

**MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON  
FEBRUARY 13, 2014 AT THE DISTRICT OF NORTH VANCOUVER**

ATTENDING: Mr. Jim Paul  
Mr. Kevin Hanvey  
Mr. Robert Heikkila  
Ms. Amy Tsang  
Ms. Liane McKenna  
Mr. Greg Travers  
Sgt. Kevin Bracewell

REGRETS: None

STAFF: Mr. David Hawkins  
Mr. Michael Hartford  
Ms. Shannon Martino

The meeting came to order at 6:05 pm.

**1. MINUTES**

A motion was made and seconded to adopt the minutes of the Advisory Design Panel meeting of January 16, 2014

**MOTION CARRIED**

**2. ANNOUNCEMENTS**

Michael Hartford invited the Panel members to attend the District Council's presentation of the Design Excellence and Heritage Awards on Monday, February 17, 2014.

**3. NEW BUSINESS**

**a. Edgemont Village Centre – Design Guidelines Workshop Discussion Regarding Draft Official Community Plan Guidelines**

Mr. David Hawkins, Policy Planner in the District Planning Department, gave a brief review of the history of the Official Community Plan (OCP) provisions for the area and the objectives for the Edgemont Village Centre Plan and OCP design guidelines. The document under discussion is the result a year-long, four-phase public engagement process. Phases 1 to 3 (February to November 2013) involved eight public events with over 450 participants and over 300 completed surveys. The fourth and final phase (January to February 2014) is now underway. This phase includes two community workshops and a review by the Advisory Design Panel. At the conclusion of Phase 4, staff will bring the Village Plan and OCP Design Guidelines before Council for approval.

The overall intent of the Edgemont Village Centre Plan and Design Guidelines is to direct development in a way that strengthens the character of Edgemont Village by enhancing its urban design and public realm, while respecting its unique attributes and low-rise scale.

Staff is seeking feedback from the Advisory Design Panel specifically on Section 4.0, the Built Form guidelines and Section 5.0, the Public Realm and Streetscape guidelines.

The Chair thanked Mr. Hawkins for his presentation and invited comments and discussion from the Panel members.

A general discussion including questions, comments and responses from staff took place, these are summarized briefly below.

Question: Is the District anticipating more public input? Answer: Not a great deal as staff has already received significant input and believe the level of public support is quite high.

Question: The document references a two storey high streetwall, but it would appear that some existing development, such as the Delany's building, violates this. Is this an issue?

Answer: The existing building would contravene the proposed guideline, but the building was approved by Council prior to the guidelines. This building is generally viewed by the public as being a benefit to the village.

Comment: Section 4.7 seems to suggest two different types of setback. Answer: There are likely some opportunities to improve the legibility of this sketch.

Question: Will setbacks from streets be stipulated by bylaw? Answer: The road cross sections will vary for each area of the village and it is anticipated that varying setbacks will be included in the road cross sections.

Comment: The flat topography and existing lower buildings in the village are generally positive features and flat topography should mean that accessibility issues are highlighted. The loss of disability parking in rear lanes could be a problem and it is hoped that there is an opportunity to retain or augment this type of parking with this document and the rezoning process.

Question: Would four storey buildings be considered on multiple sites or only on a site-specific basis? Answer: Currently, there are only 1 or 2 sites that lend themselves to four storey buildings. Most sites are not given the objective to retain view corridors. The area has multiple fractured ownerships of land parcels and as a result, land assembly to create an appropriate site for a four storey building could be difficult.

Comment: In Section 7.0 the Supervalu site doesn't seem to reflect the objectives of the document. Answer: The illustrative plan was not attempting to show the theoretical new development, but rather references to heights and activities at that ground plane.

Comment: Some concern was expressed that the diagram as shown in Section 7.0 could suggest an opportunity for a very bulky building that would be out of scale with the village character. Panel members agreed with this possibility and noted a desire to avoid misleading people to think that a large monolithic building would be acceptable at this site. The Panel suggested that staff adjust the drawing. Answer: While this document is intended for direction only and it is not meant to show development potential on a particular site (the land use plan in the OCP provides that direction) there is likely some opportunity to improve the drawing.

Question: The goal of Section 5.0 Public Realm and Streetscape is meant to connect the village character. Should the guidelines include a prescriptive list of guidelines for things such as color palette, paving and street furniture? Answer: This document is not intended to include that type of information but it will be included in another District document.

Comment: It was suggest that the subject document reference explicitly where the streetscape design guidelines can be located.

Question: What is the logic of eliminating the central median on Edgemont Boulevard, as the median is seen as a positive feature? Answer: Removing the median would allow for wider sidewalks and shorter crossing distances.

Question: How are the revised sidewalks to be designed? Answer: The street cross-section is a 30m right-of-way and this space is proposed to be reconfigured to allow for more public realm space, including wider sidewalks.

Question: Are the existing buildings built up to the property line? Answer: No.

Comment: Regarding the proposed "Village Heart," as a long term proposal, does the plan allow for moving away from cars over time and focusing on pedestrian and bike access into the core of the Village? Could the proposal allow for Edgemont Boulevard to be converted for use by pedestrians at certain times? And as an option could the four corners area be seen as the "Village Heart" by shifting the 'heart' onto Edgemont Boulevard rather than having it focused on the side street? In general, there would be a desire to see a more explicit statement regarding the objectives for the "Village Heart" including ways to encourage alternate forms of access to the Village.

Question: Where are the proposed bike lanes and where does bicycle parking/storage take place? Answer: Page 47 of the draft document.

Question: Regarding traffic movement, have any studies been completed of the current area? Answer: Yes, for the purposes of the OCP a general study was completed. The next step is to have a more specific traffic flow study completed.

Question: Are the current lanes wide enough to allow for the enhanced vision? Answer: Existing lane width is 9 meters and should provide for some flexibility.

The Chair thanked Mr. Hawkins and invited the Panel to compose a motion.

**MOVED** by Jim Paul and **SECONDED** by Kevin Hanvey

THAT the ADP has received the draft document and recommends **APPROVAL** subject to addressing the following items:

- A review of the proposed setbacks with regard to impacts on the public realm
- Consideration of accessibility for disabled individuals
- Clarification of the representation of the SuperValu site in illustrative plan in Section 7
- Consideration of expanding proposed "Village Heart" to recognize change over time in Village access, to recognize pedestrian and cycling modes of transportation
- A review of the proposal for a required two storey high streetwall.

**MOTION CARRIED**

**b. 1175 Lynn valley Road – Detailed application for rezoning for redevelopment of a portion of Lynn Valley Shopping Centre**

Mr. Michael Hartford of the District Planning Department gave a brief overview of the application and site context. The development site involves the former Zellers store, the District's former public library site and the existing parkade structure facing Mountain Highway. The existing shopping centre to the north and the Esso service station to the east of the site are expected to remain. There are rental residential properties to the south which are eligible for redevelopment under the OCP. The existing "Safeway" store to the west is currently being explored for mixed-use redevelopment.

The District's Official Community Plan designates the site as Commercial Residential Mixed Use Level 3 which accommodates the proposed re-development. The current zoning of the site is C1 (the former library property) and C2 (Lynn Valley Centre property).

The proposed detailed rezoning application is for the development of six buildings with heights varying from 4 to 12 storeys. The proposal includes 380 apartments, 19 townhomes and a new commercial space of approximately 4,645 square meters that includes a new grocery store. The floor space ratio for this proposal is approximately 2.36. Five levels of underground parking are proposed, consisting of 1,186 stalls. An additional 425 surface parking stalls are proposed to remain on the balance of the mall property. Public art is a requirement of the project as part of the larger community amenity package and LEED Gold is the green building target for the design.

Mr. Hartford noted the District's "Flexible Planning Framework" for Lynn Valley Town Centre was adopted by Council in the Fall of last year. This framework was the result of extensive public input and sets height limits within the Lynn Valley Town Centre with a maximum of up to 12 storeys on specific sites. The details of the building and landscape designs will be the subject of one or more development permit applications that will be presented to the ADP for future review. The focus at this meeting is for the proposed rezoning application.

Mr. Hartford invited the Panel members to view the 3-dimensional model that was on display.

The Chair thanked Mr. Hartford, welcomed the applicant team to the meeting and outlined the procedure to be followed in reviewing the proposal.

The project architect, Ms. Karen Wiens-Suzuki of Chris Dikeakos Architects Inc., introduced Mr. Nathan Bosa and the design team to the Panel. Ms. Wiens-Suzuki described the Lynn Valley area as one surrounded by nature, public trails, history, and with bike and transit routes. The previous preliminary application was not well-received by the public, and the owner and design team went back to the public to open communication regarding the public's concerns. Ms. Wiens-Suzuki noted the new design approach presented has been presented to approximately 1,500 members of the public and received public support.

The project's design elements come from the history of Lynn Valley when it was a pioneer community and the mountain village theme has been proposed as one reflecting the North Shore. The theme is characterized with a warm, earthy palette of natural materials such as stone and cedar timber. The project is targeting LEED Gold, but the design team has not completed all the details of the sustainability package at this point. Public art features will be integrated at various locations and details are still evolving.

Ms. Wiens-Suzuki showed street views of East 27<sup>th</sup> Street, Mountain Highway and Lynn Valley Road and pointed out the grocery store proposed to be located in the commercial podium. A new street is proposed that will connect East 27<sup>th</sup> Street and Lynn Valley Road. The new commercial units will front the new "High Street" and the public plaza. Ms. Wiens-Suzuki noted that CPTED Strategies (Crime Prevention Through Environmental Design) include the ability to look down onto the street, an open street frontage, and bright lighting in the parkades. The entrance to commercial parking is proposed off the High Street and residential parking from Library Lane.

The development is proposed to have a strong residential character as per the feedback received from the public. The proposed design reflects this residential character with the two storey town homes, live work units and the two apartment buildings fronting Mountain Highway.

Ms. Wiens-Suzuki noted the design for the project is still evolving for the 399 residential units but noted that the intention is to incorporate adaptable design to the residential units. There will be a mix of unit sizes to accommodate all family types and roof gardens will be available for use by the residents. Ms. Wiens-Suzuki reviewed the floor plans showing the access to the podium and amenity spaces.

It was noted that transportation and road traffic are significant issues of concern for the public. A transportation study has been completed and conceptual designs for the proposed new "High Street" and "Library Lane" roadways have been undertaken.

Ms. Wiens-Suzuki presented drawings outlining the project massing and various heights of the new buildings. It was noted that shadow studies have been completed and the proposed phases of construction were reviewed.

Mr. Gerry Eckford, the project landscape architect, spoke to the landscape design and noted details including rain water collection, drainage, vegetation and the use of weather proof street furniture. The podium level will celebrate the views of Lynn Valley and will create locations to gather with seating areas to host barbeques and outdoor dining. Trellises in the style of the First Nations salmon drying racks will be strategically placed to create privacy. The inclusion of sandboxes and a children's play area are under review for the podium amenity space.

Mr. Eckford noted plans to install gardens through the pedestrian area fronting the commercial units. Paving elements and water features in the shape of ribbons are planned within the plaza including rain garden elements. Granite seating will be provided, but Mr. Eckford noted that the required transit depot location will reduce the space available for some design elements.

The Chair thanked the design team for their presentation and asked if there were any questions of clarification from the Panel members.

Questions of clarification were asked on the following topics:

Will the public have access to the podium roof? Answer: No.

How did the design team arrive at the building heights of between 4 and 8 storeys for lower buildings - why not taller slimmer buildings? Answer: The intention was to reduce the scale of the project and introduce variety as well as help with privacy and shading issues.

What was the strategy for locating the buildings where they are? Answer: The relationship to the existing mall and input from the public impacted the proposed locations as well as a desire to have smaller-scale buildings fronting Mountain Highway.

What is the separation between the tall buildings and the lower buildings? Answer: The distances range from 25 to 30 feet, and the windows generally do not face each other.

Is the space at the south west corner proposed as a community space? Answer: The formatting of this space is still in discussion with District staff, but the applicant is committed to providing some sort of publicly-accessible fitness space in this location.

Will everyone have access to both commercial and residential parking areas? Answer: This is currently under review but the goal is to keep separate entrances for different types of parking and the District requested separate ramps for the different types of users.

Will the commercial parking be secured after hours? Answer: Yes.

How will way-finding work for emergency responders? Answer: This will be addressed at a later date as the designs are developed further.

Will overheight disabled parking areas be provided? Answer: Parking for disabled individuals will be provided, and the details of overheight spaces will be resolved as the design details progress further.

Have options been explored for public penetrations through the remainder of the commercial site? Answer: Yes, a new road would provide connectivity east to west. This may not happen for 15-20 years as it is dependent on the remainder of the shopping centre redeveloping.

What is the relationship of the buildings at the mall interface? Answer: This is proposed as an open connection between the old and new spaces with any building code issues to be dealt with at that time.

Was a view analysis done? Answer: No, not yet, but as part of the Flexible Framework document, District staff have identified the views to be retained and the applicant team will prepare this view analysis as part of the Council consideration phase.

The Chair thanked the applicant team and staff for their clarifications and asked for comments from the District Urban Design Planner, Mr. Frank Ducote.

Mr. Ducote was unable to attend the meeting; however Michael Hartford read the following comments into the minutes:

The comments were noted as being limited to the elements that address zoning, including the basics of siting, size and shape.

With regard to siting, the following items were noted:

1. Setbacks at property lines shared with other parcels and the remaining mall are small and there are some concerns with future livability or development potential on this or the adjacent parcels.

2. Spacing between residential building components in Phase 1 is a concern. Existing DPA guidelines suggest a 100' separation between "towers", but are silent regarding the desired separation between a tower and a lower building. Two aspects are noted:
  - a. Livability of habitable spaces facing such short openings; and
  - b. Impact on view to the sky and mountains and general daylighting, for both residents and the general public.
3. Impacts of building locations on identified northerly public views will need to be studied.
4. Towers are encouraged to "meet the ground", at least in part, rather than appearing to sit atop the podium.

With regard to the sizes and shapes of the buildings, the following items were noted:

1. Lower buildings are quite long – from 180' to 254', and exceed the Development Permit Guideline of a maximum length of 150' without either a significant break or separation into two elements.
2. Definition of "storeys" will have to be clarified to ensure the buildings are meeting the objectives for heights as defined in the "Planning Framework" particularly with regard to Building F which appears to exceed the 5 storey height.
3. Related to the comment regarding shallow setbacks, consideration should be given to single-loading the portion of proposed Building E at the narrower, northerly part of its site in order to increase the easterly setback.
4. Some specific comments regarding the tops of the buildings as proposed include the following:
  - A more "residential scaled" roof form is encouraged. Two elements of the existing design that could be adjusted to achieve this outcome are:
    - i. The scale and form of the roof shape proposed; and
    - ii. The angle of the large "brackets" shown in the current roof design.

The Chair thanked Mr. Hartford for sharing the District Urban Design Planner's comments and invited input from the members of the Panel.

The Panel thanked the applicant team for providing a comprehensive information package and presentation. All the panel members echoed appreciation for the initial design approach for the site.

Panel members noted some concern that the proposed community space appears to be somewhat isolated and suggested that a review of the space to be better related to the residential towers might be undertaken. A suggestion was made to consider providing a dog-walking area and a community garden space.

It was noted that there would be a benefit to re-affirming the connections to local trail networks and linkages to the site through strong way-finding, signage.

Members agreed with the District's Urban Design Planner's concerns with the small distances between the buildings, and also identified that spatial separation may be an issue to the new north property line of the mall.

Members voiced agreement that the density seems to be well-handled on the site. However, suggested that proposed Buildings A and E seem long and unrelieved and that Buildings B and C should have more differentiation. It was also noted that need to see more vertical continuity from the ground and up the higher elements of the buildings. The length of Building

E and the relationship to the adjacent site were seen as problematic and in need of some attention.

One Panel member stated the need to understand at the next application stage how the new and old buildings will relate along Library Lane.

A Panel member suggested that there could be merit in having the proposed roofs be more integrated with the buildings to avoid the look of "hats." Further that some differentiation of roof styles between buildings could be a benefit to the project.

It was noted that the use of large timber elements in the project, particularly in areas proposed for the upper parts of the building may create challenges for maintenance issues related to weathering.

The Panel noted their pleasure that CPTED guidelines were included in the design at the early stages, and thanked the design team.

The Chair thanked the Panel for their comments and invited the project architect to respond to the comments made by the Panel.

Ms. Karen Wiens-Suzuki thanked the Panel for their comments, noted appreciation for the comments, and assured the Panel that comments will be taken into account in refining the rezoning application, and in the detailed design work related to the development permit application stage.

The Chair thanked the applicant team and invited the Panel to compose a motion.

**MOVED** by Liane McKenna and **SECONDED** by Kevin Hanvey

THAT the ADP has reviewed the proposal, commends the applicant on the quality of the proposal, and recommends **APPROVAL** of the rezoning proposal **SUBJECT** to the applicant giving consideration to the comments from the Panel members and the District Urban Design Planner in the future development permit applications for this project.

**MOTION CARRIED**



**4. OTHER BUSINESS**

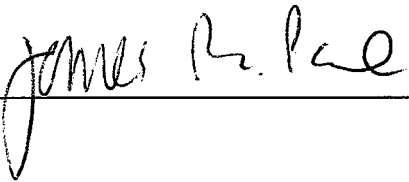
None.


**5. ADJOURNMENT**

There being no further business, a motion to adjourn was carried, and the meeting adjourned at 9:00 p.m.

**6. NEXT MEETING**

March 13, 2014

  
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Chair

  
\_\_\_\_\_  
Date