

**MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON  
FEBRUARY 8, 2018 AT THE DISTRICT OF NORTH VANCOUVER**

ATTENDING: Mr. Jordan Levine (Chair)  
Mr. Steve Wong  
Mr. Stefen Elmitt  
Ms. Carolyn Kennedy  
Sgt. Kevin Bracewell  
Ms. Diana Zoe Coop  
Mr. Darren Burns  
Mr. Charles Leman

REGRETS: Mr. Samir Eidnani  
Mr. Tieg Martin

STAFF: Ms. Tamsin Guppy  
Mr. Alfonso Tejada  
Mr. Nathan Andrews  
Ms. Emel Nordin (Item 3.a.)  
Mr. Darren Veres (Item 3.b.)

The meeting came to order at 6:00 pm.

**1. ADOPTION OF MINUTES**

A motion was made and carried to adopt as circulated the minutes of the Advisory Design Panel meeting of January 11, 2018.

**2. ANNOUNCEMENTS**

Awards Night:

- ADP Awards Night: Date is now confirmed: Tuesday March 13<sup>th</sup> 2018, please see invitation on your desk, and formal invitations to follow.
- Photo Opportunity: A photographer will be in attendance at the Awards night. ADP members agreed to come prior to the awards at **6:30pm** to allow time to mingle and have “head shots” taken for use on the ADP webpage.
- ADP Awards will be first on the Awards Night Agenda starting the presentations at **7:00pm**, and Heritage Awards will follow, so that ADP members can leave early if they need / want to.

- The Panel would like to the Chair of ADP to jointly present awards with Mayor as they are the ADP awards.
- The Awards Night will include a display that will outline the role of ADP and the importance of Urban Design as well as celebrating this year's winners.

Other Information:

- You will find copies of the proposed motions and list of panel members are now re-used each month and provided on the table instead of being mailed out.

### **3. NEW BUSINESS**

#### **a.) 3288 Brookridge Drive, 1135 & 1147 Ridgewood Drive: Detailed Planning Application – OCP Amendment & Rezoning for a twelve unit townhouse development**

Ms. Emel Nordin, Development Planner, introduced the project and explained the context.

The Chair welcomed the applicant team and Mr. Sylvain Boulanger, architect from Boldwing Continuum and Caelan Griffiths from PMG Landscape introduced the project.

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel:

Questions were asked and answered on the following topics:

- What is included in the front yard planters to ensure the privacy of each unit? Low buxus hedges of approximately 1 metre high and low lying shrubs will act as screening for each unit.
- What is the explanation behind the hopscotch path and the adjacent vegetative treatment? A 2 foot by 2 foot garden slab is proposed with 1 metre ornamental grasses to define the walkthrough.
- Is there a gated door to the underground parking? Yes, after a sharp left there is a security gate for the underground parking.
- The stairwell access to the underground parking is only provided from the courtyard? Yes, that is correct.
- How are first responders going to be guided to buildings 3 and 4 as they are not visible from the street? At the gate along Ridgewood Drive there is an access point where a Fire Department box or control panel will be located and access is available from this location to buildings 3 and 4 via the central courtyard.
- Police and paramedics will not have the luxury of time so when it is early in the morning and dark out how will they know to follow the gate on Ridgewood Drive to access buildings 3 and 4 from the courtyard? The plan is to have the addresses available in an alcove near the gate along Ridgewood Drive.

- What colours are proposed for the window trim and vinyl? The colour is a Chelsea gray tone for both window trim and vinyl.
- Is the colour of the railings a similar tone to the windows? Yes, and aluminum colouring is also included.
- What is the soffit design and colour? It will be a vented soffit with a vinyl profile in a lighter hew.
- Will the flat roofs over the home entries be drained? Yes.
- What makes the adaptable units adaptable?
- How are the units heated, cooled, and where will the equipment be?
- Where will individual electric meters be located?
- Where does parkade ventilation ducting come up?
- Is the off-site island parking the only Community Amenity Contribution (CAC) and who will be maintaining this area? There will be additional parking and sidewalk improvements along Brookridge Drive and Ridgewood Drive, and transit improvements on Ridgewood Drive, and CAC cash contribution will also be required. Details regarding maintenance of the off-site island parking area have yet to be determined.

Mr. Alfonso Tejada, District Urban Design Planner, provided the following comments for consideration:

The main issues include:

- Consider a different pitch for the dormer detailing to minimize the massing impact of the roof and overlook of neighbouring properties.
- Ensure that the outdoor amenity space is centralized and visible from the front gate.
- Adjust the southwest duplex unit by re-orienting the building westward to allow for better placement of the courtyard in the centre of the site.
- The scale and the relationship of the two buildings along Ridgewood Drive and Brookridge Drive need further consideration to ensure the rooftops follow the grade and transition from neighbouring buildings.

The Chair invited comments from the Panel members, and the following comments and items for consideration were provided:

- Consider a ramp with more direct line of sight to the underground parking level as curved ramps reduce the effectiveness of CPTED measures by creating hidden areas.
- It is important to provide a robust entry plan with directional signage and appropriate lighting to provide access to rear units, especially for first responders.
- Good reference to the Green College development on Cecil Green Park Road at UBC but it will be important for the design to ensure that windows seals do not fail with this project.
- Cover ports, traditional doors, and exterior features such as the cupolas or copper venting are a good start but further refinement is required to enhance both the facades and the roofs of the buildings.

- The placement of the parkade exhaust shaft that is 6 square feet and with an 8 foot setback should be strongly considered, especially in relation to the Boffo site, and should be identified on future plans.
- Overall, a well thought out design in terms of the massing and siting of the buildings and use of space throughout the site.
- The two storey building height for the rear units is a good solution to reduce the overlook to single-family homes to the south.
- Another sidewalk on the eastside of Brookridge Drive would make more sense to allow for a better connection to the parking island south of the development.
- The patios in the back seem quite large at approximately 200 square feet; additional planting could be incorporated to soften these spaces and improve the transition between private, semi private spaces, and the edges of the site.
- Consider adding a play element to the communal landscape area.
- The building massing is great and carefully mimics a single family rhythm but could benefit from greater variety of materials or colours.
- The rear patios could be elevated from the main courtyard to increase privacy and reduce the wasted space near the patio walls.
- Access to disposal areas could be organized more effectively but understand the District's regulations for garbage staging areas.
- The paved circle with the birdbath has an awkward transition to the adjacent public boulevard; more planting could be incorporated on the boulevard to address this.
- Overall approach is suitable in terms of the massing, roof form, density and unit type.
- The courtyard provides a good compromise for the provision of on-site outdoor space when transitioning from multi-family to single-family development.
- The main goals for the architectural style set out in the precedent images in the design package have not been achieved; the next design revision should clearly demonstrate the architectural style.
- Unhappy with the proportions of the windows to the size of the walls, eves, and soffits.
- The choice of materials should be a higher quality palette more in keeping with the Edgemont market. The use of vinyl and stucco feels cheap and doesn't appear to match the intent of the design package.
- The wood knee braces mounted on the stucco exterior under the shed dormers could be a vulnerable point of the envelope, particularly if the location is exposed to rainfall.
- The design of the interior stair landings of buildings 1, 2, and 4 should attempt to conceal horizontal mullion layout and window depth.
- Consider the finishes and illumination of interior unit stairs to ensure this space does not detract from the building street appeal.
- The proposed density is suitable for the neighbourhood and should be commended as there have been few compromises in terms of unit size, layout and amenities typical to a single family home, such as the garage and secured storage space.
- Repositioning the buildings on the south side of the site would address the change in grade and provide a better transition between rooflines.

- The conflicting traditional and modern architectural styles proposed within the design could work well together but are too disjointed in the current format and further refinement and fusion of these elements should be reviewed.
- It will be important for the stucco to be properly executed for the project design to be successful.

The Chair invited the project team to respond. Mr. Boulanger, project architect, acknowledged the Panel's suggestions, appreciated the comments and was happy to take them into account in the Design development.

The Chair invited the Panel to compose a motion:

**MOVED** by Stefen Elmitt and **SECONDED** by Carolyn Kennedy:

THAT the ADP has reviewed the proposal and SUPPORTS the general concept but recommends revisions to the proposal and a further presentation to address the following specific items:

- Reconsideration of the choice of materials, specifically the use of vinyl and stucco, and an improved explanation in regards to the Edgemont market.
- Review the fusion of modern and traditional elements, hierarchy of rooflines, and the venting style and colour.
- Improve height variation, façade articulation, and variability of building composition.
- Consider children's play elements in the courtyard and greater use of landscaping within patio spaces to increase privacy between private and shared outdoor space.
- Refine the birdbath area to improve the relationship with the edge of the site and use of landscaping.

**CARRIED**

**b.) 2900 – 2930 Lonsdale Avenue: Preliminary Planning Application – Mixed use commercial, residential & retail development**

Mr. Darren Veres, Development Planner, introduced the project and explained the context.

Questions for Mr. Veres were asked and answered for clarification by the Panel members:

- When were the north Lonsdale neighbourhood design guideline created? The neighbourhood plan was adopted in 1995.
- Are there transit lines that run adjacent to the site at 2900 Lonsdale Avenue? Yes, there are 4.
- The 229, 230, 232, and 241, which run up and down Lonsdale Avenue as well as West Queens Road and 29<sup>th</sup> Avenue. There are no stops directly next to the site on 29<sup>th</sup> Street or Lonsdale Avenue but further north or south or across the street on the east-west axis.
- Are there any concerns for driveway access? Yes, current driveway access is problematic as there are three access points on different roads.
- Are there required setbacks for the site? The Commercial Zone 2 (C2 zone) does not have setback requirements. However, the OCP design guidelines provide guidance for setbacks on mixed-used and commercial buildings.

The Chair welcomed the applicant team and Mr. Chad Mooney of KC Mooney Architect introduced the project.

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel:

Questions were asked and answered on the following topics:

- What is the difference in elevation from the north east corner of the site where the proposed parking entrance is to East 29<sup>th</sup> Street? There is a 14 foot difference in elevation from top to bottom.
- What is the grade transition on the east side where the underground parking trellis element starts and ends? The grade at 29<sup>th</sup> Street to the end of the trellis element is approximately 9 feet.
- Is a significant portion of the landscaping and trellis element off of 29<sup>th</sup> Street at the same grade? Yes.
- Can all the glazing be achieved? Yes.
- What are the energy targets for the building? LEED Gold.
- Is the underground parking a mix of commercial and residential? Yes, public parking will be above the gated private parking area.
- Will the 1.75 FSR be kept with both versions of the proposed plan? Yes.

Mr. Alfonso Tejada, District Urban Design Planner, provided a brief presentation and provided the following comments for consideration:

- Consider the more traditional looking commercial buildings in the area and consider how this project might include references to the heritage of the area and local precedents.
- Consider how the project can bridge the heritage of the area and future development.
- Change the massing on top of the building to step down with the slope.
- Ensure connectivity, design excellence, and placemaking is maintained.
- Enhance the edges of the “gateway” site to Upper Lonsdale.
- Respect the slope of the site and how it defines the space.

The Chair invited comments from the Panel members, and the following comments and items for consideration were provided:

- Both versions of the design are incredibly refreshing.
- It is great to see a gathering place that is open, well lit, and forward thinking.
- The Edwardian reference could be a simple nod to the past through an art piece or sculpture in the plaza as the modern look of the building is attractive for the future of the neighbourhood.
- Many panel members felt a modern and new approach was supportable and preferable to mimicking past styles.
- Strong support for the public plaza which many felt would be a wonderful new addition to the area and a great gateway feature.
- Panel members debated the merits of the two options but felt there was merit in framing the plaza with a commercial unit at the north end and stepping down the roofline.
- Concern that the overall look felt too commercial for a mixed-use building and contained too much glazing.
- Many panel members supported the modern style with lots of glass and light and saw it as a juxtaposition to the Edwardian theme.
- The setback on the east side of the site is sufficient because of the space created by the ramp.
- The plaza is nice but could face acoustical challenges with constant vehicle traffic passing by so perhaps look at strengthening the edges with landscape design.
- Further development of the roof top massing and setbacks is important to ensure the building fits into the site and the neighbourhood.
- Parkade access from the north is not desirable from a building perspective because the design is “chasing the grade” and it is a quiet local street. There was a suggestion that this location be reconsidered by the District.
- A panel member suggested that additional work is needed on the quality and character of the materials to enhance articulation.
- Additional work is needed on the stairs to the plaza to minimize accessibility issues.
- Consider residential aspects of certain spaces and articulation in the detailed stage.
- A suggestion was made to consider adding a separate residential entrance on the south side of the building along E 29<sup>th</sup> street.
- The residential entrance in between the commercial units’ conflicts with the shared plaza space therefore encourage access and the lobby entrance off another side.

- Not sure how the retail on the second floor off Queens Road works as it is kind of hidden away.
- There was a preference for a flat building face on the southern elevation rather than an angled approach as originally proposed.

The Chair invited the project team to respond. Mr. Mooney, project architect, acknowledged the Panel's suggestions, appreciated the comments and will put some thought on the residential entrance point as well as follow up with the District Engineering Department to further inquire about parking access requirements.

The Chair invited the Panel to compose a motion:

**MOVED** by Steve Wong and **SECONDED** by Charles Leman:

THAT the ADP has reviewed the proposal and supports the general concept, and looks forward to a presentation at the detailed application stage that includes a review of the items noted by the Panel in its review of the project.

**CARRIED**

#### **4. OTHER BUSINESS**

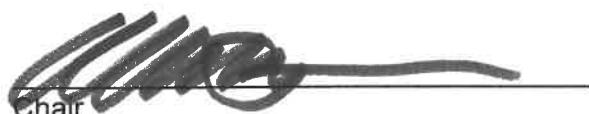
None.

#### **5. ADJOURNMENT**

The meeting was adjourned at 8:54 p.m.

#### **6. NEXT MEETING**

March 8, 2018



Chair

03/08/2018  
Date