

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 21st, 2017

MINUTES

Present: K. Bracewell, RCMP
P. Maltby
J. Geluch
J.P. Mahé
B. Phillips
K. Yushmanova

Staff: D. Johnson, Development Planner
B. Hurley, Planner 1
R. Fish, Committee Clerk
C. Perry, Supervisor, Development Servicing

Guests: 1705 Larson (Rezoning Application)
Steven Petersson, Petersson Planning Consulting
Rosa Salcido, Vivid Green Architecture
David Rose, PD Group Landscape Architecture Ltd.
Maryam Naseri, Vivid Green Architecture

2601 Lonsdale (Rezoning Application)
Stu Lyon, GBL Architects Inc.
Alfonso Pezzente, Pezzente Holdings Inc.
Josh Bensen, Forma Design Inc.

Absent: B. Checkwitch
B. Harrison
A. Man-Bourdon

The meeting was called to order at 5:36 p.m.

In the absence of the Chair and Co-Chair, the committee elected B. Phillips as chairman for the duration of the meeting.

1. Minutes of Meetings of the Advisory Design Panel held May 30th, 2017

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Design Panel held May 30th, 2017 be adopted.

Carried Unanimously

2. Business Arising

None.

3. Staff Update

D. Johnson reviewed the status of ongoing development projects.

4. 1705 Larson Road (Rezoning Application)

This is an application to rezone a commercial site to permit the development of six townhouses and two commercial retail units. This application is a rare implementation of the MU-1 Mixed Use designation under the Official Community Plan. It proposes to rezone the site from C-3 to a new Comprehensive Development Zone permitting a mix of commercial and residential uses up to 1.0 FSR. The commercial units are intended to serve the local neighbourhood.

The site has an unusual triangular shape. It is located on the corner of Larson Road and Bewicke Avenue. Commercial retail units are proposed at the prominent southern corner. Two stacked townhouse units are proposed above the commercial retail units. Four townhouse units, designed with adaptable, lock-off live/work units at grade, front Larson Road. Parking access is proposed on Bewicke Avenue, as there is no lane and the site at-grade parking and loading space is proposed in this north-west corner.

Staff asked for ADP's input on the following:

- Number and quality of units, including lock-off and adaptable accessory units;
- Scale, orientation, form, and frontage of the proposed design considering the triangular site;
- Landscape design in terms of quality and transition of space for both the live work and retail uses;
- Architecture and materials considering the context of neighbouring buildings nearby;
- Responses to the Bewicke Street and Larson Road frontage and interface, including parking area and North side of units;
- Responses to the CPTED and functionality of entrances and frontages of the proposed design; and
- Comment and strategies towards achieving the proposed Energy Efficiency target.

Steven Petersson, Petersson Planning Consulting and Rosa Salcido, Vivid Green Architecture Inc., described the project to the Panel:

- Design development has been ongoing for the last six months.
- There will be a developer information session next Tuesday.
- In order for the project to be successful in the neighbourhood, the commercial aspect has to service the immediate area.
- Across the street there is an elementary school. The commercial space has to respond to this.
- There is a Heritage house close to the property line at 1732 Bewicke.
- There are eight parking spaces, one for each residential unit and two for the commercial, located in the North West corner.

- The loading space is on north side.
- The building is broken up into two structures, one with a commercial component the other with three storey townhouses.
- There is an opportunity for on-street parking on Bewicke Ave, possibly two spaces but with a 45 degree angle, we could have three or four on-street parking spots.
- A 33 degree angle would allow for three spaces.
- The ground floor of the three level townhomes are lock-off units but also adaptable for mobility restricted individuals.
- The main residence is on the second and third floor above the townhouses.
- There is a walkway through the separation of the two buildings and a planting strip along the northern area.
- There is a carport instead of a garage.
- There are elements that have a modern feel but we want to emphasize the difference between the commercial area and residential area.
- We also want to make sure we are capturing the North Vancouver style with the use of wood and cladding with fibre cement with wood configuration on the finish. This gives a look that provides a similar concept along with the use of glass on the commercial side.
- All units have rooftop access as well as a gardening space.
- The rooftop gives units more flexibility and additional space.
- We are providing 10 secured bike stalls and three short term bike stalls at the corner for the commercial units.
- The rooftop will have glass railings providing a solid divider between units.
- For the trellis on the parkade, there is the option to have a transparent cover to permit lighting.
- There are separate garbage facilities for residential and commercial.
- PMT is located on the east corner.
- The energy requirement will be met (Energuide 83-85) using mini split systems.

David Rose, PD Group Landscape Architecture Ltd., reviewed the landscape plan:

- We are maximizing the street tree impact.
- There are a good number of small flowering trees and root barriers will be installed.
- These are small spaces to work with, the trees are sized accordingly.
- We made the most of on-site space by planting in the corners to get a softer feel as you enter the parking space.
- The PMT will be screened.
- There is a rain garden in the lower corner.
- Plant materials include more than 50% native species.

Questions from the Panel included but were not limited to:

- Is the trellis material permeable? **A:** It's a wood trellis with cedar railings and a proposed transparent, possibly acrylic cover.
- Is there a reason for no street trees on Bewicke? **A:** There will be.
- What is the concrete strip along Larson? **A:** Possibly a curb and gutter. There may be services underneath.
- How does garbage pick-up work, will it be rolled out to the curb? **A:** Using the loading space, it will either be dumped over head or come through the parking area.

- Is a dedicated loading space required? **A:** Yes, for commercial or mixed use application.
- Why are there no residential units near the Heritage building? **A:** That was our first iteration but we have settled on this configuration. The other one wasn't working. It made parking difficult as well. We tried to fit units in on the side and tried to talk to owner but he was not ready to sell.
- In regards to overall form, articulation and massing, for the second floor, do you feel as designers the architecture on the units compromises the interior spaces? Is there a way to make the form less complicated giving more space to the interior? **A:** The issue is to respect the setbacks on all sides of the property and accommodate the bike parking.
- To staff: For eight cars, do you need a 22 ft. wide driveway access? **A:** No.
- What is the minimum width of driveway access to be suitable for eight parking stalls? **A:** The requirement is a 22 ft. lane between parked cars. The access can be smaller.
- The six foot sidewalk on Larson, does it have to be the same on Bewicke? **A:** Larson is 2m and Bewicke is 1.8m.
- Can it be realized for planting and trees? **A:** New standards were created to meet accessibility needs.
- Where will outdoor heat pump units go? **A:** We are looking at the rooftop space for them and will create a screening on the rooftop.
- Will there be a future opportunity for parking on the opposite side of the street? **A:** Probably not, there is a AAA bike lane.
- Have you looked at the possibility for street parking on Larson frontage? **A:** No, it is a commuter route.
- Are there any tenants secured for the commercial space? **A:** No, not at this stage but we envision a café or corner store.
- What is the walk score of the site and the proximity to grocery stores? **A:** There's a significant slope to the south; people would be coming up a hill. The walkability will be from the school, daycare center via bikers and transit but we don't have a walk score.
- Staff: There are a couple of grocery stores near the property.
- What about putting a roof on the trellis covering the parking? It is hard to keep transparent materials clean. **A:** We want to keep light going through the space, we don't want it too dark with shadows. We want to keep it as open and as light as possible.
- The existing setback is 9.8 ft., proposed is 1 ft. Are there any buildings on Larson that share this footage? **A:** This is a unique site in terms of OCP, it is the only mixed use site.
- Staff: The current Larson market comes within a foot of the property line.
- In regards to the layout of the suites, do the bedroom layouts have dressers in them? **A:** We have shown some of the furniture, we will make sure a full size bed can fit and have space for a dresser and all of the bedrooms have closets. We also have included dens. The bedrooms are 10-11 feet wide.
- The affordability of large units is not realistic lately; there has been a movement to smaller units.
- Is the access to the commercial building suite above it up the stairs at the back? And the access to the one next to it is at the side? **A:** Yes.
- Is the parking just for residents? **A:** Commercial is for staff (two spots).
- Is the walkway between the buildings for residents or everyone? **A:** Residents.

- Is there any window frontage overlooking the walkway at the top? **A:** Yes, there are windows on the upper level.
- Is there storm water management? **A:** Yes, we anticipate an underground tank on the west side and a rain water garden.
- Are there any thoughts on having E-bike charging stations? **A:** Yes, two hook-ups inside the secure bike storage and an exhaust to circulate the air.
- Will there be an E-charge station for cars too? **A:** Yes.

Comments from the Panel included but were not limited to:

- Ensure the signage for emergency responders is clear at the entrances of the rear units.
- Ensure there is territorial definition as you may have customers thinking they can park in the residential area.
- The vulnerable area is at the top of Larson, there is no clear line of sight.
- There needs to be a clear view into parking stalls.
- The corner where the café might be could be open a bit more visually, between indoor and outdoor. Look at the possibility for more windows to make it more inviting.
- Having heat pumps on the roof isn't ideal.
- There may be a challenge due to the location of the site and the amount of activity it could generate with such little options for parking.
- It is wonderful for the community to have a coffee shop or corner store.
- Recommend the loading bay come out to a more accessible area for off street loading for the small coffee shop or store.
- Recommend the driveway access be shortened to 10 or 12 feet northward. There's not much high speed traffic here so a smaller driveway gives more length and two parking stalls gives more space for a loading bay.
- Ensure there are canopies for the units off of Larson with individual entry ways.
- The first three units are very cut up at grade level. Recommend to make them more into studio units with fewer walls and more space.
- If the loading bay can come out, it is recommended to rationalize a commercial and residential garbage area to include bike storage off to one side which may give more room or access to a patio.
- In regards to the articulation of the upper floors, if FAR calculations can handle a little extra area, or better separations can be acquired it would be good to give more elbow room to some of the units to fit furniture in the bedroom.
- There is an opportunity for shrub pockets along Larson as there is no parking there. There is a lot of lawn with no pollinating value, maybe add around the trees for more greenery.
- The C2 unit is restricted by the stairs leading up to the R6 unit.
- Supportive of looking into street parking on Bewicke, angular would be preferred if it could work.
- Can also gain more planting area with angular.
- Could create two bigger planting pockets at the two ends of Bewicke.
- Suggest looking into a metal trellis rather than timber.
- There are concerns about using clear trellis but it should have a design expression that works with the building.
- Trees in the parking area should be big and branch out above which will soften the space and bring greenery.

- Recommend a sign for on-street parking with timing regarding the loading space.
- Reconsider having garbage pick-up outside of bedroom windows.
- Replace asphalt with more pavers.
- The walkway around the back is not necessary as residents would be walking outside of peoples windows.
- Recommend small patios and defining it as a private space which can be subdivided.
- If using a trellis that is glass or a clear material, introducing a steeper slope would help keep it clean.
- There is a concern with people trying to use back walkway.
- The garbage area could have a walkway at the north property line as a way to not have people standing in front of residents windows when unloading garbage.
- Recommend simplifying and emphasizing the entrances, they don't jump out as the entry ways.
- Suggest using the same vernacular for those as using for the trellis to help define overhead detailing.

Presenter's comments:

Thank you for all the comments.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 1705 Larson and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Further consideration of the north walkway to address definition, territoriality and possibilities for private open space, as well as overlook from the residential units;
- Design development of the carport in terms of transparency and coordinated expression to the rest of the buildings as well as permeability to the paving surface;
- Consideration of alternative loading bay arrangements;
- Exploration of easier access opportunities to the recycling and garbage enclosures;
- Identify opportunities for private open space;
- Consideration for alternative landscaping solutions along both street frontages to provide a greater variety of landscape, storm water management and usability to the commercial units;
- Consideration of unit livability in terms of functionality;
- Design development of the commercial space to increase transparency into the units, inclusive of the live/work units.
- Consideration towards clear signage to all units, particularly from Larson Road;
- In regards, to the R6 unit, consideration of entrance exposure to the street as well as avoiding interfering with the commercial space below;
- Design development to the walkway separating the two buildings in terms of territoriality and defensible space; and
- Further consideration of unit identification and entryways to be stronger, inclusive of considering weather protection.

The Panel wishes to thank the applicant for their presentation.

Carried Unanimously

5. 2601 Lonsdale Avenue (Rezoning Application)

The application proposes a six storey, 44 unit apartment building to accommodate 27 market rental units on the first three levels and 17 strata units on the upper floors as well as level P1, which fronts a proposed green space.

The subject site is located on the west side of Lonsdale Avenue, north of the Trans-Canada Highway at the corner of 26th Street. This application will be the first six-storey building proposed in this area, which contain predominately three to four storey apartments and townhouses along Lonsdale Avenue, with lower density duplex and single family homes to the west. The subject site has an OCP land use designation of Residential Level 5, that permits the development of medium density, mid-rise residential apartment buildings with an allowable FSR of 2.6 (1.6 base plus potential 1.0 density bonus). The maximum allowable height under the OCP is six storeys.

Staff would be interested in the Panel's input regarding the following:

- The proposed site design;
- The proposed architecture of the building;
- The proposed landscaping plan; and
- The proposed orientation and design of the proposed public walkway.

Stu Lyon, GBL Architects, described the project to the Panel:

- This project is a Level 5 density located at the top of Lonsdale.
- The project will be extending the site to include the closing of 26 Street and consolidating the two for the new building.
- The building was well received at the Design Panel in January.
- The floorplans remain the same with the same number of units, same access points to the building and same roofline.
- There were concerns with the strong broad columns and what the material was at the last Design Panel meeting.
- We are retaining the natural cedar soffit which is a key component of the building and design concept.
- We decided to keep the wafer-like roof and express drainage off the edge of the roof and gutters but with a much better system and to highlight it with a copper gutter and downspout system.
- The exterior cladding had hardy panel in the previous scheme. We concluded the most realistic is hardy and batten of 12 inches, 1x3 or 1x4, and to paint it a charcoal colour.
- The vinyl black windows remain the same and glass guardrails remain the same.
- The requirement to set the building back on Lonsdale has been adjusted.
- There is a rain garden expression at the grade level, highlighting the water elements on the North Shore.
- We have thickened up the roof and increased it to 17 inches.
- The columns were a solid pier type column and there were issues on whether views would be blocked. We broke them down into smaller items so they are more like a filter which brings light through the columns but still gives a sense of closure to the outdoor space.

Josh Bernsen, Forma Design Inc., reviewed the landscape plan:

- There are no changes to landscaping from the original presentation.
- The public pathway to the south has been delineated by a metal panel fencing that abuts to a sculptural stone wall towards the east of site.
- Below that wall it is composed of a board walk and leads to a concrete walkway and back to a boardwalk that runs over part of the rain garden.
- Above the fencing there is a small lawn area which leads into terraces next to the building.
- Street side; along Lonsdale, there is a series of low planting and an accessible ramp that connects the building to the sidewalk. There are also street trees along the edge of the building.
- The north side between the property line and the building is low planting.
- Along the lane-side there is a series of hedges that delineate the terraces off the building.
- There is low planting off the lane edge.
- The trees are a mix of small and large.
- On the south east corner there are deciduous trees and the coniferous trees have been noted as being saved

Questions from the Panel included but were not limited to:

- Are you aware that the setback is a road dedication? **A:** Yes, it is a road dedication.
- The stairs cannot be within the right of way area, did you look at that? **A:** We will be moving those out of the right away.
- Is there a clear line of sight in the walkway from lane to Lonsdale? **A:** Yes, the south edge of the path is lower planting.
- If stand in the lane, I can see right through to Lonsdale? **A:** Yes, we are also including lighting.
- What is the lighting treatment? **A:** It will be low bollard, accent lighting to illuminate the path.
- Are there stairs exiting from lane into the laneway? **A:** Yes, three townhouses exit off into the lane.
- That's the personal door into the townhouse? **A:** Yes, they can use door from the parkade too.
- On drawing P1, there is a five foot space to the right of the elevator, what is it for? **A:** Its space left over in the plan.
- On the site plan the loading area is in an inconvenient place, can you get it closer to an entrance? **A:** It has to be on the lane, it's somewhere along the lane stretch. The problem is the loading displaces the front doors for the townhouses moving up the lane. It is not the most convenient location.
- On the landscape plan, what is the big curved black line? **A:** It is the stone sculptural four foot high wall; we have it done in a sculptural way as a feature.
- What is the textured finish below? **A:** A board walkway.
- What colour will roof be? **A:** Grey.
- What colour and texture will the architectural concrete be? **A:** It will end up getting painted and won't be architectural.
- Some of the angled roof profiles are intersecting the windows, how are you detailing that? **A:** It is stepped out two feet from the building.

- In the central units, why are the living rooms indented the same way making them symmetrical, when the bedrooms could use more room? **A:** We will be looking at the dimensions and tweaking them. The suites aren't perfected yet. We do know they need to be increased.
- Have you looked at other furniture placements? Are the rooms big enough to be livable? **A:** They will be - they can work very well, we have done them before. There needs to be consideration for furniture placement. We don't get into the detail of it at this point but it will be refined.
- On the drawing for Level one, how will you address privacy concerns for the adjoining suites sharing the same roof deck? **A:** We will provide a privacy screen, something lightweight, maybe wood battens.
- The PMT on the north east corner of the property, will it be screened? **A:** We currently have low planting on the east and south of the PMT. We can add screening or fences.
- On the drawing for Level four, the two bedroom suite, is it intended for one bedroom not to have a closet? **A:** It could be an office or den.
- You mentioned the rain garden will collect water; will there be storm water management? **A:** The engineering consultant is taking care of that. When it overflows it will go into a sewer.
- Staff: There will be a retention tank, water will over flow to this then the sewer. It is on the south west corner.
- The renderings show copper trim all the way around? **A:** Yes.
- Do you have to use cultured stone? **A:** Yes, would love to use natural stone if we could. We will use stone on the walk way.
- How does the access to the lawn work? **A:** It is accessed by private terraces, by the units that back onto it, they are not shared.
- To staff: Is there a requirement for outdoor sharing amenity? **A:** We do encourage them but there's no regulation.
- Can you explain more about the exposed concrete? **A:** It is located above the parkade.

Comments from the Panel included but were not limited to:

- Ensure a clear line of sight.
- This is the tallest building in the community, stepping helps to relieve the massing for the neighbourhood.
- The proximity of two south facing market units could be something else like coffee shops or pedestrian oriented amenities.
- Staff: A commercial unit cannot be introduced as this is residential.
- This is a prime site for solar PV; recommend using this on the project as it has a south west exposure that won't be obstructed.
- The proposed design of the public walkway and space is great.
- The use of real materials would be better.
- Supreme or super star white colour might help with light bouncing back into the units.
- Make the bedroom units asymmetrical with a living room in the middle and bedrooms on either side.
- Discuss with engineering if you need a large loading bay that size, consider the size to be smaller.
- Recommend to put in EV stalls or EV bike stalls for sustainability.
- Be mindful of any intersecting roof and window planes.

- Concerns with the livability of the two bedroom units. They are tucked far in and under the overhang of a terrace along with a big row of trees; there might be an issue with amount of light getting in.
- The lawn is a missed opportunity; it will be a leftover space where there is no invited access for units adjacent to it and no true access for other people who live there. This can be a great shared space.
- Have an interconnection from P1 exit to the lane to bring more traffic into it so it's not a dark space and to create more activity.
- The lane design is interesting, a lot of custom and interesting elements.
- Concerned about the 9% slope, it's not accessible at this point. Recommend to switch to a different material that can be sloped easily.
- Landscape can use an overall review for its usability, more design development needs to happen on this.

Presenter's comments:

Thank you for all the comments.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 2601 Lonsdale Avenue and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Ensure there is a clear line of sight from one end of the public walkway to the other;
- Design and development of the façade to avoid uniformity of appearance, and increase the use of natural materials where possible;
- Consideration of opportunities of using solar on the roof;
- Further consideration of livability of the units, in particular the units on the lower levels;
- Consideration of amenity space for all residents; and
- Design development of the on-site landscaping to ensure usability to the residents, including direct access to the public pathway

Carried Unanimously

6. Adjournment

There being no further business, the meeting adjourned at 8:07 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, July 19th, 2017.



 Chair