

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

10.2.

## COUNCIL REPORT

Date:	June 1, 2022
From:	Lisa Berg, Senior Community Planner
Subject:	Proposed Development Permit for 2452 to 2496 Marine Drive
File:	1010-20-20-105

### RECOMMENDATION

THAT proposed “Development Permit No. 20-105”, as described in the report dated June 1, 2022, be considered at the July 25, 2022 Council meeting at 6:00 p.m. in the Municipal Hall Council Chamber and via electronic communication facilities (WebEx video conferencing software), and that statutory notice be given of consideration of the proposed development permit.

#### 1.0 Purpose

To present to Council a proposed development permit with variances to regulate the form and character of a development project at 2452 to 2496 Marine Drive.

#### 2.0 Legislation/Bylaw/Policy

##### *Provincial Legislation*

Section 488 of the *Local Government Act* provides municipalities the authority to designate lands as development permit areas for meeting specific objectives. The Official Community Plan (OCP) designates the site as the “Dundarave Village” development permit area (**Appendix A**) for the following purposes:

- preserve the “village commercial” character of Dundarave,
- encourage upgrading of building facades to enhance the village theme,
- promote and enhance the pedestrian scale of development,
- promote a high quality of building design and landscaping, and
- facilitate pedestrian access along the street, through blocks, from parking to shops and down to the waterfront.

Council authority to approve or deny development permits must be exercised in accordance with the applicable guidelines. Accordingly, the development permit described herein must be reviewed against the “Dundarave Village” development permit area guidelines. Allowable land uses are consistent with the Commercial 2 (C2) zone.

### *Zoning Bylaw*

The site is zoned Commercial Zone 2 (C2). This zone does not include specific regulations for floor space. Rather, floor space is generally regulated through the application of setbacks, parking requirements, and building height.

In this circumstance, a project with the same square footage could be built without any variances. This current proposal seeks to achieve the same square footage and uses as could be achieved in a fully compliant situation, so a rezoning is not required. However, variances are proposed to achieve the objectives within the development permit area guidelines and are detailed below.

## **3.0 Council Strategic Objective(s)/Official Community Plan**

### *Council Strategic objective(s)*

- Goal 1.0: Significantly expand the diversity and supply of housing, including housing that is more affordable.
- Objective 1.1: Approve an average of 250 net new housing units each year, including accessible housing, of which approximately 100 are market or non-market rental, approximately 75 are infill or missing middle (such as coach houses, multiplexes, and townhouses), and approximately 75 are strata apartment or mixed-use.

### *Official Community Plan*

The OCP provides direction to strengthen District centres and corridors by increasing housing diversity, supporting local economic vitality, and meeting environmental objectives by directing sustainable development close to transit, shops, services, employment, and amenities.

The OCP establishes the site as being within the “Dundarave Village” development permit area under Policy BF-C5, which contains specific design guidelines and performance criteria as further detailed below. The proposal is consistent with the guidelines.

## **4.0 Financial Implications**

Redevelopment of the site will require in-ground servicing infrastructure upgrades, and new boulevards and sidewalks adjacent to the development site (to be paid for by the developer). Further details provided below.

The developer would also be required to provide Development Cost Charges (DCCs) at the building permit stage.

## **5.0 Background**

- 5.1 Previous Decisions – Not applicable.
- 5.2 History – Not applicable.

## 6.0 Analysis

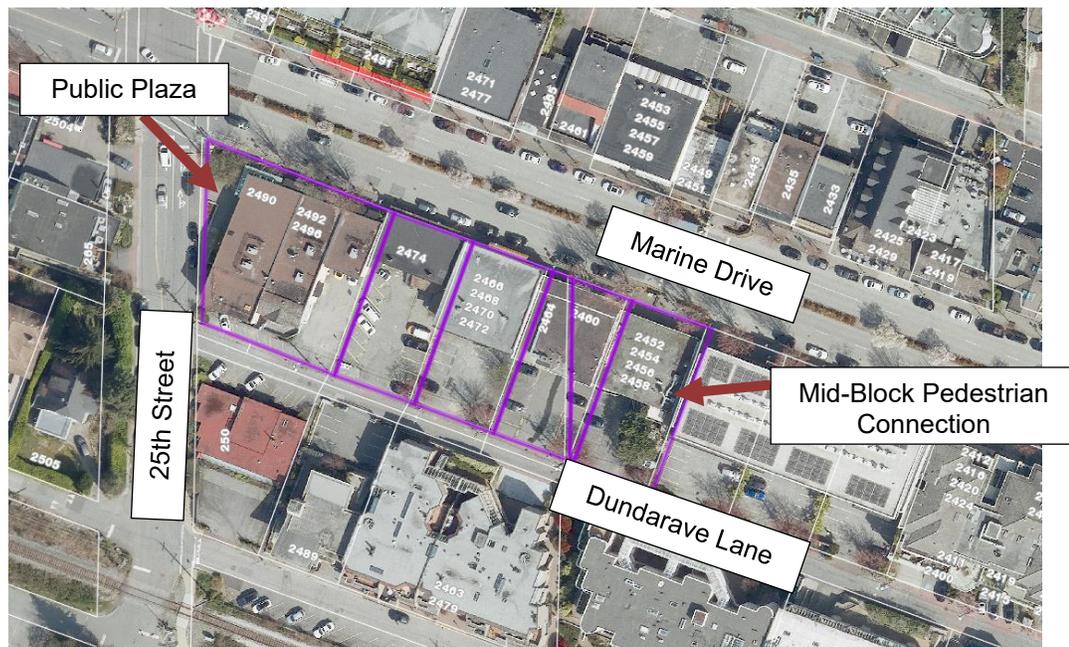
### 6.1 Discussion

#### Site Context

The site is within the Dundarave Village commercial area and consists of a six-lot land assembly (**Appendix B**). Each lot is currently developed with one and two storey commercial buildings with surface parking lots at the rear lane. The site slopes downward from Marine Drive to the rear lane with an average grade change between 4 to 4.5 m (13 to 15 ft.).

Marine Drive bounds the site to the north, Dundarave Lane to the south, 25th Street to the west, and a commercial building to the east. There is an existing mid-block pedestrian connection to the east of the site. A public plaza is located at the corner of Marine Drive and 25th Street (Figure 1).

The applicant provided information regarding existing on and off-site trees and reports that they are in fair to good condition. While a few of the trees can be retained, most of them will require removal to accommodate the new building and underground parkade. The applicant proposes tree replacement as part of the proposed plans.



**Figure 1: Site Context (site outlined in magenta)**

Positioned within the Dundarave Village, the site is part of an active commercial area with direct access to transit, employment opportunities, commercial services, public amenities, and recreational networks.

## **The Proposal**

The applicant proposes to consolidate the lots and construct a mixed-use building that responds to the existing slope. Key features of the proposal include:

- 55 residential units
- 1,123.3 m<sup>2</sup> (12,091 sq. ft.) of retail space
- 922.7 m<sup>2</sup> (9,932 sq. ft.) of office space
- Public realm additions including a plaza and parkette at Marine Drive and 25th Street, an improved pedestrian connection at the east end of the site, and new landscaping and street trees
- An indoor resident amenity space plus roof-top access to private patios
- 122 underground parking spaces for commercial users, residents, and visitors
- 110 bicycle storage spaces
- Level 2 EV charging

See **Appendix C** for the Project Profile and **Appendix D** for the proposed Development Permit. A rendering of the proposed development is shown in Figure 2.



**Figure 2: Looking southeast (at 25th Street and Marine Drive)**

## **Project Evaluation: Dundarave Village Development Permit Guidelines**

The guidelines serve to evaluate development proposals in the following areas:

### **I. Context / Site Design**

The proposed building meets the objectives for context and site design as it encourages a village character by providing street-level retail spaces, office uses at the lane, and residential uses above. Proposed is a continuous storefront street wall along Marine Drive with a renewed, fully accessible public plaza at the corner of 25th Street and Marine Drive to emphasize its role as a gateway site at the entrance to Dundarave. Although a street level setback along Marine Drive is not required under the existing C2 zone, the applicant proposes a 2 m (6.5 ft.) setback from the property line to provide a wider sidewalk. The project complies with all other required setbacks. See Figure 3 for a context image of the proposal.



**Figure 3: Context Image (proposed building on the right)**

To demonstrate the contextual fit of the building with the surrounding area, the applicant has provided a series of view studies. The applicant worked with upland neighbours to show existing views from various properties and a view from the same location(s) following completion of the proposed building. The view studies are included within Schedule A to the proposed development permit (**Appendix D**). See Figure 4 for an example view from across the street.



**Figure 4: Proposed View from 1140 25th Street (above IGA)**

The applicant has committed to incorporating public art into the project (see Public Art Advisory Committee below), and all loading areas, mechanical equipment, and waste and recycling are screened or located within the underground parkade to minimize the visual and acoustical impacts on adjacent properties and the streetscape. Redevelopment of the site will require infrastructure upgrades including new sidewalks, street trees, and updating the existing bus stop at 25th and Marine Drive. As part of the development, the applicant proposes to underground existing overhead wiring along the lane.

The proposed building will positively contribute to the Dundarave Village by delivering a mixed-use building that offers opportunities for socializing, outdoor gathering, and other improvements including a revitalized corner plaza, a widened mid-block pedestrian connection, and new landscaping.

## **II. Building Design**

The design of the building reflects an eclectic mix of styles and forms found in the area. It presents a “Seaside Village” aesthetic for the eastern and western sections of the building referencing the Beach House located at 150 25th Street. The centre portion of the building takes inspiration from the building at 2412 to 2424 Marine Drive that has a contemporary “West Coast Village” aesthetic. The mix of building styles and materials also work to break up the overall massing of the building with a finer-grained building expression.

As provided for in the development permit guidelines, the applicant requests variances as part of the development proposal. The development permit guidelines enable Council to consider “three storeys at any point along Marine Drive.” The guidelines identify that taller building elements should be set back from the street to maintain the lower profile along Marine Drive, and that special architectural features exceeding this limit may be considered to accentuate corner developments or gateway development sites.

The building presents as three storeys at Marine Drive and measured from the curb the height of the building is 11.6 m to the top of the third-floor parapet. The overall height of the building (from average grade to the highest point of the building including the four rooftop accesses to the patios) is proposed to be varied from 10.7 m to 14.5 m. Utilizing the slope of the site, the building presents as five storeys at the lane, with the lowest office level sunk below existing grade to further reduce the massing. The number of storeys is proposed to be varied from 2 to 3 at Marine Drive.

In response to the guidelines, the upper floors of the building are setback to retain the lower building profile along Marine Drive and to reduce the overall scale and massing of the building. Although the additional storey will create impacts to private views for some residents to the north, the building is designed with varied rooflines and attention to detailing to minimize its scale to the area. The four rooftop accesses are minimized in size so that they do not add to rooftop building bulk. The varied roof forms, trellises, canopies, and railing details work together to provide further interest and variation to the upper floors of the building. The primary residential entrance lobby at Marine Drive further breaks up the overall massing of the building with its deep inset and change in materials. See Figure 5 for a view of the building from Marine Drive.



Figure 5: Marine Drive Frontage

Located along Marine Drive are small scale retail units that have a variety of unit entrances to continue the existing pattern of smaller shops noting that flexibility for demising of the commercial units is incorporated into the design to accommodate a diverse mix of potential tenants. Widened front entrance areas encourage activities to spill out of the stores and activate the area without interfering with pedestrian movements on the sidewalk.

At the lane, the building takes advantage of the slope to create lower-level office or destination retail shops that do not require direct street front visibility. These units will activate the lane and together with a separated sidewalk allow for the safe movement of pedestrians. See Figure 6 for a view of the proposed building from 25th Street at Dundarave Lane.



**Figure 6: Looking northeast (at 25th Street and Dundarave Lane)**

Located on the storeys above the retail and office spaces are 55 residential condominium units: two storeys of residential units above the commercial units on Marine Drive and four storeys of residential units above the office units on the lane. The residential gross floor area totals 78,003 sq. ft. (inclusive of corridors, the lobbies, a 2,271 sq. ft. amenity room, and mechanical spaces). As noted, four of the upper units will have rooftop access to patio areas to encourage urban living. The remaining flat roof sections will be planted with sedums.

The residential units are comprised of the following mix of unit types and sizes: 20 one-bedroom (752 to 843 sq. ft.); 27 two-bedrooms (926 to 1,047 sq. ft.); and eight three-bedrooms (1,466 to 1,596 sq. ft.).

Together with the blend of differing but complementary architectural expressions, varied and green roof forms, recessed lobby entrances, and the use of materiality and glazing, the overall strategy is to express the architectural language of the building through key elements that link it to and establish it as a part of Dundarave.

### III. Landscape Design

The overall landscape and urban design intent are to integrate the proposal within its immediate context as part of a vibrant village centre. The aspects of the public realm incorporate four core components: the creation of a significant public plaza at the corner of 25th Street and Marine Drive; the treatment of Dundarave Lane; mid-building alcoves to provide internal courtyards; and revitalization of the existing mid-block pedestrian connection to the east. Each are discussed in detail below.

- a. Public Plaza and Parkette (Marine Drive and 25th Street):** A significant urban design feature and contribution to the public realm is a public plaza at the corner of 25th Street and Marine Drive. Building and improving on the existing plaza, it is defined by both active and passive design elements. Along Marine Drive, the plaza is activated with seating and relates to the retail units proposed at the west corner of the building. The open space slopes down 25th Street toward Dundarave Lane, changing into a parkette character with planting features. A meandering pedestrian path reduces the sloping street grade, providing increased accessibility between Marine Drive and Dundarave Lane. The parkette incorporates multiple small seating areas that terrace down the hill, providing views to the ocean (Figure 7).



Figure 7: Public Plaza and Parkette

- b. Dundarave Lane:** The proposal includes improvements to the lane that prioritize the pedestrian including a new sidewalk at the south of the site, street trees, and undergrounding overhead utilities. The sidewalk also provides pedestrian access to the lower-level office and secondary retail units at the lane (Figure 8).



Figure 8: Dundarave Lane

- c. **Courtyards:** The proposed residential lobbies not only help to break up the massing and scale of the building, but also create small courtyard spaces. They offer small scale gathering spaces and are detailed with custom wood benches, planters, and a signature tree (Figure 9).



Figure 9: Courtyard at Marine Drive

- d. Mid-Block Pedestrian Connection at the East:** The existing mid-block pedestrian connection to the east is proposed to be expanded and improved. It provides a convenient public connection through the block and continues to a network of pathways that lead from Irwin Park Elementary School to the north down to Dundarave Beach to the south. The applicant proposes to animate the connection by turning the Marine Drive storefronts at the corner, adding a secondary wall mural to connect to the mural at 25th Street, and a residential entrance 'porch' to the end unit (Figure 10).



**Figure 10: Mid-Block Pedestrian Connection (at Marine Drive)**

#### **IV. Circulation / Parking**

##### *Access*

The proposed vehicle access is from the east end of the site from Dundarave Lane, which is one-way west bound. Parking for all users, including visitors, is provided within a three-split-level underground parkade. Resident storage lockers are located on the lower level of the parkade. The existing on-street public parking on Marine Drive and 25th Street and the bus bay on Marine Drive is proposed to be maintained. A double-loading bay is located next to the parkade entrance.

##### *Vehicle and Bike Parking*

The C2 zone requires a minimum of 55 commercial and 55 residential vehicle parking spaces, for 110 spaces. The zoning bylaw reduces this requirement to 96 spaces for the provision of bicycle storage.

Proposed are:

- 55 commercial parking spaces; and
- 67 residential parking spaces.

**Total:** 122 parking spaces.

The parking requirement is inclusive of visitor and accessible spaces. The proposed parking exceeds the minimum required by the zoning bylaw.

To promote alternative modes of transportation, the zoning bylaw requires that new developments provide for secured and short-term bicycle parking.

Proposed are:

- 84 secured residential bicycle storage lockers;
- 6 secured commercial bicycle storage lockers; and
- 20 short-term bicycle spaces (racks).

**Total:** 110 bicycle parking spaces.

The proposed bicycle parking complies with the zoning bylaw.

#### *Traffic Study & Active Transportation*

Although the proposal complies with the existing zoning and the development permit is to regulate the form and character of the building, the applicant provided a transportation study (Traffic Impact Assessment or TIA) as part of the development permit application to determine the project's impact on the adjacent street network. The study considered the proposal to replace the existing retail floor area of 21,600 sq. ft. with 22,900 sq. ft. of retail and office floor area and 55 residential units and the existing transportation network (the study area). The study considered potential impacts to transit service, parking and loading, vehicle trip forecasts (how much traffic will be generated from the site with or without the proposed development), and recommendations for any potential infrastructure upgrades.

The study concludes that the proposed trip generation is not anticipated to cause a noticeable impact on the transportation network including vehicle operations, vehicle parking, and active transportation. Intersections in the area, with or without the development, operate at suitable levels, indicating minimal vehicle delay and excess vehicle capacity. The study recommends that the development include Transportation Demand Measures (TDMs), e.g., bicycle storage rooms (which are proposed) and providing an information package to residents moving in regarding active transportation (e.g., a North Shore Bike Map, local bike shop and car-share locations, and transit-planning apps), and posting transit times in common areas. The study recommends that the applicant work with the District to determine potential improvements to the existing bus stop fronting the site, such as providing more amenities.

### *Construction Parking Management*

During construction efforts to minimize traffic impacts on the surrounding area, with prioritization to reduce interruptions to surrounding businesses and residents, are required. The applicant will explore strategies to reduce disruptions during construction including construction staging and storage. Further, the applicant will be encouraged to coordinate material deliveries during non-peak traffic hours, and to encourage workers to take transit.

As part of the building permit a Traffic Management Plan (TMP) is required, and all construction must comply with the noise bylaw.

## **Project Review**

### **Advisory Committees**

#### *Design Review Committee*

The Design Review Committee (DRC) considered the proposal at its September 21, 2021 meeting and recommended a resubmission to address significant design concerns it had with an earlier version of the proposal. The applicant responded by presenting revised design concepts to the committee at its March 9, 2022 meeting, and the committee received the design approach favourably. The applicant then presented a full submission to the committee at its April 21, 2022 meeting. The committee recommended support of the proposal subject to further design development with staff on specified items. The applicant provided further information and improvements to address the DRC recommendations and staff are satisfied with the responses.

#### *Public Art Advisory Committee*

The Public Art Advisory Committee (PAAC) considered the public art aspects of the proposal at its April 12, 2022 meeting and expressed support for the inclusion of public art as part of the development proposal. However, the committee identified concern with the replication of the existing mural at 25th Street in today's context, and the applicant has committed to hiring a public art consultant and undertaking meaningful engagement with First Nations on the approach to public art.

Artist Jim McKenzie painted the existing mural, "Vancouver 1792," on the side of the building facing 25th Street in 1986. The mural was an interpretation of a map created by a Vancouver archivist in 1932.

### *North Shore Accessibility Committee on Disability Issues*

The North Shore Accessibility Committee on Disability Issues (ACDI) considered the proposal at its April 14, 2022 meeting and was supportive of the application. The committee recommended that the applicant provide as many universal design measures as possible into the project. The District encourages that applicants reference the City of North Vancouver's adaptability guidelines when designing projects. In keeping with the guidelines, the applicant proposes that 25% of the units (14 of 55 units) will be Level 2 adaptability (11 one-bedroom and 3 two-bedrooms).

### **Sustainability**

The building aligns with the District's expectations for high-performance buildings, including the requirements for the BC Energy Step Code stipulated in the Building Bylaw. The building will be required to achieve Step 4 or Step 2 + LCES (Low-Carbon Energy System). In addition, the applicant is pursuing LEED Gold equivalent.

### **Utility Servicing**

The District analyzed the on- and off-site servicing requirements in conjunction with system modelling (at the applicant's expense) to identify if any upgrades to District infrastructure that will be required to service the proposed development. The modelling analysis revealed that while no upgrades to the District's sewer system is required; the applicant will be required to upgrade two watermains in the vicinity of the development. A Works and Services Agreement at building permit will secure servicing requirements.

## 6.2 Public Engagement and Outreach

### *Applicant-Hosted Public Information Meetings*

The applicant hosted two public information meetings on its development proposal. The first meeting was on October 10, 2019 and centred around early design ideas including the approach to the architectural style, pedestrian connections, retail uses, and parking. The second public information meeting was held in two formats, virtual and in-person, on April 5 and 6, 2022 respectively. The applicant displayed the proposed design directions and obtained community feedback.

The applicant prepared a summary of both engagements. Each of the summaries describe the number of attendees including demographics, materials presented to the public, and the public responses to the materials (e.g., building design and height, etc.), and general participant feedback. Both summaries are available on the [District's website](#).

Should Council choose to set the date for consideration of the development permit, the applicant will be required to host a third public information meeting before consideration of the permit.

### *Signage and Notification*

Should Council set a date for consideration of the permit, the applicant will be required to install development information signage with particulars about the third public information meeting. Notification of consideration of the proposed development permit will be given consistent with District procedures.

### *Website*

In alignment with current practise, a description of the proposal, applicable updates, and architectural drawings are on the District's website.

### 6.3 Other Communication, Consultation, and Research

Planning staff has consulted with District staff from various departments on the review of the development application. The applicant has worked to address each department's noted comments and staff are satisfied with the proposal, subject to further detailing at the building permit phase, if approved.

## **7.0 Options**

### 7.1 Recommended Option

That Council set the date for consideration of the application; and that statutory notice be given of consideration of the proposed development permit with variances.

### 7.2 Considered Options

Council may:

- a) set the date for consideration of the application and request that additional information (to be specified) be provided and available to assist in consideration of the application; or
- b) defer further consideration pending receipt of additional information (to be specified); or
- c) reject the application.

## **8.0 Conclusion**

Staff support the proposed development permit with variances as the proposal would see a significant revitalization of this major site within Dundarave including new commercial and office spaces with residential units above. The building is architecturally designed to fit contextually within the primary village area as part of its roll as a 'gateway' development and will deliver public realm improvements including a fully landscaped corner plaza and parkette, public art, and an upgraded pedestrian mid-block connection to support wayfinding.

The proposal responds appropriately to the fabric of the community and is consistent with the development permit guidelines. Staff recommend that the proposed development permit with variances be advanced to consideration and, subject to public input, be approved by Council.

Date: June 1, 2022  
From: Lisa Berg, Senior Community Planner  
Subject: Proposed Development Permit for 2452 to 2496 Marine Drive

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Author:   
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Lisa Berg, Senior Community Planner

Concurrence   
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Michelle McGuire, Senior Manager of Current Planning and Urban Design

Appendices:

- A. Dundarave Village Development Permit Guidelines
- B. Context Map
- C. Project Profile
- D. Proposed Development Permit No. 20-105 (including Schedule A)



# APPENDIX A

## DUNDARAVE VILLAGE DEVELOPMENT PERMIT AREA GUIDELINES

### II. BUILDING DESIGN

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- a. Permit a maximum height of building façade of three storeys at any point along Marine Drive. If considered, taller building elements should be set back from the street to maintain the lower profile along Marine Drive. Special architectural features which exceed this limit may be considered in order to accentuate corner developments or gateway development sites.
- b. Encourage a variety of roof forms on new buildings.
- c. Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street.
- d. Break up the mass of longer buildings into smaller sections or groupings with the use of bays, columns and other architectural features.
- e. Encourage upper storey setbacks from the street to provide sunlight penetration to the street, especially on the south side of Marine Drive.
- f. Encourage high performance ("green building") design.
- g. Provide decks, eating areas and improved rear access.
- h. Provide building detailing and articulation, especially at street level.
- i. Discourage unarticulated blank or solid walls visible from the street.
- j. Encourage upgrading of building finishes to include the use of wood siding, stone facing, articulated wood entry doors and glazing.
- k. Provide continuous street-front elements such as awnings and commercial windows. Continuous awnings are also encouraged along rear lanes.
- l. Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- m. Provide coherent and inviting signage in keeping with the village character of Dundarave and the scale of building.
- n. Encourage wall-mounted signage along streets and lanes.

### III. LANDSCAPE DESIGN

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- a. Ensure that landscape character complements the character and design of buildings.
- b. Encourage landscaped areas adjacent to the sidewalk to include elements such as small gardens, clay flowerpots and hanging flower baskets at store entries.
- c. Encourage street furniture, merchandise displays and on-site landscaping without inhibiting pedestrian or barrier-free access to buildings, or creating unsafe conditions along sidewalks.
- d. Design landscape elements and features to minimize potential view impacts.
- e. Encourage private outdoor space for each unit in buildings with a residential component.
- f. Minimize the overlook of adjacent properties.
- g. Minimize glare and light spill to surrounding properties through exterior lighting design and siting.
- h. Subdue signage illumination.
- i. Minimize glare and light trespass from exterior to surrounding properties.



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# APPENDIX C – PROJECT PROFILE

at June 1, 2022

<b>Project:</b>	<b>2400 BLOCK MARINE DRIVE DUNDARAVE</b>
<b>Application:</b>	Development Permit No. 20-105
<b>Applicant:</b>	Marine Drive Holdings Ltd.
<b>Architect:</b>	IBI Group
<b>Landscape Architect:</b>	Durante Kreuk (DK)
<b>Address:</b>	2452 to 2496 Marine Drive
<b>Legal Descriptions:</b>	See Appendix D
<b>PIDs:</b>	See Appendix D
<b>OCP Policy:</b>	BF-C5: Dundarave Village DPA
<b>Zoning:</b>	C2
<b>Heritage Register</b>	Not listed
<b>Previously Before Council:</b>	Not previously before Council
<b>Summary:</b>	Development Permit for mixed-use building containing 55 residential units and 22,023 sq. ft. GFA commercial and office space.

	<b>C2</b>	<b>APRIL 2022</b>	<b>COMMENTS/NOTES</b>
<b>Site Area</b>	464.5 sq m	4,066 sq m	Complies
<b>Site Width &amp; Frontage</b>	18.2 m	>110 m	Complies
<b>Setbacks:</b>			
Front (Marine Dr)	0 m	2.0 m	Complies
Rear (Lane)	4.3 m	4.3 m	Complies
Side (East)	0 m	3.0 m	Complies
Side (25th St)	0 m	2.5 m	Complies
<b>Building Height</b>	10.7 m	14.5 m	Variance
<b>No. of Storeys at Marine Drive</b>	2	3	Variance: Policy BF-C5 enables consideration of a third storey at any point along Marine Dr
<b>Vehicle Parking</b>			
Commercial	55	55	Complies
Residential	55	67	Complies
Total	110	122	Complies
Reduction for providing bike storage	-14	n/a	
Total Required Parking	96	122	Complies
<b>Other:</b>			
• Visitor	Included	Included	Included in required parking
• Accessible	2	7	Included in required parking
• Loading Bays	n/a	2	
<b>Secure Bicycle Parking</b>			
Residential	83	84	Complies
Commercial	6	6	Complies
Total	89	90	Complies
<b>Short Term Bicycle Parking</b>			
Residential	11	11	Complies
Commercial	8	9	Complies
Total	19	20	Complies
<b>Pedestrian Arcade</b>	3 m width	3 m width	Complies

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**District of West Vancouver**  
***Proposed***  
**Development Permit No. 20-105**

**CURRENT OWNERS:** 2458 MARINE DRIVE HOLDINGS LTD.; AND 2464 MARINE DRIVE HOLDINGS LTD.; AND 2466 MARINE DRIVE HOLDINGS LTD.; AND 2474 MARINE DRIVE LTD.; AND 2490 MARINE DRIVE LTD.

**THIS DEVELOPMENT PERMIT APPLIES TO:**

**CIVIC ADDRESS:** 2452, 2456, 2454, AND 2458 MARINE DRIVE

**LEGAL DESCRIPTION:** 012-889-334  
LOT 6 BLOCK 30 DISTRICT LOT 555 PLAN 3439  
(the 'LANDS')

**CIVIC ADDRESS:** 2460 MARINE DRIVE

**LEGAL DESCRIPTION:** 004-952-481  
LOT 5A BLOCK 30 DISTRICT LOT 555 PLAN 3439  
(the 'LANDS')

**CIVIC ADDRESS:** 2464 MARINE DRIVE

**LEGAL DESCRIPTION:** 004-952-006  
LOT 5, EXCEPT PART IN EXPLANATORY PLAN 7071 NOW  
LANE, BLOCK 30 DISTRICT LOT 555 PLAN 2261  
(the 'LANDS')

**CIVIC ADDRESS:** 2466, 2468, 2470, AND 2472 MARINE DRIVE

**LEGAL DESCRIPTION:** 013-943-561  
LOT 4, EXCEPT PART IN EXPLANATORY PLAN 7071,  
BLOCK 30 DISTRICT LOT 555 PLAN 2261  
(the 'LANDS')

**CIVIC ADDRESS:** 2474 MARINE DRIVE

**LEGAL DESCRIPTION:** 006-679-048  
LOT 3 EXCEPT PART IN EXPLANATORY PLAN 7071, NOW  
LANE BLOCK 30 DISTRICT LOT 555 PLAN 2261  
(the 'LANDS')

**CIVIC ADDRESS:** 2490, 2492, AND 2496 MARINE DRIVE

**LEGAL DESCRIPTION:** 010-583-611  
LOT K BLOCK 30 DISTRICT LOT 555 PLAN 21695  
(the 'LANDS')

**1.0 This Development Permit:**

- (a) imposes requirements and conditions for the development of the Lands, which are designated by the Official Community Plan as the Dundarave Village Development Permit Area to preserve the “village commercial” character of Dundarave, encourage upgrading of building facades to enhance the village theme, enhance the pedestrian scale of development, promote a high quality of building design and landscaping, and facilitate pedestrian access along the street, through the blocks, from the parking to shops, and down to the waterfront subject to Guidelines BF-C5 specified in the Official Community Plan; and
- (b) is issued subject to the Owner’s compliance with all of the Bylaws of the District applicable to the Lands, except as varied or supplemented by this Permit.

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

- 2.1 Building, structures, on-site parking, driveways and site development shall take place in accordance with the attached **Schedule A**.
- 2.2 Zoning Bylaw No. 4662, 2010 is varied as follows:
  - a. Section 352.08 Building Height is varied as shown on **Schedule A**.
  - b. Section 352.09 Number of Storeys is varied as shown on **Schedule A**.
- 2.3 Sprinklers must be installed in all areas as required under the Fire Protection and Emergency Response Bylaw No. 4366, 2004.
- 2.4 On-site landscaping shall be installed at the cost of the Owner in accordance with the attached **Schedule A**.
- 2.5 Sustainability measures and commitments shall take place in accordance with the attached **Schedule A**.
- 2.6 All balconies decks and patios are to remain fully open and unenclosed and the weather wall must remain intact.
- 2.7 Where provided for on **Schedule A**, balconies, decks and patios may be provided with external glass weather protection devices, but in any case the weather wall must remain intact.

**3.0 Prior to commencing site work or Building Permit issuance, whichever occurs first, the Owner must:**

- 3.1 Submit, receive approval for, and implement a plan for traffic management during construction to the satisfaction of the District’s Manager of Land Development.
- 3.2 Install tree, vegetation and/or hedge protection measures as required to the satisfaction of the District’s Environmental Protection Officer.

- 3.3 Submit a “Sediment and Erosion Control Plan” to the District’s Environmental Protection Officer for approval, which the Owner shall comply with and be responsible for maintaining, repairing and implementing the sediment control measures.

**4.0 Prior to Building Permit issuance:**

- 4.1 Consolidate the existing lots and register a statutory right-of-way to secure public access to the lands along Marine Drive, 25th Street, Dundarave Lane, and to the east of the site shown as sidewalks, public plaza, parkette, and a pedestrian mid-block connection on **Schedule B**.
- 4.2 Enter into a Servicing Agreement and pay fees for review of on-site and off-site engineering works, including but not limited to:
- (a) storm water management measures, including but not limited to:
    - a. Off-site stormwater analysis and required upgrades if any;
    - b. Relocation of off-site storm sewer that bisects the Lands;
    - c. On-site stormwater management plan in accordance with District’s *Non-Single Family Lot Redevelopment Rainwater Management Guidelines*;
  - (b) site service connections;
  - (c) required off-site service upgrades, including but not limited to:
    - a. Replace approximately 110m of 200mm Cast Iron watermain along 25th Street between Haywood Avenue and Marine Drive with 200mm Ductile Iron watermain; and
    - b. Construct approximately 205m of 200mm Ductile Iron watermain along Gordon Avenue between 21st Street and 22nd Street.
  - (d) new boulevard plan along the frontage of the site including curbs, sidewalks, and grading plan;
  - (e) undergrounding overhead wiring adjacent to the Lane;
  - (f) repaving including but not limited to:
    - a. 25th Street northbound travel lanes along the frontage of the Lands,
    - b. Marine Drive eastbound travel lanes along the frontage of the Lands,
    - c. South half of the intersection of 25th Street and Marine Drive,
    - d. Full lane width where trench cuts are completed for utility upgrades associated with the development, including off-site works, and
    - e. In all cases complete associated line painting.
  - (g) On-site and off-site landscaping.

which must be submitted and accepted, and security provided for the due and proper completion, all to the satisfaction of the District's Manager of Land Development.

- 4.4 Undertake design development of the public realm along the Marine Drive and 25th Street road frontages that are in keeping with the emerging Dundarave Streetscape Standards, which must be submitted for acceptance to the satisfaction of the District's Director of Engineering and Transportation.

**5.0 Prior to Occupancy Permit issuance:**

- 5.1 Prior to final occupancy the applicant must submit documentation demonstrating that the "as-built" development complies with all requirements of this development permit. Any variations must be clearly identified with a rationale and explanation noting that planning staff review and approval may be needed for variations prior to final occupancy.

**6.0 Security for Landscaping**

- 6.1 Prior to building permit issuance, security for the due and proper completion of the landscaping set forth in section 2.0 of this Development Permit (the "Landscaping Works") shall be provided in the amount of \$427,000 (the "Landscape Deposit") to the District in the form of cash or unconditional, irrevocable auto-renewing letter of credit issued by a Canadian chartered bank or credit union.

- 6.2 Release of the Landscape Deposit:

(a) Following installation of the Landscaping Works and upon receipt of a certified letter or report by a Landscape Architect in good standing with the British Columbia Society of Landscape Architects to the District stating that:

- a. the Landscaping Works have been installed substantially in accordance with Schedule A; and
- b. any variations that may have been undertaken to the Landscaping Works are clearly identified, including but not limited to:
  - i. any adjustments to retaining walls,
  - ii. changes to the mixture or sizes of any plant materials or trees,
  - iii. completion of any off-site or boulevard works,
  - iv. any areas that received alternative treatment,
  - v. any paving changes, or
  - vi. any other additional or omitted plantings or alterations,

together with a clear rationale and explanation thereof and stating

- c. that a final review with the landscape contractor or consultant of record has been completed, including provision of the date when this final review was completed on,

- d. whether there are any outstanding Landscape Works which are outstanding or which need attention, and
- e. notwithstanding outstanding works in 5.2(a)(d) above, that the Landscaping Works are complete,

then District will release 75% of the initial value of the Landscape Deposit. The remaining 25% of the initial value of the Landscape Deposit shall be retained by the District as a warranty deposit (the "Warranty Deposit") to ensure successful installation of the Landscaping Works.

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

**7.0** This Development Permit lapses if the work authorized herein is not commenced within 24 months of the date this permit is issued.

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

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

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

**FOR THE PURPOSES OF SECTION 7.0 THIS PERMIT IS ISSUED ON [ INSERT DATE] .**  
(Council report dated June 1, 2022; Docs # 4822056)

Schedules:

- A. Architectural and Landscape Plans, and Sustainability and Adaptability Commitments, etc.
- B. Statutory Right of Way Area