

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Design Panel  
Held at City Hall, 141 West 14th Street, North Vancouver, B.C.  
In Conference Room A on Wednesday, June 17th, 2015**

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**MINUTES**

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- Present:** B. Allen  
J. Boyce  
J. Geluch  
S. Gushe  
P. Maltby
- Staff:** D. Johnson, Development Planner  
Courtney Miller, Planner 1  
S. Kimm-Jones, Committee Clerk
- Guests:** None
- Absent:** K. Bracewell, RCMP  
K. England  
A. Epp  
A. Larigakis  
M. Tasi
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A quorum being present, the meeting was called to order at 5:35 p.m.

In the absence of the Chair and Vice Chair, Jay Boyce agreed to act as Chair.

**1. Minutes of Meeting of the Advisory Design Panel held May 20th, 2015**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Design Panel held May 20th, 2015 be adopted

**Carried Unanimously**

**2. Business Arising**

None

**3. Staff Update**

D. Johnson reviewed the status of ongoing development projects. The first public meeting on the East 3<sup>rd</sup> Street/Moodyville Design process is scheduled for June 29<sup>th</sup>.

#### 4. 2014 Official Community Plan – Design Related Aspects

D. Johnson reviewed the design-related aspects of the 2014 Official Community Plan (OCP) focussing on chapter devoted to sense of place and urban form and Development Permit Areas.

##### **Comments and Questions from the Panel included but were not limited to:**

- What about increasing density in residential areas? Would it expand outwards from the central core? **A:** This land use map has been approved by Council; any changes would require an OCP Amendment.
- Can single family homes have basement suites and coach houses? **A:** They would need a Rezoning Application to have both.
- Do you have a category for ocean waterfront? West Vancouver put together a document for their oceanfront. **A:** We have set flood construction levels for low-lying areas of the City. For ocean frontage we have to consult The Department of Fisheries and Oceans who have their own review process.
- How do you work with the District of North Vancouver? Is the plan integrated at the boundaries and transition points? **A:** We keep in regular contact and asked for their comments on this OCP.
- It is a great city; the Plan is brilliant. Lower Lonsdale feels vibrant. The little mechanic shops and family-run businesses along East Esplanade are being pushed out slowly. It is hard for them to rent new space on the waterfront. It is unfortunate to see that happening but it is a prime real estate location. The City should maintain employment; mixed use commercial space in Central Lonsdale is good. It has been amazing to watch the City evolve. **A:** We look at population projections and how to plan for growth. The commercial spaces are adaptable and are very flexible in how they can be used.
- Development in the District and City affects each municipality. How do they work to balance that? Transit is good but it takes too long. People drive for convenience. What are the strategies for dealing with the influx of traffic? **A:** We communicate with each other. In terms of traffic we have the infrastructure we have. We have to deal with TransLink when looking at the major roads.
- Is there a reason for towers along the main nodes rather than spreading the density further out or having something different from the standard tower? **A:** We take into account where the main view corridors are; it is a balancing technique. Towers do not take up as much space and block views; six storey buildings can take up space.
- Are views protected like in Vancouver? **A:** We do not get as many applications at the City of Vancouver. We ask applicants to provide view studies and analysis.
- What is the rapid transit on 3<sup>rd</sup> Street? **A:** On 3<sup>rd</sup> Street there is a setback of 100 feet to allow for rapid transit of the B-line type; perhaps a light rail transit system like Portland.
- Are there strategies for making crosswalks on Lonsdale Avenue more safe and appealing especially at places like Victoria Park? **A:** The OCP is written in general terms; the Pedestrian Plan will be updated in 2016.

**Action:** Staff to email the Pedestrian Plan to members.

#### 5. East 3<sup>rd</sup> Street / Moodyville Design Guidelines

C. Miller, Planner 1, outlined the community design process for the East 3<sup>rd</sup> Street / Moodyville area. The first step in the process will be a meeting on June 29<sup>th</sup> and will involve discussion of how the 10 OCP principles apply to the site. Design guidelines will be drafted

- Due to the proximity to the industrial area, was there any consideration of creating a greenbelt buffer? There must be environmental concerns in terms of air quality. **A:** The extent of consolidation will drive the greenbelt; there would be a strong argument to move development forward on a large site. There is the amenity fund. The improvement of parks is seen as a priority.
- Will the Right of Way include bike routes? **A:** Cycling will be part of a transportation-specific fall workshop. There is always interest in improving bike lanes; it is a question of space. Studies show that a single through lane of traffic is sufficient for the traffic growth in the area. 3<sup>rd</sup> Street is flatter than 4<sup>th</sup> Street so cyclists prefer it.
- Will the City keep the current street grid or could it be adjusted for larger buildings to allow greenways. Do you have to stay with a grid that is suitable for single family homes with new development? **A:** If large consolidated groups of lots come forward, we would be able to do something.
- Would it not be more helpful to have a vision about the street grid? **A:** The process is based on the notion that there will not be wholesale development. *The City cannot structure a requirement such that people would have to move.* We want development controls with enough flexibility to allow duplexes for instance.
- What would you do if you write a master plan and one developer comes in and wants to change it? **A:** The Guidelines could be updated for other areas in the City.
- It would be good to allow for commercial units along the Spirit Trail e.g. coffee shops.

## 6. Density Bonus Policy Update

D. Johnson, outlined the Density Bonus Policy which was recently approved by Council.

### Comments and Questions from the Panel included but were not limited to:

- Have there been any duplex or triplex applications? **A:** Yes, especially with heritage sites.
- Is there a baseline minimum square footage for non-market rental? **A:** It is a straightforward policy and looks at where the project starts and how far they want to go.
- What does non market rental mean? **A:** The unit is registered on title for rental: it could be administered by BC Housing for instance. There are different strategies.

## 7. Other Business

None.

## 8. Adjournment

There being no further business, the meeting adjourned at 7:45 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, July 15th, 2015.

  
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 Chair

over the summer taking into account long-term park and transportation needs. This will be followed by design guideline workshops and open houses in the fall. It is hoped to take the Development Permit Area Design Guidelines to a Public Hearing early in 2016.

The use of these guidelines will result in planning and time efficiencies over the use of Comprehensive Development Zones. Most municipalities use Development Permits rather than CD Zones.

The Development Permit Area Guidelines, once approved, will be used to control the form and character of future development. They will not be prescriptive but will encourage creativity.

The guidelines are seen as an opportunity to encourage a greater variety of ground-oriented housing forms.

Issues to consider in drafting the guidelines will be transitions between different building forms, transportation, parks and trails, pedestrian permeability, especially through consolidated lots.

**Comments and Questions from the Panel included but were not limited to:**

- Interesting work. I like the idea of the setbacks on 3<sup>rd</sup> street and the projection of parking underneath the ROW to improve the usefulness of the site.
- Why was this area selected? **A:** A portion of it was designated as a special study area in the 2002 OCP, recognizing that there would be change.
- The OCP has to connect to the Regional Context Statement in which 3<sup>rd</sup> Street is designated as frequent transit area so the City has defined it as a growth area.
- That was a lot of information. There are a lot of single family homes affected; what really happens with industrial, community amenities, and what additional facilities would be needed? It is hard to understand what the character would be. I did not hear a lot of what the qualities or vision of the new neighbourhood will be. What might residents like in terms of green space? There is a small area of single family homes that is not being rezoned; it seems cut off from Lonsdale Avenue between the two areas. **A:** We are asking the community to express the character and quality for the area. We have not had a lot of input from them about what they value. We hope that the workshop will allow for it. Some residents will stay in the area, and some will not; we hope they will all participate in the process. We are mindful of the drive for consolidation. There are many duplexes in the unchanged area on a steep slope. The lots have narrow frontages with a wide boulevard. There is less interest in change in that area based on the lot sizes.
- The varied densities were based on residents' feedback? What is happening with the bus depot? Where did the 2.0 FSR come from? **A:** The depot is an existing non-residential use. There is a question of pre-zoning or site-specific zoning. The City needs to be certain about the Right of Way. TransLink is moving bus storage to consolidate elsewhere. The City has no control over that. Nothing has come forward on that site. It will not be pre-zoned. There is also a significant above-ground substation behind it. The densities are for different portions of the neighbourhood. There is an attempt to respect the lower density to the north and the grid shift.
- It will be an interesting neighbourhood depending on the acquisition work. Row houses next to single family properties. It is going to take many years to develop. It will be interesting to see how long it takes.