

COUNCIL AGENDA
Date: March 29, 2021 Item: 8.



8.

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

COUNCIL REPORT

Date:	March 1, 2021
From:	Lisa Berg, Senior Community Planner
Subject:	Preliminary Development Proposal for 695 Burley Drive and 660, 640, 620, and 610 Inglewood Avenue (East of Taylor Way)
File:	1020-01-20

RECOMMENDATION

THAT the preliminary development proposal outlined within the report titled Preliminary Development Proposal for 695 Burley Drive and 660, 640, 620, and 610 Inglewood Avenue (East of Taylor Way) dated March 1, 2021 proceed for consideration prior to adoption of the Taylor Way Corridor Local Area Plan.

1.0 Purpose

The purpose of this report is to provide Council with information on a preliminary development proposal for 695 Burley Drive and 660, 640, 620, and 610 Inglewood Avenue (East of Taylor Way) (**Appendix A**). The report includes preliminary analysis of the proposal based on relevant applicable policy and provides a summary of the public consultation conducted by the proponent.

Official Community Plan (OCP) Policy 2.1.7 directs staff to report to Council on applicable development proposals after preliminary review to allow an early opportunity for public input. This report provides information as per OCP Policies 2.1.7 and 2.1.15 and summarizes the applicant's public consultation to date.

2.0 Legislation/Bylaw/Policy

Zoning Bylaw

The subject lots are zoned RS3 (Single Family Dwelling Zone 3). RS3 allows for single family dwellings up to two storeys plus basement with a maximum FAR of 0.35.

A rezoning is required to accommodate the proposal.

Preliminary Development Proposal and Public Consultation Policy

Council's Preliminary Development Proposal and Public Consultation Policy establishes procedures to expand opportunities for public input, information sharing, and to provide a forum to identify and discuss potential issues and concerns early in the development proposal process. Prior to submitting a formal rezoning application, the applicant has submitted a preliminary development proposal package and undertook public consultation to allow for initial staff review and public input (see section 6.3).

Interim COVID-19 Public Consultation Strategy for Development Projects

Council received information on the interim public consultation strategy for development applicants who are required to conduct public information meetings during the COVID-19 pandemic at its June 22, 2020 meeting. The strategy classifies the preliminary proposal as a "large project" and required that the applicant undertake both virtual and in-person public consultation engagement with public health protocols in place. As public health orders as of February 2021 prohibited all in-person public consultation events, the applicant organized a virtual meeting.

3.0 Council Strategic Objective(s)/Official Community Plan

2020 – 2021 Council Strategic Goals and Objectives

Applicable strategic goal and objectives:

- Goal 1.0: Significantly expand the diversity and supply of housing, including housing that is more affordable.
 - Objective 1.1: Ensure that 250¹ housing units are approved per year over the next 5 years, of which approximately 50, are rental units and include accessible housing units.
 - Objective 1.2: Specify targets and provide incentives for 'missing middle' housing types such as mixed-use housing, infill housing, duplexes, coach houses and townhouses.

¹ Targets to be updated upon completion of Housing Needs Assessment Q4 2020.

Official Community Plan (OCP)

The OCP provides direction to strengthen District centres and corridors through adoption of local area plans. The OCP aims to create capacity within those areas to provide for additional infill and multifamily housing units close to transit and amenities.

The subject site is located within the Taylor Way Corridor Local Area Plan Boundary (**Appendix B**). The OCP directs the creation of a local area plan for the Taylor Way Corridor to create additional housing capacity of approximately 500-600 new housing units. The public consultation and planning process for Taylor Way Corridor has not yet been initiated.

OCP Policy 2.1.15 directs consideration of development proposals within the local area plan boundary prior to the adoption of a local area plan by:

- a. Applying relevant District-wide policies contained in this plan and any existing area specific policies and guidelines; and
- b. Requiring the proposal's contribution to rental, non-market or supportive housing, or its advancement of low-carbon construction, or its ability to forward the public interest or provide other community benefits as determined by Council.

The OCP also provides direction to expand "missing middle" (e.g. triplex, townhouse, mixed-use) options across the District.

OCP Policy 2.1.7 enables the consideration of proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in the OCP only in limited circumstances by:

- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
- b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
- c. Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
- d. Restricting to one or more a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
- e. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
- f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

Although the preliminary development proposal complies with the directions of the OCP, an incidental OCP amendment would be required, if the proposal proceeds, to place the site within a Development Permit Area (DPA) to regulate the form and character of the proposal.

4.0 Financial Implications

Financial analysis, including consideration of Community Amenity Contributions (CACs), would accompany any subsequent review of a detailed application and associated report to Council.

5.0 Background

- 5.1 Previous Decisions – Not applicable.
- 5.2 History – Not applicable.
- 5.3 Site Context & Background

The site is comprised of five lots that total 5,689.06 m² (61,237 sq. ft.) in area and are currently each developed with a single family dwelling (Figure 1). 610, 620, 640 and 660 Inglewood Avenue are each accessed from Inglewood Avenue and 695 Burley Drive is accessed from Burley Drive.

The site is bounded by Inglewood Avenue to the north, single family dwellings to the south, the playing field for École Cederdale Elementary to the east and Burley Drive to the west where it intersects with Inglewood Avenue. An existing utility easement (sewer) is located on southern portions of 610 and 620 Inglewood Avenue.

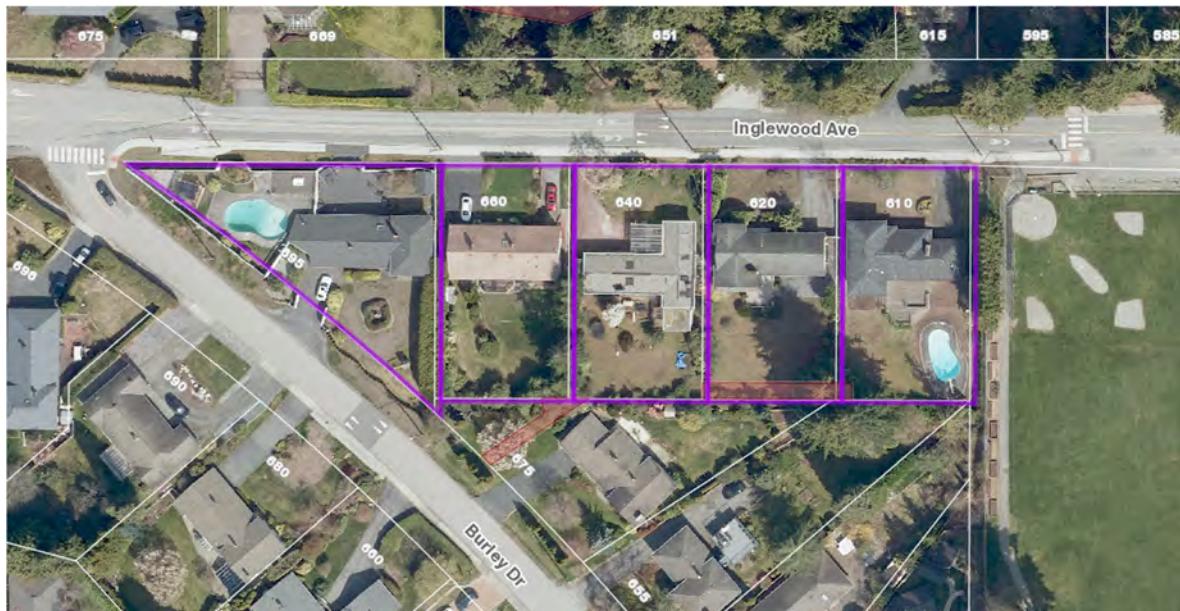


Figure 1: Subject Site (shown outlined)

6.0 Analysis

6.1 Discussion

The developer, Canderel, has submitted a preliminary development proposal ([Appendix E](#)) to develop the subject site with 52 townhouse units and a total Floor Area Ratio (FAR) of 1.04².

A preliminary site plan is shown in Figure 2. The objective is to create a development that responds to the surrounding neighbourhood context and character while providing “missing middle” housing as identified in the Official Community Plan (OCP).



Figure 2: Preliminary Site Plan

Detailed design review of the proposed built form, character, and siting has not yet been completed by staff. However, initial review of the preliminary proposal concludes that it is generally consistent with the relevant directions of the OCP. The proposal aligns with OCP Policy 2.1.7 as it would provide a low-rise missing middle housing development that offers the opportunity to provide a physical degree of separation to the surrounding properties (e.g. adjacent to a school) and can respond and contribute to neighbourhood context and character. Further, the proposal aligns with OCP Policy 2.1.15 to forward the public interest of providing missing middle housing as enabled by Policy 2.1.7. Expansion of “missing middle” housing options, such as townhouses, in locations close to transit, shops, and amenities is a key OCP action.

² Adjusted from 1.08 FAR to 1.04 FAR for Step Code exclusions.

As the proposal is within the preliminary stages, comprehensive analysis of building form, character, site planning, tree retention, environmental impact, and traffic analysis would be conducted if the application proceeds to a full submission.

Housing Mix & Size

52 townhouse units are proposed with floor plans that range from 43.2 m² (464.67 sq. ft.) to 169.2 m² (1,821.37 sq. ft.). There are a total of 13 one-bedroom units, 23 two-bedroom units, and 16 three-bedroom units that respond to a variety of housing needs such as downsizers, individuals, and families. To promote relative affordability, a number of garden-oriented units are proposed at the parkade level (Figure 3). As the garden units are sunk into the ground they do not impact the three-storey form and character of the development. To reinforce this, the top floors of the buildings are recessed to respond to neighbourhood character, provide architectural interest, and an appropriate scale to the street. A summary of the proposed unit sizes and mix is provided in **Appendix C**.



Figure 3: Garden-oriented units with 3-storey townhouse above

Traffic & Parking

Should the proposal advance to a formal rezoning application, a traffic study will be required to assess the transportation impacts of the development, including the broader area context. As the site is located within close proximity to Taylor Way, a rezoning application would require approval by the Ministry of Transportation and Infrastructure (MoTI). Consequently, MoTI will also need to review and accept the traffic study. If the proposal proceeds District staff would work with Ministry staff on review of the traffic study.

The applicant has provided preliminary traffic information, including a high-level overview of existing traffic volumes, estimated new vehicle trips resulting from the development, and the projected impact of those trips. Based on this preliminary information, traffic associated with the project is anticipated to have minimal impact on the transportation network as it would represent approximately 1% of the existing traffic volumes at the Taylor Way and Inglewood Avenue intersection. This information will be reviewed as part of a formal transportation study should the proposal advance.

The applicant proposes a total of 110 parking spaces within 1 ½ levels of underground parkade accessed from Inglewood Avenue. 94 spaces for residents are distributed within private garages and open parking areas and 16 visitor spaces are grouped at the foot of the main vehicle ramp, and around the interior ramp leading to the second parkade level. No surface parking is proposed.

An average of 2.1 parking spaces per unit is proposed (inclusive of visitor parking). For comparison, the RM2 (Multiple Dwelling Zone 2) requires 1.5 parking spaces per townhouse unit and the lesser of 1 parking space per unit or 84 m² (904 sq. ft.) of GFA for apartments (inclusive of visitor parking). Parking, access, and loading will be fully evaluated as part of a formal application. As with all developments, a Traffic Management Plan (to address trades and contractor parking during construction) would be required at the building permit phase, if the proposal is ultimately approved.

To promote alternative modes of transportation a secured bicycle room is provided in the parkade, with parking for 71 bicycles. Separate storage room areas for residents are provided throughout the parkade. A common garbage and recycling room is provided near the parkade entrance.

In summary, the proposed development would offer smaller ground-oriented units in response to the directions of the OCP to promote diversified housing in the community on a site that offers the opportunity to provide physical separation from surrounding housing. If the proposal were to proceed additional technical information would be submitted including a detailed traffic study with recommendations to mitigate any potential impacts of the development and to improve existing neighbourhood parking and traffic issues.

6.2 Sustainability

Rezoning proposals are expected to deliver high-performance buildings, including exceeding the minimum step of the BC Energy Code required by the Building Bylaw in accordance with Council's Sustainable Building Policy.

Good land use planning principles include providing a variety of housing choices within the community in locations that are nearby public transit, amenities, services and recreational opportunities. The location of the site and the delivery of a smaller, compact housing form would promote more sustainable development in the community than single family homes.

6.3 Public Engagement and Outreach

Early opportunity for public input has already occurred with applicant-hosted public information meetings as described below. As well, the public may speak to Council directly as part of the receipt of this report. Further, staff are recommending that the applicant host a subsequent public information meeting after a formal development application has been submitted.

Public Information Meeting

The applicant held a virtual public information meeting on February 17, 2021 via the web-based conferencing platform *Zoom*. Due to the current public health orders, an in-person public information meeting was not possible. The applicant also indicated that 13 one-on-one or small group meetings were held with neighbours and stakeholders.

The applicant advertised the meeting through hand-delivered notices to all residents within 100 metres of the site and placed two consecutive notices in the North Shore News. Immediate neighbours on Inglewood Avenue and Burley Drive received an additional notice and an offer to engage in small group or one-on-one meetings with the applicant. The applicant also reached out to various community groups including Har El Synagogue, Saint Anthony's School, Ecole Cedardale administration and Parent Advisory Council, School District 45 Trustees, West Vancouver Foundation, Baptist Housing Society, Ambleside Dundarave Ratepayers Association, and the Mayor and Councillors.

Anyone interested in attending the February 17, 2021 meeting was asked to preregister with the applicant. The applicant reports that 75 people attended some or all of the meeting. Following introductions, the applicant provided an overview of the preliminary proposal. The applicant's traffic engineer provided an overview of the preliminary traffic information that was prepared. Following the presentations, the applicant responded to questions. District staff attended the meeting to observe the proceedings.

The applicant identified various discussion themes that emerged from the meeting and feedback received.

Comments received in Support

The applicant summarized supportive comments for the proposal including: how the project will add to housing diversity, that it has an attractive design and is ground-oriented, provides landscaping and tree-lined separated sidewalks along the frontage of the site, and support for the underground parking and heat-pump technology. The applicant noted that some comments were received that supported the proposed density and range of housing types in context of relative affordability.

Comments received with Concerns

The applicant reports that a large focus of concern with the proposal relates to traffic. Neighbours expressed concern with existing traffic conditions and its impact on the Cedardale neighbourhood and how the proposal could exacerbate those conditions. It was cited that traffic related to the local schools (e.g. drop-off and pick-up times and other events) is problematic. Other concerns related to the perceived inaccuracy of the traffic information presented by the applicant, general traffic volumes, and existing traffic infrastructure.

Other concerns that attendees cited included pedestrian safety, the proposed amount of parking, lack of a delivery area (e.g. loading), relative lack of affordability, that the number of units proposed is too high, the building form does not fit with the surrounding residential character, construction timeline and impacts, and geotechnical concerns related to excavation. Lastly, the applicant reports that concerns were raised with the timing of the proposal in context of the future Taylor Way Corridor Local Area Plan (LAP), the number of units planned for the community by the OCP, and overall pressure to redevelop in the area.

The applicant prepared a subsequent public consultation report in accordance with the Preliminary Proposal and Public Consultation Policy (**Appendix D**). Included in the report are details of the feedback received.

Website

In alignment with current practise, information about the preliminary proposal is placed on the District's website.

6.4 Other Communication, Consultation, and Research

Should the proposal proceed, planning staff will consult with staff from various departments in order to identify issues and concerns for the developer to respond to.

7.0 Options

7.1 Recommended Option

It is recommended that the preliminary development proposal for 695 Burley Drive and 660, 640, 620, and 610 Inglewood Avenue proceed for consideration prior to adoption of the Taylor Way Corridor Local Area Plan based on Official Community Plan policies 2.1.7 and 2.1.15.

7.2 Considered Options

- a) Request additional information; or
- b) Advise that a development application will not be considered at this time.

8.0 Conclusion

This report provides information to Council on a preliminary development proposal for 695 Burley Drive and 660, 640, 620, and 610 Inglewood Avenue and recommends that the proposal proceed in prior to consideration of the Taylor Way Corridor Local Area Plan consistent with OCP policies 2.1.7 and 2.1.15. It is expected that the applicant will prepare a full application submission for consideration. Submission of a development application would allow for further public consultation and detailed design development and review.

Approval of the recommendations in this report would not create any legal rights for the applicant or any other person, or obligation on the part of the District. Expenditure of funds or costs incurred are at the risk of the person making the expenditure or incurring the costs.

Author:



Lisa Berg, Senior Community Planner

Concurrence

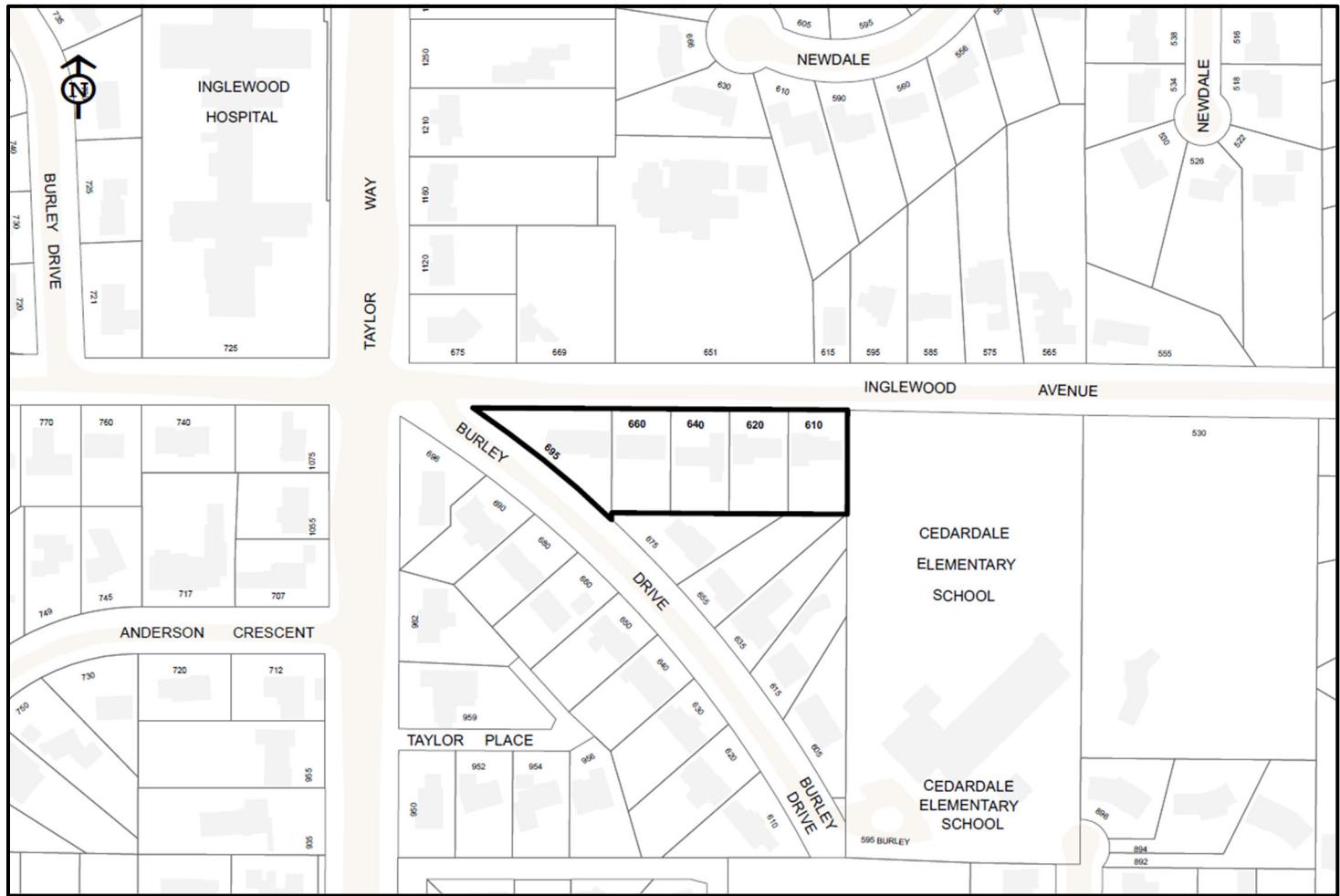


Michelle McGuire, Senior Manager of Current Planning and Urban Design

Appendices:

- A- Context Map
- B- Taylor Way Corridor Local Area Plan Context Map
- C- Unit Summary Table
- D- Applicant's Public Consultation Summary Report
- E- Preliminary Development Proposal

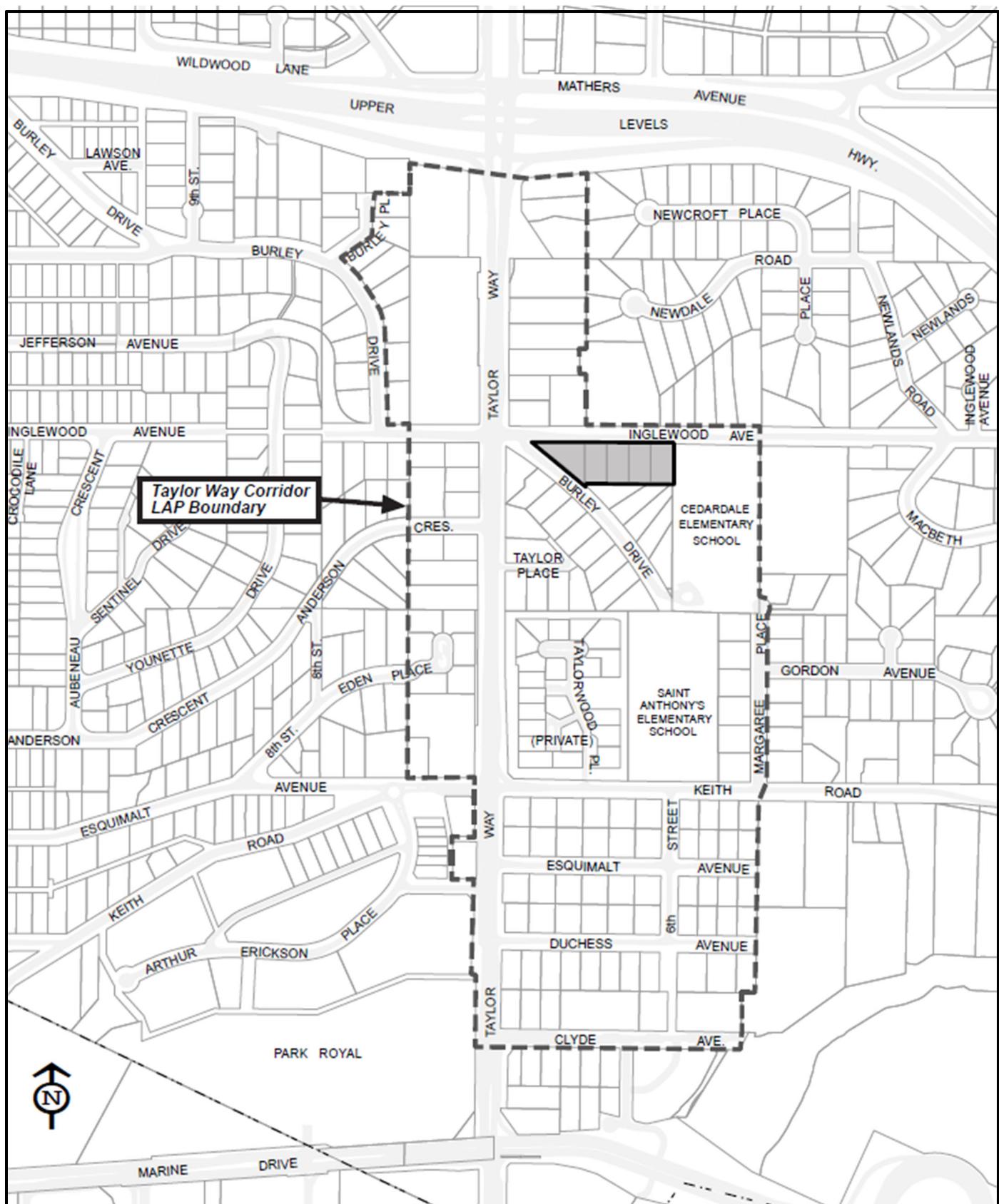
APPENDIX A – CONTEXT MAP



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APPENDIX B – TAYLOR WAY CORRIDOR LOCAL AREA PLAN CONTEXT MAP



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APPENDIX C – UNIT SUMMARY TABLE

Unit Type	Floor Area per unit	# of units	% of units
A1 <i>1 Bed + 1 Bath</i>	557.39 sq. ft.	2	3.8%
A2 <i>1 Bed + 1 Bath</i>	618.67 sq. ft.	2	3.8%
A4 <i>1 Bed + 1 Bath</i>	644.44 sq. ft.	4	7.7%
A5 <i>1 Bed + 1 Bath</i>	598.37 sq. ft.	2	3.8%
A6 <i>1 Bed + 1 Bath</i>	500.77 sq. ft.	1	1.9%
A7 <i>1 Bed + 1 Bath</i>	464.67 sq. ft.	1	1.9%
A8 <i>1 Bed + 1 Bath</i>	578.22 sq. ft.	1	1.9%
TH B1a <i>2 Bed + 2 Bath</i>	1,168.66 sq. ft.	5	9.6%
TH B1b <i>2 Bed + 2 Bath</i>	1,216.26 sq. ft.	6	11.5%
TH B2a <i>2 Bed + 2 Bath</i>	1,143.79 sq. ft.	8	15.4%
TH B2b <i>2 Bed + 2 Bath</i>	1,222.76 sq. ft.	4	7.7%
TH C1a <i>3 Bed + 2 Bath</i>	1,406.89 sq. ft.	1	1.9%
TH C1b <i>3 Bed + 2 Bath</i>	1,584.64 sq. ft.	3	5.8%
TH C2a <i>3 Bed + 2 Bath</i>	1,417.47 sq. ft.	5	9.6%
TH C3a <i>3 Bed + 2 Bath</i>	1,419.24 sq. ft.	2	3.8%
TH C3b <i>3 Bed + 2 Bath</i>	1,719.98 sq. ft.	3	5.8%
TH C4 <i>3 Bed + 2 Bath</i>	1,821.37 sq. ft.	2	3.8%
Total:		52	100%

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Developer's Pre-Application Meeting

February 22, 2021

RE: 695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue

Summary of Community Feedback



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Introduction

In January 2021, Canderel, an established Canadian real estate development company with offices in Vancouver, submitted a Preliminary Development Rezoning Proposal to replace five single family homes at 695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue with a collection of townhomes. The concept includes 39 two- and three- bedroom homes over three-storeys and 13 single-bedroom garden units. All would have underground parking. The townhomes would be designed with families and down-sizers in mind, aligning with the District's Official Community Plan.

In accordance with the District's Public Consultation Policy and with advice and direction provided by staff, Canderel hosted a pre-application Public Information Meeting (PIM) on-line via ZOOM on February 17 from 6 p.m. to 8 p.m. to gauge public feedback. Due to the Covid-19 pandemic and related public health restrictions, an in-person meeting was not possible.

In addition to the PIM, thirteen one-on-one or small group meetings were held with neighbours and stakeholders, including Mayor and Council, a faith-based leader and other community members.

Meeting Notification

Hand delivered notice

Two weeks prior to the public information meeting, neighbours within a 100-metre radius of the site received a hand-delivered invitation and an information package. In all, 55 packages were delivered.

Immediate neighbours on Inglewood Avenue and Burley Drive received an additional notice and an offer to engage in small group or one-on-one meetings with Canderel staff.

North Shore News Ad

The public information meeting was advertised in the North Shore News on Feb 3 and 10.

Emails to stakeholders and neighbours

Emails were sent directly to known community leaders to encourage attendance. Among those contacted were: Har El Synagogue; Saint Anthony's School; Ecole Cedardale administration and Parent Advisory Council; School District 45 Trustees; the West Vancouver Foundation; Baptist Housing Society; Ambleside Dundarave Ratepayers Association; Mayor and councillors.

Meeting registration and attendance

Anyone interested in attending the Public Information Meeting was asked to register via email at info@inglewoodburley.ca. Participants received an email confirming their RSVP. A Zoom link was sent the day of the meeting. The link was also posted on the website.

75 people attended some or all of the Zoom meeting on February 17.

Website

An information website www.inglewoodburley.ca was created in January 2021, providing information about the proposal. Site visitors are able to provide feedback through an online form, sign up for updates and submit comments.

Between January 21 and February 19, the site received 400 unique visitors and 586 total site sessions.

Meeting Format

The public information meeting lasted two hours, from 6 p.m. to 8 p.m. Attending from the Canderel project team were:

- Bryce Margetts, Vice President, Western Canada
- Nick Kasidoulis, Senior Director, Project and Development Services
- Shamus Sachs, Integra Architecture
- Daniel Fung, Bunt Engineering
- Nancy McHarg, Community Liaison, McHarg Communications
- Jonathan Wener, Canderel, Chairman of the Board

Bryce Margetts provided a brief introduction to the company and an overview of the project. Daniel Fung then provided an overview of the preliminary traffic-analysis prepared for the pre-application stage of the project. Following the 20-minute presentation, questions and answers ensued for 1 hour and 40 minutes.

Number of attendees: 75 (for some or all of the meeting)

Number of speakers: 14; 3 positive/supportive; 11 expressed concerns/opposition (the majority of the meeting time was focused on discussion of concerns)

Feedback

Canderel has received feedback through written letters via email, comment forms on the website and verbally at the public information meeting and in smaller meetings with neighbours and other community members. Copies of all correspondence received is included in appendix D and E of this report.

Emails and Forms submitted to the website:

- 49 written letters via email or forms were received
 - 43 positive/support
 - 6 negative/express concerns

Summary – Support

Positive comments made in writing and verbally in meetings by neighbours and other community members focused on the following actual and perceived characteristics of the project:

- Adds to housing diversity
 - The project adds to housing options, which are lacking in the neighbourhood and in West Vancouver as a whole;
 - Creates affordable options with units ranging from garden suites to townhomes;
 - Supports West Vancouver's need to support more diversity in housing choices for families, workers, empty-nesters, retirees and those down-sizing;
 - The project will be attractive to a range of owners, from young families to retirees.
- Attractive design and ground oriented
 - West Coast design and perceived high-quality aesthetic;
 - Ground level orientation with individual entrances;
 - The slope of the land allows for the stature of the buildings, when viewed from Inglewood Avenue, to be in keeping with the stature of the current buildings;
 - The third floor of the townhomes will be set-back, allowing for privacy for the home-owners while minimizing scale from the street view;
 - The three-storey height strikes a good balance between the need for higher density with a residential look;
 - The height is limited to 3-storeys.
- Landscaping and streetscape
 - Landscaping -- gardens, greenspace and walkways are conducive to a community feel;
 - The landscaping design, including the tree-lined sidewalk along Inglewood, would add to the beauty of the neighbourhood;
 - Offsite work will include upgrading the sidewalk along Inglewood Avenue including building a landscaped buffer between the sidewalk and the street, creating a safety buffer between pedestrians and vehicle traffic;

- Offsite work will include creating a new sidewalk on the east side of Burley Drive including building a landscaped buffer between the sidewalk and the street creating a safety buffer between pedestrians and vehicle traffic.
- Parking
 - The project allows for 110 parking stalls -- two stalls per unit -- plus 16 visitor stalls.
 - All parking is underground.
- Energy efficient
 - Energy efficient building and the use of heat pumps and no natural gas;
 - The energy for heating will be very low, zero emissions;
 - Strong support for passive design and heat pumps as the heating source.
- Higher density and a range of housing types
 - Several neighbours like that the project creates relatively affordable housing options that could allow their children to purchase starter homes or raise families in West Vancouver;
 - Neighbors liked that the project could create more affordable housing options that would allow them to downsize and stay in West Vancouver during retirement.

Summary – Concerns

Concerns related to actual and perceived elements and/or impacts of the project, made verbally at the Public Information Meeting, in small group meetings and in writing, include:

- Traffic
 - In small group meetings and at the PIM, a large focus of concern related to traffic.
 - Several neighbours expressed concerns about the amount of traffic that already exists on Taylor Way and in the community, pointing to congestion that prevents residents from entering or exiting the Cedardale neighbourhood;
 - Traffic related to the student drop-off and pick-up for Ecole Cedardale and Saint Anthony's School is seen as problematic already and would be negatively impacted by the addition of new families who would add to traffic at school times;
 - Cedardale School does not provide priority catchment access to students in the neighbourhood, which would mean new children to the neighbourhood may need be driven to other schools, contributing to increased vehicle traffic in the area;
 - Some residents believe the traffic study presented by Canderel underestimates the number of vehicles that would be generated by a 52-unit development. They do not accept that the standard estimates are applicable to what they believe is a unique area;
 - Residents don't accept the preliminary traffic study's assessment that the approximate 52 units would add less than 1% to the traffic at Taylor Way and Inglewood. They say congestion on Taylor Way spills into the Cedardale neighbourhood already and adding more homes and cars would only add to the traffic;
 - Neighbours say the study contradicts traffic counts that were done by the Engineering department at the District. (Canderel has tried unsuccessfully to obtain a copy of the report.)
 - Residents want the District to address Taylor Way and Marine Drive traffic, which creates obstacles for residents trying to get into and out of the Cedardale neighbourhood.
 - The South egress point for the school along Margaree Place will experience increased pressure.

- There is a lack of driving infrastructure in the area, including along Inglewood, which one resident suggests should be four-lanes and have safety improvements.
- Safety
 - Residents, especially parents of young children, expressed concerns about adding more traffic to the neighbourhood, especially during school drop-offs and pick-ups; they see undue risk to the children who are walking on the streets and sidewalks;
 - Access and egress for the neighborhood during an emergency;
 - The intersection of Burley and Inglewood, at a 45-degree angle, is a hazard already;
 - Blue bus pick-up and bus stop would be affected. Buses currently stop by flag down in the Cedardale neighbourhood. Concern about how this would be managed or affected.
 - Inglewood is a cycling path and is not wide enough to accommodate the increased traffic that would result from the addition of townhomes.
- Parking
 - Some residents feel the number of visitor parking stalls is not adequate.
 - There is no street parking in the neighbourhood. Residents do not want parking to spill over to Burley or Inglewood, which they say already faces pressure from illegal parking and vehicles stopping.
 - Questions were asked if there would be room for street parking for delivery trucks at the new development.
- Lack of affordability
 - Some residents do not accept the townhomes as “missing middle” because they feel they will be priced higher than most can afford. Target pricing for the units will range between \$1.349 – 1.99 M and \$599K - \$699K for the garden suites. Single family homes in the area generally sell for \$2M+.
- Number of units proposed
 - Some residents say 52 is too many units for the site and that number of units in the development does not fit the character of the single-family home neighbourhood.
- Construction timeline and impacts
 - Residents expressed concern about the timeline for excavation for underground parking and the site in general.
 - Neighbours are concerned about the amount of construction that may occur with development also being contemplated at the north west corner of the intersection of Taylor Way and Inglewood (Campus of Care).
 - Parking and traffic from workers would have a major impact during construction.
- Geotechnical concerns
 - Some residents raised concerns about excavation of the site. They are concerned about land formation and noted blue clay had been discovered during previous excavations in the area, which caused landslides.
- Local Area Plan
 - Residents say the Local Area Plan for Taylor Way should be completed before any new development is approved. They say a plan is needed to ensure the District allows for adequate

current and future facilities/amenities and services including roads, bridges and schools in the area.

- Official Community Plan
 - Some residents disagree with the OCP and feel that West Vancouver doesn't need more homes. The housing already planned, including the 3,500 units contemplated for the Upper Lands; the 470 units for the Inglewood Care Facility more than meets the community's needs.
 - The OCP calls for 500 – 600 units for Taylor Way. Already being contemplated are: 470 for the Campus of Care on Inglewood; 50 for La Maison; and 50 for this project -- suggests the quota would be met, which neighbours don't think is the intention.
- Thin edge of the wedge
 - Several residents expressed concern that development pressure on their community is high, that many other development concepts are being pursued in the Taylor Way corridor. One resident expressed concern that additional homes may be purchased on Burley Drive and expand more development in the future.

Developer's High-level Feedback

Traffic – Our Preliminary Transport Review, based on intersection and movement counts in the area and the ITE 10th Edition Trip Generation Manual, indicates that the number of trips generated by our site at the intersection of Inglewood and Taylor Way, will be less than 1% of the existing traffic volume. The developer will be completing a full Traffic Impact Study which will include a more detailed review of traffic conditions based on the attendee's concerns from our meeting.

Safety – Along Inglewood Ave, the development will be proposing a new boulevard with street trees and separated sidewalk, which will provide a safer condition between pedestrians and traffic. The existing sidewalk on Inglewood is directly next to the street with no separation. The development will also reduce the number of driveways that back onto Inglewood from six driveways to one.

Parking – The development has proposed 110 parking spaces, which include 16 visitor parking stalls. The developer will look into design and cost implications of providing additional parking stalls.

Lack of affordability – While the project has not finalized the pricing for the proposed homes at this time, the anticipated pricing will be relatively lower than current home pricing on the area.

Number of Units – The developer has tried to provide the lowest density and minimum number of units to keep this as a viable development project. The proposed density is relatively lower than similar townhome projects in other municipalities.

Construction Timeline and Impacts – The development timeline will be approximately 16-18 months. The developer will work to implement a construction process that will provide minimal impact on the surrounding neighborhood.

Geotechnical – We are currently working with our Geotechnical consultants to complete a detailed study of the site.

Local Area Plan – The developer is working within existing OCP policies in proposing this development along with Planning and Council's direction.

Official Community Plan – The proposed number of units within our development would be part of the 500-600 units identified in the OCP for the Taylor Way Local Area Plan.

Appendix A

Ad in North Shore News – Appeared Feb 3 and 10

<http://pdf.glaciermedia.ca/LMPNSN100/2021/20210210/LMPNSN100-ZZZZNE-20210210-A023.pdf>

A12 | NEWS WEDNESDAY, FEBRUARY 3, 2021

north shore news nsnews.com

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FATAL BITE**BRENT RICHTER**
brichter@nsnews.com

A Lynn Valley family is taking the District of North Vancouver to court, arguing their dog has been unfairly labelled as dangerous by the district after it killed a Yorkshire terrier on their townhouse property.

The incident happened on Sept. 3, 2020, according to court documents, when a tenant in the Frederick Road townhouse let Kacey, an eight-year-old Australian cattle dog, out to greet her owner Diane Sato and a friend as they got home from work.

While they were under the carport, two smaller off-leash dogs approached aggressively, the court documents state.

"While I was standing over Kacey with her between my legs, two unattended small dogs ran from behind the vehicle into the carport. I heard the other two dogs growling. It startled myself and Kacey. She suddenly bolted into the house. I looked down to find Jems, a small Yorkshire terrier laying on the ground at my feet, not moving. There were no owners

around," an affidavit from Sato's friend Meenpal Wilson states.

Sato found Jems' owner at home then drove them both to Mountainside Animal Hospital where a vet confirmed Jems had died. Although they did not do a detailed examination, the vet told district staff the Yorkie suffered severe throat damage and attributed the death to injury from a dog bite.

On Nov. 3, the family received a letter stating Kacey had been deemed an aggressive dog by animal control officers. Dogs labelled aggressive by the district must be muzzled and leashed any time they leave their owners' property, according to the letter. They must also be confined to their own property, either indoors or in an enclosed pen that prevents the dog from getting out or anyone else from getting in, and the pen must have a sign warning of an aggressive dog. The owners must also take out a \$1-million liability insurance policy and pay for a special "aggressive dog" licence.

In a petition filed in B.C. Supreme Court, Sato's son Tache is seeking a court order setting aside the district's

decision to label Kacey as dangerous as well as a refund for the cost of the aggressive dog licence.

The definition of "aggressive dog" under the district's bylaw, is "Any dog which has, without provocation, attacked, bitten, or harassed or pursued in a hostile fashion a person or domestic animal," he notes.

Because Kacey was provoked while on her own strata lot, Tache Sato argues she does not meet that definition.

"By doing so, the arbitrator made a substantive error and its decision is incorrect. Kacey does not meet the description of being aggressive as she was provoked. There is no evidence or testimony that supports Kacey being unprovoked," his petition states.

Additionally, Kacey has never shown any aggression to other people or pets, including their housecat, they argue in their affidavit.

The allegations have not been proven in court.

The District of North Vancouver declined to comment on the matter while it is still before the courts.

Local News, Local Mattersnorth shore
news
nsnews.com**NOTICE OF DEVELOPER'S PRE-APPLICATION MEETING***
695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue

Our company, Canderel, is exploring the possibility of building townhomes in West Vancouver's Cedardale neighbourhood at **695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue**. Our concept includes 39 two and three bedroom homes over two to three storeys and 13 single bedroom garden homes, all with underground parking. The townhomes would be designed with families and down-sizers in mind.

We are seeking community input and are hosting a meeting for neighbours and others to see and understand our proposal BEFORE we apply to the District.

We invite you to join us by Zoom on: February 17, 2021 @ 6 p.m.

Please RSVP at info@inglewoodburley.ca with your name and email.

Once you confirm your interest in attending, you will receive an email confirmation and a link to join the meeting.

Bryce R. Margetts
VP Western Canada
Canderel Management Inc.

For information about our proposed concept, visit: www.inglewoodburley.ca.

*This is not a West Vancouver District function, it is a pre-application meeting. West Vancouver District Council may receive a report from staff on the issues raised at this meeting and may formally consider the proposal at a later date.

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Canderel

LGBTQ INCLUSIVITY

SOGI education to get boost in North Van schools

JANE SEYD
seyd@nsnews.com

The North Vancouver School District is signalling a plan to up its game when it comes to creating an inclusive environment for the LGBTQ community.

For the past five years, the local school district has embraced a "SOGI" (sexual orientation and gender identity) policy aimed at fostering a welcoming environment for students and staff of all sexual orientations and gender identities.

But educators need to go beyond lip service, director of instruction Vince White recently told trustees.

That includes making textbooks and other resources available that show diversity in sexual orientation, said White, using gender-neutral language when addressing groups, and making sure gender-neutral washrooms and change rooms are available. It also includes making sure any accommodation arrangements for overnight trips take into account students' gender identity and expressions, he said.

Carolyn Pena, president of the North Vancouver Teachers Association, told the board that having access to appropriate resources is key for teachers. "What we really want is for all community members, and especially students, to see themselves reflected in the learning materials that are used in schools," she said. "So students are seeing those, it's not just something we talk about." Currently that is a challenge, she said. White told trustees when SOGI-inclusive policies were first introduced in schools, the emphasis was on "anti-homophobia and the

need to protect students who may be different." Since then, however, the emphasis has moved to supporting inclusion, said White, and "about creating the acknowledgment of these various aspects of diversity that exist within our school communities."

That means acknowledging "hetero-normative structures" within the school system and encouraging more gender-neutral language and options, he added, that go beyond a choice of washroom. Students and families should only have to identify gender on school forms if necessary, for instance, he said, and in those cases should also be provided a "non-binary option."

Classes and programs in schools should generally not be divided along gender lines, said White. In cases where that does happen — like some PE classes — students should be allowed to register in the class that matches their gender identity, he said. Athletic programs in the school district are already run in alignment with guidelines established by the B.C. School Sports association. Under those guidelines, students can join a team consistent with their gender identity but must apply first and have a letter from their parent vouching for their consistently identifying with that gender. Girls may also join boys' teams if a girls' team is not offered in a sport.

Trustee Kulvir Mann asked whether gender-neutral washrooms would be provided in elementary schools. White said in older schools, a gender-neutral option would be provided as needed. In the future, the plan is to build schools where those options are already in place, he said.

Ready to give something back? We're looking for volunteers to join our BOARD OF VARIANCE

The Board of Variance is a five member appeal board appointed by Council to consider granting minor variances to the Zoning Bylaw. It holds a monthly meeting to hear appeals from property owners and to make decisions.

Apply to join the Board of Variance or DNV.org/board-variance
Deadline March 30, 2021

Help us create a safe, liveable, and sustainable community for all.



Questions?
Genevieve Lanz, Deputy Municipal Clerk
lanzg@dnv.org

NOTICE OF DEVELOPER'S PRE-APPLICATION MEETING* 695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue

Our company, Canderel, is exploring the possibility of building townhomes in West Vancouver's Cedardale neighbourhood at 695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue. Our concept includes 39 two and three bedroom homes over two to three storeys and 13 single bedroom garden homes, all with underground parking. The townhomes would be designed with families and down-sizers in mind.

We are seeking community input and are hosting a meeting for neighbours and others to see and understand our proposal BEFORE we apply to the District.

We invite you to join us by Zoom on: February 17, 2021 @ 6 p.m.

Please RSVP at info@inglewoodburley.ca with your name and email.

Once you confirm your interest in attending, you will receive an email confirmation and a link to join the meeting.

Bryce R. Margetts
VP Western Canada
Canderel Management Inc.

For information about our proposed concept, visit: www.inglewoodburley.ca.

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Your Community, Your Budget Opportunity for Input

Our Draft 2021-2025 Financial Plan contains our proposed operating and capital budget highlights of our work program, and the proposed tax increase for 2021.

Core services, such as public safety, transportation, parks and recreation, and infrastructure investments are primarily funded by your tax dollars.

The draft budget reflects the District's continued response to the pandemic and ongoing Council priorities. We allocate funds to the highest service and infrastructure priorities, and your feedback plays a critical role. The draft financial plan is now available at DNV.org/budget.

Here's how you can provide your feedback

Email — budget@dnv.org
Phone — 604-990-2302
Write — Rick Danyluk, Manager - Business Planning and Decision Support
355 West Cypress Road, North Vancouver, BC V7N 4N5

We are accepting comments until February 22, 2021.

View our Draft
2021-2025 Financial Plan at
DNV.org/budget

Appendix B

Information package and invitation letter distributed to neighbours.

2 February 2021

RE: INVITATION TO DEVELOPER'S PRE-APPLICATION MEETING

Dear Neighbour,

Our company, Canderel, is exploring the possibility of building townhomes in West Vancouver's Cedardale neighbourhood at **695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue**. Our concept includes 39 two- and three- bedroom homes over two to three-storeys and 10 to 14 single-bedroom garden units, all with underground parking. The townhomes would be designed with families and down-sizers in mind.

We are seeking community input and are hosting a meeting for neighbours and others to see and understand our proposal BEFORE we apply to the District.

We invite you to join us by Zoom on: February 17, 2021 @ 6 p.m.

Please RSVP at info@inglewoodburley.ca with your name and email.

Once you confirm your interest in attending, you will receive an email confirmation and a link to join the meeting.

Thank you and I hope to meet you soon.

Bryce R. Margetts
VP Western Canada
Canderel Management Inc.
604.808.6506

***This is not a West Vancouver District function; it is a pre-application meeting.
West Vancouver District Council may receive a report from staff on the issues raised at this meeting and may formally consider the proposal at a later date.**

For information about the project, or to send us comments, visit: www.inglewoodburley.ca.

PROPOSED TOWNHOUSE DEVELOPMENT

695 Burley Drive and 660, 640, 620 and 610 Inglewood Avenue
West Vancouver

AERIAL SITE VIEW



Project Consists of:

52 Units in total

39 - 2 and 3 bedroom Townhouses

(Sized between 1254 sf -1850 sf)

13 - 1 bedroom Garden Units

(Sized between 500 sf – 650 sf)

Rooftop decks

Underground parking

SITE PLAN



View #1



View #2



CIVIC ADDRESS: 695 Burley Dr., 660-, 640-, 620-, 610- Inglewood Avenue
 ZONING: RS3
 PROPOSED ZONING: CD
 OCP DESIGNATION: Taylor Way Local Area Plan
 SITE AREA: 61,237
 PROPOSED FAR: 1.08

Type	Level	Fl. Area	Total	Homes	Total Unit Area
Unit A1 - 1 Bed+1 Bath	P1	557 sf	557 sf	2	1,114 sf
Unit A2 - 1 Bed+1 Bath	P1	618 sf	618 sf	2	1,237 sf
Unit A3 - 1 Bed+1 Bath	P1	601 sf	601 sf	1	601 sf
Unit A4 - 1 Bed+1 Bath	L1/L2	644 sf	644 sf	4	2,577 sf
Unit A5 - 1 Bed+1 Bath	P1	566 sf	566 sf	1	566 sf
Unit A6 - 1 Bed+1 Bath	P1	496 sf	496 sf	1	496 sf
Unit A7 - 1 Bed+1 Bath	P1	464 sf	464 sf	1	464 sf
Unit A1 - 1 Bed+1 Bath	P1	557 sf	557 sf	1	557 sf
Unit B1b 2 Bed + 2 Bath	L1 L2 L3	499 sf 530 sf 190 sf	1,220 sf	11	1,3420 sf
Unit B2b 2 Bed + 2 Bath	L1 L2 L3	499 sf 530 sf 193 sf	1,222 sf	12	7,862 sf
Unit C1b 3 Bed + 2 Bath	P1 L1 L2 L3	116 sf 599 sf 614 sf 241 sf	1,572 sf	5	7,862 sf
Unit C2b 3 Bed + 2 Bath	P1 L1 L2 L3	118 sf 611 sf 622 sf 243 sf	1,596 sf	4	6,384 sf
Unit C3b 3 Bed + 2 Bath	P1 L1 L2 L3	116 sf 626 sf 710 sf 244 sf	1,697 sf	5	8,485 sf
Unit C4 3 Bed + 2 Bath	P1 L1 L2 L3	118 sf 710 sf 710 sf 71 sf	1609 sf	2	3,219 sf
	TOTAL	13,425 sf	10,119 sf	52	61,663 sf

Townhouse Parking

Residential	1.0 Space per home	52 Required	110 Provided
Visitor Parking	30% (inclusive)	16 Required	16 Provided
Disabled Parking	1 per 100 spaces	1 Required	2 Provided
Max. Small Cars	0.3 of spaces	33 Required	30 Provided

Parking Space Dimensions

	Required (width x length x height)	Required (width x length x height)
Standard Space	2.7m (8.89 ft) x 5.8m (19.03 ft) x 2.1m (6.89 FT)	2.7m (8.89 ft) x 5.67m (18.42 ft) x varies
Small Cars	2.4m (7.87 ft) x 4.9m (16.08 ft) x 2.1 m (6.89 FT)	2.6m (8.25 ft) x 5.11m(16.75 ft) x varies
Min. distance to continuous wall	0.3m (0.98 ft) (1'0")	0.3m (0.98 ft) (1'0")
Min. drive aisle width	6.1m (20.0 ft) (20'-0")	6.1m (20.0 ft) (20'-0")
Min. Maneuvering Aisle width	6.7m (22.0 ft) (22'-0")	6.7m (22.0 ft) (22'-0")

Bicycle Stalls

Spaces Required	1.5 Stalls per home		78 stalls required
Spaces Provided	2.0 stalls per home	Vertical	10 stalls provided
		Horizontal	91 stalls provided
		Total	101 stalls provided

How this fits in West Vancouver's Official Community Plan (OCP)

The redevelopment of this site addresses key points from the West Vancouver's OCP including:

- "strengthen our centres and key corridors through local area plans, with separate, detailed and collaborative planning processes to determine area specific visions, objectives and suitable built-form, heights and densities; and"
- "advance housing affordability, accessibility and sustainability through available policy levers"

The policies that this redevelopment directly addresses from the West Vancouver OCP Housing

Guidelines are policies: 2.1.7, 2.1.13, and 2.1.15 as listed below:

Redevelopment of this site is guided by the West Vancouver OCP Policy 2.1.7, which provides direction on expanding the middle missing" (e.g. triplex, townhouse, mixed-use) options.

Policy 2.1.7: "Consider proposals within existing neighbourhoods for site specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by:

- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
- b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g. adjacent to a greenbelt, grade change, park, school, or existing multi-family site);
- c. Requiring demonstration of minimal impacts to access, traffic, parking and public views in the neighbourhood;
- d. Restricting one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
- e. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
- f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures."

Further, the site is located within the future Taylor Way Corridor Local Area Plan boundary.

Policy 2.1.13: "Create capacity for an estimated 1,700–2,100 net new housing units through local area plans (see Map 3) for the following areas, subject to provision 2114 of this plan:

- a. Ambleside Municipal Town Centre (1,000–1,200 estimated net new units);
- b. Taylor Way Corridor (500–600 estimated net new units); and
- c. Horseshoe Bay (200–300 estimated net new units)"

Policy 2.1.15: "Prior to the adoption of a local area plan, proposals may be considered within the local plan boundary by:

- a. Applying relevant District-wide policies contained in the OCP and any existing area-specific policies and guidelines; and
- b. Requiring the proposal's contribution to rental, non-market or supportive housing, or its ability to advance the public interest or provide other community benefits as determined by Council."



REZONING APPLICATION PROCESS

PROCESS STAGE	NOTES	IS THIS STAGE A PUBLIC INPUT OPPORTUNITY?
1 applicant submits initial proposal to staff; staff review, provide feedback & direction	this is just a proposal at this point, not a formal application	✗
2 applicant revises plans accordingly & resubmits as many times as staff require	CURRENT STAGE IN PROCESS	✗
3 applicant hosts preliminary public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
4 applicant revises proposal based on public input and submits a formal application to staff; staff then review revised application and consult appropriate advisory body for review (Design Review Committee, Advisory Committee on Disability Issues, etc.)		✗
5 applicant hosts a public meeting to receive further feedback on formal application	this is an optional step depending on scale of proposal, level of public interest, etc.	✓
6 staff prepare report for Council consideration and either: recommend application proceeds to public hearing OR be rejected	this recommendation is based on existing bylaws and policies; staff are obligated to prepare a package for Council to consider, regardless of the recommendation	✗
7 Council either sends to public hearing (first reading) OR Council sends back/defers	this is the first time Council considers the application	✗
8 applicant hosts public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
9 District issues public hearing notification	notification is via: letters delivered 100 metres from site, newspaper ads & web postings	✗
10 PUBLIC HEARING OCCURS	at this stage, all public input is presented to Council for their consideration	✓
11 Council considers application & requests changes if desired		✗
12 Council gives second & third readings OR Council refuses application		✗
13 applicant fulfills any conditions requested by Council		✗
14 adoption of application IF Council approves		

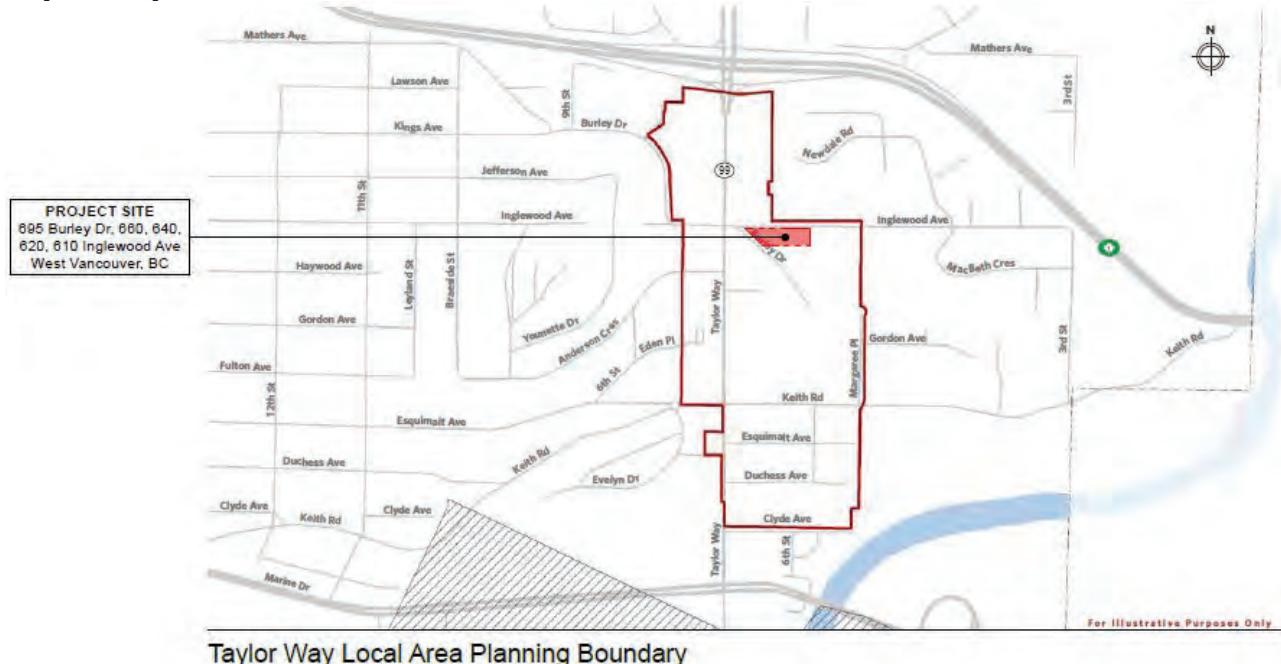
UPDATED: SEPTEMBER, 2019

For more information, visit westvancouver.ca/development-applications. westvancouver

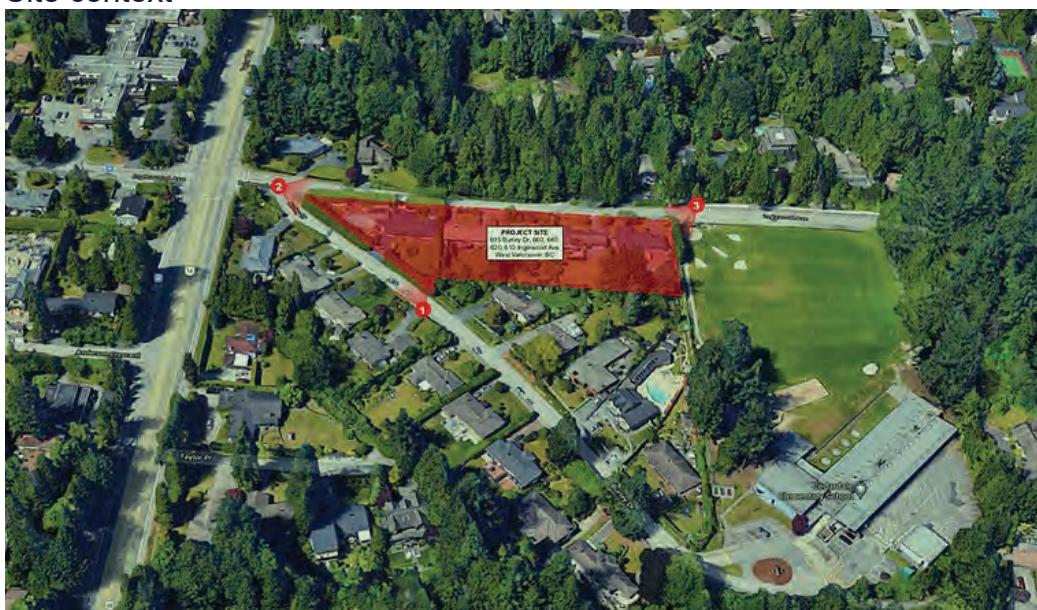
Appendix C

Visuals from meeting presentation:

i) Taylor Way Area



ii) Site context



iii) Project Visuals









Appendix D

Support – Copies of Letters and Comments Received

The following expressions of support (verbatim) were received through:

1. The www.inglewoodburley.ca portal;
2. by email.

The following submissions were received via a comment form at www.inglewoodburley.ca.

The portal asked participants three questions:

- What do you like about the proposed project?
- What concerns to you have?
- Would you like to be updated?

Comment #1

I'm excited to see a form of housing that more families and down-sizers are looking for I'm concerned that the silent majority will be drowned out by the loud minority.

Comment #2

What do you like about this proposed project: Provides smaller affordable units for young families. The townhomes step back at the third floor red (STET)

Comment #3

What do you like about this proposed project: I like the roof top decks and I like that some townhouses will come with a small rental suite.

What concerns do you have about this proposed project: Look forward to finding prices. Hopefully landscaping will be beautiful

Would you like to receive updates about this project: Yes

Comment #4 (this comment is also included in Appendix E on concerns)

What do you like about this proposed project: It's a nice looking concept.

What concerns do you have about this proposed project: Traffic, traffic,

Comment #5

Name: [REDACTED]

What do you like or what concerns do you have regarding this project: Great looking project. This type of product is desperately needed in West Vancouver

Would you like to receive updates about this project: Yes

Phone: [REDACTED]

Comment #6

Name: [REDACTED]

What do you like or what concerns do you have regarding this project: I think this is a great project and I believe there is a need for other housing options in West Van

Would you like to receive updates about this project: No

Phone: [REDACTED]

Comment #7

Name: [REDACTED]

What do you like or what concerns do you have regarding this project: I'm impressed with the overall site design and the infill for the "missing middle" housing options.

Would you like to receive updates about this project: Yes

Phone: [REDACTED]

Comment #8

Name: [REDACTED]

What do you like or what concerns do you have regarding this project: I like the design and style of the development. Great location and easy access to transit.

Phone: [REDACTED]

Comment #9

Name: [REDACTED]

What do you like or what concerns do you have regarding this project? I think the project looks fabulous and be an outstanding addition to West Van

Phone: [REDACTED]

The emails below were received following meetings with neighbours and other community members and the Public Information Meeting.

Comment #10

I will not be able to participate in today's zoom meeting. We live at [REDACTED] and support the project in principle with no major opposition. Please keep me in the loop and if possible a video or transcript of the meeting would be appreciated.

[REDACTED]

Comment #11

I am [REDACTED], one of the owners of [REDACTED]. This house has only ever been owned [REDACTED] and my family and myself have lived here and paid taxes [REDACTED]. As a child, I attended both [REDACTED] and my children now go to [REDACTED]. Our Children too wish to have affordable starter homes to live in West Van so they too can raise families here in the future.

I support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel, because:

- I like that the buildings are limited to three-storey townhomes that have nice street presence and individual front entrances and yards.
- I like that the townhomes step back at the third floor, reducing the scale of the buildings along the street to fit with the existing one- and two-storey single family homes.
- I like that all homes would have access to underground parking so they wouldn't add further parking to the street.
- I like that the homes would be designed to be highly energy efficient.
- I like that the site will be nicely landscaped, the sidewalks would be treelined, all of which would add to the beauty of the neighbourhood.
- I like the common outdoor green space/amenity area at the edge of the property would be accessible to all area residents
- West Vancouver needs more diverse housing options for families and down-sizers.

A few final short points:

1. Traffic- 99.9% of newly added cars will 98.5% of the time turn Taylor way to get in and out. Not east thru 3rd street or their neighbourhood.
2. If you do not approve this? I know 100% I will or someone else will just build another soon to be vacant 7500sqf monster house and so will the rest of the older properties. How does that help West Van or preserve the neighbourhood character?

3. After 34 years of the 500-600 block tolerating the wishes and traffic of the other side of Brothers creek a little return for this side Brothers creek that also benefits West Van is over long due.

Thank You



Comment #12

I am writing in support of these two developments. As a second-generation resident with children of my own, it is my on-going utmost concern that our “missing middle” is filled. Both of these developments are in their beginning proposal phases with room for negotiable adjustments. It is crucial that developments like these are moved from the idea phase to the consideration phase by our elected officials and staff. I urge you to envision them both as potential major wins for residents who have frighteningly few housing options.

Bluebell addresses the underserved community of Eagle Harbour and is an excellent proposal for smart land use. The addition of townhomes and other multi-family units will not only inject a vibrancy to our very small population, but it could also be used as leverage for supporting community amenities such as a local commissary or coffee shop- amenities that all families can walk or bike to. Having a community meeting place is integral to a healthy, connected community. With highway routes on either side (Eagle Harbour Rd and Westport) I do not believe that this development of this size will have a major impact on local traffic.

The Inglewood/Burley proposal location will add a missing middle housing option to the Taylor Way Corridor. The initial proposal of 49 units is well-designed for low-rise, high density in a hub area, close to schools, nature walks, shopping and directly on a bus route. While I am cautious about the projected costs for homeowners, this cost is reflected largely in the proposed high quality of building standards- costly environmental standards that are requested in the OCP. Traffic will and is already destined to increase on Taylor Way. I predict that the additional volume will in turn put enough pressure on this Federal route to plan and finance a workable solution.

These two caveats are major considerations that will need much consultation. Both the developer and local government must be willing to compromise in this early phase of proposals in order to achieve the OCP’s mandate to guide WV towards achieving sustainable, flexible housing options for all generations.

In order to make WV livable for our younger generations, our service providers and for our seniors to live in place, it is time for Mayor and Council to act on their established vision of a sustainable West Vancouver.

Sincerely,



Comment #13

As a North Shore resident and father to two young children I fully support the proposed Canderel development on Inglewood Avenue and Burley Drive. West Vancouver is in need of conveniently located diverse homes to

fit the growing number of residents (including young families and downsizers) who are wanting to make West Vancouver home.

I support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel because they are the perfect starter home for the young family and I like that the townhomes step back at the third floor so that they fit in with the scale of the two-storey single family homes in the immediate area.

Sincerely,

[REDACTED]

[REDACTED]

Comment #14

I have been seeing a lot of different views on the proposed townhomes at Inglewood Avenue and Burley Drive. As a new resident to Canada who commutes to West Vancouver daily I have been looking for a home in West Vancouver to call my own.

The Inglewood/burley townhomes would be the perfect place for me to put down roots in the community where I work. Not only is the proposed development beautiful and perfectly suited for the area, the homes would allow for the diversification of West Vancouver and for people like me to find a place where I belong.

Sincerely,

[REDACTED]

[REDACTED]

Comment #15

As a long term resident of WV, I support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel: our community needs more affordable housing like that being proposed; not to mention the site is well positioned from a transit perspective; appears to have good design and massing.

Sincerely,

[REDACTED]

[REDACTED]

Comment #16

I was born on the North Shore and recently moved to Dundarave with my wife and young son. It goes without saying that finding a suitable home and figuring out how to pay for it is an extraordinary challenge. We have been lucky, but many of the people I grew up with are not as fortunate.

If this project moves ahead, Council will have a choice to replace 5 single family homes with 5 mansions or 52 family-oriented townhouses. I don't believe any one project can solve the housing affordability issue, but this project seems to be a positive step forward with additional housing stock and diversity. For that reason, I support this project and hope it moves forward. I also think the architecture is attractive and the townhouse scale works well in a transitioning neighbourhood.

[REDACTED]

[REDACTED]

[REDACTED]

Comment #17

My wife and I are writing to you as residents of Cedardale (for 20 years), lifelong residents of West Vancouver and active supporters of our community.

We are strongly in favour of the Canderel proposal – as it captures so many important criteria currently missing in our neighbourhood. From my review of the proposal and having discussed this with some of the Canderel team, I believe this project offers strong alignment with the needs of West Vancouver: additional and functional density with a balance of affordability with units ranging from Garden Suites to Townhomes. Even beyond West Vancouver's need to support more diversity in housing choices for families, workers, empty-nesters, retirees and those downsizing – this project is also in tune with such important aspects as energy efficiency, accessibility and affordability.

The design is in keeping with a West Coast, high-quality aesthetic; with individual entrances, adding gardens, greenspace and meandering walkways conducive to a community feel. Further, the slope of the land allows for the stance, when viewed from Inglewood Avenue, to be in keeping with the stature of the current buildings.

Having the third floor of the townhomes set-back is a practical design attribute – allowing privacy for the homeowners while minimizing scale and impact on the surroundings. We are impressed by the landscaping design and imagine the attention to detail would be in line with Canderel's long list of quality projects this family-owned business has created over many years.

Shifting the parking underground reduces street parking (from residents and visiting guests). I've heard many discussions and complaints about increasing density and the impact on traffic – and I've been stuck on Taylor Way (or trying to get out of our area in Cedardale) countless times – but that has not grown as a result of increased density in our area (even following the build-out of Evelyn Drive and Amica). Our struggles with traffic are a result of the bottleneck of Taylor Way, Marine Drive and their role as the gateways to the Ferries, Whistler and downtown Vancouver. Even if each resident of this proposed development was to simultaneously

hop in a car and all head for the same destination, the congestion would be no worse than a typical rush hour or school drop-off/pick-up time. If anything, advanced turns and other traffic light management methods would go a long way towards mitigating what are already bad traffic patterns.

We believe the Canderel proposal sets a very high standard and will be an improvement to the Taylor Way corridor. We like the three-storey height limit – as a balance between our need for higher density with the wish to maintain a residential look. The project will be attractive to a range of owners, from young families to retirees – and will be a welcome addition to our neighbourhood.

Best regards,

[REDACTED]

[REDACTED]

Comment #18

I am [REDACTED], the owner of [REDACTED]. My children now go to [REDACTED]. Our Children too wish to have affordable starter homes to live in West Van so they too can raise families, and send their kids to school here in the future.

I support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel.

1. Traffic- 99.9% of newly added cars will 98.5% of the time turn Taylor way to get in and out. Not east thru 3rd street or their neighbourhood.
2. If you do not approve this? I know 100% we will or someone else will just build another soon to be vacant 7500sqf monster house and so will the rest of the older properties. How does that help West Van or preserve the neighbourhood character?
3. After 34years of the 500-600 block tolerating the wishes and traffic of the other side of Brothers creek a little return for this side Brothers creek that also benefits West Van is over long due.

Thank You

[REDACTED]

Comment #19

I am the home owner at [REDACTED] and have owned my home for the past fifteen years, [REDACTED] [REDACTED] years.

At the current time, I support the townhome project at Inglewood avenue and Burley drive as proposed by Canderel. I feel that the development would enhance diversity in the neighborhood, and help to achieve the longer-term strategic goal of increased densification in West Vancouver.

Regards,



Comment #20

I was born and raised in West Vancouver and currently call North Vancouver my home due to a lack of affordable housing options in West Vancouver. I support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel because West Vancouver needs more diverse housing options for families and down-sizers. We have enough single family homes and we need to START NOW building alternative forms of housing. I like that the site would be nicely landscaped and would improve the beauty of the neighbourhood.

Thanks,



Comment #21

I am a resident of the Pemberton Heights neighborhood in North Vancouver. Right across the Capilano River from West Van.

I'm writing about this new intended development I've heard of called <https://www.inglewoodburley.ca/>. I wanted to write and voice my support for this development. As a long term resident of the North Shore I have been watching the housing options decrease as the single family home prices have continued to make this once vibrant community less and less accessible for many people in the lower mainland. This type of development is exactly what the North Shore needs. It will provide options for not only our children's generation but for downsizers who wished to remain on the North Shore. It looks thoughtfully designed and fits in very well with the neighborhood in which it's being proposed.

The North Shore needs a menu of housing options to provide alternatives for people. Not just single family homes. Not just tall condominium towers.

I think this Proposed development provides a sorely needed additional option for home buyers and I hope council will support its approval.

Thank you



Comment #22

I would like to convey my support for Canderel's proposed Townhouse Project. West Vancouver has for years lacked in providing sufficient alternative housing solutions for our younger generation and or move down market with these groups having to look outside West Van to meet their needs. This should not happen, it is sad we loose long standing WV residents having to leave their communities and or loose new possible younger families having few housing solutions at pricing that makes sense. I believe this project meets these goals and hits DWV's mission to support alternative housing solutions.

If DWV chose to do a survey within the Metro Vancouver development community, I know from first hand experience they would likely find West Van at the bottom of the list for pursuing development projects in compared to other communities. The comments we continue to hear back is WV is not a welcoming place for development, there are municipalities throughout Metro Vancouver that are just easier to work with so the focus is on those Cities and communities that find ways to approve projects within a reasonable time and want to see new developments.

Accordingly and as a result, West Van over the years has not kept pace with other Metro Van communities including our neighbours CNV / DNV , both of which have over the past 5 -10 years approved multiple housing developments across a wide spectrum of rental apartments, townhouses, duplexes, multi-res 5-6 story frame developments, and concrete high rise developments. These new projects have revitalized / upgraded specific neighbourhoods bringing with them new retail / restaurants and other services to support the new residents.

I hope Planning and Council find a way change to change the above perception on well thought out multi-housing projects like this that meet the needs of it's residents. We need more of this in WV.

Best Regards



Comment #23

My family ([REDACTED]) moved from East Vancouver to West Vancouver in the summer of 2019. At first, we didn't know how we would manage the transition from living "in the city" to what felt like the suburbs. Within months, if not weeks, we were loving our new neighborhood in [REDACTED]. Our kids enrolled at [REDACTED] and adjusted well. For my wife and I, we made fast friends in the neighborhood and couldn't be happier with our move. It certainly feels like a neighborhood fast transitioning from folks my parents' age to families at our stage of life.

My first experience with the development of real estate in West Vancouver occurred literally the day we moved in. I was approached by a neighbor, as I was helping the movers unload boxes, who after a few minutes asked if he and others could receive our support as voices against a development a few houses away. I attended a neighborhood meeting a month later and learned about the effort at [REDACTED]). A strong NIMBY was voiced by literally every neighbor at that meeting. In fact, it was a bit more of BANANA (Build Absolutely Nothing Anywhere Near Anything). Did I agree? Actually, I didn't. I saw what was being

proposed and quite frankly, while an aggressive plan that likely was a bit much for the area, I knew, and know, that development has to happen. Would I have liked it three streets over? Sure. But we can't live with NIMBY and BANANA as strategies. So it starts with me and my family.

I became aware of the townhome project at Inglewood Avenue and Burley Drive, being proposed by Canderel, as I am personal friends with [REDACTED] in Vancouver. Just this week I drove past the proposed site on my way home. I must say, I support the collection of multi-family townhomes in West Vancouver's Cedardale neighborhood, not because it's far from my home in [REDACTED], but because West Vancouver needs more diverse housing options for families and down-sizers. Down-sizers like the couple we bought our home from (who moved to [REDACTED]) and couples like our neighbors [REDACTED] (lovely folks) who are my parents' age (70s) and one day want to move from their large home to a smaller home - but don't want to leave West Vancouver. We have enough single-family homes and we (West Van) need to build alternative forms of housing. Naturally, it makes sense for higher density housing to be near services such as Park Royal; both families and down-sizers will benefit from its proximity to services, transit, shopping, and more. A project such as this one by Canderel has my full support.

Sincerely,

[REDACTED]

[REDACTED]

Comment #24

Please accept this letter as confirming my full support for the above captioned proposed development.

As a long-time resident of West Vancouver ([REDACTED]) who built my own home and supports the local community in many different ways, I want to encourage Council to look at some of these developments with a different lens. I have seen some very good projects not proceed that would really help our community grow. I am also increasingly concerned about the amplification of the voice of a small minority that seems to be extremely effective at terminating good projects before they even get out of the ground.

I love the history of our wonderful community and have spent many hours reading old Council minutes and viewing historical photos on the West Vancouver archives ... perhaps we all need to take a look at some of those photos for a reminder and marvel with pride how far we have come and how courageous former leadership has been with their vision for West Vancouver. The strategic growth that followed is why we have such an enviable community ... I respectfully urge this Council to have an open mind for this and other developments that address real challenges that are just around the corner. A development like this certainly appeals to residents like myself who will be downsizing soon and offers a unique opportunity for my family to continue to support the local community and not leave West Vancouver.

Appreciate your consideration.

Regards,

Comment #25

I have been a North Shore resident for 4 years. I have been searching for a place to call my own. As someone who lives and works on the North Shore I have found it difficult to find a newer home in a convenient location. The Proposed Inglewood avenue and Burley Drive homes look perfect. I like that the project is close to Taylor Way so that any increased traffic will be an easy in and out of the new underground parkade so as to minimally impact the surrounding neighbourhood.

Not only are the homes in a perfect location they are also a great opportunity for West Vancouver to diversify housing to suit new families and downsizers in the area.

Sincerely,

[REDACTED]

[REDACTED]

Comment #26

I am writing to support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel. This appears to be a very attractive, well thought out project. Proximate to Taylor Way, it will limit additional traffic in West Vancouver and with its net-zero ready designation, it will help address greenhouse gas emissions in the residential sector offering a much needed efficient and cleaner housing alternative to families and individuals. We are long single family dwellings in West Vancouver and think this project is the right type of housing development, at the right time and at the right place.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Comment #27

I moved to West Vancouver as a 4 year old, in 1966, and have lived in either West or North Vancouver for over 50 years and currently live in the Westmount area with [REDACTED]. I also have [REDACTED].

As you are aware the North Shore is a fantastic community and one that I would love my big kids to be able to live in and that there is a real shortage of affordable family housing for young families, which this development if approved would provide for over 50 families.

In fact, due to the location, I would seriously consider selling our family home in West Van and buy one of these townhomes, as the location is perfect.

I like that the buildings are limited to three-storey townhomes and have a nice street presence with individual front entrances and yards, and I like that the site would be nicely landscaped and would improve the beauty of the neighbourhood.

[REDACTED]

[REDACTED]

Comment #28

Vancouver and North Vancouver in particular has seen extreme growth in the last 10-15 years with new detached homes and condos. The type of housing lacking is townhomes – the in between of attached and detached living. The townhomes at Inglewood and Burley will provide a much needed housing option for West Vancouver. It is clear to me that the development team has put together a project that they not only appreciate but they clearly care about. The attention put into each detail makes the development special and not just another cookie cutter townhome development found all over Vancouver. The architectural design is beautiful, the community, the community landscaping is outstanding and the materials used will reflect nicely on the surrounding homes. This is an exciting time for West Vancouver. I strongly support this development and will encourage my friends, family and neighbor's to do so as well.

Regards,

[REDACTED]

[REDACTED]

Comment #29

I'm writing in support of the proposed development at Inglewood and Burley because residents like my family and I would like to become homeowners. This townhome development embodies what is missing in West Vancouver, an attainable dwelling for young families that are not clustered in apartment buildings

Thank you

[REDACTED]

[REDACTED]

Comment #30

I have been a resident of the North Shore for most of my life. As a recent university graduate I am longing to continue living on the North Shore and eventually raise a family here. The lack of diverse housing is definitely making this dream a difficult reality.

I am in full support of the proposed townhomes at Inglewood and Burley as West Vancouver needs more diverse housing options for families and down-sizers. We have enough single family homes and we need to START NOW building alternative forms of housing.

I am in full support of this new townhome development.




Comment #31

I would like to send my support for the new townhomes proposed for Inglewood Avenue and Burley Drive in West Vancouver.

It is my belief that a new townhome development is much needed in the city of West Vancouver and this particular development stands out to me because:

1. West Vancouver needs more diverse housing options
2. The buildings are limited to three-storey townhomes which will create a nice street presence
3. The townhomes step back at the third floor so that they fit in with the scale of the two-storey single family homes in the immediate area. This will create a nice flow along the street.
4. The site will be beautifully landscaped which will help enhance the neighbourhood

I will strongly recommend that you allow these townhomes to proceed.

Sincerely,





Comment #32

I am a long time North Shore resident who has been looking for a new home to downsize to. The proposed Canderel townhomes is exactly what I have been looking for. Not only do the homes fit in with the surrounding area but they are the perfect diverse mix of homes for the older downsizer like my wife and myself. On top of the perfect location I like that the site would be nicely landscaped and would improve the beauty of the neighbourhood.

Sincerely,



Comment #33

The idea of more affordable housing, set in a close to school neighbourhood, walking distance to Park Royal, easy access to the highway, makes sense. West Vancouver does need housing for the employees many of whom come from Burnaby, Squamish etc. on a daily basis. The units look attractive and with the proposed landscaping should be agreeable to the neighbours.



Comment #34

I am a resident of West Vancouver [REDACTED]. On [REDACTED], I attended a virtual presentation by representatives of Canderel Developments regarding a proposed townhouse development on Burley and Inglewood. This location is very close to [REDACTED]. I was very impressed with the proposal. It meets the stated needs of the OCP for providing "missing middle" housing in the district. The development was tastefully designed and I believe would fit in well with the existing neighbourhood and in fact would serve to revitalize the neighbourhood, one which young professional families currently can not afford. I was dismayed to hear vocal opposition among neighbours to the project. I believe that this opposition is shortsighted and self-serving. If the Canderel project cannot gain approval, I fear that no project aimed at increasing density will succeed, no matter how responsibly and sensitively it is conceived. I am in favour of this proposal and would be in favour even if it were on my street.

Best regards,



Comment #35

I am a long time renter on the North Shore along with my wife and two children.

We hope to live on the North Shore forever but know that our long time rental may not always be available. We hope to one day find a home where we aren't stretched too thin and with the lack of diversity in the West Vancouver housing market this may not be possible.

The townhomes at Inglewood and Burley seem like the perfect fix.

West Vancouver needs more diverse housing options for families and down-sizers. We have enough single family homes and we need to START NOW building alternative forms of housing.

All my support.

[REDACTED]

[REDACTED]

[REDACTED]

Comment #36

I am writing in support of the proposed townhome development at Inglewood Avenue and Burley Drive in West Vancouver.

I'd like to start off by saying Inglewood Avenue/Burley Drive is an ideal central location, which provides convenient new housing options for those looking to relocate to the North Shore.

Secondly the variety of sizes of the townhomes (two and three bedroom with outdoor spaces) are options that will appeal to diverse family sizes and the smaller units are suitable to those who are looking to downsize from larger, single-family homes.

Thirdly, the proposed development has evidently thought-out the concerns of existing residents in the area. For example, the heights of the buildings take into consideration the surrounding area and are of the same height as the residential homes along the street.

As a long time North Shore resident I take great pride in seeing our city advance and make way for new residents and downsizers. Townhomes are in low supply in West Vancouver while the Westside of Vancouver is seeing this popular housing trend on the rise.

Thank you

[REDACTED]

[REDACTED]

[REDACTED]

Comment #37

My wife and I have lived in West Vancouver for many years. We fully support the development of additional forms of housing for current and new West Vancouver residents. The proposed townhomes at Inglewood Avenue and Burley Drive make for the perfect home to downsize into or for growing families.

I appreciate the time the developer has taken in creating the architecture to blend in with its environment and the detailed landscaped plan that will make the homes and grounds enhance the streetscape.

Thank you for your time.

[REDACTED]

[REDACTED]

[REDACTED]

Comment #38

I live in Dundarave, where I have grown up and spent most of my life. My [REDACTED] also live in the same area. My wife and I have [REDACTED], and I have elderly parents who live nearby. I support the townhome project at Inglewood Avenue and Burley Drive being proposed by Canderel because:

- West Vancouver needs more diverse housing options for families and down-sizers. We have enough single family homes and we need to START NOW building alternative forms of housing.
- I like that the buildings are limited to three-storey townhomes and have a nice street presence with individual front entrances and yards.
- I like that the townhomes step back at the third floor so that they fit in with the scale of the two-storey single family homes in the immediate area.

Sincerely,


Comment #39

Please approve this development because the current improvements are utterly underutilized. We are not asking for a high density project that will ruin the beautify skyline of West Vancouver. My family would just like to find an affordable home that retains the character of west Vancouver.


Comment #40

My name is [REDACTED], and as a resident of the North Shore, I would like to show my support for the townhomes proposed for Inglewood and Burley.

I support the townhomes primarily because of the transformation it will bring to the area and the additional housing options it will provide.

As a parent to a 27 year old I fully support new developments in our community as they create more housing options for my son and others in the millennial generation to be able to stay in the community where they were raised.

I appreciate the opportunity to be able to voice my support.

Sincerely,



[REDACTED]

Comment #41

My name is [REDACTED], my husband, sons and I have lived on the North Shore for the majority of our lives and we plan to continue to call West Vancouver home.

While we are still relatively young and are not in the process of needing to downsize I do know that time escapes us and soon enough we will need to. With that in mind I would like to lend my full support to the proposed townhomes at Inglewood and Burley. Not only are the townhomes providing a new housing option for new and current residents but they are being designed with the neighbourhood in mind. The building and landscape architecture will enhance the area and create a beautiful new community.

Thank you for your time.

Kind Regards,

[REDACTED]

Comment #42

My name is [REDACTED], I have been a North Shore resident for my entire life.

I would like to lend my support to the future townhome development at Burley Drive & Inglewood Avenue.

There are many aspects of this development that make it perfect for West Vancouver, a few highlights I think you should consider when making your decision:

1. The site would be nicely landscaped and would improve the beauty of the neighbourhood.
2. The development is close to Taylor Way so that any increased traffic will be an easy in and out of an underground parkade so as to minimally impact the surrounding neighbourhood
3. West Vancouver needs more diverse housing options for families and down-sizers. We have enough single family homes and we need to consider building alternative forms of housing.

Thank you

[REDACTED]

Comment #43

I am writing you to officially provide my support of the townhouse project you have presented to the public on Wednesday, February 17, 2021.

We are long-time residents of West Vancouver; my wife having grown up here and I've lived here since we were married in [REDACTED]. We have recently considered the idea of moving to North Vancouver because there appear to be more options, but we cannot bring ourselves to leave West Van.

We have recently downsized my in-laws from their family home to the [REDACTED] on Cypress Place. This was not the ideal choice for us but was essential because in 2016 there were no other decent options at the time, for a reasonable price-point.

I have done a quick search and found that there are currently only 3 townhouses available for sale as of Monday, Feb 22nd under 1.5M and the NEWEST was built in 1986.

West Vancouver needs more multi-family options for downsizers and new families. While the development along Marine Drive is attractive, those units seem to be priced in a different category and don't capture the wider demographic looking to live in a neighbourhood with parks, schools, other homes and families all connected geographically.

The site you have selected seems perfect for a development like this because the design appears to fit in very nicely with the current form of the neighbourhood, it's not too bold. It's elegant and feels like it will have luxurious finishes without over-the-top opulence.

I think it's important to note that I feel West Vancouver needs a development like this now, not in 5 years when the local area plan is more fleshed out. I would feel that a lightly densified townhouse project would be very popular in the District of West Vancouver both in form, function and execution. West Vancouver needs MORE townhouse sites like not less and they need it now.

I would be willing to speak to anyone necessary to ensure my opinion and support of your project is heard and understood.

Thank-you for your time and consideration in this matter,

[REDACTED]

Appendix E

Concerns – Copies of Letters and Comments Received

The following expressions of concern (verbatim) were received through:

1. The www.inglewoodburley.ca portal;
2. by email.

The following submission was received via a comment form at www.inglewoodburley.ca.

The portal asked participants three questions:

- What do you like about the proposed project?
- What concerns to you have?
- Would you like to be updated?

Comment #1

What do you like about this proposed project: Not a thing. The access in and out of this area is an absolute traffic NIGHTMARE at any time.

What concerns do you have about this proposed project: We only have 2 ways to access our homes and at many times we are locked in or out of our area!!

Would you like to receive updates about this project: Yes

Comment #2 (also included in Appendix D of supportive comments)

What do you like about this proposed project: It's a nice looking concept.

What concerns do you have about this proposed project: Traffic, traffic, traffic, traffic, traffic, traffic, traffic, traffic, traffic, traffic,

The following comments were received by email.

Comment #3

The Cedardale neighbourhood is already a traffic nightmare with 2 schools! All we need is more traffic trying to get in and out of Cedardale. Try getting to your house around school arrival or dismissal time, traffic is backed up onto Taylor Way turning right on Keith and the same for Inglewood. So as residents we have NO access to our homes. Try to get out of Cedardale at that time as well as other times when the traffic is backed up on the highway as well as Taylor Way and there is no way to get out of here if you are trying to go east on the

highway or for that matter south on Taylor Way. Any time highway and Taylor Way are backed up we are TRAPPED!! Then of course we have the Gran Fondo and again we are locked in our area. If you think this is such a good idea try living in this neighbourhood!!! When you have viable traffic options for our area and the whole Taylor Way corridor then maybe this could be a go. I don't know why West Van. Council is always trying to make inroads (attacking) in our area with multiple housing complexes. It seems that we are not considered as important as Ambleside or Dundarave!!! They have many more traffic options to access their home than are available here. In addition, emergency vehicles would not be able to get into this area. THINK, before you okay this development!!!! We are totally against this project!!!

Comment #4

We at [REDACTED] have lived here for more years than one could count and the reason is pretty clear. Cedardale is the GEM of West Vancouver purely because it has been left as it is until now. The fact is we have a municipal government that has sold the SOUL of West Vancouver to any developer who offers the right price. The fact that the municipality now classifies this area for high density has just brought out the blood lust of land speculators that I believe many here do not want.

We have seen the results of the Evelyn Drive development which most here were opposed to but the developer pushed the right buttons on the right people and basically got what he wanted. We on the other hand have ended up with a bunch of concrete bunkers that are a real eye sore.

While I am sure the developer in this case might have plans they will feel fit in with the area that fact is I am sure more here wish this to remain single family home and not open the door to any further development. I have nothing personal against the people behind this development, but just the fact this is the wrong location.

No zoom meeting would change my mind and I am sure many others will agree. There is far too much development in this part of West Vancouver and time to take a stand and say enough is enough. The reason why many moved to West Vancouver was to get away from the density that is now common in Vancouver and North Vancouver City.

Yours truly

[REDACTED]

P.S. I am hoping this message gets to the right parties and that they rethink any sort of development what so ever.

Comment #5

My wife and I attended your Zoom Meeting on [REDACTED]. We are still not particularly comfortable with the Zoom technology however we were relieved that the meeting was complemented by the Company's web site and recognize the remarks and details on the Project were very high level and preliminary in nature. In the end we felt the Project was reasonably well presented as a project presenting an attractive street presence including a welcome step back at the third floor serving to reduce the scale of the buildings along the street to fit with the existing one-and two-storey single family homes as well as the units intended

high energy efficiency and overall landscaping. We must however question the traffic statistics provided at the Meeting which we have since learned are far from an accurate reflection of the vehicle traffic on an average daily (7 day) basis entering and exiting Cedardale via Inglewood Ave. to and from Taylor Way.

First some history of our time in Cedardale and that of the neighbourhood. We have been residents of Cedardale for [REDACTED], happily residing on [REDACTED]. We moved into our brand new home following the opening of the new Brothers Creek Bridge on Inglewood Ave. and the simultaneous closing of the vehicle access to the Upper Levels Highway at Inglewood and 3rd St. That closure resulted in a greater number of vehicle traffic from the rest of Cedardale using the Inglewood Ave. and Taylor Way exit to and from Cedardale via Taylor Way which inconvenienced/disturbed a number of residents due to the travelling delay and for residents of Inglewood Ave. west of the new bridge due to the increase of traffic moving through their area. Today you will hear that residents are not at all happy with the congested vehicle backups as both schools in Cedardale namely Saint Anthony's (Roman Catholic) 200 plus students on Keith Rd. and Cedardale (Public French Immersion) 240 students on Burley Dr. - (BOTH SAID TO BE AT OR NEAR CAPACITY). The problem begins and ends the school days with vehicles entering/exiting the neighbourhood via Keith Road or Inglewood Ave. respectively onto Taylor Way - but it is what it is. So yes still today traffic is an issue as the basically only access to our quiet alcove off of the ever increasingly busy and congested Taylor Way continues to be Inglewood Ave. and Keith Rd. Regrettably we remain plagued with some Taylor Way motorists using our neighbourhood roads to escape/elude its congestion for a few blocks. Over the years no major development has taken place in Cedardale with only some of the older and smaller homes being replaced by larger residences due to the larger lot sizes. The roads of this rather cottage-like neighbourhood have remained narrow often with rolled curbs (if there are any) and very few sidewalks. For that reason and the fact that most residences have substantive driveways residential parking, they are typically also used for the parking of visitors and trades. As a matter of fact even all of the few multi-unit developments in Cedardale such as Spuraway Gardens (167 Units), Capilano Terrace (5 Units) and Taylorwood Place (21 Units) have adequate onsite parking for both residents and visitors. You are aware of the separate Polygon and Geller proposals at the corner of Keith Rd and Taylor Way (Taylorwood Place) individually put forward over say the last 5 to 7 years - the first being withdrawn by the applicant with a FSR of 0.75 and the second finally pressed with a FSR of 1.66 was put aside by District Council due principally to its size and complexity and as the Taylor Way Corridor Local Area Plan was not in place. Both suffered heavy resident opposition importantly due to density and traffic concerns. In the latter case you may be interested that the road alignment on Keith Rd to access Taylor Way came under criticism and it was suggested for instance that the right turn lane off of Keith Rd. north onto Taylor Way be extended/start further east to improve traffic flow.

Turning to your development, as you heard at the meeting first and foremost residents desire to ensure that any new development does not reduce and if anything improves the quality of life in our Cedardale Neighbourhood which for years has been a relatively quiet alcove off the busy Taylor Way. As you get your community input we believe you will hear a general consensus and WE STRONGLY AGREE that any new development should await final approval of the Taylor Way Corridor Local Area Plan (LAP) because without it in place a plan is a plan without an overall plan bearing neighbourhood consensus/approval not to mention including a proper organized planning/review process by the District as to adequacy of all current and future facilities/amenities and services including roads, bridges and schools in the area.

That being said we advise following the Zoom Meeting we have walked the area around your Project twice, talked to a few residents both adjacent to and close to the Project. Given your proposed development would be the first in the area for some time and importantly before the important District process of a LAP is in place, and there are more than rumours of other area land assemblies in the works, you will appreciate why the neighbourhood and ourselves have concerns and would appreciate certain issues to be reviewed and considered now rather than when it is too late. For that reason and in the absence of any detailed specs on the units themselves to critique from our perspective at this point we have the following comments/suggestions for you and those copied for their information especially should the Project move forward in the Planning/Approval process with or without a LAP in place:

- 1) The corner of Burley Dr. and Inglewood Ave. be realigned so that the two roads meet at right angles further east on Inglewood Ave. That would require as the preliminary plan now shows that the Park Amenity of the Project at that corner of Inglewood Ave. and Burley Dr. be turned over to the District for the new road surface and sidewalk beside the Project on Burley Dr. We are not engineers but have heard that right angles at intersections are important to better ensure the safety of pedestrians and motorists.
- 2) To improve traffic flow the corner of Taylor Way and Inglewood Ave. be realigned to provide as follows:
 - a) A separate right turn from Inglewood Ave. onto Burley Dr. with painted arrow marking - as now. Also painted pedestrian road crossing markings from east and west and north and south at the south east corner of Inglewood Ave. and Burley Dr.
 - b) A lane to proceed east on Inglewood Ave. with painted road arrow marking.
 - c) Three lanes to proceed west on Inglewood Ave. from at least the repositioned Burley Dr. intersection to Taylor Way as follows:
 - i) One for left turns south only onto Taylor Way with painted road arrow marking.
 - ii) One for straight through to Inglewood Ave. west with painted road arrow marking.
 - iii) One for right turns north onto Taylor Way with painted road arrow marking.
- 3) A Shuttle Bus #256 designated stop should be marked/cut out on the east side of Inglewood Ave. by cutting into the sidewalk at the south east corner of Burley Drive and Inglewood Ave.- stop marker already exists.
- 4) There is a solid yellow line down the centre of Inglewood Ave. but strangely there is no "No Parking" signage on the southside of the street albeit passing is prohibited (yellow line) and therefore there should be signage to that effect. So If Parking is to continue to be permitted in front of the Project on Inglewood Ave. then the existing sidewalk should be moved back to allow for a parking lane on Inglewood Ave. and to be again (sidewalk) added in front of the Project. This would seem likely if point 14) is considered. In this connection, if my review of the placement of water meters on the front lawns of each of the five homes is correct and they are as usual placed on District land in front of each residence then there should be enough room to move the sidewalk back on the properties as well as add the additional lane for parking in front of the Project on District

land. If however parking is not to continue in front of the Project then it would seem "No Parking" signage will need to be promptly put in place now!

- 5) "No Parking" signage should continue on the north side of Inglewood Ave. from the Park to Taylor Way.
- 6) The north sidewalk from Newlands Rd. across the Brothers Creek Bridge to the Park should be extended to Taylor Way. This would require the removal of some residential hedges on Inglewood Ave. Probably that will require the replacement of the hedges for those homeowners!
- 7) "No Parking" signage should continue on Burley Dr. as well as "No Stopping" at the south east corner of Burley Dr. and Inglewood Ave.
- 8) Signage should be displayed to those exiting the underground garage onto Inglewood Ave. to watch for pedestrians both inside the garage exit and at the sidewalk to alert pedestrians.
- 9) Undergrounding of the overhead hydro lines fronting the Project and the Park.
- 10) The Park signage should be amended to clearly state that parking is for the use of park visitors and/or school pickup and delivery at times as currently shown.
- 11) The sidewalks at the south east and north east corners of Inglewood Ave. and Taylor Way should be replaced to the District standard "cement" width. Incidentally (I have recently learned from Engineering that Taylor Way, a Provincial roadway is technically designated at that location an "Arterial (Non-Freeway)" and so all connections involving roads or sidewalks including this one will require involvement with the Province (MOTI).
- 12) A standard width cement sidewalk should be installed from Taylor Way east to Burley Dr.
- 13) Construction of the Project we were told would take approximately a year and a half. The significant proposed replacement of the Inglewood Care Centre is presently before the District and we are told will take in excess of 4 or 5 years to complete. Neither of course will start quickly even if approved immediately. In any event it will be most important for our neighbourhood that construction activity be very closely controlled based on a normal District Construction Work Plan, which will ensure noise is controlled, time of work is set out in detail and that construction vehicles are not allowed to proceed though the whole Cedardale neighbourhood but enter and leave only via Inglewood and Taylor Way. Further, construction workers should have adequate on site parking spaces during the whole construction period. It would also seem appropriate that most work which would further congest the neighbourhood be completed when Cedardale school is closed for the summer.
- 14) With 52 residences versus currently 5 it will mean that trades people (eg. Moving Vans and other deliveries) will no doubt require parking spaces. Given there is no street parking, and given the underground lot will most likely be locked for safety and security and the designated Park parking spaces are not available/restricted, this issue will no doubt present an ongoing problem and will need to be dealt with or no street parking in front of the Project will be legally possible. (See 4) above)

15) A Community Amenity Contribution (in cash and/or land) should be requested/negotiated which will hopefully be substantial enough to cover in whole financing (including land acquisition) to look after the issues mentioned.

I trust my input you will find constructive and helpful as you press forward with your Project.

Regards,

[REDACTED]

[REDACTED]

Comment #6

From: [REDACTED]

Date: February 13, 2021 at 8:35:29 AM PST

[REDACTED] - great letter & suggestions about traffic and parking Developers with Mayor and Staff plan to sidestep the Official Community Plan by using clause 2.1.7 (click here -

<https://westvancouver.ca/sites/default/files/dwv/assets/gov/docs/strategies-and-plans/OCP/210208-OCP%20Bylaw%204985%202018.pdf#page=28>

This OCP clause applies to anywhere in West Van including 3rd St. The LAP is obsolete for any project 3 stories or less.

Note subsection c in 2.1.7 in the above clause re access, traffic, parking

Not shown on the above map are 3-4 land assemblies in progress:

- along the east side of Taylor Way north and south of Inglewood including Burley Drive.
- Then Duchess & Esquimalt St to 6th St south of Keith and east of Taylor Way to 6th St.
- West of Taylor Way, (not shown on the map) is Eden Place
- and the SW corner of Burley and Inglewood that are also being assembled.
- In Jan a residential lot on Taylor Way was sold for \$2.55 million.

In short the whole of Taylor Way is a feeding frenzy for real estate brokers and developers. The current trees lining Taylor Way may be replaced by 4 to 11 storey buildings.

If you disagree with these developments, please email to these individual Councilors who will be making the decision mwong@westvancouver.ca plambur@westvancouver.ca sthompson@westvancouver.ca bsoprovich@westvancouver.ca OR email MayorandCouncil@WestVancouver.ca

PS École Cedardale is pleased to accept applications for children entering Kindergarten who reside both within and outside of the West Vancouver School District. See <https://westvancouverschools.ca/cole-cedardale-elementary/admissions/>

PPS - there are 260 Cedardale residents on Next Door - you really should join

APPENDIX E

PRELIMINARY DEVELOPMENT PROPOSAL



Architectural Drawing Index

Cover	
A-0.100	Cover
A-0.101	Data
A-0.102	Site Context - Street View Photos
A-0.103	Context - OCP Maps
A-0.104	Context - Zoning & OCP
A-0.105	Perspective Renderings
A-0.106	Perspective Renderings
A-0.107	Perspective Renderings
A-0.108	Perspective Renderings
A-0.109	Perspective Renderings
A-0.110	Perspective Renderings
A-0.111	Perspective Renderings
A-0.112	Perspective Renderings
A-0.113	Perspective Renderings
A-0.114	Perspective Renderings
A-0.115	Perspective Renderings
A-0.116	Inglewood & Burley - Existing/Proposed

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[PROJECT TEAM]

Site	
A-1.100	Site Plan

Plans	
A-2.100	Level P2 Parking Plan
A-2.101	Level P1 Parking Plan
A-2.102	Level 1 Floor Plan
A-2.103	Level 2 Floor Plan
A-2.104	Level 3 Floor Plan

Materials	
A-4.000	Materials

Elevations - Building 1	
A-4.110	Building 1 Elevations

1/8" = 1'-0"

Elevations - Building 2	
A-4.210	Building 2 Elevations

1/8" = 1'-0"

Elevations - Building 3	
A-4.310	Building 3 Elevations

1/8" = 1'-0"

Elevations - Building 4	
A-4.410	Building 4 Elevations

1/8" = 1'-0"

Elevations - Building 5	
A-4.510	Building 5 Elevations

1/8" = 1'-0"

Elevations - Building 6	
A-4.610	Building 6 Elevations

1/8" = 1'-0"

Site Sections	
A-5.110	Site Sections

[ARCHITECT SEAL]

Gross Area	
A-8.101	Level P1 Gross Area
A-8.102	Level 1 Gross Area
A-8.103	Level 2 Gross Area
A-8.104	Level 3 Gross Area

[CLIENT]

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[PROJECT]

INGLEWOOD AVE

695 Burley Drive &
660,640,620,610 Inglewood Ave
West Vancouver, BC

[TITLE]

Cover

20532

[PROJECT]

Tuesday, January 26, 2021

[DATE]

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Drawings Not to Scale Unless Printed on 24" x 36" Paper

[DRAWING]

A-0.100

[PROJECT TEAM]

[ARCHITECT SEAL]

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INGLEWOOD AVE

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West Vancouver, BC

[TITLE]

Perspective
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[PROJECT]

SW - BURLEY DR

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A-0.107





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INGLEWOOD AVE695 Burley Drive &
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[TITLE]

**Perspective
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[PROJECT]

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NE CORNER - INGLEWOOD AVE

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ROOFTOP PATIO



A-0.111

[PROJECT TEAM]

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INGLEWOOD AVE

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[TITLE]

**Perspective
Renderings**

[PROJECT]

NW CORNER - INGLEWOOD AVE & BURLEY DR

[SCALE]

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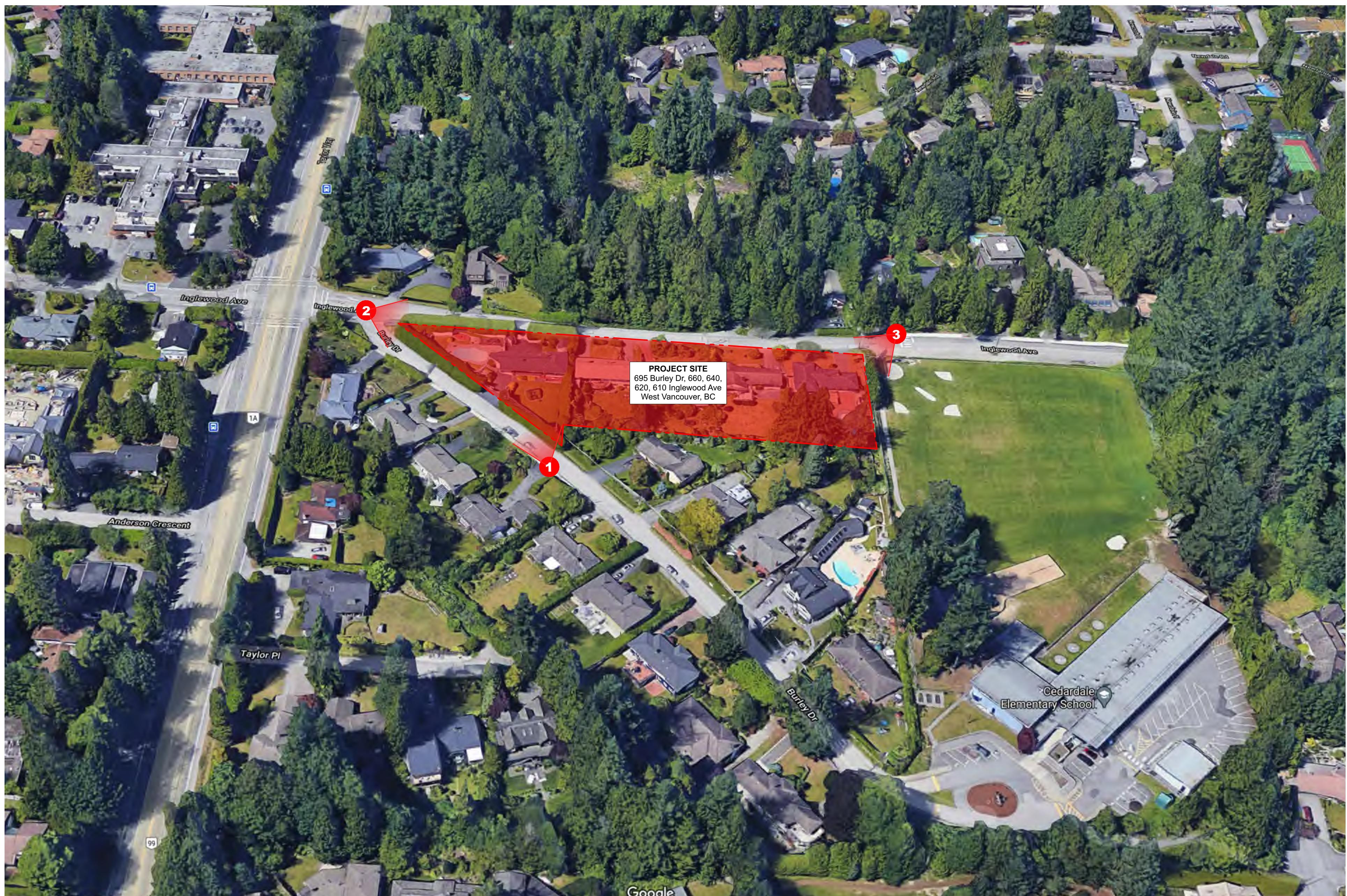
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[DRAWING]

A-0.112



Aerial View of Site



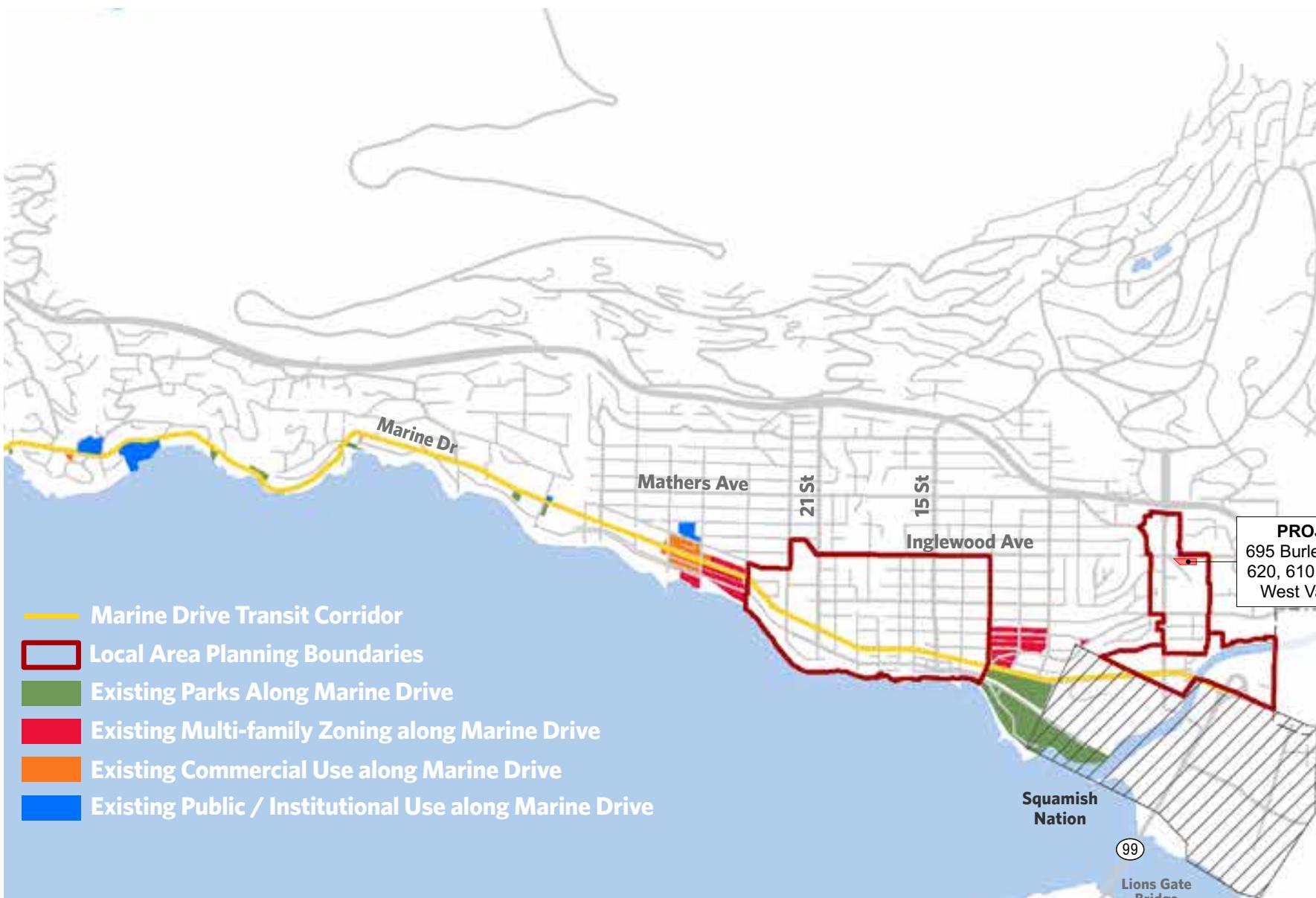
① View along Burley Dr



② View on the corner of Burley Dr and Inglewood Ave



③ View along Inglewood Ave



MARINE DRIVE TRANSIT CORRIDOR



ACTIVE TRANSPORTATION



TRANSPORTATION NETWORK



PARKS AND MAJOR TRAILS



MAJOR COMMUNITY SOCIAL ASSETS



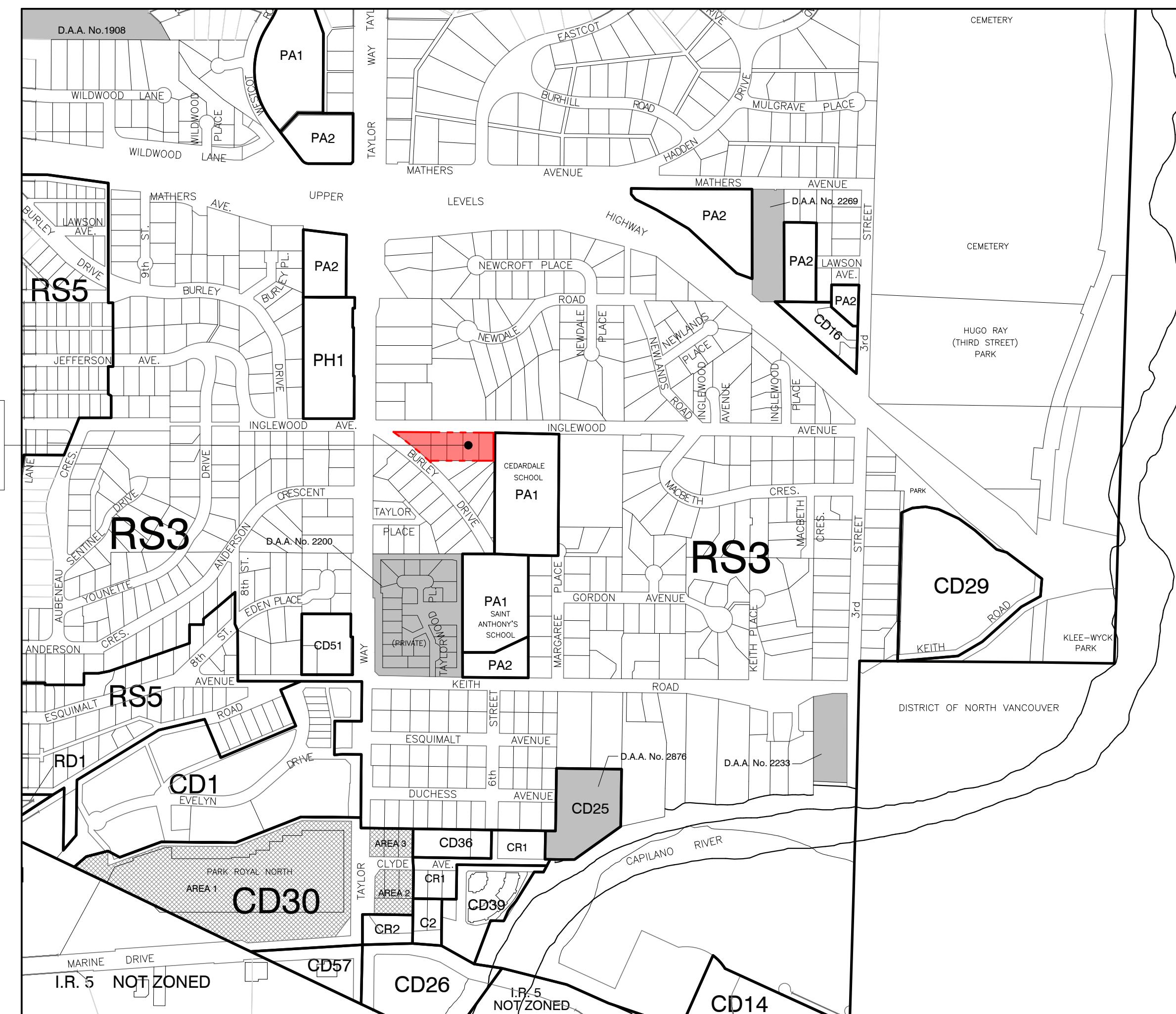
LOCAL AREA PLANNING BOUNDARIES

Context - OCP Maps

695 Burley Drive &
660, 640, 620, 610 Inglewood Ave
West Vancouver, BC

20532 [PROJECT]
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westvancouver
ZONING BYLAW No. 4662, 2010
ZONING MAP ADOPTED: JAN. 24, 2011
THIS PAGE AMENDED To: 5009, 2019
D.A.A. DEVELOPMENT AREA AGREEMENT
NOTE: This map is based upon a variety of legal plans, and was prepared for zoning purposes only. The District of West Vancouver disclaims any and all responsibility for any errors or omissions regarding the legal boundaries or geographic details shown on this map, and makes no representations whatsoever as to the accuracy of the map. Accurate legal plans of the lots referenced may be obtained from the Land Title Office located in New Westminster.
3 7 6 1
Printed on: Dec.02/19 METRIC N W E S
MAP 2 OF 28



The redevelopment of this site addresses key points from the West Vancouver OCP including:

- "strengthen our centres and key corridors through local area plans, with separate, detailed and collaborative planning processes to determine area-specific visions, objectives and suitable built-form, heights and densities; and"
- "advance housing affordability, accessibility and sustainability through available policy levers"

The policies that this redevelopment directly addresses from the West Vancouver OCP Housing Guidelines are policies: 2.1.7, 2.1.13, and 2.1.15 as listed below:

Redevelopment of this site is guided by the West Vancouver OCP Policy 2.1.7 which provides direction on expanding the middle missing" (e.g. triplex, townhouse, mixed-use) options.

Policy 2.1.7: "Consider proposals within existing neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by:

- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
- b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g. adjacent to a greenbelt, grade change, park, school, or existing multi-family site);
- c. Requiring demonstration of minimal impacts to access, traffic, parking and public views in the neighbourhood;
- d. Restricting one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
- e. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
- f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures."

Further, the site is located within the future Taylor Way Corridor Local Area Plan boundary.

Policy 2.1.13: "Create capacity for an estimated 1,700–2,100 net new housing units through local area plans (see Map 3) for the following areas, subject to provision 2114 of this plan:

- a. Ambleside Municipal Town Centre (1,000–1,200 estimated net new units);
- b. Taylor Way Corridor (500–600 estimated net new units); and
- c. Horseshoe Bay (200–300 estimated net new units)"

Policy 2.1.15: "Prior to the adoption of a local area plan, proposals may be considered within the local plan boundary by:

- a. Applying relevant District-wide policies contained in the OCP and any existing area-specific policies and guidelines; and
- b. Requiring the proposal's contribution to rental, non-market or supportive housing, or its ability to advance the public interest or provide other community benefits as determined by Council."

Current Zoning



Taylor Way Local Area Planning Boundary

[PROJECT TEAM]

[ARCHITECT SEAL]



[PROJECT]

INGLEWOOD AVE

695 Burley Drive &
West Vancouver, BC

[TITLE]

**Perspective
Renderings**

[PROJECT]

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A-0.105

NW CORNER - INGLEWOOD AVE & BURLEY DR

[PROJECT TEAM]

[ARCHITECT SEAL]

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INGLEWOOD AVE

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[TITLE]

**Perspective
Renderings**

[PROJECT]

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[SCALE]

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[TITLE]

Perspective
Renderings

[PROJECT]

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INGLEWOOD LOOKING EAST - BUILDING 3

A-0.113

[PROJECT TEAM]

[ARCHITECT SEAL]

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INGLEWOOD AVE

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Perspective
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A-0.114



BUILDING 3 - PERSPECTIVE ELEVATION

[PROJECT TEAM]

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AERIAL LOOKING WEST

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EXISTING - CORNER OF BURLEY & INGLEWOOD



PROPOSED - CORNER OF BURLEY & INGLEWOOD



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[TITLE]

Site Plan

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A-1.100

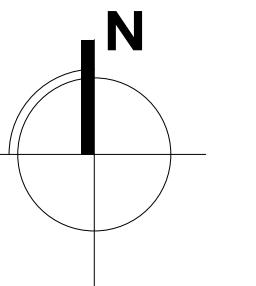


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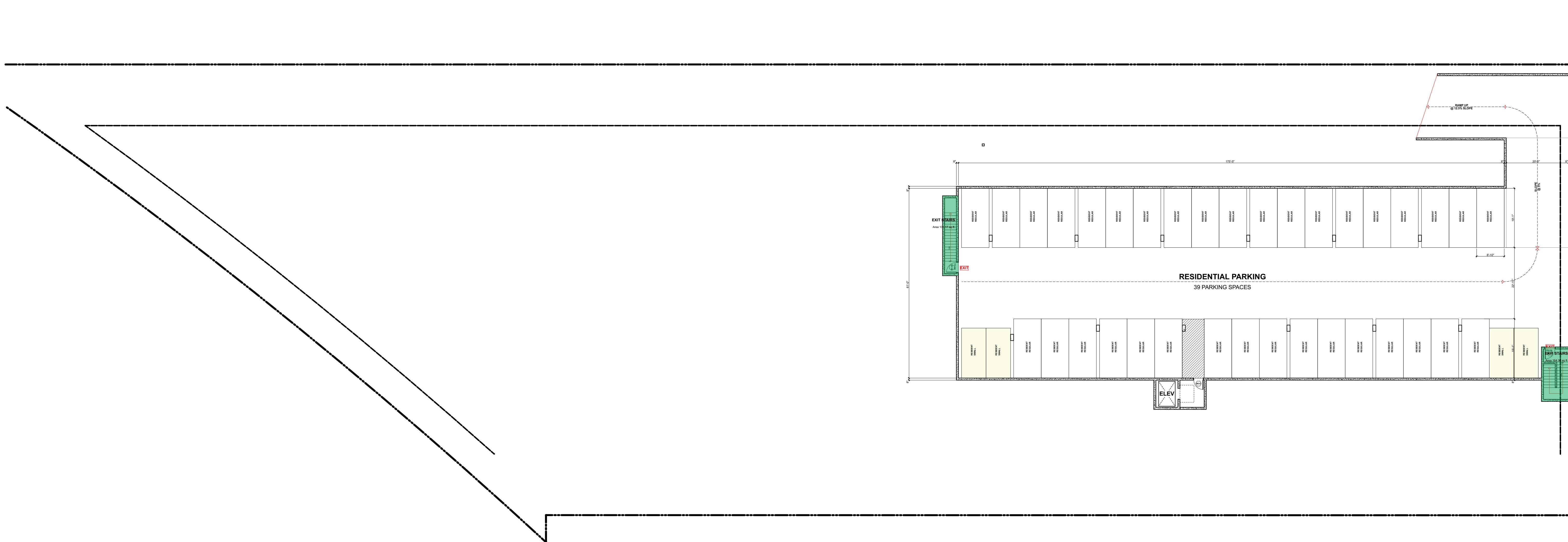
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[TITLE]

Level P2 Parking
Plan

20532

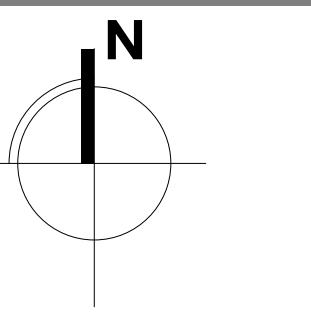
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Level P1 Parking
Plan

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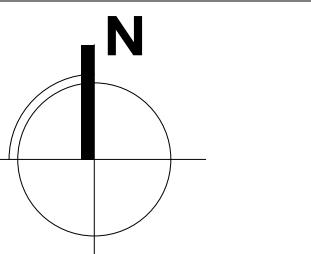
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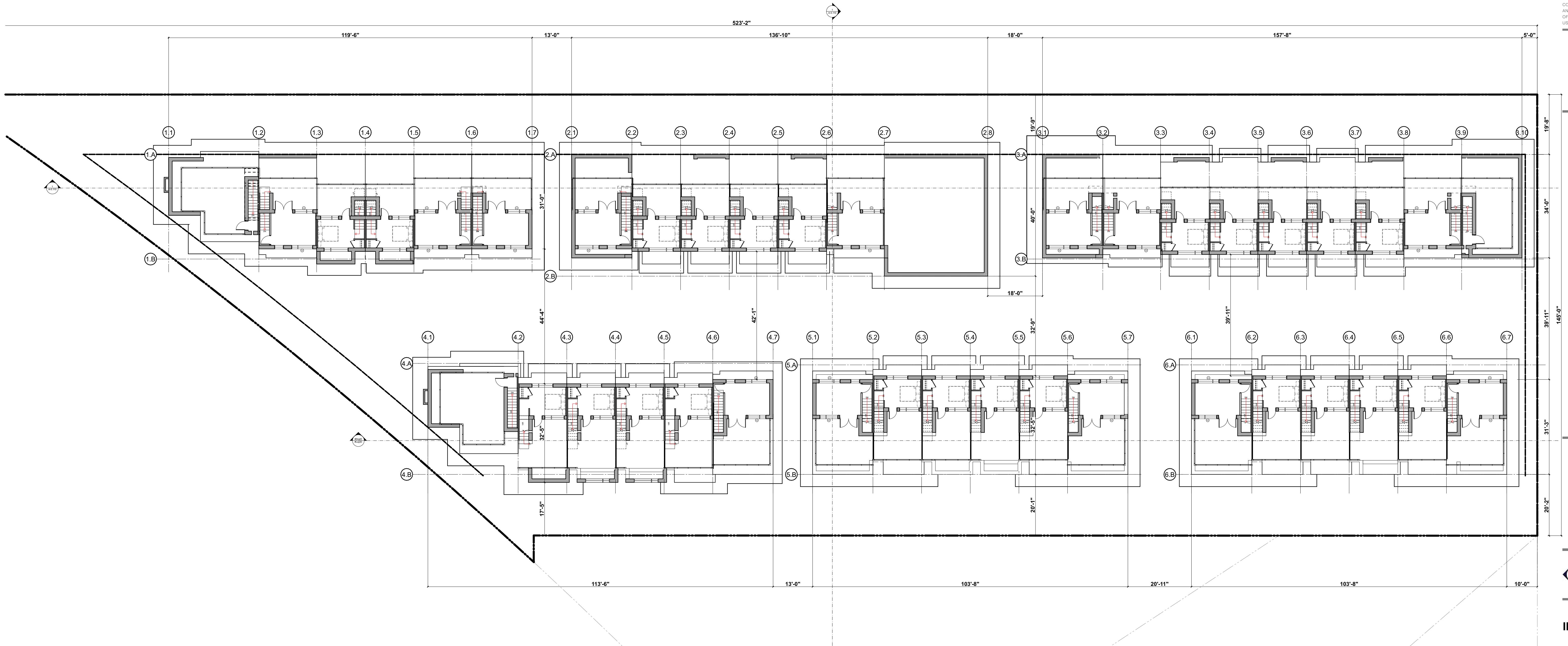
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A-2.101



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[TITLE]

INGLEWOOD AVE

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Level 3 Floor Plan

20532 [PROJECT]

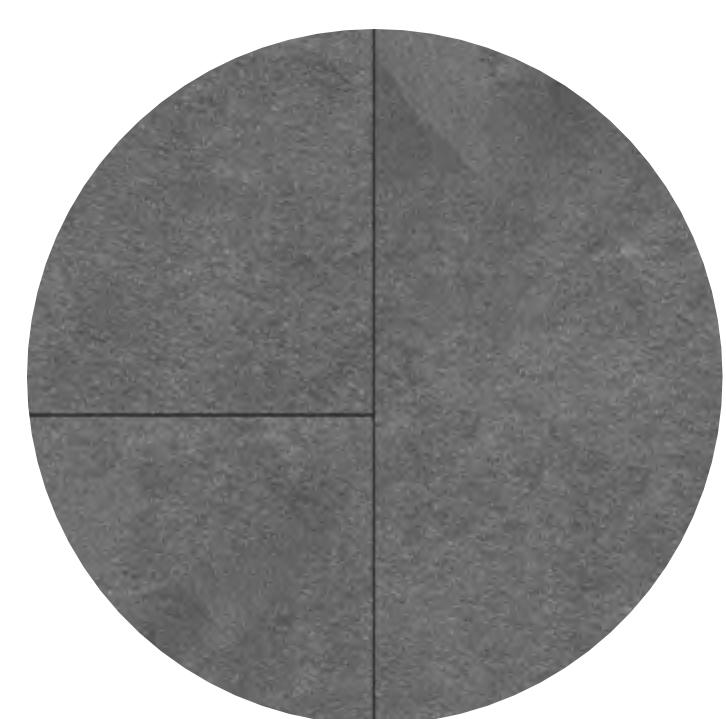
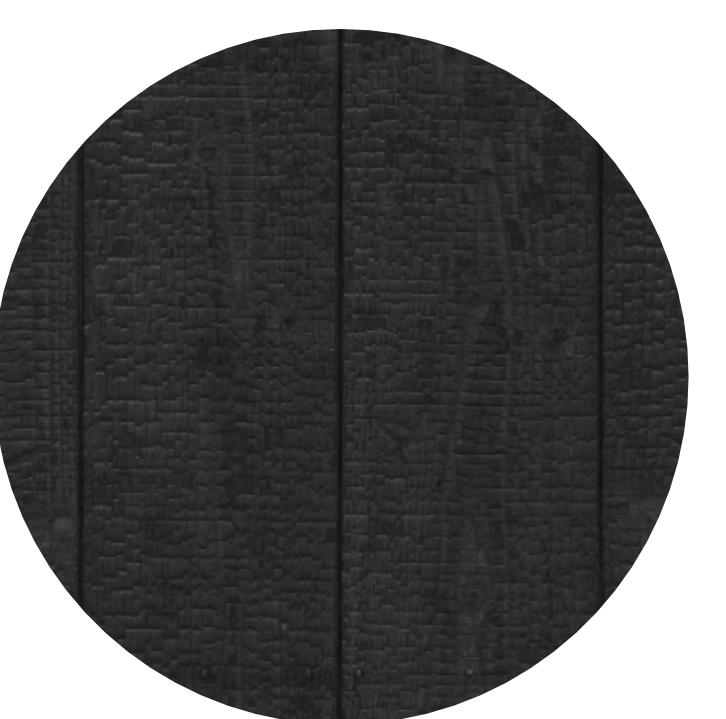
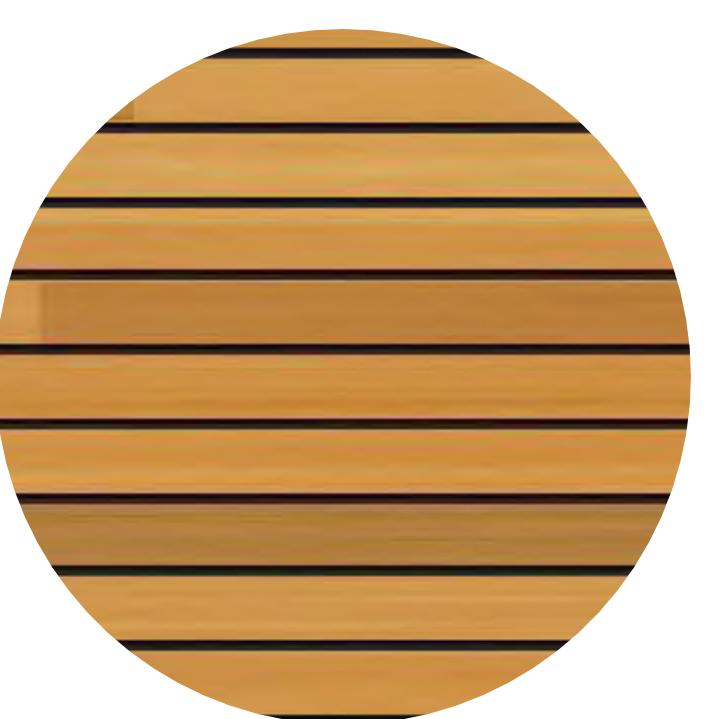
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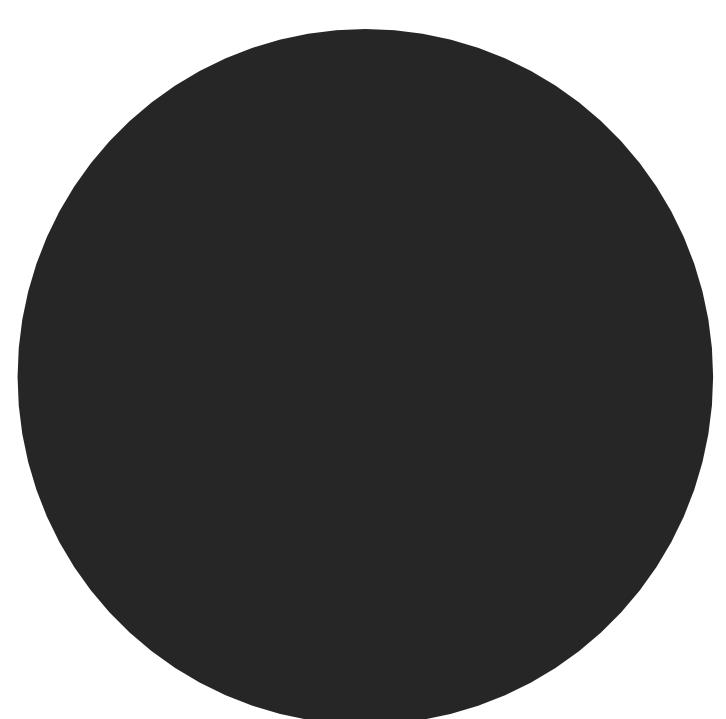
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[DRAWING]

A-2.104


1.1 | Wood Tone Siding

1.2 | Composite Cement Panel

1.3 | Charred Wood Siding

1.4 | Cedar Siding

2.1

1.5 | Fibre Cement Boards -
River Rock

3.1

3.1
2.1
1.5
1.1
1.2
1.3
1.4
5.1

Material and Colour Legend

Colour / Type	Product (to match)	Finish (to match)	Location
C L A D D I N G			
1.1 Light Grey	Wood Tone Siding	Stained	Exterior Walls
1.2 Grey	Stone	TBC	Exterior Walls
1.3 Charcoal	Wood Tone Siding	Charred Wood	Exterior Walls - Features
1.4 Wood	Wood Tone Siding	Stained - Ash	Exterior Walls - Features
1.5 Black	Composite Cement Panel	BM - Black 2132-10	Exterior Walls
S O F F I T			
2.1 Wood	Wood Tone Soffit	Stained - Ash	Balcony / Roof Soffits
T R I M S / F L A S H I N G S			
3.1 Black	Combed Face Wood / Flashing	BM - Black 2132-10	Roofs / Overhangs / Flashings
R O O F S / D E C K S			
4.1 Grey	TBC	TBC	SBS Membrane at flat roofs
W I N D O W S / G L A Z I N G			
5.1 Black	Vinyl Windows	Black	Prefinished vinyl windows
5.2 Clear	Railings	Black	Black railings w/ clear glazing

[ARCHITECT SEAL]

← Canderel

[CLIENT]

INGLEWOOD AVE

695 Burley Drive &
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West Vancouver, BC

[TITLE]

Materials

[PROJECT]

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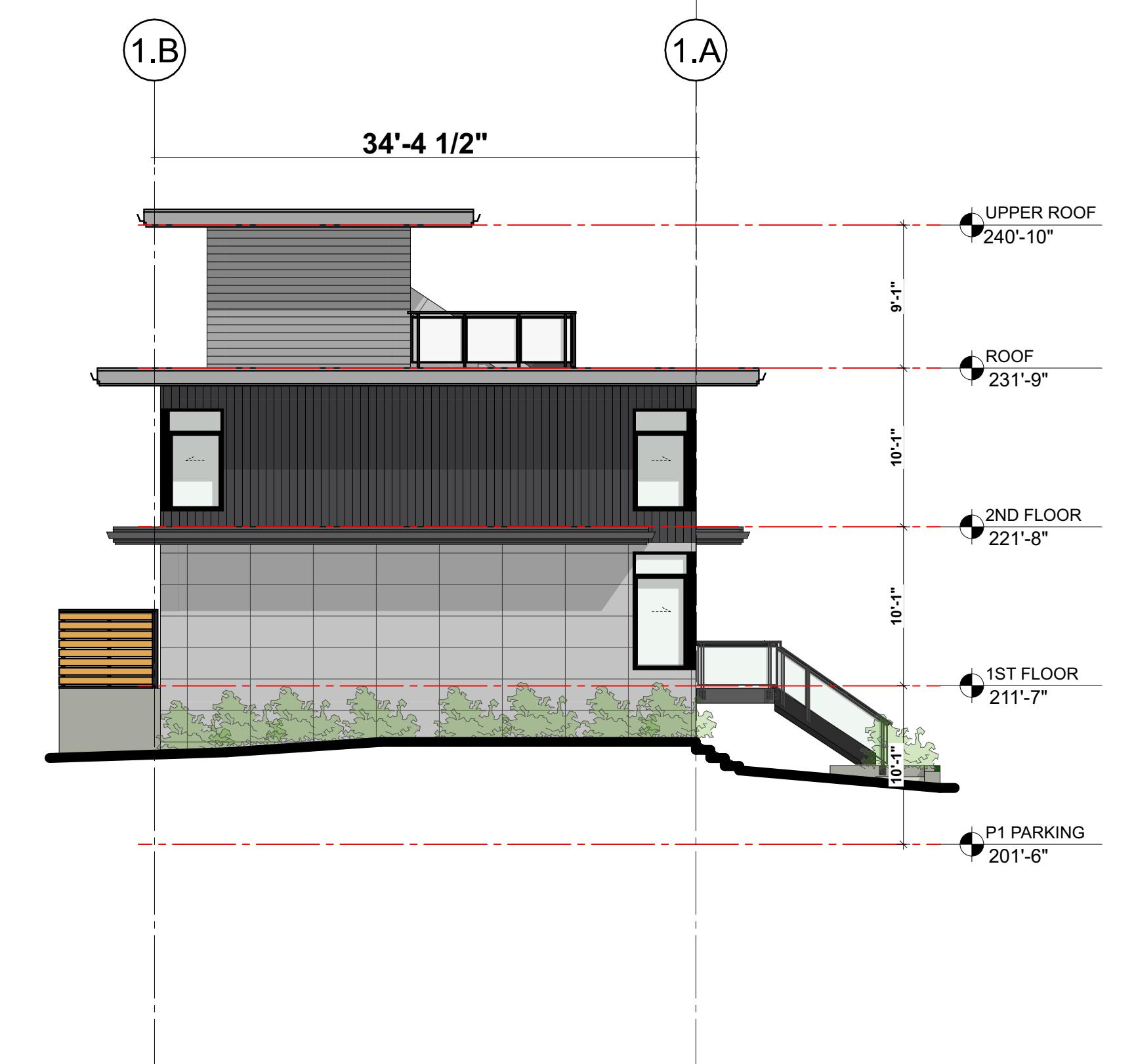
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A-4.000



B1 North Elevation

1 SCALE: 1/8" = 1'-0"



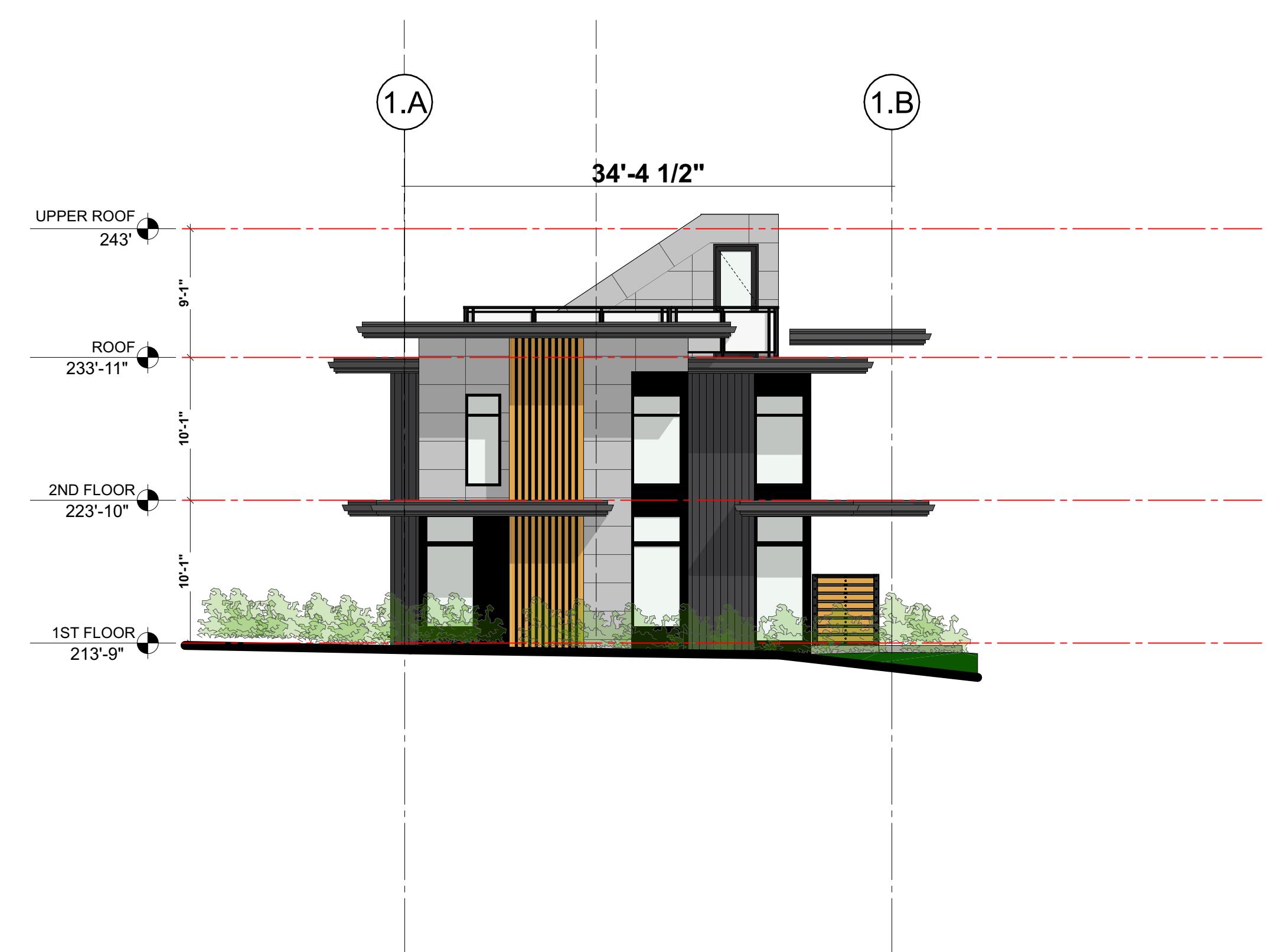
B1 East Elevation

SCALE: 1/8" = 1'



B1 South Elevation

3 SCALE: 1/8" =



B1 West Elevation

SCALE: 1/8" =

[ARCHITECT SEAL]

[CELENT]

17. ROSEBUD

95 Burley Drive &
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Building 1 Elevations

0502 [PROJECT]

11-0" [SCALE]

Page 1 of 1 [DATE]

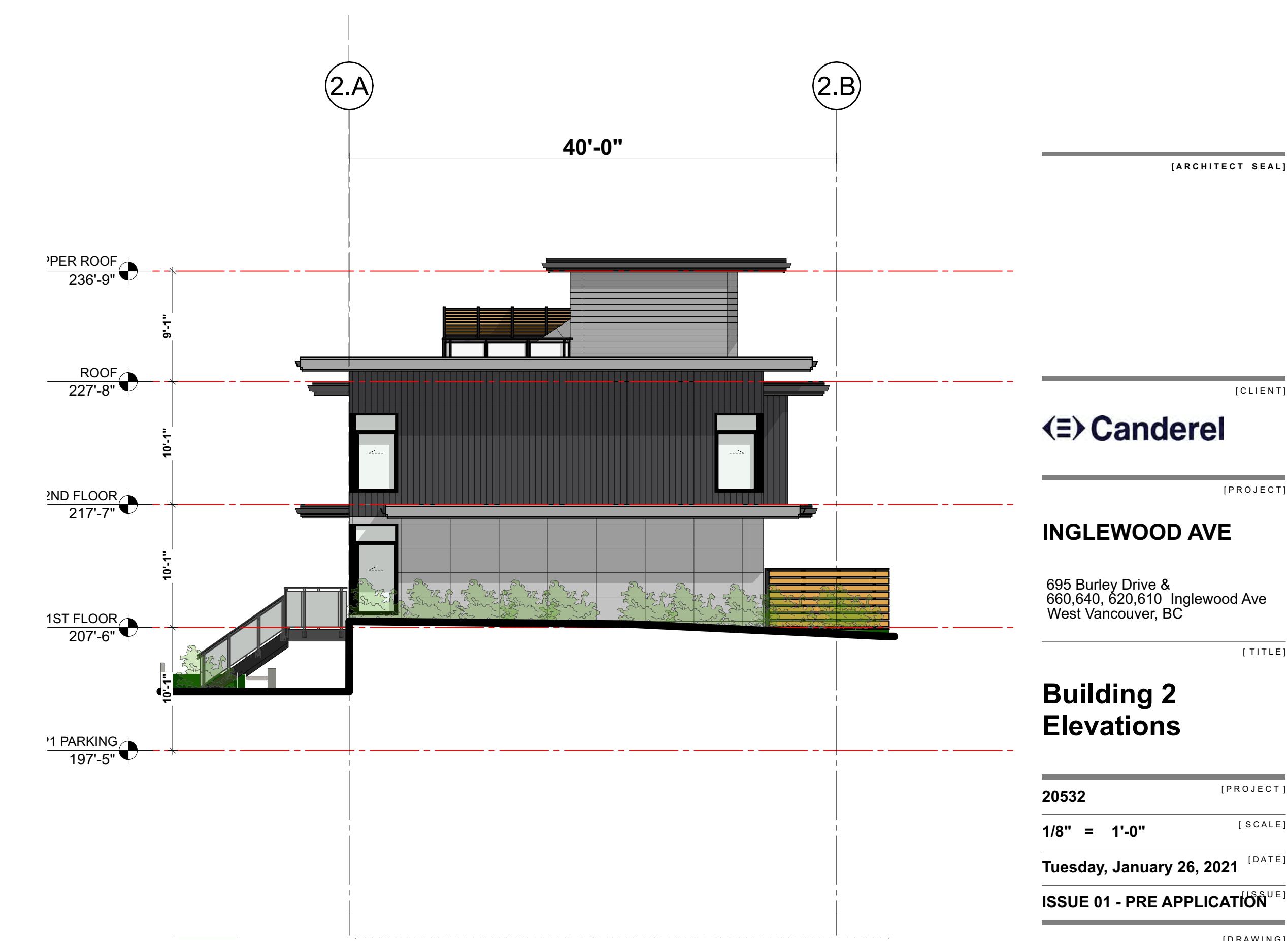
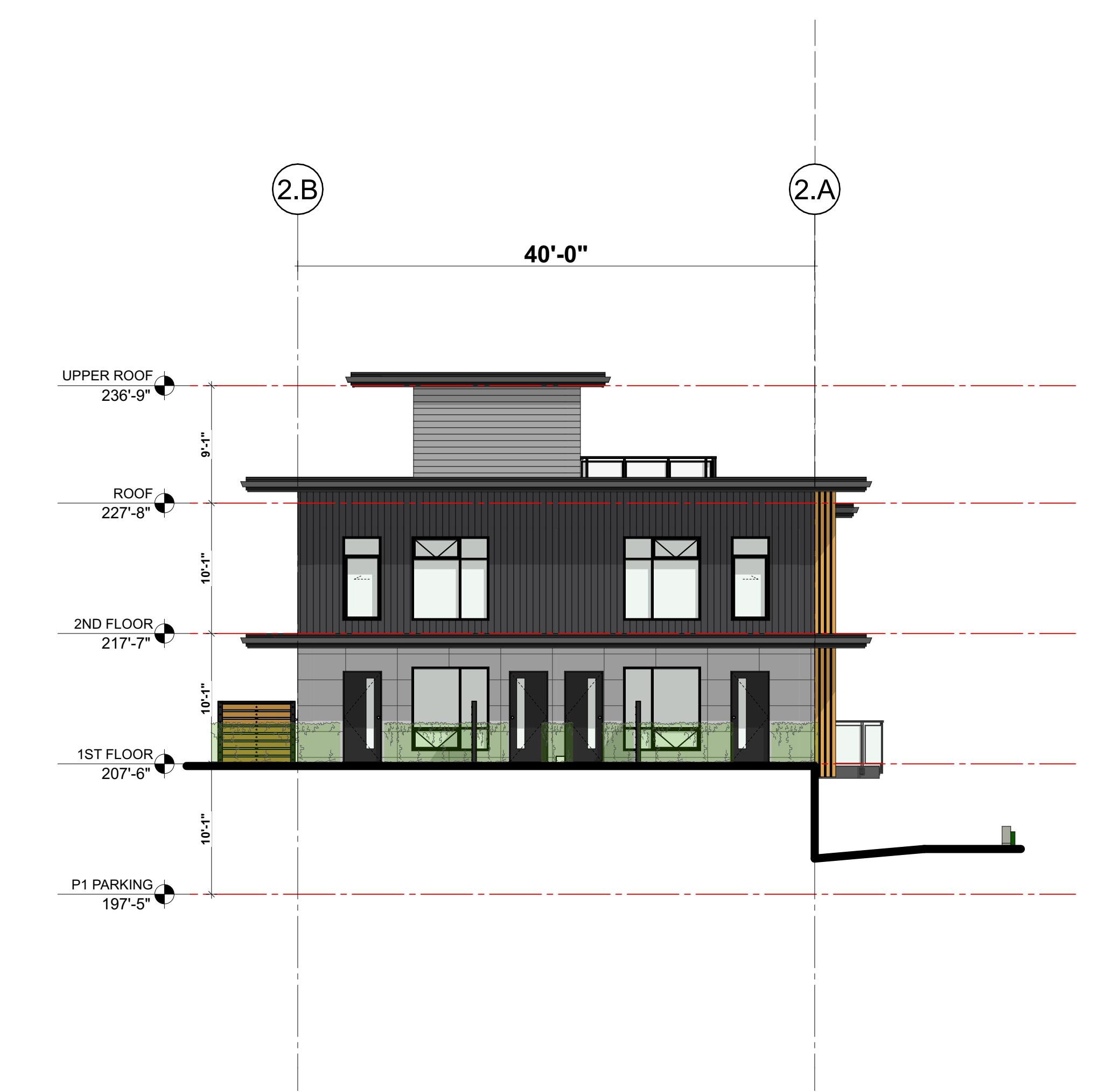
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A-4.110



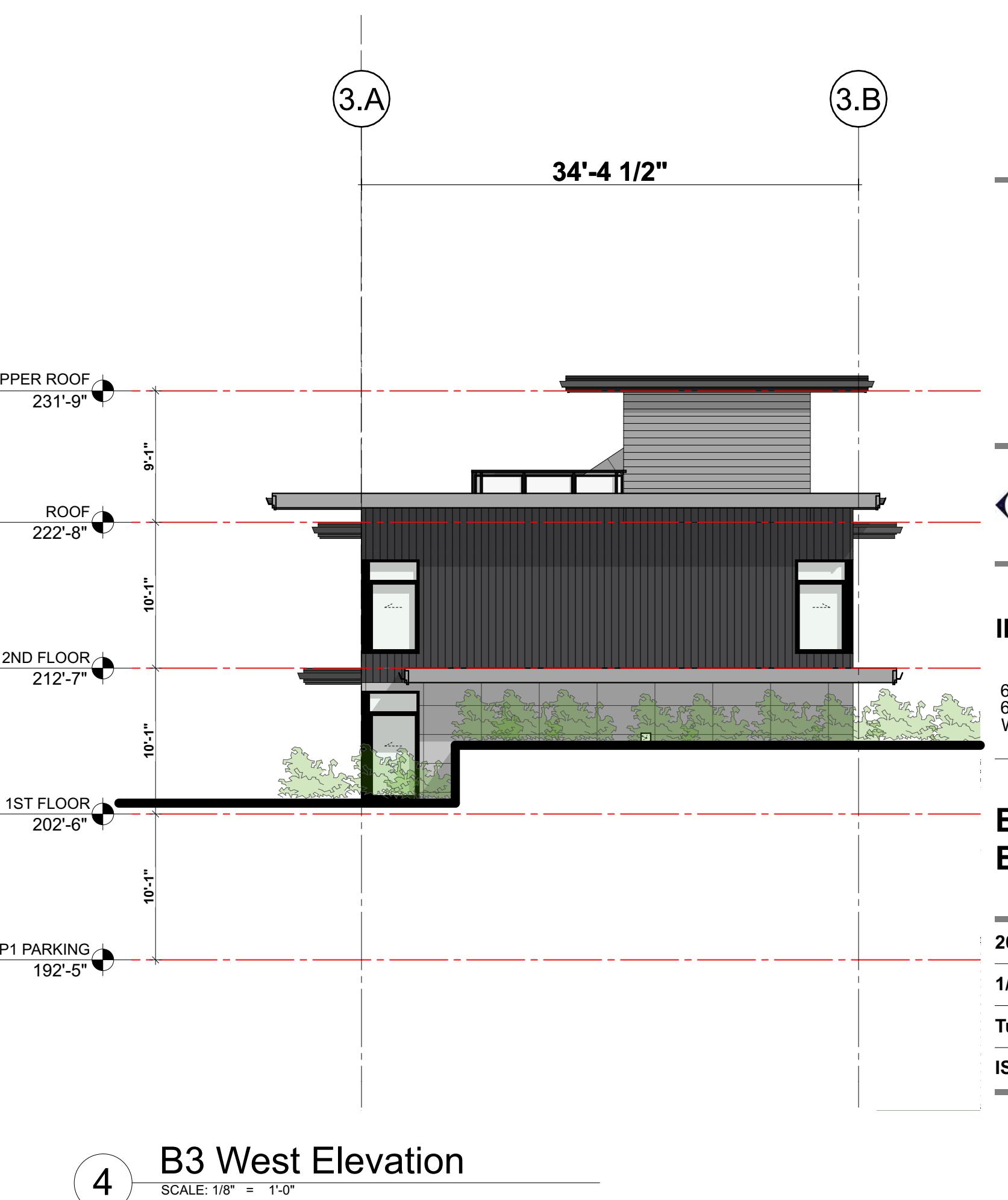
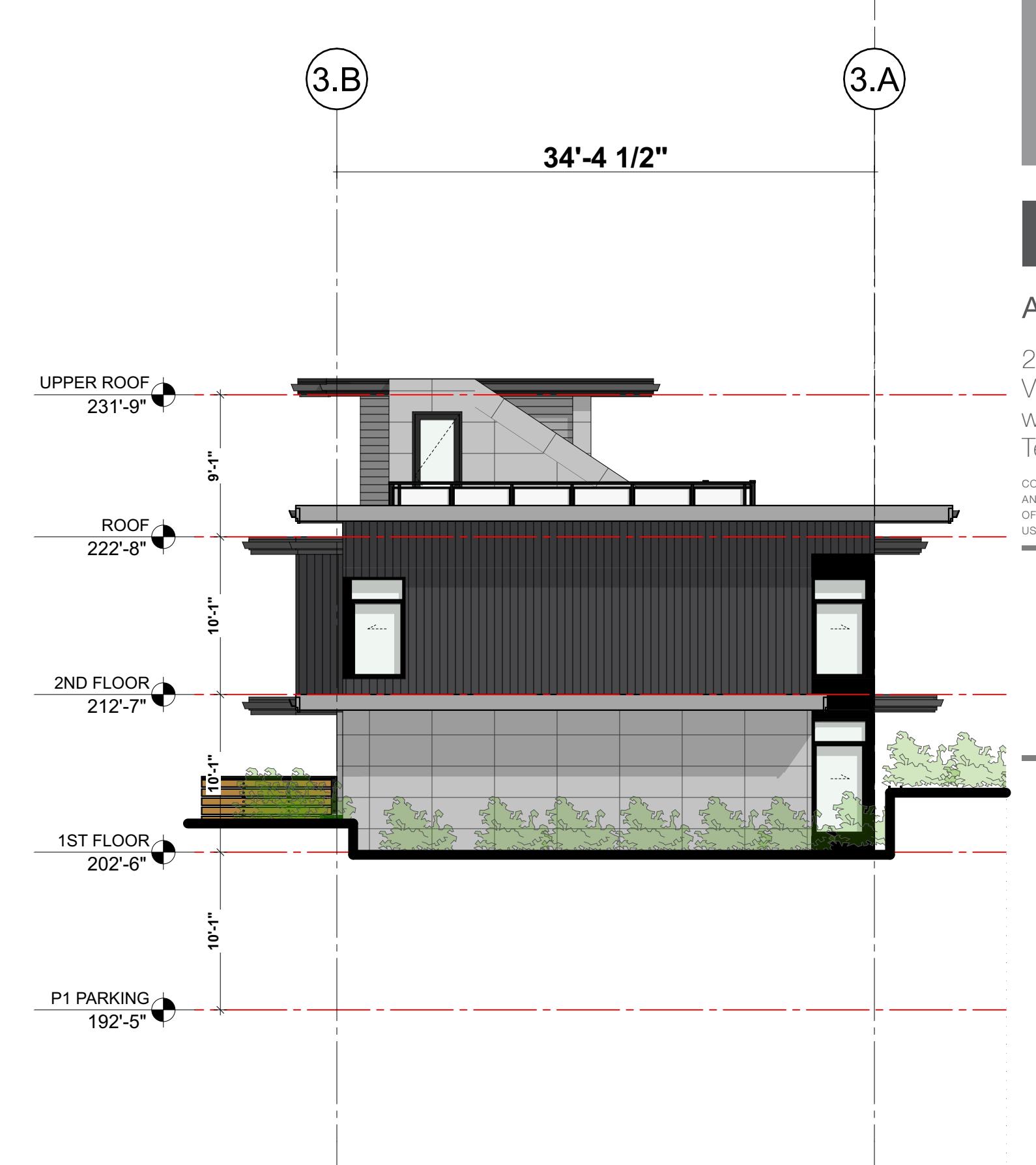


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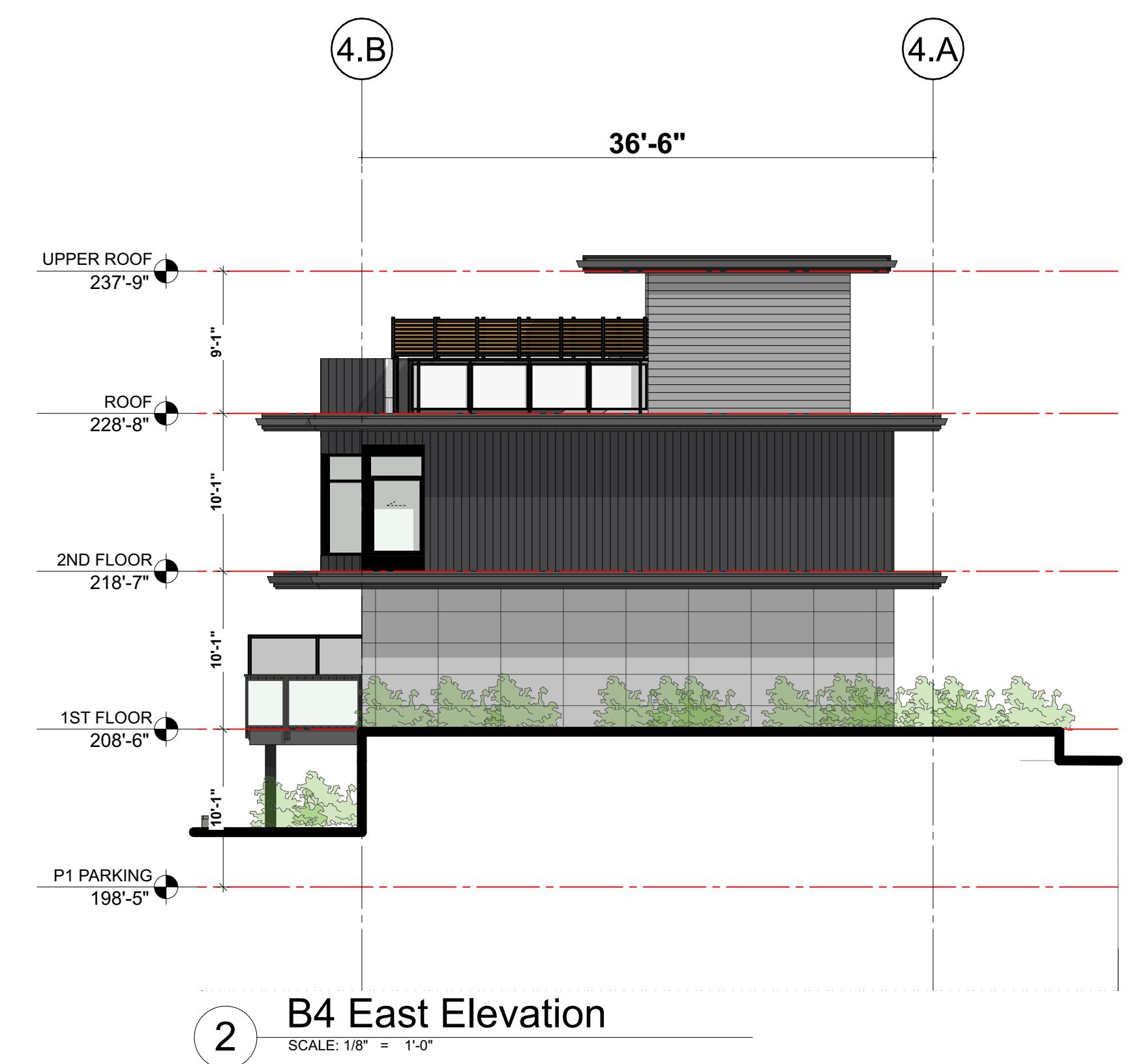
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Telephone: 604 688 4220

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USED WITHOUT THE ARCHITECT'S CONSENT.



A-4.310



(ARCHITECT SEAL)

(CLIENT)

Canderel

(PROJECT)

INGLEWOOD AVE

 695 Burley Drive &
 660, 640, 620, 610 Inglewood Ave
 West Vancouver, BC

 (TITLE)
Building 4
Elevations

(PROJECT)

20532

1/8" = 1'-0"

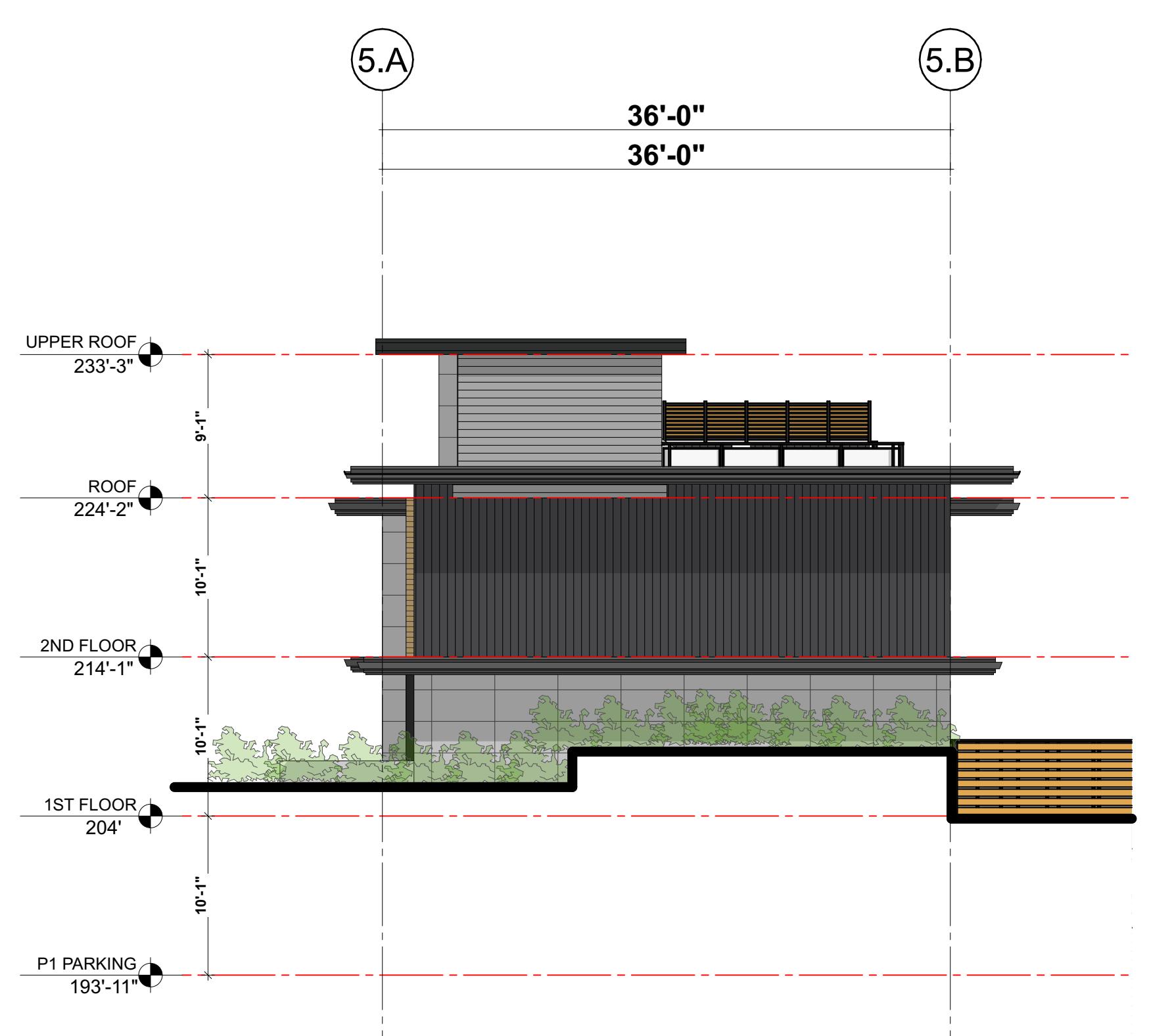
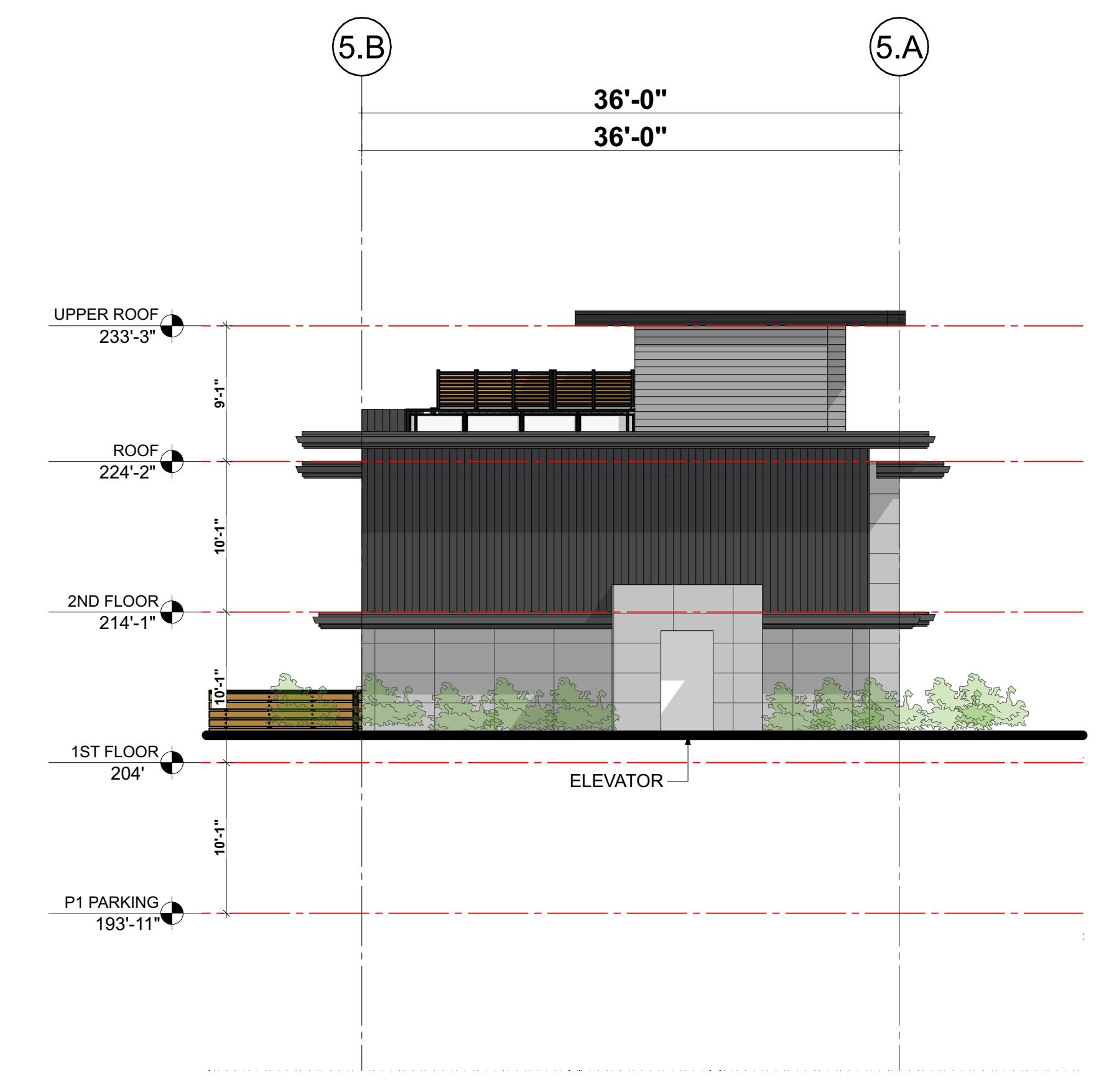
Tuesday, January 26, 2021

(DATE)

ISSUE 01 - PRE APPLICATION

(DRAWING)

A-4.410



↳ Canderel

[PROJECT]

INGLEWOOD AVE

695 Burley Drive &
660, 640, 620, 610 Inglewood Ave
West Vancouver, BC

[TITLE]
**Building 5
Elevations**

20532 [PROJECT]

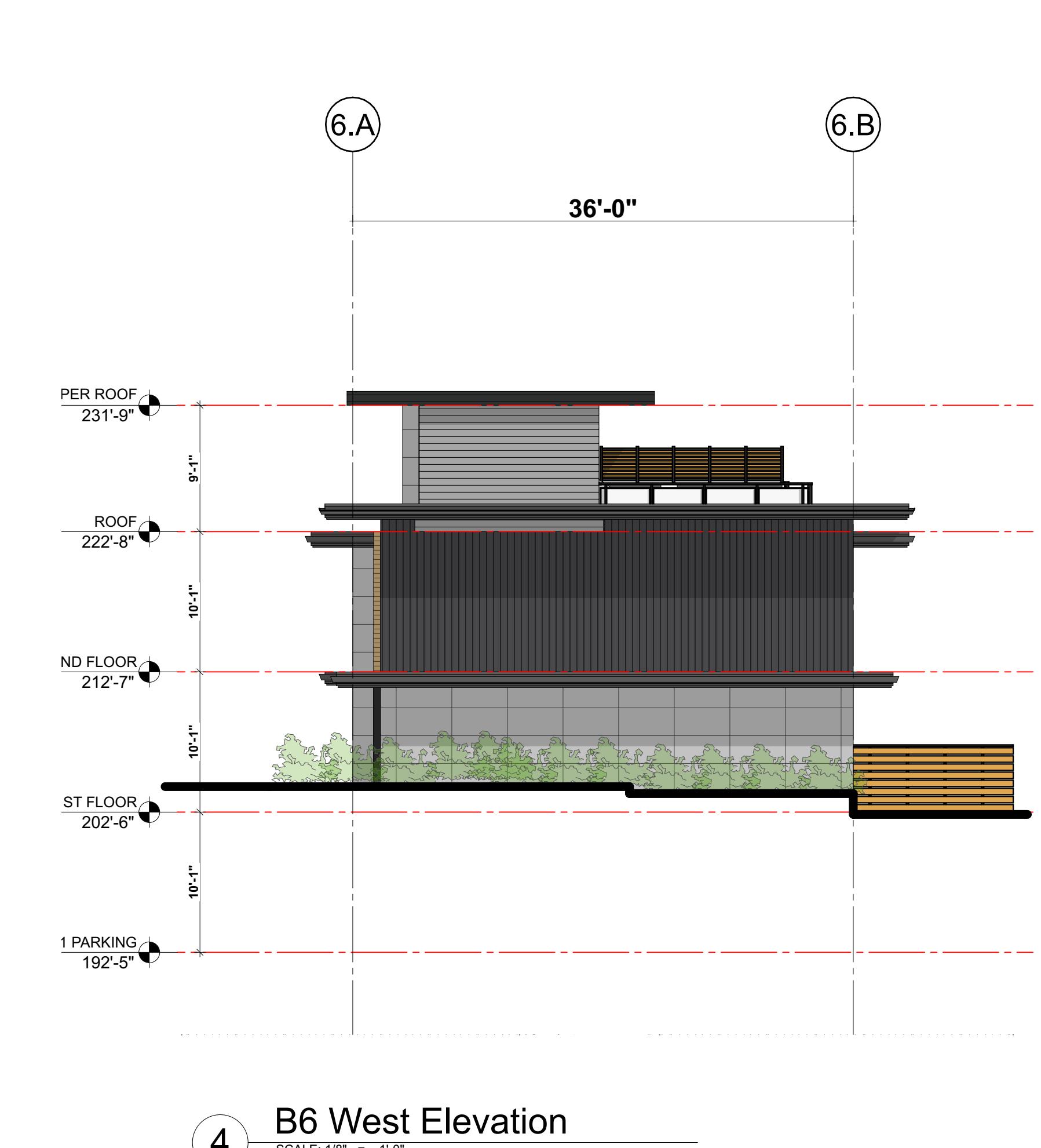
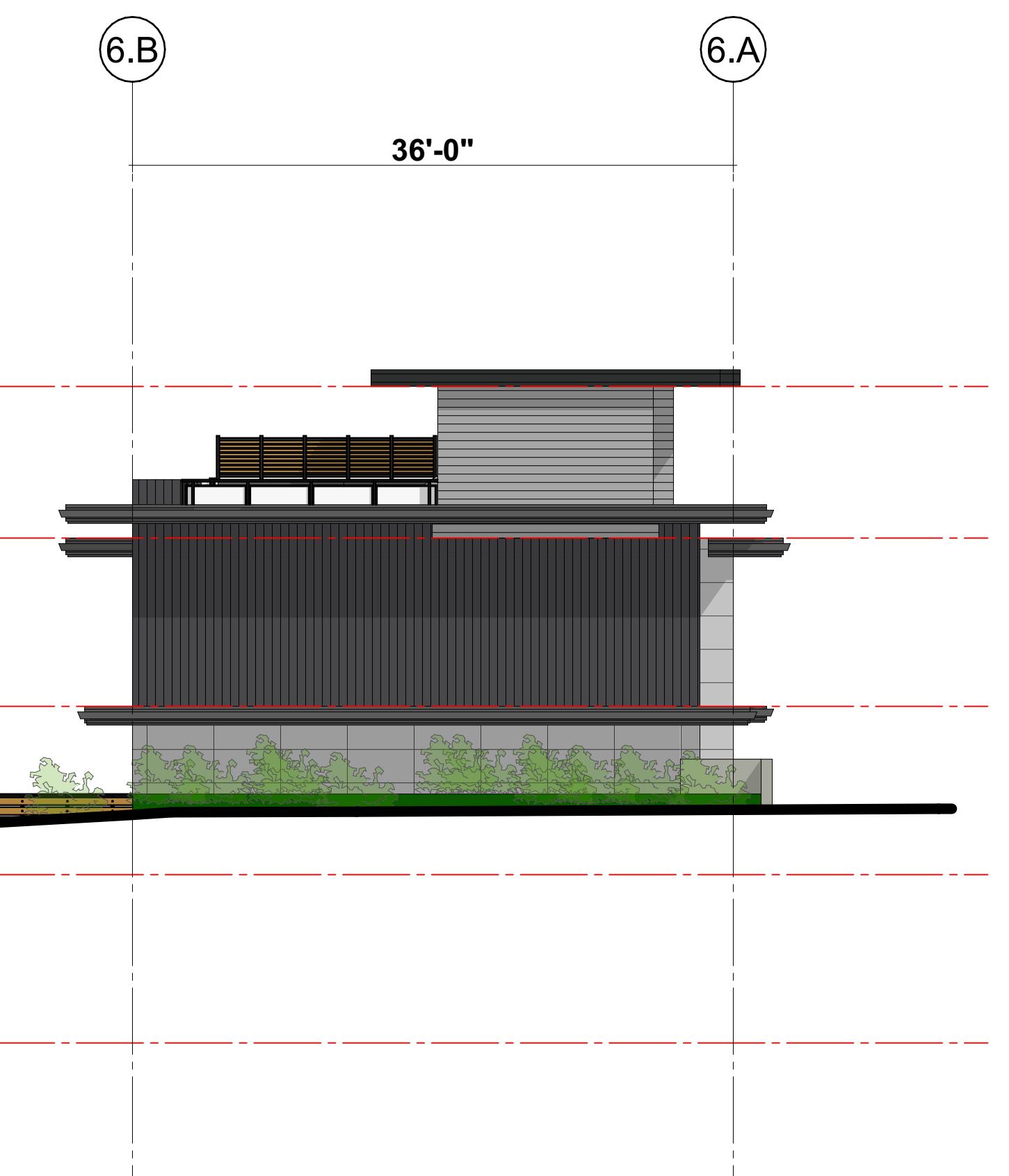
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Tuesday, January 26, 2021 [DATE]

ISSUE 01 - PRE APPLICATION [ISSUE]

[DRAWING]

A-4.510



↵ Canderel

INGLEWOOD AVE

 695 Burley Drive &
 660, 640, 620, 610 Inglewood Ave
 West Vancouver, BC

 Building 6
 Elevations

20532 [PROJECT]

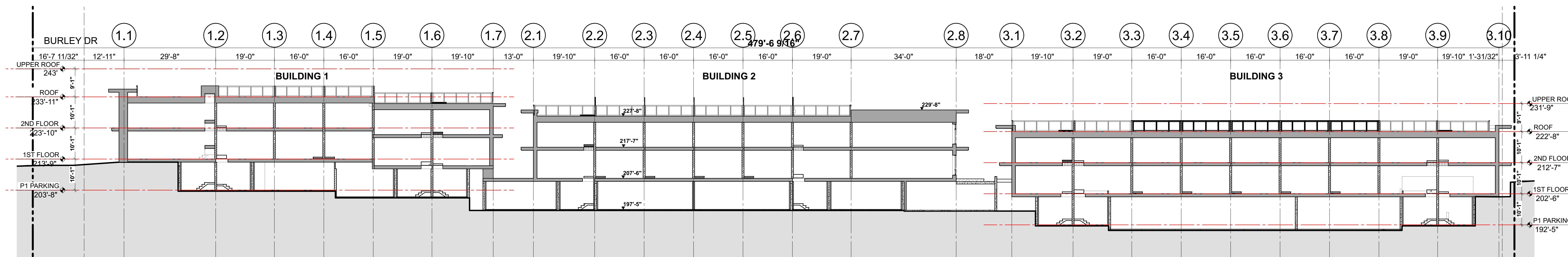
1/8" = 1'-0" [SCALE]

Tuesday, January 26, 2021 [DATE]

ISSUE 01 - PRE APPLICATION [ISSUE]

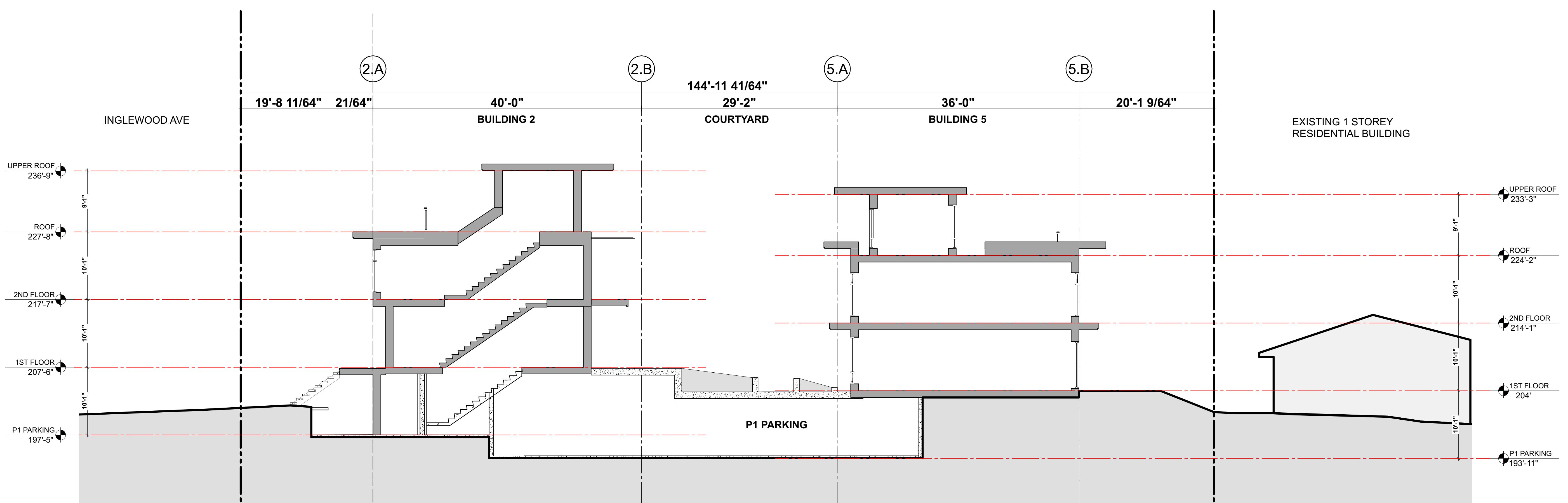
[DRAWING]

A-4.610



1 B1,B2,B3 E/W Site Section

SCALE: 1/16" = 1'-0"



1 B2,B4 N/S Site Section

SCALE: 1/8" = 1'-0"



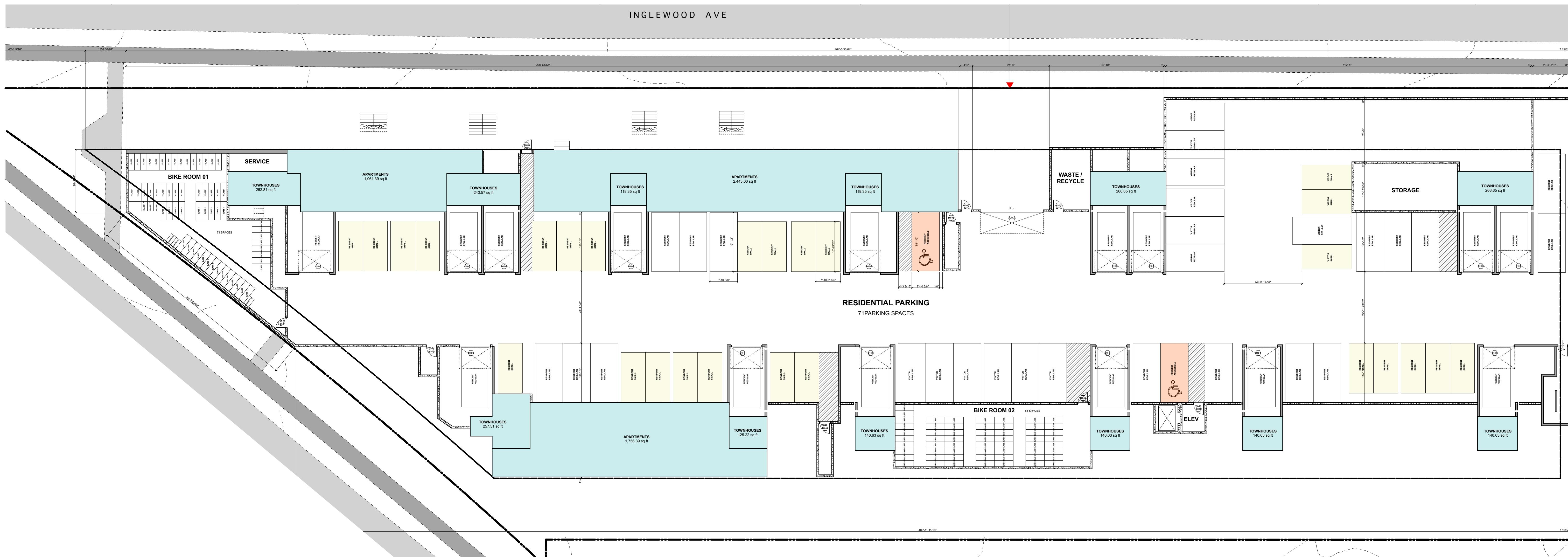
20532 [PROJECT]

[SCALE]

Tuesday, January 26, 2021 [DATE]

ISSUE 01 - PRE APPLICATION [ISSUE]

[DRAWING]



GFA		
LEVEL	BLDG	AREA
Level P1 Parking Plan		
BUILDING 1 GROSS	243.57	
BUILDING 1 GROSS	252.81	
BUILDING 1 GROSS	1,061.39	
BUILDING 2 GROSS	118.35	
BUILDING 2 GROSS	118.35	
BUILDING 2 GROSS	2,443.00	
BUILDING 3 GROSS	266.65	
BUILDING 3 GROSS	266.65	
BUILDING 4 GROSS	125.22	
BUILDING 4 GROSS	257.51	
BUILDING 4 GROSS	1,756.39	
BUILDING 5 GROSS	140.63	
BUILDING 5 GROSS	140.63	
BUILDING 6 GROSS	140.63	
BUILDING 6 GROSS	140.63	
Level 1 Floor Plan		
BUILDING 1 GROSS	3,736.24	
BUILDING 2 GROSS	4,755.08	
BUILDING 3 GROSS	5,212.02	
BUILDING 4 GROSS	3,540.94	
BUILDING 5 GROSS	3,429.18	
BUILDING 6 GROSS	3,425.43	
Level 2 Floor Plan		
BUILDING 1 GROSS	3,842.86	
BUILDING 2 GROSS	4,922.58	
BUILDING 3 GROSS	5,433.04	
BUILDING 4 GROSS	3,687.60	
BUILDING 5 GROSS	3,590.73	
BUILDING 6 GROSS	3,590.56	
Level 3 Floor Plan		
BUILDING 1 GROSS	1,588.30	
BUILDING 2 GROSS	1,428.83	
BUILDING 3 GROSS	1,994.95	
BUILDING 4 GROSS	1,261.02	
BUILDING 5 GROSS	1,489.30	
BUILDING 6 GROSS	1,464.68	
	65,865.75 sq ft	

BUILDING 1 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 1 GROSS	Residential	APARTMENTS	1,061.39	
BUILDING 1 GROSS	Residential	TOWNHOUSES	243.57	
BUILDING 1 GROSS	Residential	TOWNHOUSES	252.81	
Level 1 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES	3,736.24	
Level 2 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES	3,842.86	
Level 3 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES	1,588.30	
			10,725.17 sq ft	

BUILDING 4 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 4 GROSS	Residential	APARTMENTS	1,756.39	
BUILDING 4 GROSS	Residential	TOWNHOUSES	125.22	
BUILDING 4 GROSS	Residential	TOWNHOUSES	257.51	
Level 1 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES	3,540.94	
Level 2 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES	3,687.60	
Level 3 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES	1,261.02	
			10,628.68 sq ft	

BUILDING 2 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 2 GROSS	Residential	APARTMENTS	2,443.00	
BUILDING 2 GROSS	Residential	TOWNHOUSES	118.35	
BUILDING 2 GROSS	Residential	TOWNHOUSES	118.35	
Level 1 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES	4,755.08	
Level 2 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES	4,922.58	
Level 3 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES	1,428.83	
			13,786.19 sq ft	

BUILDING 5 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES	140.63	
BUILDING 5 GROSS	Residential	TOWNHOUSES	140.63	
Level 1 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES	3,429.18	
Level 2 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES	3,590.73	
Level 3 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES	1,489.30	
			8,790.47 sq ft	

BUILDING 3 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES	266.65	
BUILDING 3 GROSS	Residential	TOWNHOUSES	266.65	
Level 1 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES	5,212.02	
Level 2 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES	5,433.04	
Level 3 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES	1,994.95	
			13,173.31 sq ft	
				65,865.75 sq ft

BUILDING 6 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES	140.63	
BUILDING 6 GROSS	Residential	TOWNHOUSES	140.63	
Level 1 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES	3,425.43	
Level 2 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES	3,590.56	
Level 3 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES	1,464.68	
			8,761.93 sq ft	

(ARCHITECT SEAL)
Canderel
(CLIENT)
(PROJECT)

INGLEWOOD AVE

695 Burley Drive &
660, 640, 620, 610 Inglewood Ave
West Vancouver, BC

(TITLE)

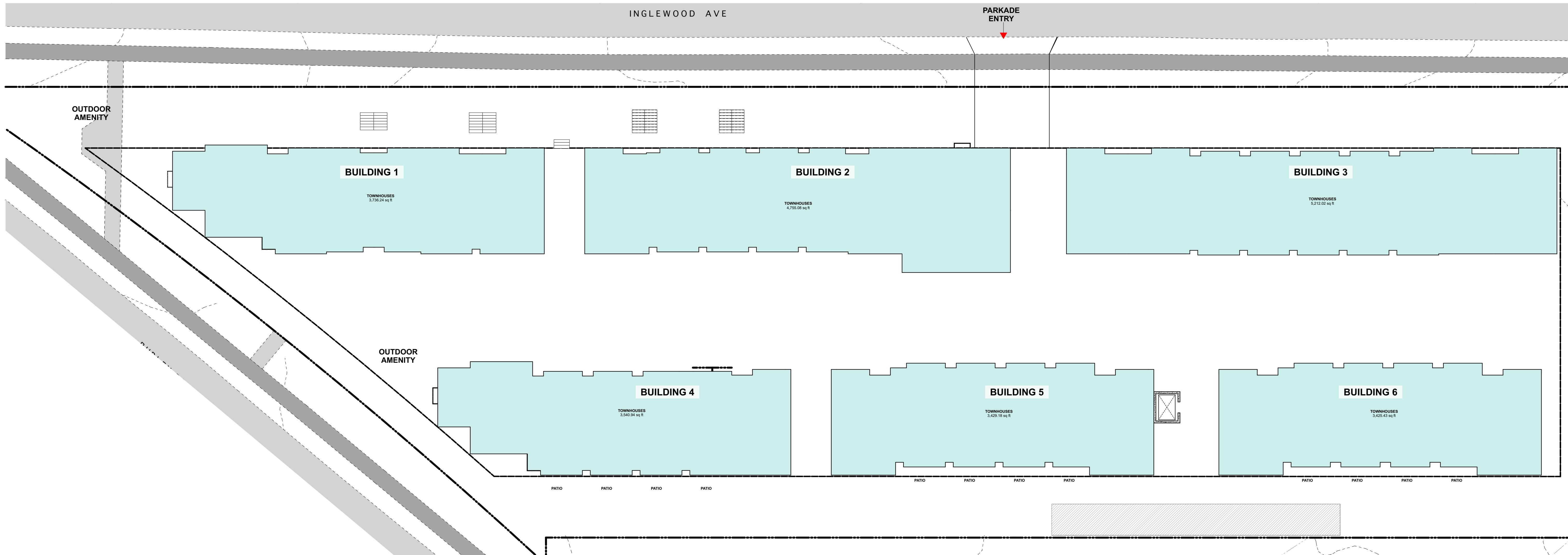
A-8.101

(DRAWING)

(DATE)

Tuesday, January 26, 2021

(ISSUE)



GFA		
LEVEL	BLDG	AREA
Level P1 Parking Plan		
BUILDING 1 GROSS	243.57	
BUILDING 1 GROSS	252.81	
BUILDING 1 GROSS	1,061.39	
BUILDING 2 GROSS	118.35	
BUILDING 2 GROSS	118.35	
BUILDING 2 GROSS	2,443.00	
BUILDING 3 GROSS	266.65	
BUILDING 3 GROSS	266.65	
BUILDING 4 GROSS	125.22	
BUILDING 4 GROSS	257.51	
BUILDING 4 GROSS	1,756.39	
BUILDING 5 GROSS	140.63	
BUILDING 5 GROSS	140.63	
BUILDING 6 GROSS	140.63	
BUILDING 6 GROSS	140.63	
Level 1 Floor Plan		
BUILDING 1 GROSS	3,736.24	
BUILDING 2 GROSS	4,755.08	
BUILDING 3 GROSS	5,212.02	
BUILDING 4 GROSS	3,540.94	
BUILDING 5 GROSS	3,429.18	
BUILDING 6 GROSS	3,425.43	
Level 2 Floor Plan		
BUILDING 1 GROSS	3,842.86	
BUILDING 2 GROSS	4,922.58	
BUILDING 3 GROSS	5,433.04	
BUILDING 4 GROSS	3,687.60	
BUILDING 5 GROSS	3,590.73	
BUILDING 6 GROSS	3,590.56	
Level 3 Floor Plan		
BUILDING 1 GROSS	1,588.30	
BUILDING 2 GROSS	1,428.83	
BUILDING 3 GROSS	1,994.95	
BUILDING 4 GROSS	1,261.02	
BUILDING 5 GROSS	1,489.30	
BUILDING 6 GROSS	1,464.68	
Total GFA		
		65,865.75 sq ft

BUILDING 1 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 1 GROSS	Residential	APARTMENTS		1,061.39
BUILDING 1 GROSS	Residential	TOWNHOUSES		243.57
BUILDING 1 GROSS	Residential	TOWNHOUSES		252.81
Level 1 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES		3,736.24
Level 2 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES		3,842.86
Level 3 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES		1,588.30
				10,725.17 sq ft

BUILDING 4 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 4 GROSS	Residential	APARTMENTS		1,756.39
BUILDING 4 GROSS	Residential	TOWNHOUSES		125.22
BUILDING 4 GROSS	Residential	TOWNHOUSES		257.51
Level 1 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES		3,540.94
Level 2 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES		3,687.60
Level 3 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES		1,261.02
				10,628.68 sq ft

BUILDING 2 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 2 GROSS	Residential	APARTMENTS		2,443.00
BUILDING 2 GROSS	Residential	TOWNHOUSES		118.35
BUILDING 2 GROSS	Residential	TOWNHOUSES		118.35
Level 1 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES		4,755.08
Level 2 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES		4,922.58
Level 3 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES		1,428.83
				13,786.19 sq ft

BUILDING 5 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES		140.63
BUILDING 5 GROSS	Residential	TOWNHOUSES		140.63
Level 1 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES		3,429.18
Level 2 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES		3,590.73
Level 3 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES		1,489.30
				8,790.47 sq ft

BUILDING 3 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		266.65
BUILDING 3 GROSS	Residential	TOWNHOUSES		266.65
Level 1 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		5,212.02
Level 2 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		5,433.04
Level 3 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		1,994.95
				13,173.31 sq ft

BUILDING 6 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		140.63
BUILDING 6 GROSS	Residential	TOWNHOUSES		140.63
Level 1 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		3,425.43
Level 2 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		3,590.56
Level 3 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		1,464.68
				8,761.93 sq ft

Canderel

(PROJECT)

INGLEWOOD AVE

695 Burley Drive &
660, 640, 620, 610 Inglewood Ave
West Vancouver, BC

(TITLE)

Level 1 Gross
Area

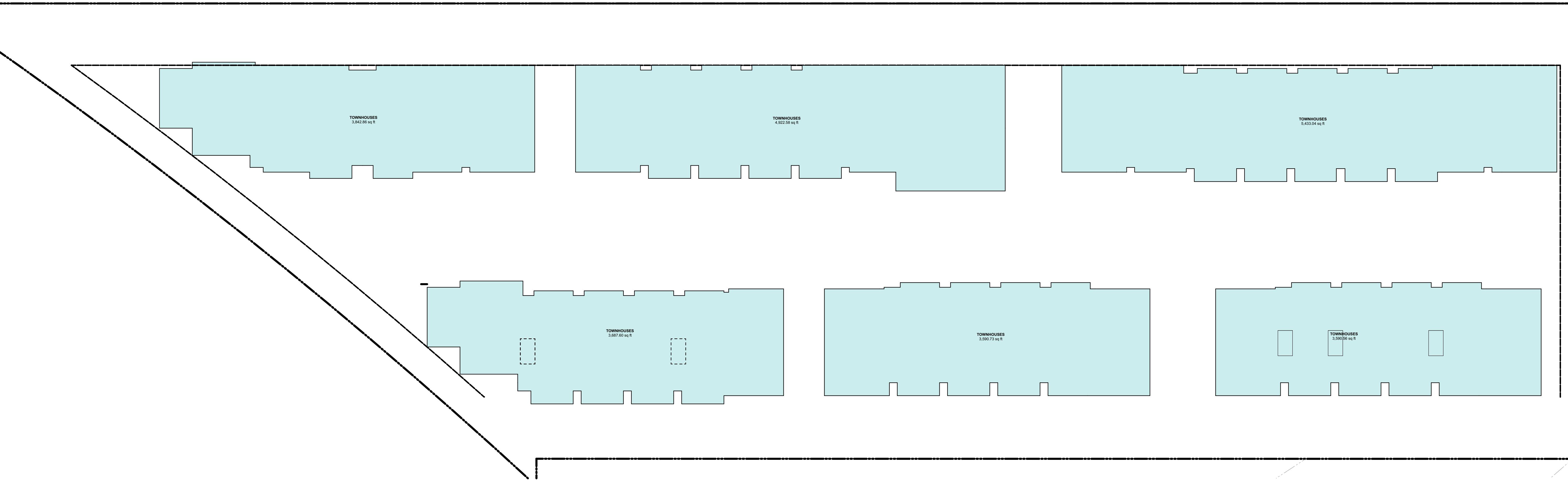
20532 (PROJECT)

(SCALE)

Tuesday, January 26, 2021 (DATE)

ISSUE 01 - PRE APPLICATION (ISSUE)

A-8.102 (DRAWING)


BUILDING 1 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
	BUILDING 1 GROSS	Residential	APARTMENTS	1,061.39
	BUILDING 1 GROSS	Residential	TOWNHOUSES	243.57
	BUILDING 1 GROSS	Residential	TOWNHOUSES	252.81
Level 1 Floor Plan				
	BUILDING 1 GROSS	Residential	TOWNHOUSES	3,736.24
Level 2 Floor Plan				
	BUILDING 1 GROSS	Residential	TOWNHOUSES	3,842.86
Level 3 Floor Plan				
	BUILDING 1 GROSS	Residential	TOWNHOUSES	1,588.30
				10,725.17 sq ft

BUILDING 4 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
	BUILDING 4 GROSS	Residential	APARTMENTS	1,756.39
	BUILDING 4 GROSS	Residential	TOWNHOUSES	125.22
	BUILDING 4 GROSS	Residential	TOWNHOUSES	257.51
Level 1 Floor Plan				
	BUILDING 4 GROSS	Residential	TOWNHOUSES	3,540.94
Level 2 Floor Plan				
	BUILDING 4 GROSS	Residential	TOWNHOUSES	3,687.60
Level 3 Floor Plan				
	BUILDING 4 GROSS	Residential	TOWNHOUSES	1,261.02
				10,628.68 sq ft

BUILDING 2 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
	BUILDING 2 GROSS	Residential	APARTMENTS	2,443.00
	BUILDING 2 GROSS	Residential	TOWNHOUSES	118.35
	BUILDING 2 GROSS	Residential	TOWNHOUSES	118.35
Level 1 Floor Plan				
	BUILDING 2 GROSS	Residential	TOWNHOUSES	4,755.08
Level 2 Floor Plan				
	BUILDING 2 GROSS	Residential	TOWNHOUSES	4,922.58
Level 3 Floor Plan				
	BUILDING 2 GROSS	Residential	TOWNHOUSES	1,428.83
				13,786.19 sq ft

BUILDING 5 GROSS AREA

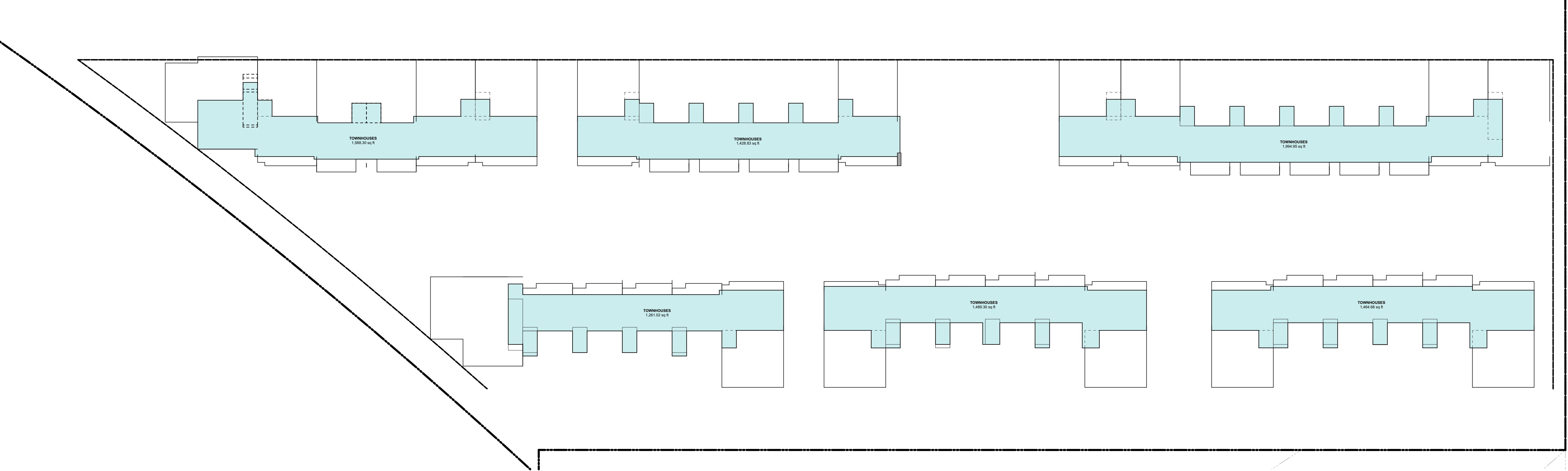
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
	BUILDING 5 GROSS	Residential	TOWNHOUSES	140.63
	BUILDING 5 GROSS	Residential	TOWNHOUSES	140.63
Level 1 Floor Plan				
	BUILDING 5 GROSS	Residential	TOWNHOUSES	3,429.18
Level 2 Floor Plan				
	BUILDING 5 GROSS	Residential	TOWNHOUSES	3,590.73
Level 3 Floor Plan				
	BUILDING 5 GROSS	Residential	TOWNHOUSES	1,489.30
				8,790.47 sq ft

BUILDING 3 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	266.65
	BUILDING 3 GROSS	Residential	TOWNHOUSES	266.65
Level 1 Floor Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	5,212.02
Level 2 Floor Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	5,433.04
Level 3 Floor Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	1,994.95
	BUILDING 3 GROSS	Residential	TOWNHOUSES	1,994.95
Level 4 Floor Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	1,261.02
Level 5 Floor Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	1,489.30
Level 6 Floor Plan				
	BUILDING 3 GROSS	Residential	TOWNHOUSES	1,464.68
				65,865.75 sq ft

BUILDING 6 GROSS AREA

LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
	BUILDING 6 GROSS	Residential	TOWNHOUSES	140.63
	BUILDING 6 GROSS	Residential	TOWNHOUSES	140.63
Level 1 Floor Plan				
	BUILDING 6 GROSS	Residential	TOWNHOUSES	3,425.43
Level 2 Floor Plan				
	BUILDING 6 GROSS	Residential	TOWNHOUSES	3,590.56
Level 3 Floor Plan				
	BUILDING 6 GROSS	Residential	TOWNHOUSES	1,464.68
				8,761.93 sq ft



GFA		
LEVEL	BLDG	AREA
Level P1 Parking Plan		
BUILDING 1 GROSS	243.57	
BUILDING 1 GROSS	252.81	
BUILDING 1 GROSS	1,061.39	
BUILDING 2 GROSS	118.35	
BUILDING 2 GROSS	118.35	
BUILDING 2 GROSS	2,443.00	
BUILDING 3 GROSS	266.65	
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BUILDING 4 GROSS	1,756.39	
BUILDING 5 GROSS	140.63	
BUILDING 5 GROSS	140.63	
BUILDING 6 GROSS	140.63	
BUILDING 6 GROSS	140.63	
Level 1 Floor Plan		
BUILDING 1 GROSS	3,736.24	
BUILDING 2 GROSS	4,755.08	
BUILDING 3 GROSS	5,212.02	
BUILDING 4 GROSS	3,540.94	
BUILDING 5 GROSS	3,429.18	
BUILDING 6 GROSS	3,425.43	
Level 2 Floor Plan		
BUILDING 1 GROSS	3,842.86	
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Level 3 Floor Plan		
BUILDING 1 GROSS	1,588.30	
BUILDING 2 GROSS	1,428.83	
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BUILDING 4 GROSS	1,261.02	
BUILDING 5 GROSS	1,489.30	
BUILDING 6 GROSS	1,464.68	
	65,865.75 sq ft	

BUILDING 1 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 1 GROSS	Residential	APARTMENTS		1,061.39
BUILDING 1 GROSS	Residential	TOWNHOUSES		243.57
BUILDING 1 GROSS	Residential	TOWNHOUSES		252.81
Level 1 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES		3,736.24
Level 2 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES		3,842.86
Level 3 Floor Plan				
BUILDING 1 GROSS	Residential	TOWNHOUSES		1,588.30
				10,725.17 sq ft

BUILDING 4 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 4 GROSS	Residential	APARTMENTS		1,756.39
BUILDING 4 GROSS	Residential	TOWNHOUSES		125.22
BUILDING 4 GROSS	Residential	TOWNHOUSES		257.51
Level 1 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES		3,540.94
Level 2 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES		3,687.60
Level 3 Floor Plan				
BUILDING 4 GROSS	Residential	TOWNHOUSES		1,261.02
				10,628.68 sq ft

BUILDING 2 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 2 GROSS	Residential	APARTMENTS		2,443.00
BUILDING 2 GROSS	Residential	TOWNHOUSES		118.35
BUILDING 2 GROSS	Residential	TOWNHOUSES		118.35
Level 1 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES		4,755.08
Level 2 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES		4,922.58
Level 3 Floor Plan				
BUILDING 2 GROSS	Residential	TOWNHOUSES		1,428.83
				13,786.19 sq ft

BUILDING 5 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
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BUILDING 5 GROSS	Residential	TOWNHOUSES		3,429.18
Level 2 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES		3,590.73
Level 3 Floor Plan				
BUILDING 5 GROSS	Residential	TOWNHOUSES		1,489.30
				8,790.47 sq ft

BUILDING 3 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		266.65
BUILDING 3 GROSS	Residential	TOWNHOUSES		266.65
Level 1 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		5,212.02
Level 2 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		5,433.04
Level 3 Floor Plan				
BUILDING 3 GROSS	Residential	TOWNHOUSES		1,994.95
				13,173.31 sq ft

BUILDING 6 GROSS AREA				
LEVEL	BLDG	Zone Category	Name	AREA
Level P1 Parking Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		140.63
BUILDING 6 GROSS	Residential	TOWNHOUSES		140.63
Level 1 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		3,425.43
Level 2 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		3,590.56
Level 3 Floor Plan				
BUILDING 6 GROSS	Residential	TOWNHOUSES		1,464.68
				8,761.93 sq ft

Canderel

(CLIENT)

INGLEWOOD AVE

695 Burley Drive &
660, 640, 620, 610 Inglewood Ave
West Vancouver, BC

(TITLE)

Level 3 Gross
Area

20532 (PROJECT)

(SCALE)

Tuesday, January 26, 2021 (DATE)

ISSUE 01 - PRE APPLICATION (ISSUE)

(DRAWING)

A-8.104

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