

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, July 18th, 2012**

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**MINUTES**

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- Present:** B. Allen  
K. Bracewell, R.C.M.P  
K. Kallweit Graham  
Y. Khalighi  
S. McFarlane  
M. Messer  
J. O'Brien  
M. Saii  
Councillor Bell
- Staff:** C. Purvis, Development Planner  
C. Perry, Supervisor, Engineering Services  
S. Kimm-Jones, Committee Clerk
- Guests:** 263-269 East 8<sup>th</sup> Street  
David McIntyre, David Nairne + Associates Ltd.  
Craig Mitchell, David Nairne + Associates Ltd.  
Dan van Haastrecht, Durante Kreuk Ltd.
- Absent:** B. Harrison  
J. Marshall
- 

A quorum being present, the Chair called the meeting to order at 5:35 p.m.

**1. Minutes of Meeting of the Advisory Design Panel held June 20<sup>th</sup>, 2012.**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Design Panel held June 20<sup>th</sup>, 2012 be adopted.

**Carried Unanimously**

**2. Business Arising**

None.

### 3. Staff Update

#### *Projects*

211-217 West 1<sup>st</sup> Street: This project had Final Adoption on July 9<sup>th</sup>.

339 East 10<sup>th</sup> Street: This project had First Reading on June 25<sup>th</sup>. The Public Hearing was held on July 16<sup>th</sup>. The project received Second and Third Readings.

333 Chesterfield Avenue: The Sign variance was approved on June 25<sup>th</sup> and issued on July 16<sup>th</sup>.

730 Marine Drive: The Public Hearing was held on June 18<sup>th</sup>. The project had final adoption on July 9<sup>th</sup>.

972 Marine Drive: This project received First Reading at the July 9<sup>th</sup> Council Meeting. A Public Hearing will be held on September 17<sup>th</sup>.

Harbourside OCP Amendment: The Public Hearing was held on June 25<sup>th</sup>. There were 35 speakers. The OCP Amendment received Third Reading on June 25<sup>th</sup> and Final Adoption on July 16<sup>th</sup>. Covenants have been registered on title so the Rezoning Application will be moving forward.

244,248, 252 East 5<sup>th</sup> Street: This Heritage Designation and Strata Conversion had First Reading on June 25<sup>th</sup>. A Public Hearing was held on July 16<sup>th</sup>. The project received Second and Third Readings.

North Vancouver Museum – New Museum Feasibility Study: On July 9<sup>th</sup> Council approved in principle the design concept for a new North Vancouver Museum in the Pipe Shop on Lot 4 of the Pier Development. Museum staff were directed to report back with the results of a business plan identifying operating costs and revenues for the new museum, preliminary exhibit design work, follow-up architectural work, and a preliminary fundraising plan.

Metro Vancouver Rental Housing Study: On July 16<sup>th</sup>, Council agreed that the regional study policy options, including redevelopment levies and rental replacement policies, be included on the agenda of the Council Workshop on rental housing. Up to 40% of rental housing stock is at risk of being made into strata units.

Rogers Proposal – Potential North Shore Approach to Updating Cellular Infrastructure: Rogers are proposing a series of tower locations along Highway #1 with two in the City: near Westview and near Tempe/Greenwood Park. Council adopted the report of the planner and directed staff to process the proposal subject to participation from the Districts of North and West Vancouver. The hope is that there will be a consolidated approach from carriers to have fewer towers.

Presentation House Gallery Next Steps: On July 16<sup>th</sup> Council directed staff to enter into a Memorandum of Understanding with the BC Photographic and Media Arts Society with regard to accountability, roles and responsibilities with respect to City funding support for the next steps in the Presentation House Gallery project which is relocate the Gallery to the former Cates Building on the waterfront.

Foot of Lonsdale Deck Replacement and Remediation: On July 16<sup>th</sup> Council approved an amount of \$450,000 to fund initial assessments and design for the Foot of Lonsdale Deck Replacement and Remediation project.

Spirit Trail: On July 16<sup>th</sup> Council approved funds for the development of the Spirit Trail section 4A – Bewicke Avenue (from Copping Street to Bewicke Park north-south, and east-west to Harbourside) including a temporary connection along the west side of the Burrard Yacht Club to connect Bewicke to the Harbourside portion of the trail.

### ***Policies***

Resident Exempt Parking Permits and Reserved On-Street Parking Spaces for Car-Sharing Companies: On July 16<sup>th</sup> Council directed staff to prepare an amendment to the Street and Traffic Bylaw to allow issuance of parking permits to car-sharing companies for resident exempt parking zones and reserved on-street parking stalls for Council consideration. Also staff would prepare permit fee rates for car-sharing companies.

#### **4. 263-269 East 8<sup>th</sup> Street (Rezoning Application)**

Staff provided background on the project which is an application to rezone the RT-1 property to a Comprehensive Development zone to permit an eight unit townhouse development. There was a heritage property, the Hill residence, but it was decided that it would be very difficult to retrofit the building so it has been demolished. The proposal is for three buildings containing eight living units. Setback variances are requested. Eight parking stalls are proposed instead of the 12 required stalls. Staff would appreciate comments on landscaping, lane facade, side elevations and interface with the neighbours.

David McIntyre, David Nairne + Associates Ltd. Described the proposed project:

- The development is typical of other projects in the neighbourhood.
- It was not feasible to retain the existing heritage building.
- There will be two duplexes facing East 8th Street with a four unit building to the south.
- The proposed design acts as a transition between the buildings to the east and west, and steps out to reflect the setbacks on either side.
- Bike storage will be bike racks at the end of each garage.
- The design is inspired by the residential classics of the 50's and 60's and is clean and contemporary with low sloped roofs.
- Durable materials in a neutral colour palette are used in a combination of fibre-cement panels and horizontal siding.

Dan van Haastrecht, Durante Kreuk Ltd. described the landscape plan:

- There will be street trees along East 8<sup>th</sup> Street.
- The landscape design is centred along the centre of the mews with a 13 foot wide allée of trees stepping down to a common area.
- There will be a feature tree at the end of the allée.
- Each patio has privacy hedging or a wooden privacy screen.
- The planting will have year round interest.
- The allée is as wide as possible for CPTED.

*J. O'Brien joined the meeting at 5:55 p.m.*

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

- Staff: Have you engaged a civil engineer; I do not see the building grades? A: He said there would not be a significant change from the existing grades.
- The parking garages and space for recycling seems tight. What is the width vis-a-vis turning radius? A: The garages are 11 feet wide, the turning radius will work. We are looking for a relaxation on parking requirements as it is near public transit. It is typical of development that has already occurred in the area.
- What about storm water management? A: There is a lot of landscaping; there could be water collection zones.
- What heritage buildings are around the building? A: The building on the corner is a heritage building; the neighbour to the east is not.
- Your building is completely different to the other buildings in the area? A: The owner tried to retain the heritage building and do a heritage scheme but it did not work. We have tried to do something quite transitional; buildings from the 50's and 60's had similar roofs and there are a lot in the neighbourhood.
- Is there a reason that the gable is offset on a couple of the units rather than centred on the windows on the front elevation? A: No, we just preferred it that way.
- You have some very large windows; are they all vinyl? A: some are vinyl, some are metal. We have done similar 20 foot high panel windows at Edgemont Manor in vinyl.
- Are you aware that there are already parking problems on 8<sup>th</sup> and 9<sup>th</sup> Street? A: We were not aware; it is fairly typical along the block to have a single garage per unit. Being close to transit would seem to make it justifiable. I have been to the site several times and have not experienced any problem parking. It does not seem to be an issue in this block.
- Units 1 and 2 have a generous deck area; the ones for the larger units are quite small. A: There is ground level courtyard space on the north side of the unit and an 8 foot deep balcony facing south overlooking the lane.
- Bike parking? A: It is not shown, but wall-mounted bike racks in the garage are proposed.
- Does the retaining wall along the west side meet the grade of the neighbouring property? A: Yes.
- Is it sunk? A: Yes, in some areas.
- There is some articulation of the façade at the front? A: Yes, each unit has a bay window projecting two feet and each unit steps forward as you move across the site west to east to match the neighbouring properties.
- Have the cellar units been wired for secondary suites? A: No.
- Is there any lighting on the walkway between the units? A: There will be landscape lighting; we have widened the pathway in response to comments from the planning department.
- Has there been any check done on the street parking as the hospital employees are parking further south? A: I have never had a problem parking there. Staff: The city has done some analysis but the hospital is creating a lot of problems.
- Have you considered adding any windows on the side? A: There are restrictions to the number of windows on side elevations so we have tried to keep the number to a minimum. It is not a strong requirement as you can see front to back in the units.
- Is there board around all the balconies with no opportunity for air flow? A: We prefer the privacy that it provides; open guard rails would contribute to a lack of privacy.

- Is the courtyard flat between the front and rear units? A: Mostly, but there is a stair which divides the higher ground towards the front of the property, and lower ground toward the rear.
- Are there gates to prevent people coming through from the lane? A: The owners have owned the property for 27 years and have not had any problems. There were six residential units before.
- What is the dimension of the courtyard area? A: Approximately 8 feet by 14 feet.
- How big are the recycling and garbage areas? A: 7 feet by 3 feet; they could be made bigger.
- Question to staff: Are there going to be increased recycling requirements? Staff: There are new guidelines; the doors of the recycling area will not be able to open past the property line.
- The decks will be side by side; how are you treating the privacy? A: There will be 5 feet high screens between the decks which seems to be acceptable in most complexes.
- Question to staff to reiterate the concerns from staff. Staff: Landscape treatment, privacy, rear lane facade, and side elevations vis-à-vis the interface with neighbours.

**Comments of the Panel included but were not limited to:**

- I quite like it; it has a lot of potential. I like the simplicity of forms; it is very lightweight and different in the area. It feels fresh and comfortable.
- I have a few concerns about the awning windows; they are small and narrow, if you could work in larger, operable windows it would be a big improvement.
- I am concerned about the back and that the use of the panels on the laneway will present a boxy appearance.
- The screens between the decks might feel too much like walls; perhaps balance them with some glass.
- I am uncomfortable with the offset gables at the front.
- You need gates at the lane to create territoriality so that people do not have the impression they can walk through.
- It is difficult to comment on the allée without knowing which trees you will be using. With the overhang of the building, I am not sure an allée can be accomplished in this situation. The trees will be too wide even if they are a narrow species. The amenity space on the landscape plan is nice but you may be sacrificing useable yard for a space that will not be used by many people.
- I like it; it seems very interesting. Can the architects on the Panel comment on how the large decks will fit in with the whole look and feel of the project. Units 1, 2, 3 and 4.
- The perspective does not do the elevation justice; it does not pick up the nuances of the articulations in the façade. I cannot see the bay windows, which mimic the windows on the two adjacent buildings.
- Any furniture in the central courtyard area will block access; stairs have pushed into it to make it about the width of the path, it is not effective and should be expanded. It does not seem to function as a gathering place at all. The specimen tree will be in the way.
- You should look at ways to infiltrate water from paving on the site and have a storm water plan with numbers and measurements to see what is possible. The walkway on the west side has a wall so the water will have to drain somewhere, possibly into the planted area.
- It is a great scheme and looks effortless because of the thoughtful resolution of things. You are to be commended on how you have dealt with the tight dimensions. There is a high standard of liveability in urban density with consideration around privacy. Some

units appear tighter than they are but that seems to be a representation issue as the dimensions are pretty generous.

- I like the thinking around the massing strategy and how the front yard setbacks deal with the disparate nature of the neighbours. I like the movement away from craftsman style.
- The design is quite deferential to some of the other neighbours but does not put all the emphasis on the first buildings built there. Later buildings are equally important to the City's heritage. It is a very elegant scheme.
- I support the parking relaxation; the direction makes sense. Parking issues are beyond the scope of this project. Four more parking spaces would wreak havoc on the scheme.
- There is an emphasis on how critical the detailing will be on such a simple and elegant scheme. There will be nothing to hide poor workmanship. I admire the neutral palette.
- There is some concern about the relative bulk and treatment of the decks on units 1,2,3; I think they are well handled. You will not see the east elevation. The stepping mass of the building within the shared access space will reduce the bulk considerably.

**Presenter's comments:**

None.

It was regularly moved and seconded

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for 263-269 East 8<sup>th</sup> Street and recommends approval, subject to the approval, by the Development Planner, of the following:

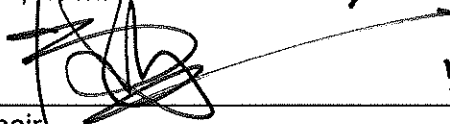
- Reconsideration of the scale and location of the awning windows. Consider introducing more operable windows;
- Addressing privacy between the decks;
- Giving careful consideration to the details;
- Installing security gates at the lane;
- Revisiting the configuration of the central community courtyard to increase its viability as a gathering location;
- Reconsideration of the appropriateness of the tree species chosen for the pedestrian allée access from 8<sup>th</sup> Street and whether it will work with the overhang of the building and scale of the space;
- Design development to create a more explicit storm water management plan/strategy.

**Carried Unanimously**

**5. Other Business**

There being no further business, the meeting adjourned at 6:50 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, August 15<sup>th</sup>, 2012.

  
Chair **"ACTING CHAIR"**