

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 Tuesday, April 3rd, 2018**

MINUTES

Present: W. Chong
B. Phillips
J-P. Mahé
M. Messer
B. Jones
B. Harrison

Staff: M. Epp, Director of Planning
R. Fish, Committee Clerk
M. Holm, Manager – Development Services
K. Naab, Development Technician

Guests: Harbourside Waterfront – Phase 1 (Development Permit Application)
Vince Fernandez, MCM Architects
Mark Whitehead, MCM Architects
Kate Sunderland Ratzlaff, Concert Properties
Craig Watters, Concert Properties
Jonathan Silcock, Concert Properties
Derek Lee, PWL Partnership Landscape Architects Inc.

Absent: K. Bracewell, RCMP
K. Yushmanova

A quorum being present, the meeting was called to order at 5:40 p.m.

1. Minutes of Meetings of the Advisory Design Panel held March 21st

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Design Panel held March 21st be adopted.

Carried Unanimously

2. Business Arising

None.

3. Harbourside Waterfront – Phase 1 (Development Permit Application)

This application is seeking a Development Permit for Phase 1 of a four-phase development in the Harbourside Waterfront area. The mixed-use project includes 380 residential units, ~24,000 sq. ft. of commercial development and a proposed FSR of 2.3. The project is subject to the CD-646 Zone and the Harbourside Waterfront Development Permit Area Guidelines. The applicant proposes deviations from the guidelines.

Staff would be interested in the Panel's input on the proposed site plan, architectural character and landscape plans as they relate to the guidelines:

The application seeks several deviations from the guidelines, which are outlined in the applicant's submission to the Panel, along with the applicant's rationale. Staff seek the Panel's input regarding these specific deviations from the guidelines:

- Limitations on the size of buildings above the fifth storey (Guideline 4.2.12) with respect to building D4;
- Scale of street walls / podiums (Guideline 4.3.3) with respect to building D1;

Staff also seek the Panel's advice on whether the design responses address the following elements of the guidelines satisfactorily:

- Achieving a distinct sense of place in the Harbourside Area with a palette of materials referencing "industrial chic";
- Design variation and incrementalism (Guideline 4.3.1);
- Respecting views to the north from public vantage points (Guideline 4.2.1).

Vince Fernandez, MCMP Architects, described the project to the Panel:

- 380 unit residential project with 110 rental units.
- 14000 sq. ft. of retail along Fell Ave.
- 4000 sq. ft. of office space.
- First phase of the 12 acre site, lot D.
- Hitting on major design principles, creating street edges and edges for the park.
- Animating the park and Spirit Trail with a soft transparent edge.
- Want the site to be porous.
- Wanted to take advantage of the views to the water and mountains.
- Orient taller buildings to the north.
- We had to lift the site to 4.5 meters to allow for tide conditions.
- Animating sidewalks with patios and retail spaces.
- Strong entry element into the development, creating a building that establishes a fabric for the area.
- Central courtyard for vehicles, pedestrians and bikes. Want people to feel comfortable.
- Entrance to parking is off of the central courtyard.
- Bollards and landscaping define the roadway in the courtyard.
- Have allowed for the Spirit Trail to come right through the site.
- Created a 4-5 storey street wall edge along the Spirit Trail and water views.
- Created a passage way through (building) D4, articulated with a water feature and paving materials.

- Eroded the corner of D4 to soften the massing.
- Terracing the buildings to create layering.
- Town homes are 21 feet from the property line to help layer the landscape.
- D2 and D3 are terraced as well to create a comfortable 4-5 storey edge along the water side.
- D4 - Looking for opportunities to create a better public realm and to put the massing in the back.
- D1 – stepping the massing to make everything else work better on the ground and in the public realm.
- Looking at bricks and metal, going for more of an industrial feel with dark bricks.
- As the buildings move forward, the palette changes to lighter bricks and window walls.
- Punched openings to increase circulation.
- Thicker walls are being encouraged.
- Want to create a sense of place instead of a landmark.
- Important to establish a calm fabric for the development.
- A lot of larger units, 2 and 3 bedrooms, 30% of two or greater.
- Large balconies to provide shading during the summer months.
- LEC: 5000 sq. ft. for the entire development to provide heat and hot water

Derek Lee, PWL Partnership Landscape Architects Inc., reviewed the landscape plan:

- Committed to meeting sustainability initiatives.
- Because we are on a slab, we are working hard to maximize soil for water retention.
- As it is absorbed, it will go through a filtration system and out to Fell Ave where there are silva cells in the boulevard to help mitigate deep flows of water.
- Rooftop amenities, urban agriculture, providing agricultural plots.
- D4 has a living roof landscape with pollinator species.
- Trail network with rain gardens on each side.
- Hints of water that lead you into the site.
- Architectural flagstones throughout the project.
- Creating active edges to create a mixed shared street feel.
- Natural plant species.
- Decking to wrap around restaurants and upper roofscape to tie into the industrial North Shore landscape.
- Using boulders and organic forms to break up the sense of formality and reinforce the mixing zone between pedestrians and vehicles.
- Thoughtful layering of public to private.
- Seating areas throughout the project.
- There is a feature arbour, which we are continuing to develop.

Questions from the Panel included but were not limited to:

- What is the City doing to mitigate the amount of cars coming off and on the island? **A:** There has been talk about another over pass at McKay Creek, but it was decided not to proceed. There will be dedicated right turn lanes and signalization improvements.
- Staff: there have been conversations on infrastructure improvements and upgrades including a Fell overpass upgrade.

- As the project proceeds, the City has the ability to reevaluate the numbers and seek additional improvements to make it work. Other options are available for example a shuttle service which is looking quite positive.
- Can you talk to the public art component at the foot of Fell? **A:** We have developed a public art plan that looks at the entirety of Harbourside. The Fell plaza is a primary place for a public art piece. We have not decided what that will be yet. We talked about integrated components of art, less so in the development sites. We are committed to the process happening.
- Are most of the rental in D5? **A:** No, D1. You are able to build 79,000 sq. ft. above the overall density. We rezoned the Harbourside development and created this site for rental.
- Is parking tanked? **A:** We are going down 3m, but we have not determined if it will be tanked. Lot D will be entirely underground.
- Will this project be built all as one phase or building by building? **A:** We haven't decided and completed how to construct the entire project. It should be developed as one phase together. If we do phasing between buildings it will be by a matter of months.
- Is the splay of the buildings' vents not hampering the view back to Grouse? **A:** It does not impact it, you can still see grouse with the splay.
- On the edge of D4 as it meets the ground plane, will it be friendly? The flow of traffic through here is going to be a major component for people experiencing the project along the spirit trail. **A:** We wanted to create the layering of sidewalks and planters and patios. There is a large step back to the townhomes. The building takes on the industrial marine, harbouresque façade. We are trying to address the water edge and the Spirit Trail. Little details add interest to the boldness of the façade. We wanted to make these edges comfortable from the public realm experience.
- Can you elaborate more about the density; is it at FSR now or below, above? **A:** We are under FSR. This site can achieve it with residential at 325,000 sq. ft. and we are at 309,000 sq. ft. this is just the market residential. Its almost exactly 5%.
- Can you give a rationale for choosing the colours and materials for each building? **A:** With D1, we wanted to create a contrast with the white brick to define the corner. Many of the materials are playing off this contrast. We are trying to break up the proportions of it. On D4, it is the opposite, we tried to establish something timeless to create longevity and stand the test of time.
- How do the buildings respond to the anticipated art at the end of Fell? **A:** We have not designed this yet. We are trying to create an active edge for what will happen in the future.
- Are all the amenity spaces on the top floor? **A:** Yes, there is nothing on the ground.
- Is there the possibility of having an amenity at level three where there are huge balcony faces? **A:** We discussed this but it was shot down due to putting the amenity above the height limit.
- Can you describe the parking for those who live in D4? **A:** There is one entrance to our parkade. From the furthest parking stall to the lobby is 284ft.
- For D1, D2, the west side has the amenity for retail, what is happening on the other side? **A:** It is the back of the building. We have access to our garbage and back of house for the market and two truck loading spaces and access to the garage. It is still porous but hardscape porous. We have kept the sightlines clean.
- How wide is it? **A:** 22ft.

- Do you feel like the D1 lobby is lacking greenery? **A:** We felt like it encourages the woonerf, pedestrian bike feeling. On the parkade slab we have to look carefully about what growing medium we have.
- Any opportunity for green walls? **A:** We try to shy away from this. If there are systems where we can get planters, we can look at this.
- Does it have to be the 22ft all the way down? Can you allow it to narrow with more greenery? **A:** We could look at this.
- How are the mechanical units going to be dealt with on the roofs? **A:** The intention is for it to be on top of the amenity. The screening is important.
- There are many family oriented units, any family amenity spaces? **A:** We want to create some natural areas for children. Looking at introducing a boulder or rock-out landscape, introducing concepts of stepping stones and timber that can be more interactive for children. We are very close to Kings Mill Park.
- What is the depth of the water underneath in the breezeway? **A:** Around 4-6 inches.
- Is there an opportunity for people to walk through that? **A:** We may revisit the idea of more flat stepping-stones.
- There is a lot of glass on the building and native plants, which will bring a lot of birds crashing into the windows, will that be an issue? **A:** That is a good point. We will look into that.
- To staff: will there be tanking at the service rooms at grade? **A:** It has to be confirmed. We are not going down below the water table. The existing elevation is 3m. The mechanical equipment at grade is because of the City's construction bylaw.
- What is the wayfinding strategy for the corner entry for the loading bay for retail? **A:** Large signage that is highly visible. The retail for D1 fronts Fell but we wrapped it around the corner so you get the visibility.
- Staff: We have the ability to contemplate what makes sense on the site.
- To staff: what are the uses opposite the street of Fell, is it industrial? Is there an opportunity for this to change into something else? **A:** Presently, no. There was a change from commercial to mixed-use for this development. That is unlikely to change as the lands are protected in the OCP. It has to preference the employment aspect.
- Can you explain how you are treating the building faces as blank walls? **A:** We recessed them back to soften it that way. Along Fell, we want to make it visual but express it in small windows. We thought we could have graphics of what used to be located here as images on the walls and integrate that with green screens. On D1 it was a combination of the same elements but we have changed the materials on the corner.
- What is the use for this corner? **A:** An elevated walkway exit from D1 and service room with a transformer. This is the back of the loading dock.
- Are you aiming for LEED gold? **A:** Yes.
- Is there an opportunity to highlight it from a LEED perspective? **A:** Yes.
- Can something be done in the breezeway like a bike storage area, can you lighten this up so the bike users have some glazing that they can look out and get natural light in? **A:** Yes.
- Is there any opportunity to use real wood? **A:** The metal is for the soffits but they are great materials that are low maintenance and create great warmth and still get the effect of wood.
- The colour palette is subdued and quiet, is there an opportunity to add a splash of colour somewhere? **A:** Yes, we can look at this.

- Have you looked at LEED Neighbourhood Development for the entire development? **A:** Yes, we are reviewing those options.
- Staff: Most of what is contained in LEED Neighbourhood Development has been captured within the guidelines in terms of the way we are treating storm water. We haven't necessarily replicated LEED Neighbourhood Development but we've used many other things in the guiding principles for the area.
- Can you give us some design strategies that would help you with LEED? **A:** The City provides an exemption for thick walls so we can exclude half the thickness of the walls. We are looking towards the windows and air tightness. Our focus is on elements that are going to improve energy performance and adhering to the Step Code to enhance the sustainable performance of the project overall.
- Would one of the strategies be including parking stalls for e-bikes and e-cars? **A:** Yes, all stalls will be EV ready and there will be car share stalls as well.
- To staff: Is there a formal City requirement for this? **A:** No formal requirement but there are guidelines that we use to evaluate rezoning requests. They presently say that we are looking for 20% EV charging stalls level 2 in place and pre-ducting for the remaining 80% of the stalls. We are in the midst of a policy change for this to require 100% delivery of EV using the new technology that is available.
- Number of parking stalls? **A:** 473.
- Is the mix of residential split up amongst the buildings plus retail, restaurant and public parking? **A:** Yes.
- Is there a traffic study for having just one two-way ramp? **A:** We have 50 stalls dedicated to commercial uses. We are comfortable that one ramp will suffice.
- To staff: is the City looking into this? How will this be handled? **A:** We have not completed a review of the access piece yet for the project.

Comments from the Panel included but were not limited to:

- I support how the density has been moved around the site.
- The palette of materials is good and cohesive.
- Suggest using another material like galvanized metal or concrete for the planters instead of wood, that is longer lasting and not flammable.
- More splash of colour maybe in the site furnishings
- Consider a similarity of the expression through the whole project, stance and stature. In the inside spaces there are opportunities to scope things a bit more so for the courtyards and resting spaces, the architecture is responding in the way the restaurant does. Some of the areas inside could be framed more.
- Concerned that the height of the breezeway might be a little too small, emphasize the inner spaces.
- The inside could benefit from more architecture.
- The buildings all have a very horizontal feel to them, there could be more vertical elements in the landscape.
- Enliven the inner spaces.
- D1 – since terracing at different heights, D1 seems like the mass that extrudes right up, step the portion that kicks out on the L lower too to emphasize that.
- The townhouse on the corner of D3 sticks out and breaks the design rationale on the north-south axes of views. It breaks the view from the north. Eliminate it or maintain a view somehow.

- The internal lanes are typically service driven façades, try to get this activated. Could use some sort of treatment towards those inner faces. Maybe the inner faces can be white and the outer faces black for more of a contrast in the master plan.
- The colour scheme is a little weak; if it is a function of service, it could be metal, if it is residential, something softer.
- Consider bolder moves with the colour palette.
- The garage entry roof could be accessible with a green roof where kids could play, this needs further development.
- I support the form, character, and approach to how you are dealing with density on the site.
- Livability issue around transportation is a big issue; push the developer to get as much as they can. A shuttle service is a great idea.
- Scale is a big one; the architecture needs to pay attention to scale and the interfaces of edges at street level.
- The interface at the insides of the project is challenging.
- Angle the balconies; break up the mass with simple architectural moves to help with looking into the project.
- Lend the architecture more to the views.
- The simplicity is becoming monotonous.
- Further development on paving patterns so that it is more of a pedestrian realm.
- Push the developer and architect for as much soil volume as you can get so the landscape can be lush or it will fail.
- Storm water management needs to be celebrated from a street design standpoint.
- Explore all interfaces of the edges.
- Keep livability as a big factor in development.
- Materiality and façade treatment is important.
- The design rational is easy to follow.
- Do something with the blank surface walls, especially in the lane between D1 and D2, more than just a timber pattern or an elevated play space.
- Bring natural light into the bike parkade.
- Encouraged to bring in a surprise of colour and integrate it into the landscape design.
- Explore the use of real wood on the commercial retail areas.
- Use of wood to liven up the entrances, from inside to outside.
- Have a traffic study done for the one two-way ramp to support the flow of traffic from the parking stalls. Look at future phases as well and how it is compounded with one way in and out from the island.
- Transit would help alleviate that.
- Encourage LEED Neighbourhood Design for the entire site.
- Guideline 4.3.1 design variation and incrementalism.
- Guideline 4.2.1 respecting views to the north from public vantage points.
- Angle or splay the west wall in at the restaurant, this will help to create a larger outdoor patio across from the future foot of Fell focal point.
- With the corner townhouse, in the interior corridor going up to it, there is an opportunity to put some glazing in which would help break up the façade and bring natural light into the corridor.
- Animate the LEC utility areas more.

Presenter's comments:

Thank you for all the comments.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Harbourside Waterfront, Phase 1 Development Permit Application and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Consider bolder moves with the colour palette and integrate it into the landscape design;
- Further design development to enliven the inner spaces of the project, including east west and north south breezeways and opportunities for additional landscaping in these areas;
- Amenity spaces for each building need to be studied further and developed with staff;
- Encouraged to celebrate storm water management from a street design standpoint;
- Encouraged to complete a traffic study for the one two-way ramp to support the flow of traffic from the parking stalls while considering future phases of the project;
- Consider the scale of the architecture and the interfaces of the edges at street level;
- Introduce natural light into the bike parking area;
- Further design development of the corner townhouse on D3 to allow for more glazing to help break up the façade and bring natural light into the corridor;
- Encouraged to achieve LEED Neighbourhood Design for the entire site;
- Consider making the garage entry roof accessible with a green roof and children's play area;
- Further development of the paving patterns to support a more pedestrian realm;
- Explore the use of real wood on the commercial and retail spaces;
- Further animation of the LEC utility areas;
- Consider the inclusion of vertical green elements where possible;
- Allow for as much soil volume as possible to encourage the growth of a lush and robust landscape; and
- Consider the use of longer lasting and non-flammable materials on the rooftop garden plots.

AND THAT the Panel wishes to thank the applicant for their presentation.

Carried Unanimously

8. Adjournment

There being no further business, the meeting adjourned at 7:50 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, April 18th, 2018.

Chair