

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, March 14, 2012**

MINUTES

Present: B. Curtis (Chair)
J. Jensen
B. Phillips
M. Robinson
C. Sacre
Councillor Bell

Staff: E. Adin, City Planner, Community Development
S. Smith, Community Development
S. Kimm-Jones, Committee Clerk

Guests: **246 East 1st Street**
Kelvin Hummeny, InHabit Modern Dwellings Ltd.
Kent Halex, Halex Architecture
730 Marine Drive
Bryce Rositch, Rositch, Hemphill and Associates Architects
Bob Heaslip, Adera
Brad Jones, Adera
Norm Couttie, Adera
Jonathan Losee, Jonathan Losee Ltd.

Absent: H. Goodland
P. McCann
D. Olson
J. Plato
M. Rahbar
Councillor Buchanan

A quorum being present, the Chair called the meeting to order at 6:00 p.m.

1. Minutes of Meeting of the Advisory Planning Commission held February 8th, 2012

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Planning Commission held February 8th, 2012 be adopted.

Carried Unanimously

2. Business Arising

S. Smith thanked APC members who attended the CityShaping kickoff on February 16th and the workshop on March 10th. There will be one more workshop on March 31st.

A member asked how workshop facilitators cope with attendees with very strong opinions e.g. there were many attendees opposed to density. A: An important part of the process of community engagement is to encourage different groups of people for balanced input.

The update on the Spirit Trail will be provided by staff by email before the April meeting.

3. Zoning Omnibus Phase 1 (General Housekeeping)

E. Adin, City Planner, reviewed her report on proposed general housekeeping of the Zoning Omnibus and asked members for their comments and a motion in support. The report was intended to be general housekeeping, non-contentious items, but Council asked for a closer look at the issues raised. The main purpose of the Zoning Omnibus Phase 1 is to add clarity to the Zoning Bylaw by defining words used in the Bylaw.

There will also be a focus group consisting of designers of small developments: duplexes, single family homes etc., to go through all the items. The Advisory Planning Commission was asked to appoint one or two members to the group to provide input. There will be separate focus groups for all four phases.

Questions and Comments from the APC included, but were not limited to:

The accessory coach house use for Bed & Breakfast? Staff: Some time ago Council did not allow Bed & Breakfast and accessory rental units on the same site. The Coach house Guidelines presumed that the coach houses were detached secondary suites and would be covered under the accessory secondary suites. Section 5.07.12 d was missed when the bylaw was drafted. It might be an interest on the part of Council to allow both uses on the same site. This question will probably be moved to Phase 2.

Cellar floor space which is excluded under the first storey of a house, but not under the porch needs clarification.

The calculation of gross floor area when the ceiling height is over 12 feet also requires fine tuning.

Some of North Vancouver City requirements are less onerous than in other municipalities. Developers will be impacted by the changes and what can be built e.g. the building envelope, decks, and balconies.

I am in favour of the spirit of clarification but some things do not need changing.

It was noted that the changes need a review by those who use the bylaw on a regular basis as people not in the industry would not understand the changes.

Staff: There is a learning curve when changes occur; we believe the lack of clarity uses up more staff time; the changes should alleviate this problem. The Gross Floor Area calculation needs to be discussed with the development community. The concern being addressed is that a balcony results in a larger house. The height calculation is much too complex and Planning Technicians spend a lot of time doing the calculations. A staff member is putting together design guidelines which will be taken to developers for their input.

Staff: Definitions seem obvious but respond to things which might be and to actual designs which do not comply with the spirit of the Bylaw e.g. high fences called trellises. We are trying to address design challenges.

It was regularly moved and seconded

THAT the Advisory Planning Commission has reviewed the Zoning Omnibus Phase 1 Proposed Changes report and supports the Council resolution that it proceed to a focus group review;

AND THAT if, in the opinion of the attendees of the focus group, there is sufficient concern over the content of the proposed zoning amendment that it be referred to a Public Hearing.

Carried Unanimously

Action: The Committee Clerk to email APC members to ask for representatives for the focus group.

4. APC Representative on the Energy Efficient Buildings Working Group

E. Adin advised APC members that the Energy Efficient Buildings Working Group (EEBWG) would be reconvening and asked members for an APC representative. The working group was active in 2009/2010 and helped produce the green building density bonussing provisions. The group will meet every two to three months for about two hours. They will be looking at a retrofit program for existing three-storey walk-up buildings to include health and safety upgrades, energy efficiency upgrades, and building connections to the Lonsdale Energy Corporation.

Brad Philips and Marni Robinson volunteered to be part of the EEBWG.

5. 246 East 1st Street (Development Variance Permit)

Staff Context: The site is zoned for industrial use. The building is in a Special study area which is identified in the Official Community Plan as industrial/commercial use. The applicant is proposing a renovation of the building that would include industrial and catering activities. The final uses have not been finalized. The applicant is retaining the building which is encouraged by the City. 11 parking stalls are proposed which is 8 less than the 19 stalls required by the Zoning Bylaw.

Kelvin Hummeny, InHabit Modern Dwellings Ltd., and Kent Halex, Halex Architecture outlined the proposal:

- The owner has been a tenant for many years and brought the building a year ago; he wishes to stay and run businesses from it. The existing use of the building will change a little as a car detailing business and Brewco have left. The car restoration business will be staying.
- There may be a new tenant on the east side of the main floor.
- The intent is to have a catering business on the east side of the second floor, with an addition extended out the back. The west side will be industrial storage
- The top floor is proposed to be a partial addition housing administration uses supporting the businesses.
- The intent is to preserve the M-4 Zoning.
- To the north and to the east are two three-storey residential rental buildings.
- The property slopes one storey north to south.
- The building to the east has two stories on the lane. The penthouse is set back.
- The street looks much as it did 25-30 years ago and is quite non-descript. The owner would like to change the streetscape by gutting and renovating the building which needs structural upgrades, improving the design and adding the third floor.
- The design acknowledges the buildings across the lane to the north. The building presents itself as two stories to the street
- At a public information meeting there was a candid discussion about the issues. Parking, not the view, was the big issue for the attendees. At present there are 15 non-conforming parking stalls. The proposed parking is for 11 conforming stalls. The back addition does not affect the parking. We have been talking to the Planning Department about actions to alleviate the lack of parking e.g. by providing lockable bike storage, providing a co-op car for the building or purchasing or renting offsite parking for the employees.
- The design has a green roof and herb gardens on the roof.
- Gerry Eckford, the landscape architect, is designing green walls and a glass wall entry for the back to give the neighbours something pleasant to look at.

Comments and Questions from the APC included, but were not limited to:

- I like the building; the parking would be my big concern. You are not providing enough parking for employees let alone customers.
- What is the patio for on the second floor? A: It is a balcony.
- Why does the catering business need a balcony? A: It could be used for events.
- Staff: There would be a concern re the permitted use if the design is for a restaurant.
- The floor plan shows a very large area in the middle.
- Why choose catering as there are a lot of other permitted uses? A: The client is creating space for his business partner's son.
- What about the parking? The new parking design provides a handicapped space and better access to recycling
- I am torn about it; the new owner plans to significantly reduce parking, increase uses and height, affecting the views of the people behind, and have a catering

use that gets into concerns of broader public usage. I would like to see a better fit for the area.

- Why do you need to raise the height? It creates issues with the streetscape. More work could be done to point to a continuation of the streetscape.
- Is there a structural rationale for the two big portions of wall on the lane side?
- We are heading into a world where cars will not be as important as other transportation modes and I support a parking relaxation but I think more has to be done with regard to integration in the context to obtain the relaxation.
- I do not see the benefit to the community for the variances you are asking for. A: The buildings are pretty rundown; we need to get value out of the building to do a major renovation.
- The design of the building is modern. The existing building fits in better with the heritage building to the east. It has more character than the building to the west.
- We want to retain as much industrial use as we can.
- At the Public Hearing it will be interesting to see the response from residents to losing a portion of their view.
- I support the catering use, the green roof and secure bike parking.

Applicant's comments

Our intent is not to put more pressure on the existing parking. We would argue that the building does not do that. We feel that alternatives offered will relieve pressure on the parking. We do not think that what is happening here is providing any more pressure but less.

It was regularly moved and seconded

THAT the Advisory Planning Commission has reviewed the Rezoning Application for 246 East 1st Street and does not recommend approval of the submission pending resolution of the following issues:

- Building massing;
- Clear indication of the benefit to the community for the increased height;
- Clarification of the location of the elevator needed to support the proposed catering business;
- An increased emphasis on the green building aspects, for example, is the project proposed to be solar ready, or to include solar panels in the final design?
- An increased diversion rate from the waste stream; 80% recommended.

It was moved and seconded to amend the motion by adding the words "The Commission feels there is a lack of sufficient parking in the plans as presented."

The proposed amendment was Carried Unanimously

The amended motion was Carried Unanimously

6. 730 Marine Drive (Rezoning Application)

Staff Context: The application is to rezone the existing Commercial Service Zone to a Comprehensive Development Zone to allow a four storey building with one storey of retail-commercial at grade and three stories of residential above. A variance in

height of 55 feet over the 35 feet height in the Marine Drive Development Guidelines is requested. It is difficult to fit the permitted buildable area on this triangular lot. Bryce Rositch, Rositch, Hemphill and Associates Architects presented the project:

- 10 feet on the east side of the building will be dedicated as a north-south pedestrian walkway.
- There will be a glazed amenity room on the north side of the building.
- 14th street will be animated with diagonal parking and street trees.
- The street wall on Marine Drive will be broken in the centre with a courtyard.
- The residential entrance will be at the back off 14th Street.
- The Marine Drive Development guidelines helped refine the site design.
- The project will replace the existing commercial development in the strip.
- There is separated commercial and residential parking.
- The applicant is not requesting any parking relaxations.
- There is a common outdoor area for residents.
- All top floor suites have roof top decks.
- The design is West Coast contemporary using hardi plank siding, brick and polished cedar for the soffits.
- Some of the units are live-work units with one bedroom with a large den.
- The project will be very sustainable

Jonathan Losee, Jonathan Losee Ltd., described the landscaping:

- There will be three plazas on the Marine Drive side: one at either end of the development with a larger, midblock plaza with tables and chairs.
- The landscape plan reflects the Marine Drive Landscape Guidelines with plant material from the planting list and interesting paving patterns including granite-set paving, exposed aggregate bands and broom finish concrete with gridded score lines.
- The plan takes pedestrians through the site with connections to Mosquito Creek and the Trans Canada Trail as well as the north-south connection.
- There is a wide boulevard on 14th Street which enables a rich landscape environment including large granite seats, street trees and native plant material to create an association with Mosquito Creek.
- The roof garden has very generous patios and people on the second and third floors can use a common courtyard with a small gathering space, and perhaps a water feature
- The rain gardens will have an urban feel with raised edges and possibly a seating element.
- There are opportunities for public art perhaps with some humour.

Norm Couttie, Adera, mentioned that there will be future upgrading to the west of the site to connect to the Spirit trail through the new Works Yard site south of Marine Drive and that there has been a full review with respect to public art.

Comments and Questions from the APC included, but were not limited to:

- I love the look of it.

- Can you talk about the security features? A: Access to the residential garage will be by key fob, the commercial parking will be managed and will be closed after business hours. The lobby will have secure access. Adera follows CPTED guidelines and makes sure every project has a custom approach to security.
- Amenities for residents? A: A room on the ground floor off the lobby with windows out to the street.
- How tall is the project compared to Noma? A: They are both four stories.
- How are you planning to come up with the value for the public art component? A: The guideline is 1%. We agreed \$50,000 was appropriate. The art may be on both sides or the south side only. We have agreed to a full public art process.
- What would it be if it were 1%? A: \$120,000. We feel the amount is quite appropriate.
- I like the treatment of the landscaping and the openness of the parkade and the way it links to the street.
- What height are you asking for? A: We are well below 50 feet. Staff: The shape of the property makes it difficult to fit everything in.
- Applicant: The height is a guideline. We have tried to provide more than enough setback and are aware of the precedents of Noma and 700 Marine Drive. The project is six feet lower in height than 700 Marine Drive.
- Can you provide parking on Marine Drive to show people that they can stop there? A: Engineering said that it was not possible due to a transit stop. We fought for the angled parking on 14th Street.
- Traffic control is becoming an issue in the area.
- The choice of trees on Marine Drive is important. A: The City will tell us what trees to put in. The trees will be trimmed up so that the commercial signs will show.
- I am concerned about no greenery on the roof. A: People will plant themselves; the roofs are pre-designed to take hot tubs, etc. 735 West 15th is very green.
- Are the two commercial spaces sub-dividable? A: They can be subdivided. The retail must really work so that people want to live above it.
- There are no three bedrooms? A: We think we have the right mix for the market and the shape of the site.
- Is there solar hot water? A: It may be an option.
- Are blade signs permitted? They could help get around trees obstructing the signage? A: We would like to use them. Staff: There are a whole range of signs permitted in our Bylaw. The City does have a street tree master plan. Street trees can help bolster foot traffic and economic development by acting as a buffer to the traffic on Marine Drive.
- Is there a way of directing people to the commercial parking? The angle parking spaces should have a time limit so that residents do not park there all day.
- Is there a play area for children? A: At Noma we designed a flexible space that children can use but that adults can use and it does not look like a vacant play space.
- A fixed play space does get used but creates issues for residents; I suggest having more flexible dispersed areas. A: It is very challenging to put in a good play area. Gathering spots without equipment are often better.
- Where do the employees park? A: We have tried to find the right balance; we think we have ample street parking and are on a major bus route. We meet the Bylaw and try to be sustainable.

- Question to staff re the height issue: the documentation says 55 feet; there is talk about 50 and 35 feet in the guidelines. Is that asking for a relaxation from a planning perspective? A: It is a variance but is in keeping with the other buildings around it.

Applicant's comments

We are eager to hear the recommendation.

It was regularly moved and seconded

THAT the Advisory Planning Commission has reviewed the Rezoning Application for 730 Marine Drive and recommends approval of the project with the following issues to be resolved to the satisfaction of planning staff:

THAT the Public Art assignment of funds be increased to be more in line with the City's recommended 1%;

THAT street tree type and building signage, such as blade signage, be carefully considered to avoid conflicts;

THAT making the project solar ready, as a minimum, be considered;

THAT flexible outdoor activity areas be integrated into the landscape scheme where possible;

THAT the Engineering Department review the traffic plan for the neighbourhood in light of increased traffic; and

THAT the Commission commends the applicant for a thorough presentation.

Carried unanimously

*There was a short break at 8:55 pm.
The meeting recommenced at 9:00 p.m.*

7. OCP Workshop – Critical Issues – Land Uses

S. Smith introduced the three CityShaping work books and asked the group to look at Workbook #2, page 13 which gives options for land use and population. S. Smith asked the group to consider the four policy options and pick two key options giving the reasons that they are important.

There was a discussion on the issues using the transportation map to give pros and cons regarding the first policy option in the workbook re: concentrating growth in the Town Centre.

Pros included:

- Focussing anticipated growth in the Lonsdale City Centre would be more cost effective and help drive density which is necessary to create walkable, liveable communities.
- It is not really dependent on what neighbouring municipalities do and is most acceptable within the community.
- Drivers can park and ride.
- Most beneficial impact for more people
- It supports better, affordable and accessible transit.
- It can connect more interesting and diverse hubs (neighbourhood centres).
- It can lead to an increase in development which creates critical mass and helps local businesses.
- Increased density attracts businesses and justifies increased recreation facilities.
- Creates the potential for mixed used community hubs which can be placed along the transportation spine.

Cons included:

- It can result in more change, more construction, more noise.
- Density is not for everybody.
- View corridors become more difficult to maintain.
- There can be issues with lack of parking and increase traffic and pollution.
- It does not allow the health benefits to make their way to community residents outside the transportation corridor. People outside the corridor will not be able to walk and buy groceries for instance.
- We should be trying to create consistency across the whole area in terms of transportation access and access to nature.
- It does not take into account the connection to natural open spaces.
- It is a cookie cutter approach with less room for variation.
- There is no multiplier effect outside the corridor and less access to transit dollars.
- It reduces the resources available to other parts of the city and limits the growth opportunity for other parts of the city.
- There is a shortage of public parks and amenity space as density grows.
- It can create a lack of trust with development.
- It can be difficult to replicate sensitivity to growth in the nodes.

8. Staff Update

Heritage Awards: These were awarded to the following projects at the February 20th Council meeting: 346 East 8th, 254 West 6th Street, Ridgeway Elementary School.

M-4 Industrial Commercial Zone Amendment: Had 2nd and 3rd Reading on February 20th and Final Adoption on February 27th.

850 Harbourside: Received final adoption on February 27th.

Capilano University: A delegation came to Council on February 20th to express their continued interest in the Lower Lonsdale Site at the Pier.

640 West 15th was referred to a Public Hearing on March 19th.

Public Art Grant : A grant of \$7,500 was approved to the NV Community Arts Council. The use of this for "yarnbombing" was debated at Council meetings on February 20th, 27th and March 5th. The Public Art Coordinator was requested to report back to Council.

Census Population Statistics : Staff prepared a couple of information reports to Council based on the recent census release. Council had many questions on the different population counts in the Census and BC Stats.

Single Family Food Scraps Collection: Council approved a motion to proceed with the implementation of curbside single family food scraps collection.

Comparison of LEC rates with other Energy Providers: A report to the February 27th Council described a City of Vancouver study that concluded LEC rates were the lowest of the four carriers studied.

Daycare spaces utilizing School Board facilities: On February 27th staff were directed to write a report on an inventory of childcare spaces and directed to increase efforts in this regard. The question was asked about the percentage of spots occupied by City children.

Lower Lonsdale Delegation: A delegation came to the March 5th Council meeting to request funding for two festivals (Party at the Pier and Christmas Festival - \$70,000) and \$60,000 for administrative support.. Staff were directed to see if the \$130,000 requested could be found in the budget.

Zoning Omnibus Phase 1 : Being reviewed tonight.

Vancouver Coastal Health: HOpe Centre: The Council passed a motion on March 5th to be recognised as a Partner in the HOpe Centre.

Moratorium on Enforcement of Secondary Suite Policy: The motion that this be done was carried 4-3. Staff will be submitting a report on the issue.

9. Other

There being no further business, the meeting adjourned at 10:00 p.m.

The next regular meeting of the Advisory Planning Commission will be held on Wednesday, April 11th, 2012.

Chair

