

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Planning Commission  
Held at City Hall, 141 West 14th Street, North Vancouver, B.C.  
in Conference Room A on Wednesday, January 8, 2014**

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**MINUTES**

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Present: J. Jensen (Chair)  
B. Curtis  
D. Farley  
B. Phillips  
J. Plato  
M. Rahbar  
M. Robinson  
C. Sacre  
B. Watt  
Councillor Bell  
Councillor Buchanan

Staff: S. Smith, Planner 2, Community Development  
N. LaMontagne, Manager, Long Range Community Planning  
J. Hnachuk, Part-Time Committee Clerk

Absent: P. McCann

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A quorum being present, the Chair called the meeting to order at 6:05 p.m.

**1. Minutes of Meeting of the Advisory Planning Commission held November 7, 2013 and November 13, 2013.**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Planning Commission held November 7, 2013 and November 13, 2013 be adopted.

**Carried Unanimously**

**2. Business Arising**

Jeff Plato and Bill Curtis will be retiring from the Panel. Members and staff thanked Jeff and Bill for their dedication and participation on the APC over the past six years. Bill had been Chair of the APC for three years and Vice Chair for one year.

***Councillor Bell entered the meeting at 6:10 p.m.***

### 3. Staff Update

No new update.

### 4. Draft Official Community Plan Discussion

S. Smith and N. LaMontagne provided a brief Powerpoint presentation of the draft OCP. Highlights included building on the existing 2002 OCP and the 100-Year Vision, a revised sustainability framework, health and climate focus, community well-being and public safety, and implementation

Some key objectives included more housing provisions, density bonusing, planning for all members of the community, being a healthy and active City, ensuring a balance between amenities and infrastructure, land use, strong economy, and being a creative City.

The Land Use Map was reviewed. Key areas included Central Lonsdale, the 3<sup>rd</sup> Street area and Marine Drive Frequent Transit Development Area.

Key notes included allowing both in-house suites and coach houses in Residential Level 1 lots, without increasing the current FSR. As well, density bonus caps within the medium and high density categories. Mixed Employment Use types have been broken out, there are three special study areas and new Development Permit areas.

Next steps include:

- February/March – Review the draft OCP with advisory bodies and focus groups in the community, including Open Houses in the Atrium and going out to the community
- Early March – Town Hall Meeting
- A separate consultation session for the East 3<sup>rd</sup> Street area
- A North Shore News insert in Sunday's paper
- Website will be updated
- Feedback forms/survey
- Direct area-specific mailout to the East 3<sup>rd</sup> Street area
- A final draft OCP will incorporate the new feedback

S. Smith reviewed specific areas of the draft OCP.

#### 3<sup>rd</sup> Street Area

- Transit service would go in after the area was populated. The type of rapid transit is not specific.
- There is the potential to have mixed-use in the bus depot lot on 3<sup>rd</sup> Street.
- There will still be parking requirements for businesses.
- Currently, 3<sup>rd</sup> Street is a 70 foot strip. There is a provision in our bylaw for an additional setback to 100' wide along Marine Drive and 3<sup>rd</sup> Street.

#### Single Family Residences

- Single family residences already have the potential to have accessory suites. Homeowners must live on the property in order for the suite to be occupied.

- The draft OCP proposes the potential to have an accessory suite plus a coach house, but no additional floor area.
- There are coach house guidelines and single family residents have to meet certain requirements.
- Coach houses are not inexpensive to build. Taxes would not be increased, however the homeowner would pay more for services, eg. garbage, water, etc.

***At 8:10pm, the Panel took a five minute break.  
N. LaMontagne left the meeting at 8:10pm.***

#### Process

- The City's OCP will support the goals of the Regional Growth Strategy. The Regional Context Statement will show how our policies link with the Regional Growth Strategy. There is a series of checks/balances to meet, which the City has met.
- Any municipality can request an amendment, and some have, and the City has agreed to all of them.

#### Special Study Areas

- Special Study Areas are areas that have popped up during the OCP process, where a land use designation has not been determined. There are three areas, and they will be resolved during the lifetime of this OCP, and more likely, within the first five years of this OCP.

#### Land Use Map

- The Land Use Map is to be read in conjunction with Section 2.5 so that you can refer to the colour coding.

**Action:** S. Smith will be broadcasting an email of the date of the Open House and presentations and asked that members spread the word. All are welcome to attend.

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

- East 3<sup>rd</sup> Street Area
  - o Residents feel their lives are negatively impacted because of the Low Level Road changes and Port expansion, and their property values have declined.
  - o Issues with noise and dust, possibly coal dust.
  - o Heavy traffic, sometimes intermittent traffic delays.
  - o Residents on the north side of 3<sup>rd</sup> Street do not want more densification on the north side of 3<sup>rd</sup> Street.
  - o Some people will be attracted to the area with the new changes.
  - o Potential for nice living with south-facing views.
  - o Transit along 3<sup>rd</sup> Street is good. At the other end, on Marine Drive, the buses are already full and you cannot get on.
  - o Transit – Lots of future development in the Phibbs Exchange area. Should discuss transit with the District, as it is all connected.
  - o Need a new approach for the area, a new identity.
  - o Envision a community similar to Edgemont with a community centre, animated streetscape on 3<sup>rd</sup> St., etc.

- Appears to be the same pattern along Esplanade as it is on Marine Drive, where businesses have opened up, but you cannot access them from Esplanade.
- Small businesses would need to have easy access parking for customers.
- Single Family Zoning
  - Clarify there is no additional FSR on a single family lot if putting in a coach house and a secondary suite.
  - Make the coach house guidelines better known.
  - Without a traditional house & garage, you lose that space for kids to play and to work on projects in the garage. Kids won't be able to play in the lane.
  - Coach houses change the lane to a road.
  - Parking issue with coach houses, and how do you get into that parking space with a narrow road?
- Land Use Map
  - In the legend, the OCP Density Bonus Cap should state, "n/a", on the first four categories.
  - Could a 3-D map be created?
  - Could you have a different map showing height? There is too much information on one page.
  - Include a footnote for the Harry Jerome site, eg. maximum height, etc.
  - Consider adding a column of current Maximum Building Heights beside the FSRs in the legend? Add 'built forms', not 'FSR'.
  - Include 1 storey = x metres.
  - Unable to see the colour of the Mixed Use Low Density category on the photocopies and if there are any locations.

**Councillor Buchanan entered the meeting at 9:00 pm.**

- Other
  - London Drugs – is that 47m high? Is there going to be a new project there?  
*Ans: There was some discussion for a taller site there.*
  - On the north side of 15<sup>th</sup> & St. Georges/St. Andrews, is it 37m high?  
*Ans: That block is currently a 3-storey walk up. Through the engagement process, we heard Central Lonsdale is a good area to increase density, but also around the hospital. So we have introduced a Level 6 High Density Residential at the north side of 15<sup>th</sup> & St. Georges/St. Andrews. That is a change. There was a lot of support in feedback for that.*
  - Harry Jerome – is it 56m high? Most of this area is open land and not a series of tall buildings.  
*Ans: Yes, so within that area will be one building at 56 metres high, but others can be up to eight storeys.*
  - Could Laneways be classed as a Special Study Area? CNV could start a pilot project.  
*Ans: Based on feedback from the CityShaping process, we have drafted something in the OCP on laneways for feedback and discussion. Section 2.4.3.8, in the Land Use Section, states, "explore ways to activate laneways in the city including opportunities for uses, pedestrian and cycling activity as well as stormwater and urban agriculture." (Page 34).*

- Pleased to see in the Community Well-Being Section, there should be consideration given to Civic Youth Strategy (Page 57).  
*Ans: There is also something new from Council on a Child and Youth Friendly Strategy.*
- The leaf appears to be missing on some in the Table of Contents Items in the Environmental section.
- The leaf (defined on Page 15) should be bigger.
- Clarity should be given to the 1:1 ratio stated in Chapter 8, Page 87?  
*Ans: The 1:1 ratio means the number of people that are in the City's labour force, that we have an equal number of available jobs.*
- Residents would like the School District/CNV to save part of Ridgeway annex for a park, but not a pocket-park.

It was suggested that the Chair draft a resolution based on all the comments for discussion at the next APC meeting.

**Action: Chair**

#### **5. Other Business**

None.

There being no further business, the meeting adjourned at 9:20 p.m.

The next regular meeting of the Advisory Planning Commission will be held on Wednesday, February 12th, 2014.

Chair

