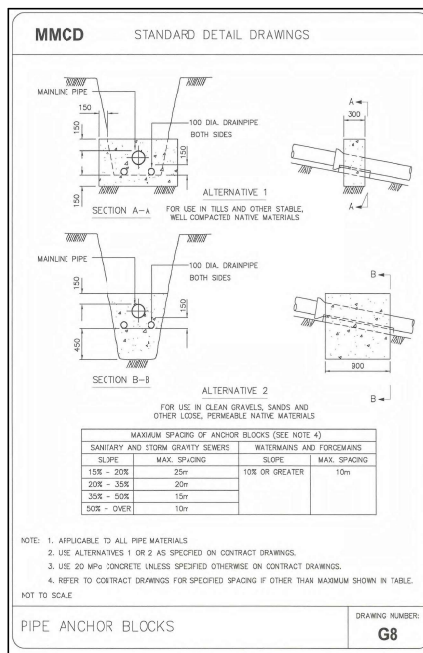
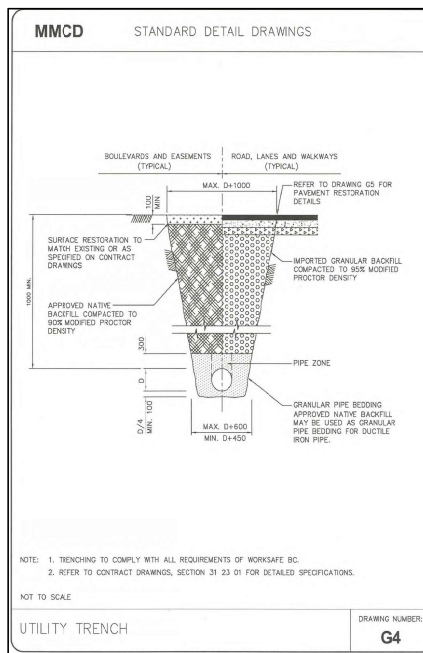
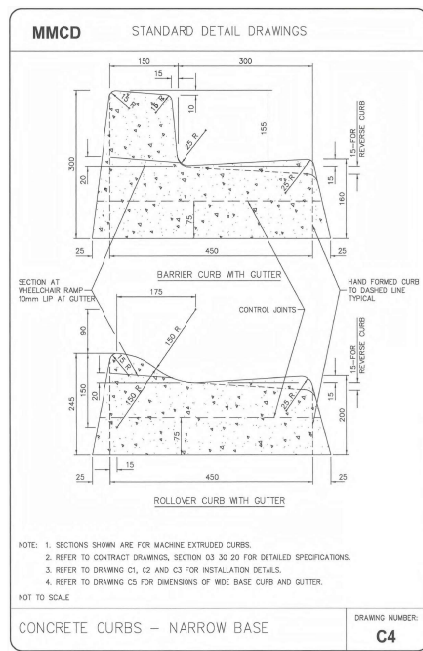
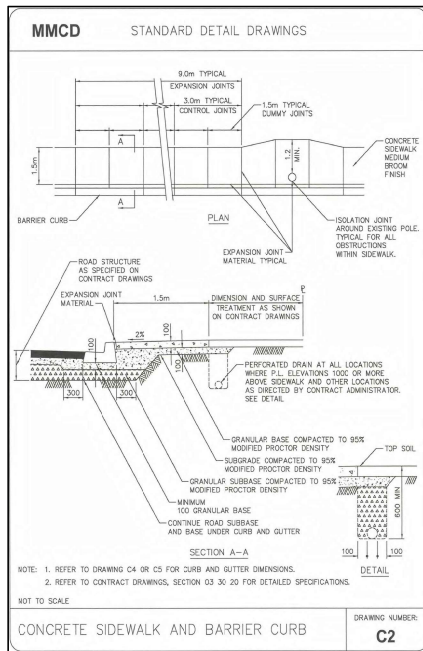
15	PROPOSED ROAD	CM
16	PROPOSED ROAD	CM

17	PROPOSED ROAD	CM
18	PROPOSED ROAD	CM

19	PROPOSED ROAD	CM
20	PROPOSED ROAD	CM



NOT FOR CONSTRUCTION



VIS-ENG CONSULTING LTD.

CIVIL ENGINEERING & PROJECT MANAGEMENT
4030 - 2018 LANGLEY AVENUE WEST, NORTH VANCOUVER, BC V7M 1A5
PHONE: 604-278-4402 WEB: VIS-ENG.COM

PERMIT TO PRACTICE # 1005639

SITE MAP

DRAWING LEGEND

NO.	DESCRIPTION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	2023-02-24	BRN	BRN
2	FOR CONSTRUCTION	2023-02-24	BRN	BRN

BRN GROUP

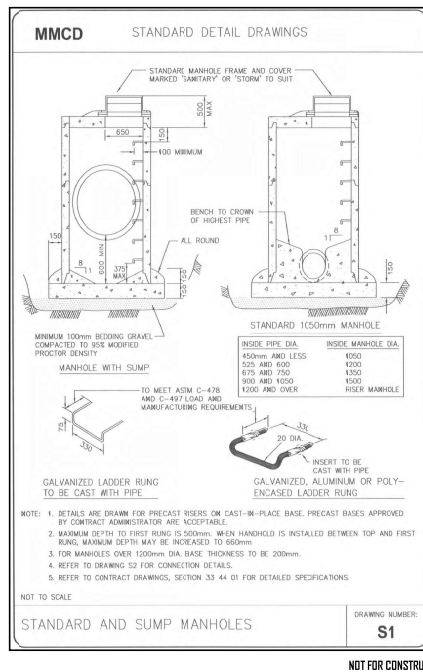
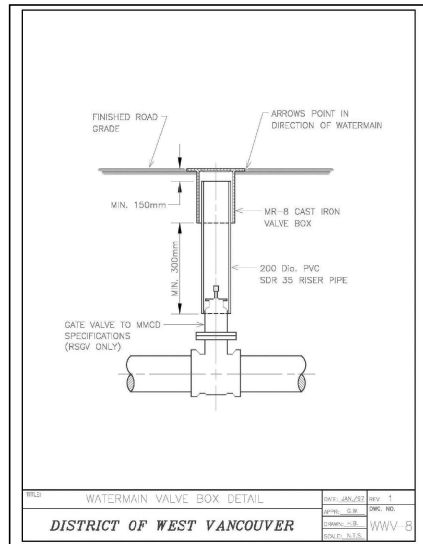
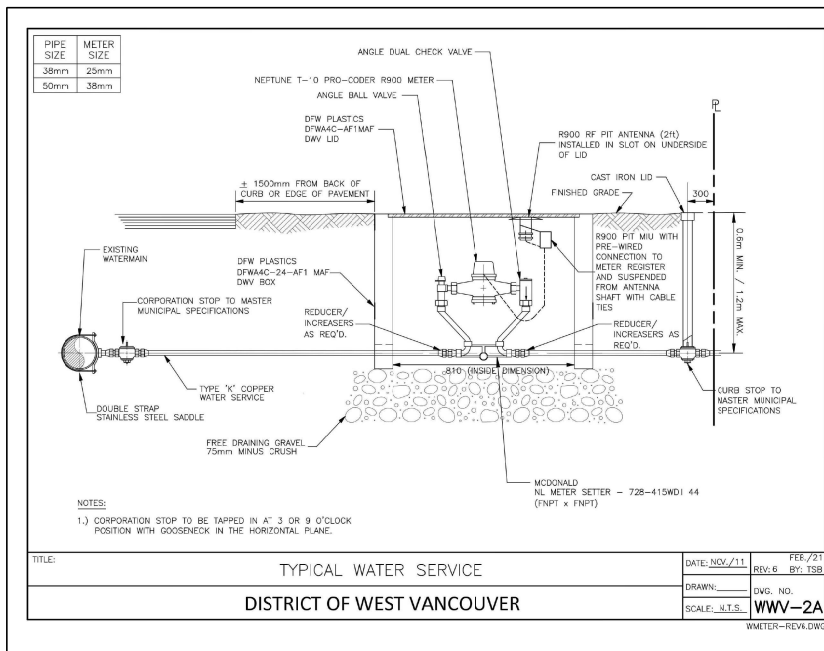
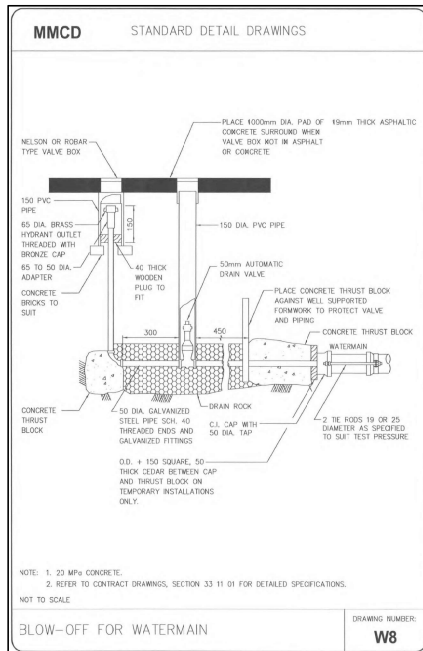
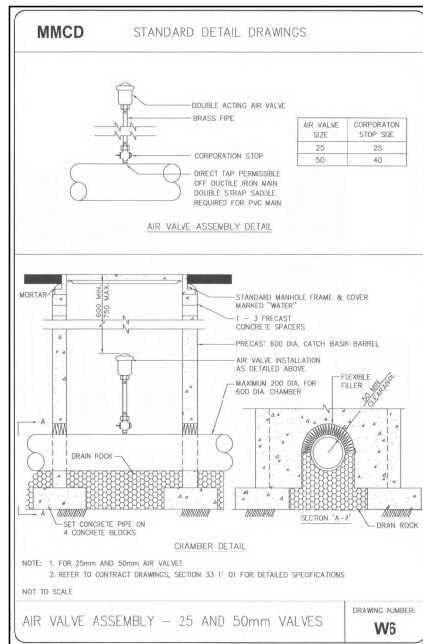
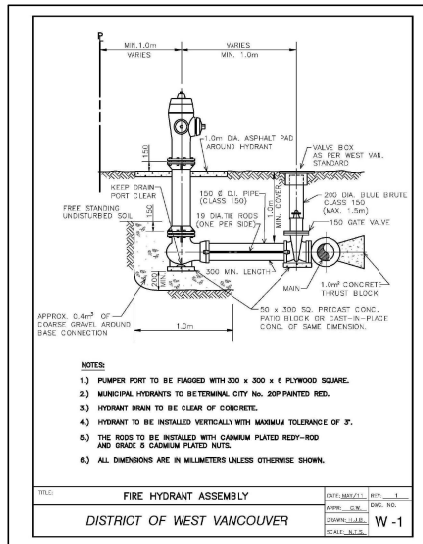
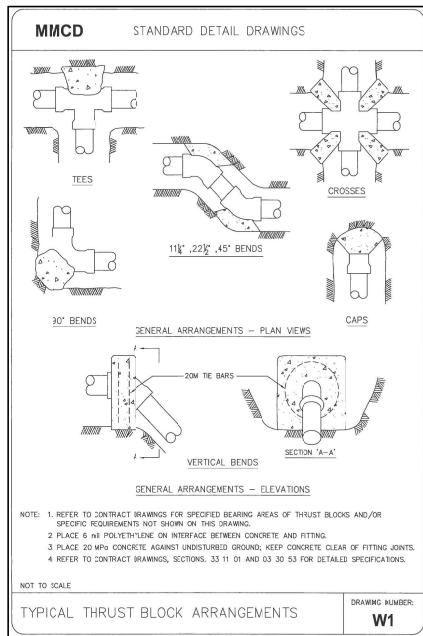
WENTWORTH COLLINGWOOD WEST VANCOUVER, BC

STANDARD DETAILS

NO.	DESCRIPTION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	2023-02-24	BRN	BRN
2	FOR CONSTRUCTION	2023-02-24	BRN	BRN

NOT FOR CONSTRUCTION

DET-1



VIS-ENG CONSULTING LTD.

CIVIL ENGINEERING & PROJECT MANAGEMENT
4303 - 2675 LAMARQUE WEST, NORTH VANCOUVER, BC V7M 4S8
PHONE: 604-273-4402 WEB: VIS-ENG.COM

PERMIT TO PRACTICE # 1005639

SITE MAP

DRAWING LEGEND

BRINJA GROUP

WENTWORTH COLLINGWOOD WEST VANCOUVER, BC

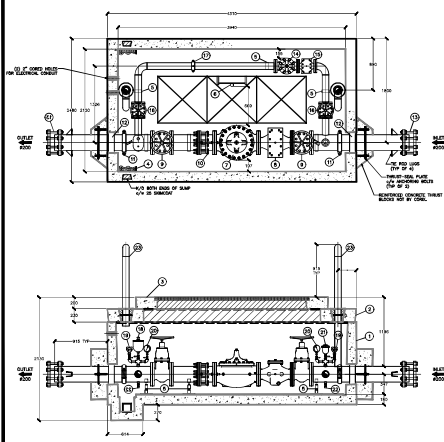
STANDARD DETAILS

NO.	DESCRIPTION	REVISION	DATE
1	STANDARD	1	2009-10-24
2	STANDARD	1	2009-10-24
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5	STANDARD	1	2009-10-24
6	STANDARD	1	2009-10-24
7	STANDARD	1	2009-10-24
8	STANDARD	1	2009-10-24
9	STANDARD	1	2009-10-24
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11	STANDARD	1	2009-10-24
12	STANDARD	1	2009-10-24

12

DET-2

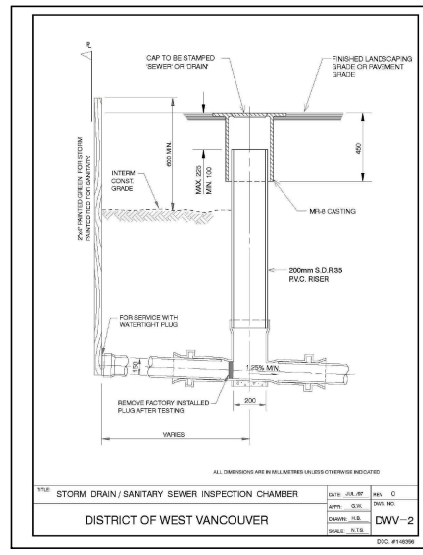
VIS-ENG CONSULTING LTD.



NO.	DESCRIPTION	QTY	UNIT
1	1000mm DIA. CONCRETE MANHOLE	1	EA
2	100mm DIA. VENT PIPE	1	EA
3	150mm THICK CONCRETE	1	EA
4	100mm DIA. VENT STACK	1	EA
5	100mm DIA. VENT FITTING	1	EA
6	100mm DIA. VENT FITTING	1	EA
7	100mm DIA. VENT FITTING	1	EA
8	100mm DIA. VENT FITTING	1	EA
9	100mm DIA. VENT FITTING	1	EA
10	100mm DIA. VENT FITTING	1	EA
11	100mm DIA. VENT FITTING	1	EA
12	100mm DIA. VENT FITTING	1	EA
13	100mm DIA. VENT FITTING	1	EA
14	100mm DIA. VENT FITTING	1	EA
15	100mm DIA. VENT FITTING	1	EA
16	100mm DIA. VENT FITTING	1	EA
17	100mm DIA. VENT FITTING	1	EA
18	100mm DIA. VENT FITTING	1	EA
19	100mm DIA. VENT FITTING	1	EA
20	100mm DIA. VENT FITTING	1	EA

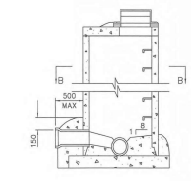
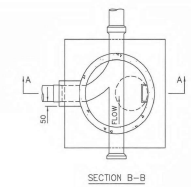
NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
4. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
5. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
6. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
7. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
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18. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
19. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
20. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.

PRV DETAIL
NTS
DRAWING NUMBER: S2



STORM DRAIN / SANITARY SEWER INSPECTION CHAMBER
DISTRICT OF WEST VANCOUVER
DWV-2
S2C: 1/10/2009

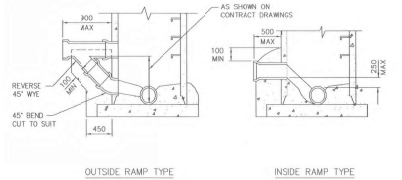
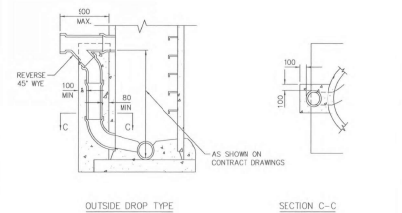
MMCD STANDARD DETAIL DRAWINGS



NOTE: 1. THIS DRAWING SHOWS CONNECTION DETAILS ONLY. REFER TO DRAWING S1 FOR ALL OTHER DETAILS PERTAINING TO MANHOLE REQUIREMENTS AND INSTALLATION.
2. REFER TO CONTRACT DRAWINGS, SECTION 33.44.01 FOR DETAILED SPECIFICATIONS.

STANDARD MANHOLE CONNECTION DETAILS
DRAWING NUMBER: S2

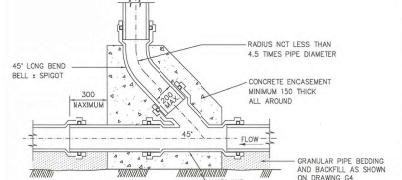
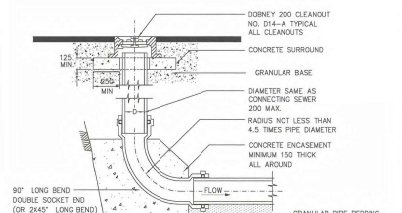
MMCD STANDARD DETAIL DRAWINGS



NOTE: 1. THIS DRAWING SHOWS CONNECTION DETAILS ONLY. REFER TO DRAWING S1 FOR ALL OTHER DETAILS PERTAINING TO MANHOLE REQUIREMENTS AND INSTALLATION.
2. REFER TO CONTRACT DRAWINGS, SECTION 33.44.01 FOR DETAILED SPECIFICATIONS.

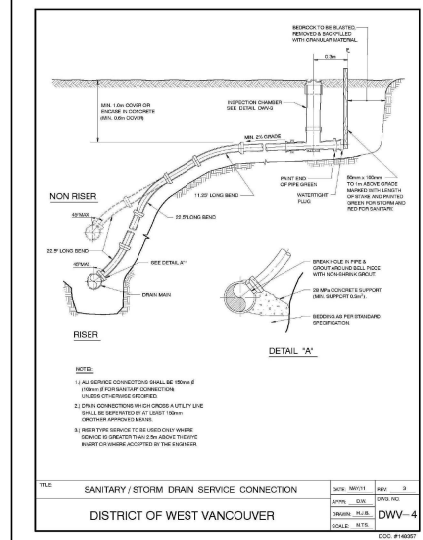
MANHOLE CONNECTION DETAILS - DROP AND RAMP TYPE
DRAWING NUMBER: S3

MMCD STANDARD DETAIL DRAWINGS



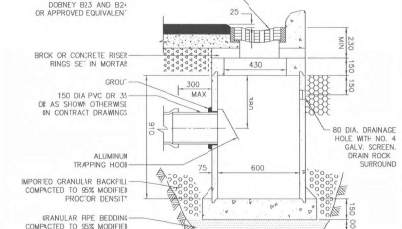
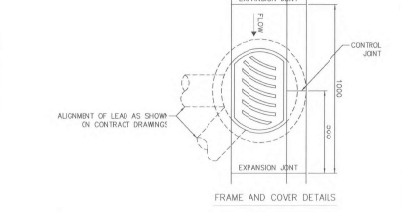
NOTE: 1. ALL PIPE FITTINGS PVC D208 c/w GASKETS
NOT TO SCALE

SEWER CLEANOUT
DRAWING NUMBER: S6



SANITARY / STORM DRAIN SERVICE CONNECTION
DISTRICT OF WEST VANCOUVER
DWV-4
S2C: 1/10/2009

MMCD STANDARD DETAIL DRAWINGS



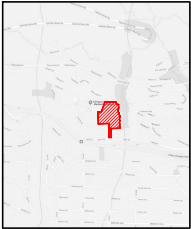
NOTE: 1. PRECAST UNITS c/w BASE, APPROVED BY CONTRACT ADMINISTRATOR, ARE ACCEPTABLE.
2. REFER TO CONTRACT DRAWINGS, SECTION 33.44.01 FOR DETAILED SPECIFICATIONS.

TOP INLET CATCHBASIN
DRAWING NUMBER: S11

VIS-ENG CONSULTING LTD.

CIVIL ENGINEERING & PROJECT MANAGEMENT
4030-2678 LANGLEY WEST, NORTH VANCOUVER, BC V7M 4S8
PHONE: 604-278-4402

PERMIT TO PRACTICE # 1005639



SITE MAP

DRAWING LEGEND

NO.	DESCRIPTION	QTY	UNIT
1	1000mm DIA. CONCRETE MANHOLE	1	EA
2	100mm DIA. VENT PIPE	1	EA
3	150mm THICK CONCRETE	1	EA
4	100mm DIA. VENT STACK	1	EA
5	100mm DIA. VENT FITTING	1	EA
6	100mm DIA. VENT FITTING	1	EA
7	100mm DIA. VENT FITTING	1	EA
8	100mm DIA. VENT FITTING	1	EA
9	100mm DIA. VENT FITTING	1	EA
10	100mm DIA. VENT FITTING	1	EA
11	100mm DIA. VENT FITTING	1	EA
12	100mm DIA. VENT FITTING	1	EA
13	100mm DIA. VENT FITTING	1	EA
14	100mm DIA. VENT FITTING	1	EA
15	100mm DIA. VENT FITTING	1	EA
16	100mm DIA. VENT FITTING	1	EA
17	100mm DIA. VENT FITTING	1	EA
18	100mm DIA. VENT FITTING	1	EA
19	100mm DIA. VENT FITTING	1	EA
20	100mm DIA. VENT FITTING	1	EA



2009-10-24

BRINJA GROUP

WENTWORTH COLLINGSWOOD
WEST VANCOUVER, BC

STANDARD DETAILS

NO.	DESCRIPTION	QTY	UNIT
1	1000mm DIA. CONCRETE MANHOLE	1	EA
2	100mm DIA. VENT PIPE	1	EA
3	150mm THICK CONCRETE	1	EA
4	100mm DIA. VENT STACK	1	EA
5	100mm DIA. VENT FITTING	1	EA
6	100mm DIA. VENT FITTING	1	EA
7	100mm DIA. VENT FITTING	1	EA
8	100mm DIA. VENT FITTING	1	EA
9	100mm DIA. VENT FITTING	1	EA
10	100mm DIA. VENT FITTING	1	EA
11	100mm DIA. VENT FITTING	1	EA
12	100mm DIA. VENT FITTING	1	EA
13	100mm DIA. VENT FITTING	1	EA
14	100mm DIA. VENT FITTING	1	EA
15	100mm DIA. VENT FITTING	1	EA
16	100mm DIA. VENT FITTING	1	EA
17	100mm DIA. VENT FITTING	1	EA
18	100mm DIA. VENT FITTING	1	EA
19	100mm DIA. VENT FITTING	1	EA
20	100mm DIA. VENT FITTING	1	EA

NOTE: 1. PRECAST UNITS c/w BASE, APPROVED BY CONTRACT ADMINISTRATOR, ARE ACCEPTABLE.
2. REFER TO CONTRACT DRAWINGS, SECTION 33.44.01 FOR DETAILED SPECIFICATIONS.

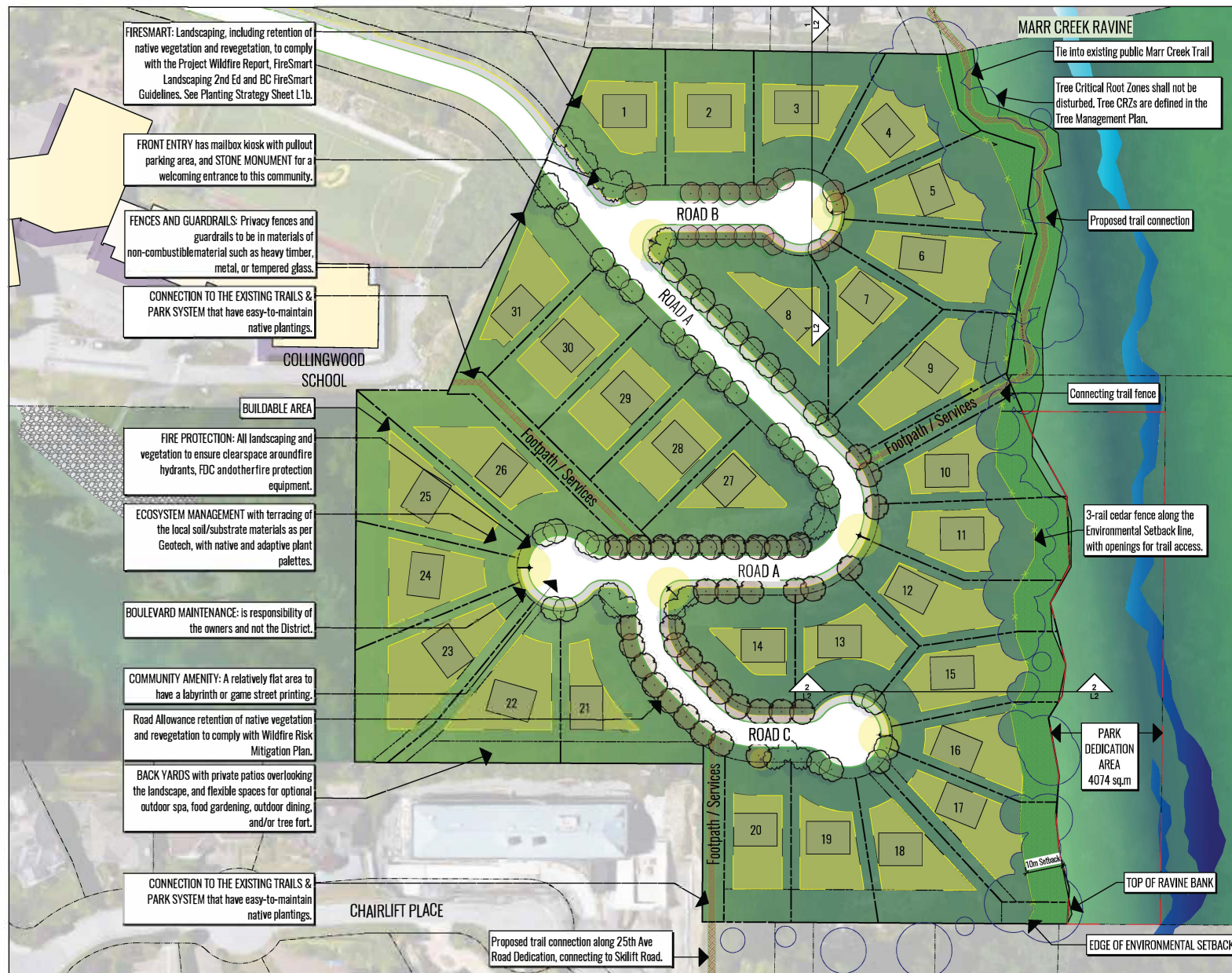
TOP INLET CATCHBASIN
DRAWING NUMBER: S11

NOT FOR CONSTRUCTION

SCHEDULE B

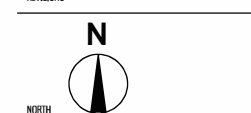
ZALE
DESIGN

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DATE	DESCRIPTION
May 15.26	Revisions as per District comments
Aug 01.24	For DP Resubmission
July 8.24	Client Review
May 30.24	Internal Review
Apr 25.24	Internal Review
Jan 31.23	For DP Resubmission
Jan 14.22	For DP Resubmission
Dec 10.21	For Client Review

DATE	DESCRIPTION
May 15.26	Revisions as per District comments

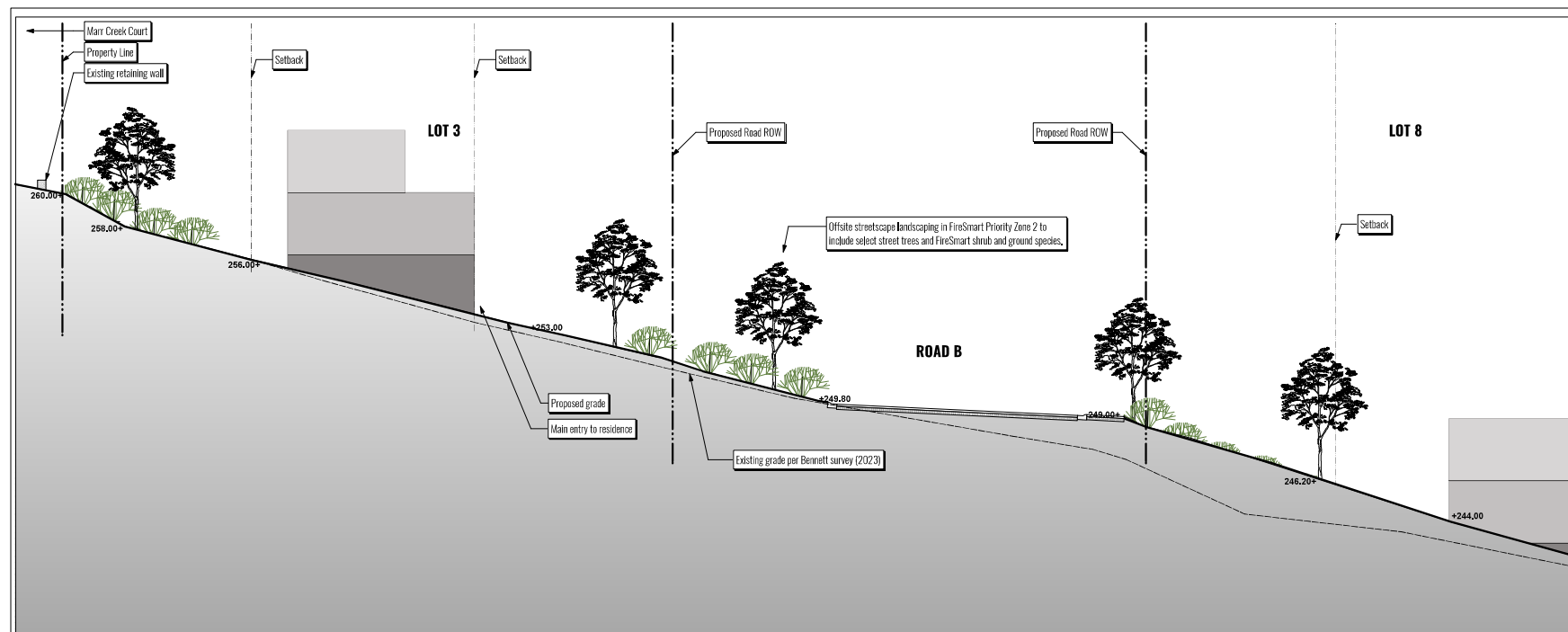


WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

PROJECT	
SCALE	1:500
DRAWN BY	KZ
PROJECT NO.	21-05

DRAWING
LANDSCAPE PLAN
- SCHEMATIC

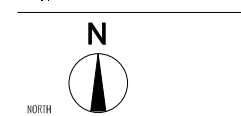
L1a



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May 15,26	Revisions as per District comments
Aug 01,24	For DP Resubmission
July 8,24	Client Review
May 30,24	Internal Review
Apr 25,24	Internal Review
Jan 31,23	For DP Resubmission
Jan 14,22	For DP Resubmission
Dec 10,21	For Client Review

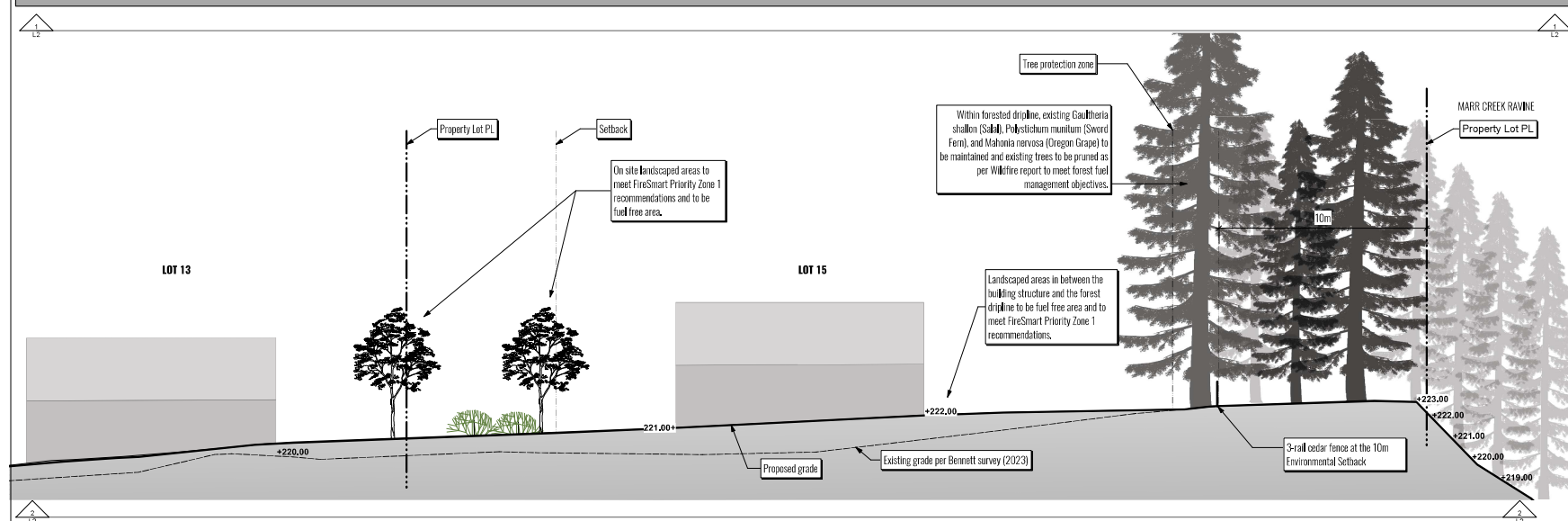
DATE	DESCRIPTION
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WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

PROJECT	
SCALE	1:100
DRAWN BY	KZ
PROJECT NO.	21-05

DRAWING	
SCHEMATIC SECTIONS	



L2

OUTDOOR KITCHEN, LIVING, AND PLAYING - made with non-combustible materials and plantings



PRIVATE SPA AREA - made with composite, FireSmart materials



LANDSCAPE WALLS - concrete, stone veneer, concrete block, vegetated MSE walls



NATURAL MATERIALS - boulders, river rock, and space for sculptural features



AMENITIES - speciality paving pattern, protected area delineated with fencing, welcoming signage



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WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

PROJECT	
SCALE	
DRAWN BY	KZ
PROJECT NO.	21-05

DRAWING
HARDSCAPE
MATERIALS &
FURNISHINGS

L3



PARKS DEPARTMENT
3755 Cypress Bowl Road West Vancouver BC V7S 3E7
t: 604-925-7275 e: parks@westvancouver.ca

DWV Wentworth Collingwood 31 lot Subdivision Trail Standards

All trails on public lands shall be approved and constructed as part of the District's Development Application process. Below clarifies the DWV Park Department submission and trail expectations:

Required Drawing Submissions:

The DWV parks department requires a drawing package for review and approval prior to any installation or construction. Package to include:

1. Trail layout drawing package showing:
 - Site Layout Plan, including sign locations
 - Proposed and existing grading/topography
 - Drainage and erosion control details (culvert, ditch as required etc)
 - Planting/Revegetation Plan
 - Typical Site Sections
 - Trail structure & site details:
 - Trail edge treatment details
 - Trail Surface & build-up details
 - Stair and Step details
 - Railing, Guardrail, Barriers & Fencing details

Project Requirements:

1. Utility ROW's #1, 2, & 3 shall be designed using 'Trail Type 3' standard – see standard below.
2. Owner to provide trail upgrades in three locations to existing trail that will connect Utility ROW #1 to Chippendale Road. Follow 'Trail Type 1' standard design requirements for upgrades. See Figure 1 sketch for upgrade locations and photos. Route and construction method is to be reviewed and approved on site with DWV trail crew.
3. Owner to provide new trail connection from Utility ROW #2 to Chairlift Road via 25th Street ROW - we request the owner design and install 'Trail Type 1'. Route and construction method is to be reviewed and approved on site with DWV trail crew. See standard below.

Trail Standard Types Design Requirements:

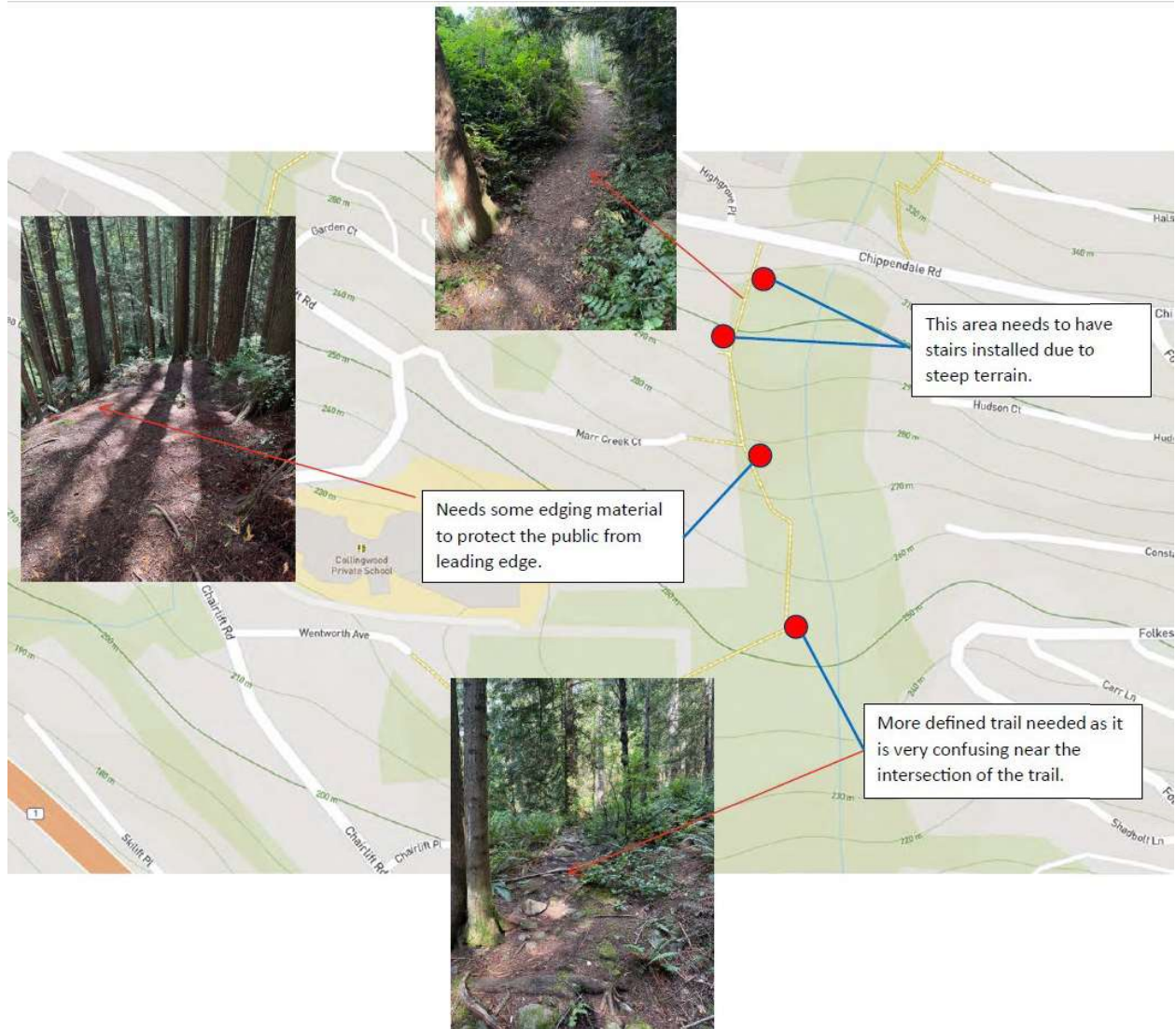
Trail Type 1 ‘Rustic Wilderness Trail’:

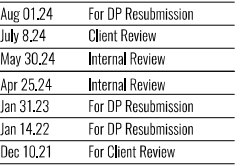
Purpose	Low impact, lightly used hiking and biking trail connections in a hazard free woodland forest setting
Width of path surface	1.0-1.2m wide with 2.2m wide and high clearing
Construction Access	Hand built
Trail surfacing	native materials, if native materials not available – use ¾” minus as needed to create a well-drained, hazard free, compacted, and stable trail surface
Trail edges	stable and smoothly graded into natural grade
Landscape Restoration	replant with resilient, low maintenance, drought tolerant slope stabilizing native plant material as required
Trail Grades	- variable – aim for max. 8.33% longitudinal slope, use 10-12% for short sections, 1-5% is preferable incline - Where trails must exceed 10% for short sections, plan locations so trail surface grades do not exceed half the grade of hillside or side slope the hill is traversing. - The back slope and out-slope of the trails shall be gently blended into natural grade - Ensure a minimum 1% and maximum 3% cross-slope for drainage and comfort. - Follow the contours to create gentle, well drained trails that minimize site disturbance and maximize accessibility and natural drainage. - Allow for natural drainage of water to the outside of the trail where it can be picked up by ditches or other natural drainage.
Stairs	- the maximum grade of the trail before adding stairs or steps shall be 10%. Minimize stairs where possible. - Install a series of in-ground stone stairs using basalt stone slabs with sandblast finish https://www.landscapesupply.com/catalog/product.php?cat_id=34&pid=2255 - All step treads should be sloped slightly (1%) to allow drainage down the steps. Water should be collected and dispersed before and after the step location.
Drainage Structures	- Provide as needed for a well-drained trail and erosion prevention. - locally available wood and rock may be used to create needed drainage structures and support side slopes of paths where the cut/fill slopes are steeper than 1:2 or unstable.
Signage	- All trails shall be clearly marked at entrances or intersections with West Vancouver Park style signage to ensure they are easily recognized as part of the West Vancouver trail system. - Show proposed sign locations on plan. - Signs will be supplied by DWV.
Railings/Fencing/Guardrails	None
As Built Information	Provide the District of West Vancouver with trail alignment and asset/feature information in CAD format for input into the District GIS system for the purpose of the trail inventory, and maintenance management.

Trail Type 3 'Standard Trail':

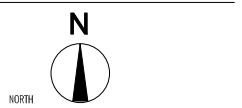
Purpose	Provide safe pedestrian/bicycle connections to surrounding neighbourhoods in Utility ROW's
Width of path surface	1.8- 2.0m wide + clear 0.5m shoulder on either side
Construction Access	Full Accessibility with Machine
Trail surfacing	use 9mm minus granite rock dust to create a well-drained, hazard free, compacted, and stable trail surface
Trail edges	3:1 max. – stable and smoothly graded.
Landscape Restoration	replant disturbed areas between trail and PL with resilient, low maintenance, drought tolerant slope stabilizing native plant material
Trail Grades	- Aim for hard compacted surfaces with maximum 8.33% (1:12) longitudinal slope with 1-4% (1:20) being the preferred accessible slope. - The back slope and out-slope of the trails shall be gently blended into natural grade and replanted with native vegetation where needed for stability. - Ensure a minimum 1% and maximum 2% cross-slope to ensure drainage. - Follow the contours to create gentle, well drained trails that minimize site disturbance and maximize accessibility and natural drainage. - Provide drop curbs at road entries. - Crowned trail surfaces shall create a 1.5% slope away from the centre of the path to both sides. - Allow for natural drainage of water to the outside of the trail where it can be picked up by ditches or other natural drainage.
Stairs	- the maximum grade of the trail before adding stairs or steps shall be 8.33%. Minimize stairs where possible. - Use a series of in-ground stone stairs with landings where sloping terrain is greater than 8.33%. Materials: basalt stone slabs with sandblast finish https://www.landscapesupply.com/catalog/product.php?cat_id=34&pid=2255 - Provide handrails on both sides of stairs with smooth grasping surfaces on steep or long steps. Handrail running surfaces should be re-sawn, sanded, and beveled as appropriate. Handrails should be designed so that the railing can be easily grasped. Extend the handrails 30 cm past the top and bottom of steps. - All step treads should be sloped slightly (1%) to allow drainage down the steps. Water should be collected and dispersed before and after the step location.
Drainage Structures	- Provide as needed for a well-drained trail and erosion prevention. - Maintain positive drainage on trail by removing water from trail surface and allow it to be stored or moved off the trail surface through the use of ditches, culverts, swales, crowning of trail surface etc.
Signage	- All trails shall be clearly marked at entrances or intersections with West Vancouver Park style signage to ensure they are easily recognized as part of the West Vancouver trail system. - Show proposed sign locations on plan. - Signs will be supplied by DWV.
Railings/Fencing/ Guardrails	1.8m (6'-0") ht black vinyl coated chainlink fence located on private property both sides of all 3 ROW's.
As Built Information	Provide the District of West Vancouver with trail alignment and asset/feature information in CAD format for input into the District GIS system for the purpose of the trail inventory, and maintenance management.

Figure 1.





DATE	DESCRIPTION
REVISIONS	



WENTWORTH COLLINGWOOD
WEST VANCOUVER, BC

PROJECT	
SCALE	1:500
DRAWN BY	KZ
PROJECT NO.	21-05

LANDSCAPE PLAN
- SCHEMATIC

L1a

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2480, 2510, Lot B and Lot C Wentworth Avenue Public Information Meeting Summary Report

Addressed to: Brivia Group

From: Pooni Group

September 20, 2024

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1. INTRODUCTION & PROJECT OVERVIEW

Brivia Group (Brivia) has submitted a Development Permit (DP) application to the District of West Vancouver. The DP is for a 31-lot subdivision. A subdivision application is anticipated to be submitted following Council's approval of the DP. A key piece of development is a proposed access road from Chairlift Road, which will serve as the primary access to the subdivision. The proposed access road requires a land swap between Collingwood School, immediate neighbours to the west, and the District.

Brivia hosted a Public Information Meeting (PIM) on September 11, 2024 to share their proposal, along with the proposed road location, with the community. Representatives from Collingwood School were also present to answer questions about the proposed new road and the land swap. The following report summarizes the public feedback received from the PIM, including from the comment forms and conversations the project team had with members of the public.



2. PUBLIC INFORMATION MEETING

Notifications

The public was notified about the PIM in the following ways:

- **Notification flyers (address and unaddressed);**
- **Site sign; and**
- **Newspaper advertisements in the North Shore News.**

Each notification type contained similar information including a summary of the proposal, site map, details on the PIM, and contact information for the project team.

130 addressed notification flyers were delivered by Canada Post using address labels provided by the District. The flyer arrived in mailboxes around August 26, 2024.

Approximately 95 unaddressed notification flyers were hand delivered by Brivia on August 26, 2024 based on an approximately 50m radius around the site (as per the District's notification requirement).

A copy of the notification flyer is included in Appendix A, and a copy of the unaddressed notification area is in Appendix B.

Newspaper Advertisement

Newspaper advertisements ran in the North Shore News on August 28 and September 4, 2024, to inform the public about the PIM.

A copy of the newspaper advertisement is included in Appendix C.

Site Sign

On August 23, 2024, a site sign was posted on the northern end of where the proposed new road would be located. The site sign provides a project description, information on the PIM, contact information and site maps.

A copy of the site sign is included in Appendix D.

Public Information Meeting (PIM) Details

The PIM provided an opportunity for the public to learn about the proposal, ask questions of the project team, and share their feedback and ideas.

PIM Event Summary

In-person:

- Date: September 11, 2024
- Time: 5:00 - 7:00 pm
- Location: Collingwood School - Wentworth Campus FSC Student Center 2605 Wentworth Ave, West Vancouver

Attendees: Approximately 30 individuals dropped by the in-person PIM

PIM Format

The in-person PIM was a drop-in event with information displayed around the Student Center at Collingwood School. Members of the project team and District of West Vancouver (DWV) staff were available to answer questions.

There was a sign-in table where people were greeted when they arrived and asked to sign in. Information boards were placed in a semi-circle around the room and people were encouraged to view them at their own pace and ask questions of the project team. Snacks and refreshments were also provided.

Attendees were encouraged to fill out a comment form before leaving either via a paper comment form or using a QR code, which linked to an online (Survey Monkey) comment form - the comment form period was open for a week following the PIM (to September 18).

Project Team Attendance

The following project team members and DWV staff attended the PIM:

- Yulia Liem, Bunt Traffic Consultant
- Kevin Healy, Creus Civil Engineering
- Rick Gregory, Brivia Group
- Fernando Bucci, Brivia Group
- Chi Chi Cai, Pooni Group
- Chelsea Krahn, Pooni Group
- Lisa Evans, Collingwood School
- Catherine Ruby, Collingwood School
- Marc Young, Collingwood School
- Angela Nielsen, Collingwood School
- Kevin Zweep, Collingwood School
- Nancy Spooner, Collingwood School

District Staff Attendance

- Lisa Berg

PIM Information Boards

The following presentation board headings are representative of the content presented.

- Welcome
- About Brivia Group
- Project Team
- Site and Area Context
- Policy Context
- Our Proposal
- New Residences for Families- Proposal Details
- Design Inspirations
- Proposed New Road from Chairlift Road
- Sustainability
- Habitat and Marr Creek Ravine
- Site Plan
- Proposed Lot Configuration and Anticipated Traffic Flow
- Share Your Feedback!

A copy of the information boards are included in Appendix E.

3. FEEDBACK SUMMARY

The PIM provided an opportunity to inform the public about the proposal, address their questions, and collect feedback. The public was able to provide feedback in the following ways:

- Comment form;
- In person at the PIM;
- Through a QR code to an online (Survey Monkey) comment form on Survey Monkey - the QR code was printed on one of the boards and available at the sign in desk.
- Via email to a member of Pooni Group.

Overall, 11 individuals provided feedback: 10 individuals provided feedback through the comment form in person, and 1 individual submitted through the QR code. No responses were received via email.

Comment Form

The comment form asked three questions as well as several demographic questions. A total of 10 individuals provided their feedback via the comment form, however, not everyone responded to each question. A copy of the comment form is included in Appendix F. A transcription of the comment forms is included in Appendix G.

Demographics:

- Of the 11 individuals who responded, 8 people live in the area, with 4 people specifying they own in the area. No individuals responded to renting in the area. 1 individual works nearby and 1 individual has a child who attends Collingwood School.

Question #1: "Please provide your thoughts on the proposal for the 31-lot subdivision."

A total of 9 people responded to question 1. The main themes from the responses are as follows:

Support for more housing (4 responses)

Some respondents highlighted their excitement for the project and acknowledged the need for more housing in the District of West Vancouver. There was also support for single-family home development over multifamily on the site.

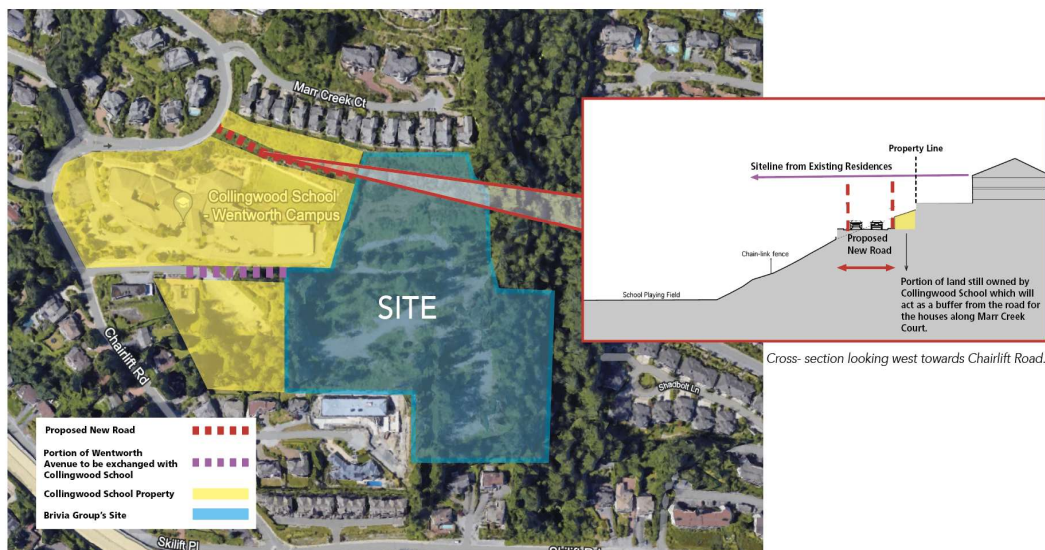
Traffic (2 responses)

People expressed concerns over current traffic congestion and how the proposed development may add to the congestion, especially during school pick-up and drop-off times.

Building design (2 responses)

Some participants shared their interest in ensuring Brivia's development complies with the Provincial FireSmart Program, expressing concern over water consumption and drought-resistant landscaping. Others were concerned about the altitude of the homes.

Question # 2: "We are proposing to create a new road from Chairlift Road that will serve as the primary access to the Brivia subdivision. The new road is proposed to be located along the northern portion of Collingwood School through a land swap between the School and the District of West Vancouver. Brivia will be responsible for the road construction. The proposed new road will allow the School to have a consolidated campus, and improves traffic flow for both the School and the subdivision. "



Do you have any comments or feedback about the proposed new road?

A total of 7 people responded to question 2. The main themes from the responses are as follows:

Support for the proposed road (4 responses)

Some respondents stated that they think the proposed new road will benefit the future and existing residents, as well as the school and that it is a logical placement. Respondents also felt that the proposed new road will help with traffic flow, especially around school drop off and pick up times.

Location of the proposed road (2 responses)

A couple of respondents indicated a different location for the proposed new road, including down 25th Avenue and directing traffic up to Chippendale rather than Skilift Road.

PIM Conversations

Members of the project team had conversations with members of the community during the PIM. The following summarizes the main themes of conversations that occurred during the PIM.

Traffic Increase:

- Questions on school pick up and drop off
- Concerns over increased traffic
- Safety of new intersection and concern of potentially creating a blind corner to the north for people driving southbound on Chairlift
- Concerns over speeding and requests for traffic calming measures to improve school safety

Road Access:

- Vast majority of people preferred the location of the proposed new road over extending Wentworth Avenue
- Questions regarding road connections from Chairlift Road through 25th Street to Brivia's site
- Questions on why there can't be a ring road

Connectivity:

- Importance of connecting the neighbourhood by maintaining and linking trails (i.e., the pedestrian bridge across Marr Creek)
- Expressed desire to stay connected to nature

Other questions:

- Length of construction
- Light pollution impact on neighbouring homes
- Slope stability and erosion concerns with proposed new road

4. CONCLUSION

A Public Information Meeting was held at Collingwood School- Wentworth campus on September 11, 2024 from 5-7PM. The purpose of the PIM was to share the proposal with the community, answer questions, and gather feedback. Approximately 30 people attended the in-person event and 11 people submitted a comment form either in-person at the PIM or online.

The main themes that arose from the comment forms and conversations with attendees were around traffic impacts, and support for the proposed new road location and more single-family housing. A number of attendees shared their interest in being kept up-to-date as the project progresses. Overall, there was a general positive tone regarding the project and while people asked questions, there appeared to be general support for the project.



5. APPENDICES

A. Notification Flyer

You're Invited

Public Information Meeting

Brivia Group (Brivia), the owner and developer of 2480, 2510, Lot B and Lot C Wentworth Avenue (site), is hosting a **Public Information Meeting (PIM)** on Wednesday, **September 11, 2024 from 5:00pm-7:00pm**. The purpose of this meeting is to provide information to the public on an active proposal prior to Council consideration.

Brivia Group has submitted a Development Permit (DP) and Subdivision application to the District of West Vancouver (District) to subdivide the site into 31 single-family lots. The DP is for Environmental Protection and Wildfire Hazard protections. A new road access is proposed to connect to the site from Chairlift Road along the northern portion of Collingwood School (through a land swap between the School and the District).

We welcome you to this PIM to introduce you to Brivia and the project team, share with you the vision for the site, answer any questions you may have, and gather your feedback on the proposal. The in-person meeting will be a drop-in format with display boards for review, as well as project team members available to answer your questions.

Event Information

DATE: Wednesday, September 11, 2024

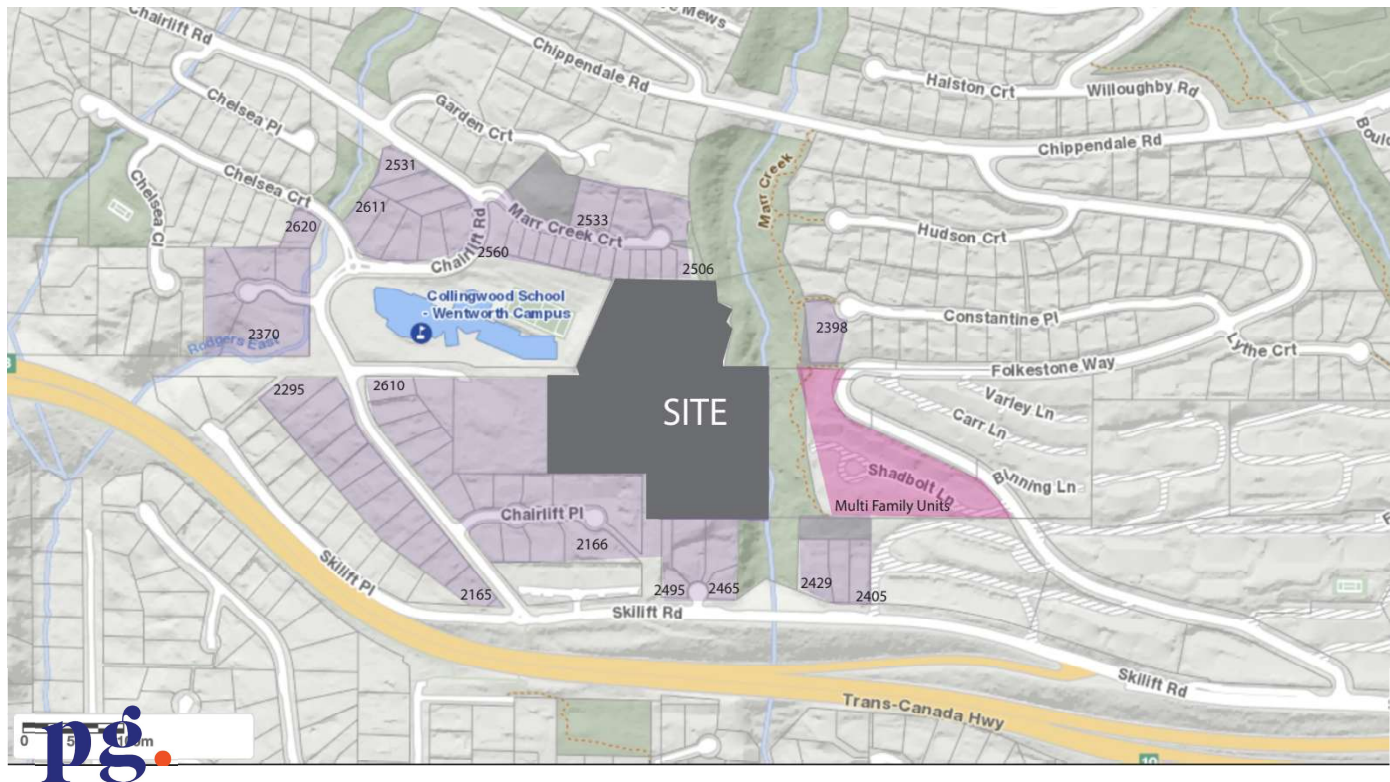
TIME: 5:00 pm -7:00 pm (drop-in)

PLACE: Collingwood School - Wentworth Campus FSC Student Center
2605 Wentworth Ave, West Vancouver (Indicated by a red star on the map)

FOR MORE INFORMATION: Please contact Chelsea by emailing chelsea@poonigroup.com or call at **604-731-9053 ext. 116**.



B. Unaddressed Notification Area



You're Invited

Public Information Meeting for 2480, 2510, Lot B and Lot C Wentworth Avenue

Event Information

DATE: Wednesday, September 11, 2024

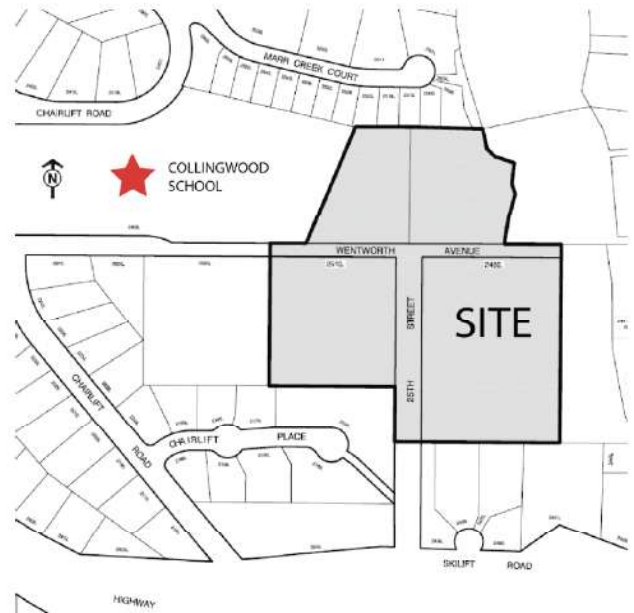
TIME: 5:00 pm -7:00 pm (drop-in)

PLACE:

Collingwood School - Wentworth Campus
FSC Student Center
2605 Wentworth Ave, West Vancouver
(Indicated by a star on the map)

FOR MORE INFORMATION:

Please contact Chelsea by emailing
chelsea@poonigroup.com
or call at **604-731-9053 ext. 116**.



Brivia Group (Brivia), the owner and developer of 2480, 2510, Lot B and Lot C Wentworth Avenue (site), is hosting a **Public Information Meeting (PIM)** on Wednesday, **September 11, 2024 from 5:00pm-7:00pm**. The purpose of this meeting is to provide information to the public on an active proposal prior to Council consideration.

Brivia Group has submitted a Development Permit (DP) and Subdivision application to the District of West Vancouver (District) to subdivide the site into 31 single-family lots. The DP is for wildfire hazards, environmental protections, and form and character. A new access road is proposed to connect to the site from Chairlift Road along the northern portion of Collingwood School (through a land swap between the School and the District). *Note: This is a meeting held by the developer, it is not a District function.*

D. Site Sign



E. PIM Boards

WELCOME

Brivia Group is excited to bring a new residential community to West Vancouver. Our proposal would provide families with new residences that respond to the context of the surrounding neighbourhood.

Thank you for attending this Public Information Meeting. The purpose of this Meeting is to:



Introduce you to the project team;



Provide you with the policy context that applies to the site;



Share our proposal for the site; and



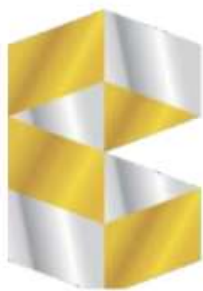
Listen to your input and answer any questions you may have.

Please take a moment to fill out a comment form before you leave. We look forward to your feedback.

2480, 2510, and Lots B and C Wentworth Avenue



Brivia Group, Mount Tremblant, QC



BRIVIA
GROUP

Founded in Montréal in 2000, Brivia Group is a fast-growing real estate investment and development company with a stunning portfolio of development projects including condominiums, rental apartments, commercials, and resort homes.

Totalling more than 7,000,000 sq. ft gross buildable area, Brivia Group has over 20 projects that are completed or under development, including residential projects that have received numerous awards and recognitions.

2480, 2510, and Lots B and C Wentworth Avenue

PROJECT TEAM

Brivia Group has assembled a highly qualified project team.



Merrick Architecture | Architect

Merrick Architecture has a philosophy of "Community, Humanity, Culture, History, Sustainable, Future: Together". These principles embody the collective spirit and values of Merrick Architecture. Their design process is grounded by their respect for people and the planet. They provoke design solutions of lasting substance inspired by the vision of their clients.



Zale Design | Landscape Architect

Zale Design landscapes are built to naturally buffer environmental stressors, while elevating inclusive and accessible design principles. The local Coastal Western Hemlock biogeoclimatic forest ecosystems are a constant source of the firm's inspiration.



Pottinger Gaherty Environmental | Environmental Consultant

Pottinger Gaherty Environmental focus on facilitating client's understanding of environmental issues that may affect their project. With over 25 years of experience in the environmental consulting world, PGL has worked with developers, builders, and homeowners on projects ranging from single-family homes to complex mixed-used, commercial, residential, and industrial projects.



Bunt & Associates Ltd. | Transportation Engineer

Bunt is a Canadian transportation planning and engineering consultant; they are able to provide enterprising solutions to transportation planning and traffic engineering problems, to contribute to building connected and sustainable communities, and to support their clients in reaching their project goals. Bunt was founded in 1993 in British Columbia, and expanded in 2002 to encompass Bunt (BC), Bunt (AB) and Bunt (Northern Alberta).

CREUS Engineering Ltd.

CREUS Engineering Ltd. | Civil Engineer

CREUS is a partnership of Engineers, Project Managers and Technologists who strive to use the best knowledge, experience, technology and creativity to provide solutions to real-world development issues. They have extensive background in working in the Greater Vancouver, Sea to Sky corridor and the Fraser Valley and consciously involve themselves in a diverse range of projects.



Forte Urban Forestry | Environmental Consulting

Forte Urban Forestry seamlessly integrates nature with urban development. They collaborate with project teams to create plans that efficiently incorporate natural elements, from preserving veteran trees to planting new green spaces. With a proven track record and strong client relationships, Forte brings nature into developments successfully.

2480, 2510, and Lots B and C Wentworth Avenue

SITE AND AREA CONTEXT

The site is located in an area designated as a Future Neighbourhood. Surrounding uses are primarily residential in nature and Collingwood School is directly west of the site. Marr Creek Ravine runs along the site's eastern edge.



2480, 2510, and Lots B and C Wentworth Avenue

POLICY CONTEXT

There are a number of regional and city policies that encourage the creation of new residences to address a growing population.



Metro 2050: Regional Growth Strategy (2023)

Metro Vancouver's Regional Growth Strategy (RGS), guides growth in the region over the next 30 years. Municipalities are encouraged to accommodate growth by providing new residential opportunities. The RGS designates the site as General Urban, which are areas intended for a variety of uses including residential neighborhoods. Brivia's proposal for single-family sized lots is consistent with the RGS.



District of West Vancouver Official Community Plan (2018)

The District of West Vancouver's Official Community Plan (OCP) is an overarching policy document that guides growth and development in the District. The OCP encourages the development of healthy and complete communities with a diverse range of housing types, while responding to the existing character of West Vancouver and respecting the area's natural environment. The OCP identifies the site as being in the Future Neighborhoods area.



Zoning Bylaw

The property is zoned RS7 – Single Family Dwelling Zone 7, which allows for single-family sized lots up to two storeys in height. Brivia's proposal includes 31 single-family sized lots, which are designed to respond to the natural conditions of the property. The site would be subdivided in accordance with the minimum lot size requirement of the RS7 zone.



Wildfire Hazard Development Permit Area Guidelines

The Wildfire Hazard Development Permit Area Guidelines provides guidance implementing FireSmart principles into new development in the area to reduce the risk of wildfire. Brivia's proposal responds to these guidelines.



Future Neighbourhood Development Permit Area Guidelines

The Future Neighbourhood Development Permit Guidelines provide guidance on the form and character of development in the area. There are additional guidelines related to environmental consideration. Brivia's proposal responds to these guidelines.

2480, 2510, and Lots B and C Wentworth Avenue

OUR PROPOSAL

We have applied to the District of West Vancouver for a Subdivision and Development Permit. Our proposal brings 31 new single-family sized lots, expanded road networks and pedestrian trails, new sidewalks, and environmental enhancements to the neighbourhood.



Creation of a Residential Community

The site is currently in a 4-lot configuration. The proposal seeks to reconfigure the site into 31-single-family sized lots, providing new residences and creating a new community within the District.



Enhanced Public Realm

Providing new sidewalks, contributing to a more walkable, vibrant, and safe neighbourhood.



Marr Creek Ravine Natural Reserve

Dedicating a portion of the Marr Creek Ravine lands to be retained in their natural state, allowing additional connections to be created within a network of trails located near Marr Creek Ravine.



New Road from Chairlift Road

Improving traffic congestion, particularly during school drop-off and pick-up hours, along Chairlift Road by providing a new road through a land swap between the District and Collingwood School.



Environmental Stewardship

Working collaboratively with environmental consultants to minimize and mitigate impacts to wildlife and habitat as well as to implement a tree retention and replacement plan prior to construction.



View Enhancement

Celebration, retention, and enhancement of the natural views from the property and surrounding area.

2480, 2510, and Lots B and C Wentworth Avenue

NEW RESIDENCES FOR FAMILIES



Design Inspirations - Not the Actual Architecture of the Project

The design of our residences is inspired by our surroundings - the natural characteristics, neighbourhood context, and landscape.

Proposal Details

Proposed Use: Residential
Number of Lots: 31
Parking: On Site in Garages



Design Inspirations - Not the Actual Architecture of the Project



Natural characteristics

Residences would respond to the natural characteristics of each individual site including the natural grading of the land.



Neighbourhood context

Residences would be designed to fit with the context of the neighbourhood, creating a cohesive feel throughout. Design features include high-quality glazing, low slope roofs, large overhangs and cantilevers.



Integrated into the landscape

The residences would be strategically located to integrate into the existing landscape taking into account views, topography, and privacy, contributing to a friendly streetscape for the neighbourhood.

2480, 2510, and Lots B and C Wentworth Avenue

DESIGN INSPIRATIONS

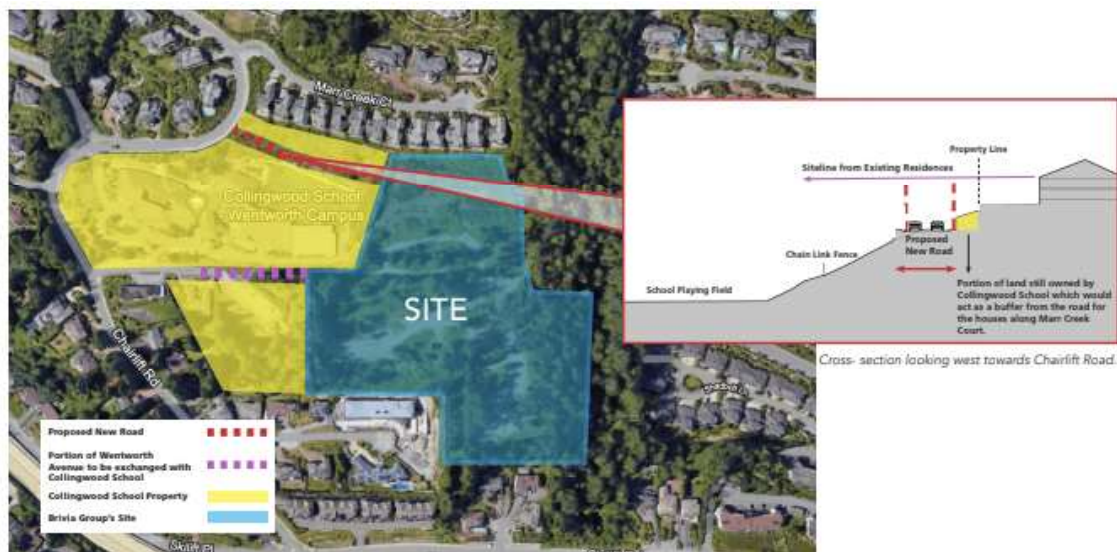


2480, 2510, and Lots B and C Wentworth Avenue

PROPOSED NEW ROAD FROM CHAIRLIFT ROAD

In collaboration with Collingwood School, our neighbours to the west, we are proposing a new road connecting our site to Chairlift through the northern portion of the School. The School is undertaking a land swap with the District of West Vancouver, which would make the new road possible.

Proposed New Road



Traffic Assessment

Bunt & Associates, transportation engineers, have assessed the proposal and note that a minimal amount of traffic is anticipated to be generated at peak hours- only one additional car every ten minutes.

Traffic Improvements

The proposed new road would help to assist with the traffic flow that occurs near Collingwood School during student drop-off and pick-up, and diverts traffic from Wentworth Avenue. The closing of Wentworth Avenue would also allow the School to unite its property.

2480, 2510, and Lots B and C Wentworth Avenue

SUSTAINABILITY

Throughout Brivia's proposal, multiple elements of sustainability are taken into consideration including tree retention and replacement, design considerations, and stormwater retention solutions.



Tree Retention and Replacement



- Tree preservation would be focused within the Marr Creek Ravine.
- Once detailed designs have been completed, a tree retention, removal, and replacement plan would be implemented in accordance with the Districts policy.
- The project team has created a tree management scheme that identifies the themes and extent of tree retention or replacement required to maintain a park-like character, ensure proper drainage, and minimize view impacts.

Design Considerations

Multiple design considerations have been taken into account for Brivia's proposal including:



- Orienting residences to be south-facing allowing windows to be ideally positioned for solar gains during winter months;
- Designing overhangs to allow for maximized sunlight to enter through the windows in the winter, while extending out far enough to keep windows shaded during summer months; and
- Strategically selecting trees to produce a net solar gain for windows facing east and west.

Stormwater Retention



- The project would connect to the municipal storm system and would have on-lot stormwater management systems in place in accordance with the District of West Vancouver's requirements.
- In conjunction with working with the District's requirements, the project team would also be following the Department of Fisheries and Oceans Canada Urban Stormwater Guidelines for the Protection of Fish and Fish habitat.

2480, 2510, and Lots B and C Wentworth Avenue

HABITAT AND MARR CREEK RAVINE

The proposal would enhance and protect the natural habitat surrounding the property.



Streamside Habitat Protection

As part of the proposal, Marr Creek Ravine would be retained and enhanced during the construction stages. There would be a ten metre setback from the top of bank to the proposed project, adhering to the Riparian Areas Regulations. Whenever possible, planting of additional native species would occur in the riparian areas.

Wildlife Habitat

Given the majority of the site has been cleared, the proposed development has minimal impact on wildlife habitat in the proposed construction area. The habitat quality in the proposed construction area is low/moderate. However, the project team is committed to restoring and improving available habitat wherever possible in the project area.

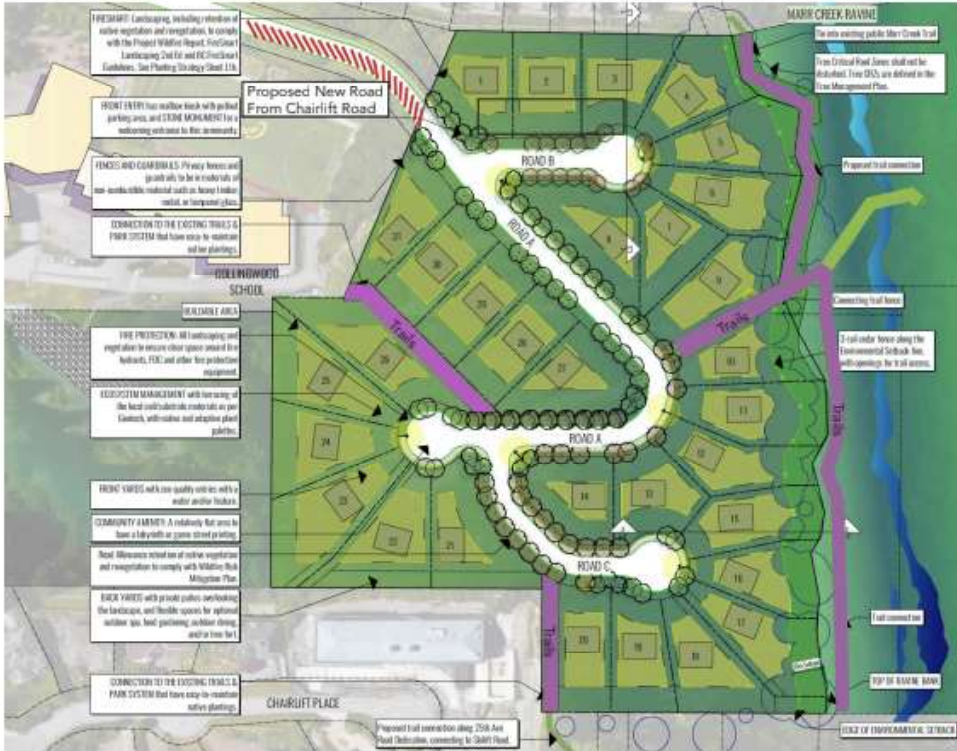


Environmental Management

Throughout the course of the development, the implementation of an Environmental Management Plan, Construction Environmental Management Plan, Erosion and Sediment Control Plan and Spill Containment Plan, in combination with environmental mitigation measures and best management practices would ensure that potential project impacts during and post-construction are minimized.

2480, 2510, and Lots B and C Wentworth Avenue

SITE PLAN



2480, 2510, and Lots B and C, Wentworth Avenue

PROPOSED LOT CONFIGURATION & ANTICIPATED TRAFFIC FLOW



Benefits of the Proposed Lot Configuration:

- Diverts residential traffic away from Wentworth Avenue, which improves safety for students, parents, and School staff
- Reconfiguration of school property would also provide better opportunities for potential school improvements in the years ahead
- Additional trails on Brivia's site to improve connectivity
- A traffic study commissioned by Collingwood School indicates that the proposed new road would assist with traffic flow around Collingwood School during drop-off and pick-up times

2480, 2510, and Lots B and C Wentworth Avenue

SHARE YOUR FEEDBACK

Please take a moment to provide us with your feedback.

Scan the QR code or use the printed copies to fill out the comment form.



Thank you for coming. We appreciate your attendance and your feedback.

2480, 2510, and Lots B and C Wentworth Avenue

F. Comment Form

PUBLIC INFORMATION MEETING FOR 2510, 2480 and Lots B & C Wentworth Avenue

September 11, 2024

Thank you for attending our developer-led Public Information Meeting (PIM).

The purpose of this PIM is to share our proposal for 2510, 2480 and Lots B & C Wentworth Avenue and gather your feedback.

Brivia is proposing to bring 31 new single-family sized lots, expanded road networks and pedestrian trails, new sidewalks, and environmental enhancements to the neighbourhood. Brivia has applied to the District of West Vancouver for a Subdivision and Development Permit.

Please leave your completed comment form in the box by the door before you leave.
If you would like to email it, please do so to chelsea@poonigroup.com by September 18, 2024.

Thank you.

Please select all options that apply to you:

- | | | |
|---|--|--|
| ☐ I live in the area | ☐ I work nearby | ☐ None of the above |
| ☐ I rent in the area | | |
| ☐ I own in the area | | |

Name: _____

Address: _____

Email: _____ Phone: _____

Would you like to be contacted for future updates? YES NO

1. Please provide your thoughts on the proposal for a 31-lot subdivision.

2. We are proposing to create a new road from Chairlift Road that will serve as the primary access to the Brivia subdivision. The new road is proposed to be located along the northern portion of Collingwood School through a land swap between the School and the District of West Vancouver. Brivia will be responsible for the road construction. The proposed new road will allow the School to have a consolidated campus, and improves traffic flow for both the School and the subdivision.



Do you have any comments or feedback about the proposed new road?

G. Comment Form Transcriptions

PIM for 2510, 2480 and Lots B&C Wentworth Av.

		1	2
Site Relation	Future Updates	Please provide your thought on the proposal for the 31-lot subdivision.	Do you have any comments or feedback about the proposed new road?
I live in the area	Yes	-	-
I live in the area	Yes	-	The proposed road should be down 25th to resolve the traffic problems
I own in the area	Yes	Looks good to me.	Makes sense.
I work nearby	Yes	Like the idea of single family homes only. Would oppose zoning change to multifamily homes. Need to improve current traffic congestion and back up between schools and residence. Don't want more traffic congestion with new residential developments.	One of the main problems is the dropping and picking up of students by the parents and the parents parking on the side of the road. Take ideas from other successful traffic planning!! In other cities or countries. Ex: Singapore Airport.
I live in the area	Yes	Existed	Smart
I own in the area	Yes	Would be interested to see how big each lot is and price for lot.	-
I live in the area	Yes	Please keep the trail from 25th to Marr Creek Ct. Raine at the southenday property.	-
No answer	Yes	New homes are needed in West Vancouver. the concept seems tastefully done. Hope you have success with the project.	I hope the studies were done to indicate the new road will help with safety and more expedient use of the roads that are now.
I live in the area	Yes	Concerns. Comply with Provincial FireSmart Program. Drought residents plans. Reduce water consumption. Rooftype. Non Combustible.	No. Other than directing more traffic up to Chippendale rather than on to Skilift. A traffic light may have to be installed at Folkstone Way and Skilift to help traffic flow.
I live in the area	No	I am concerned about the altitude of the new houses and would like to have an official altitude plan from you.	-
I live in the area	Yes	Seems like a reasonable development which will enhance the area.	It seems like an obvious win-win for the school, the existing neighbours and the development.
My child attends Collingwood Wentworth.	Yes		