

Good to Go Contracting Ltd

Temporary Usage Permit Application

P.I.D. 013-933-744





FORESTER ST



OLD DOLLARTON RD

Temporary Usage Permit Proposal for 2315 Old Dollarton Road

Grading Plan

The site will be leveled utilizing the existing gravel/soil to form a uniform surface. As required, some areas of the site will be covered with a layer of clear crush gravel in order to permit proper water drainage and mitigate any potential for standing water.

Screening

Where required by the DNV, screening shall consist of an opaque, or a combination of opaque, lattice, or translucent material, and be constructed of metal, plastic, or composite materials, or a combination thereof. . Screening will be of a height no less than 2m (6.5 feet), as per District of North Vancouver Zoning Bylaw, 1965, No. 3210, Part 7, Section 723.2 (A 2m (6.5 ft.) high screen...) screening requirements. District of North Vancouver Zoning Bylaw, 1965, No. 3210, Part 7, Section 723.2(b) compliance requirement, "...where exterior storage is permitted, such storage shall be screened from view from any road or lot in a residential zone in accordance with Section 725.2;" Screening will be complete with 3x3m adjusted corners on the NW and SW corners to maintain adequate vehicle site lines for site ingress / egress.

Site Access

Our proposal includes a driveway on the north side of the lot to be used as the main entry point, with an exit point on the south. The rationale was to immensely help mitigate a variety of potential concerns with regard to noise (being a good neighbor), safety for all those on-site, and furthermore facilitate more efficient operations, with less environmental impact due to emissions, as well as not to impact neighborhood traffic with vehicles backing in onto the property. Furthermore, this will effectively minimize any potential noise (especially from backup alarms), vehicular traffic impacts, and emissions as opposed to a single entry/exit point.

Bearing in mind the lengths and turning radii of the various vehicles, we felt that a forward drive through the premises and exiting on Bridge St. (essentially an alley) was the safest exit point with clear sight-lines in all directions, and would effectively reduce any noise for the neighbors on Old Dollarton from vehicles leaving the property. As Bridge Street is essentially an "alley" with virtually no vehicular traffic, and 2400 Dollarton Highway has its loading dock access almost directly across from the current access to our prospective property, we feel that this would logically be the least impact on traffic, safest exit point with clear sight-lines in all directions, and reduce any noise from the neighbors on Old Dollarton from trucks leaving the property. Site plan attached includes rendering of a typical tandem axle dump truck with a pony (or equipment, as dimensionally they are almost equivalent) trailer attached.

Fire Services Access

As per Fire Services requirements, a BC Building Code compliant man door will be installed on the northern side of the property for emergency services access.

Washroom

Access will be provided by the Landlord in the adjacent building

Water Access

Access will be provided by the Landlord from the existing water faucet located on the southwest corner of adjacent building. A suitable industrial grade hose will be run to the property.

Fleet Vehicle Parking / Storage

To include the following (not necessarily all parked / stored on site at the same time, as some may remain on jobsites variably):

- Full-size dump trucks
- "Mini-dump" dump trucks (ie F350, F550, etc.)
- Pickup trucks, vans, SUVs
- Machinery / equipment trailers (standard flat deck used for transporting smaller machinery)
- Various machinery including excavator, mini-excavator, skid-steer loader, aggregate compactor

Site Storage

A steel "sea can" with a maximum area of 10 sq.m. will be on site, in addition to a wheeled trailer. The primary use of the aforementioned will be for storage of tools, machine couplings, safety wear (vests, gloves, boots, masks, etc.), and record keeping (delivered, shipped, sold, etc. material invoices / P.O.'s, etc.). This would neither be open to the general public, nor staffed, and only accessible to employees (unless used to shelter those making deliveries, etc. from inclement weather during signing of the aforementioned paperwork).

Fuel Storage

No fuel storage on site.

Aggregate / non-contaminated soil bays

The current number is unknown, however a maximum of 5 bays are anticipated. Bays are to be enclosed on 3 sides by large concrete Octa-Blocks, as is common practice. Bays will be used for storage of bulk materials such as crushed aggregate, non-contaminated soil, sand, etc.

Dust Control Plan

Dust from operations will be mitigated on site as above. Any potential for dust from material storage will be controlled by covering of said material bays with heavy-duty polymer/rubberized tarping, when conditions dictate. Dust during loading/unloading will be further mitigated, if possible, via moistening of materials prior with water if possible. Water Access will be provided by the Landlord in the adjacent building. A revised new lease agreement has been drafted and a signed copy will be provided shortly.

ESC Plan

Erosion potential caused by vehicular traffic on site is planned to be mitigated via a proposed secondary egress point. This will allow the vehicles to have a clear path on and off site. Our team will pave the driveway access points at the site lines / DNV boulevard to mitigate DNV boulevard erosion and debris transfer caused by vehicle wheels. Pavement structure for the driveways will be in accordance to table 5d on page 80 of DSB #8145 for Local-Commercial/Industrial zoning. At the end of the TUP term and/or renewal, paved areas shall be removed and returned to current state of grass boulevard and gravel shoulder on Old Dollarton Road (with the paved driveway to be removed at the end of the term). The proposed driveway on Bridge Street shall remain as the site access at the end of the TUP term / renewal.

Sediment control for vehicular traffic tire transfer will be mitigated by applying a minimum 200mm thick layer of 75mm fractured clear crush gravel within 10m of the exit point. The access pad will be installed prior to on site construction activities, re-grading, etc. begin. This shall be maintained, including replacement with clean clear crush as necessary to avoid any dirt transfer onto the road.

Site sediment control will include installation of a silt fence via the usage of Geo-tex (or similar suitable / approved) material as per SSD-D.7, on the south and west sides of the lot, installed as per DNV Development Servicing bylaw #8145 (2017) Schedule A, Section 4 with regard to silt fences (SSD-D.7), etc. A secondary silt fence will also be installed and maintained throughout the TUP term (and/or renewal term) around the perimeter of the lawn basin located on the south-west corner of the lot to further effectively control drainage sediment.

Drainage will be connected to the existing storm service connection on the south-west corner of the lot as per DNV Development Servicing bylaw #8145 (2017) Schedule A, Section 3.10.3. The area surrounding the sump / basin / inspection chamber (within DNV's Right Of

Way) will be backfilled with gravel as per the above and standard practice. The aforementioned will be performed after contacting BC1CALL and obtaining all necessary information prior to excavation to verify the location of the existing STORM Service Connection on west end of the south side property line as per As-Built info on Geoweb. A permanent Storm Inspection Chamber approx. 0.2-0.3m offset from the South Property Line as per SSD-S.3 will be installed. Furthermore, a minimum 600mm diameter (approximately 0.6m deep sump) Lawn Basin shall be installed as per MMCD-S12 (Type 2).

Liability waiver

As per our discussion, we consent to including flood risk / hazard wording included that limits any liability on the part of the DNV within the TUP agreement.

Impacts / Benefits

As a long-time resident of the DNV, I would like to relocate our business to the DNV for many reasons, but primarily to:

- Support and contribute to the local economy and community
- Reduce emissions
- Contribute to reducing congestion by not having to have all fleet and employee vehicles to commute to and from the North Shore

Present Use

Currently the site is being used primarily for storage of vehicles, trucks, trailers, watercraft, a garbage bin, etc. An access gate is located at the south-west corner of the property at the corner of Bridge St. and Forester St. Access is located on Bridge St. The property is currently fenced with a chain link fence.

"Exit Strategy"

Location for relocating the business is unknown at the present time, as there not only are very few sites with industrial zoning on the north shore, but many are dwindling due to rezoning. Our desire is to relocate to another north shore location and we will be actively looking for a permanent site. All improvements (such as concrete blocking, trailer, fencing upgrades, etc.) are of a temporary nature (not permanently affixed) and will be removed as such prior to TUP expiry, should an extension not be granted. As these are regularly traded commodities, disposition (should the future permanent location not require these items, already have them in place, etc.) will be arranged upon notice.

Site Plan



