

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER

DESIGN REVIEW COMMITTEE

**Minutes of the West Vancouver Design Review Committee meeting held at
4:30 p.m. on November 19, 2009 in the Municipal Hall Council Chamber,
West Vancouver, B.C.**

Members Present:

Voting Members: Erik Lees (Chair); Alexandra Bennett (until 6:30 p.m.);
Tom Bunting (until 6:30 p.m.); Stuart Hood; Donal O'Callaghan;
Karl Ray; Michael Richardson; Duane Siegrist.
Non-Voting Members: Councillor Shannon Walker.

Members Absent: Jennifer Marshall (Vice-Chair)

Staff Present:

Staff Liaison, Colette Parsons, Senior Planner – Urban Design; Stephen Mikicich,
Senior Community Planner; Recording Secretary, Mandy Emery, Permits and
Inspections.

1. CALL TO ORDER

The meeting was called to order at 4:30 p.m.

2. CONFIRMATION OF AGENDA

It was Moved and Seconded:

THAT the agenda the November 19, 2009 Meeting be confirmed as circulated.

CARRIED

3. ADOPTION OF SEPTEMBER 10, 2009 MINUTES

It was Moved and Seconded:

THAT the minutes of the Design Review Committee held September 10, 2009 be
adopted.

CARRIED

4. APPLICATIONS FOR CONSIDERATION:

4.1 DP 08-04 – 2031, 2047, 2063 ESQUIMALT AVENUE. REZONING THREE SINGLE FAMILY LOTS TO A DUPLEX AND COACH HOUSE ON EACH LOT – RESUBMISSION TO SEPTEMBER 10, 2009 MOTION

Project Presentation:

Mehrdad Rahbar circulated a response addressing the resolution from the previous meeting and using a Power Point presentation and model the applicant proceeded to go over the points:

1. **Front yard setback** – The applicants proposes a reduction in front yard setbacks from most easterly lot to 19 ft., 20 ft., and 21 ft.
2. **Duplex front units – variation in style:** The applicant identified that there has been a change in elevation and street façades to create variation between units including: variations to windows, materials, colours and roof style.
3. **Coach houses: Addressing scale and massing:**
 - a. Site coverage reduced to 28% for first 2 lots and 31% for the westerly lot.
 - b. Reduced floor area from 1,250 sq. ft. to 1,198 sq. ft.
 - c. Removed 1 enclosed parking space, now 2 enclosed parking spaces and 1 parking pad.
 - d. Reversed floor plan on coach houses and provided west facing roof deck with planters.
 - e. Reduced roof massing.
 - f. Increased setback from 3 ft. to 6 ft. on the lane to give more opportunity for green space at lane.
4. **Higher standard of sustainability:** The proponent indicated that the project not only meets but exceeds the West Vancouver Green Building Standards (as developed for the Horseshoe Bay Fire Hall and Ottaburn Sites) by recycling 90% of demolition waste and through stormwater management practices.
5. **Impact of scale and massing of coach houses to properties across the lane:** The proponent addressed scale and massing on lane by:
 - a. Increased setback on coach house units from 3' to 6'.
 - b. Reduced the massing of the roof form.
 - c. Incorporated one open parking space instead of 3 garage spaces.

6. **Landscape lacks cohesion:**
 - a. Redesign of the walkway
 - b. Individual open spaces more clearly defined. Moved one patio on each unit to the north side and enlarged the patio on Esquimalt Avenue.
7. **Landscape adjacent to the lane:** 6' x 13' landscape beds added along the lane to soften frontage.
8. **Community lane concept:** Addressed later in the minutes.
9. **Cross-sections** – added to the package
10. **FAR** - Feel the 0.6 density is suitable for the demographics and site conditions.

The Landscape Architect, Fred Liu, addressed the landscape concept and revisions to plan since last meeting:

- Addition of Yew hedge to separate units and provide privacy
- Use of permeable interlocking pavers to lead to units and permeable pavers outside parking pad and garage
- Introduction of edible plant materials
- Provide 1 planting area for each unit for owners to utilize

Background:

Stephen Mikicich provided contextual information:

- Applicant met with other property owners on block and 13 out of the 14 owners were interested in having the block re-designated to allow infill housing.
- Council resolved to consider this development application in the context of a whole-block OCP amendment, and following a detailed application review, that staff presents for Council's consideration an OCP amendment bylaw to designate the block for infill housing, and a Zoning amendment bylaw for the subject three lots.
- Working with applicant on doing something innovative in the lane, looking at City of Vancouver's country lane pilot project and received input from other residents in block who like the idea of expanding concept to a community lane, with a sustainable design, creating a gathering place, and potential for traffic calming.

Committee Questions:

The Committee reviewed the model and drawings and then questioned the presenters on the revisions including: colour palette and materials, r-values, parking layout, window colour, sense of safety/privacy of coach houses at lane, plant selection and location, bioswale treatment, lighting in lane, roof design and planters, FAR proposed, owners' planting beds, impervious paving, and sidewalk on Esquimalt.

Committee Comments:

The Committee provided comments on the proposal including the following:

- **Landscape:** Concern that the sustainability related to the landscape is still not being met. Opportunity for more native plants and tree species, permeable pavers such as "Aquapave" technology could be used.
- **Esquimalt Avenue:** Members questioned the provision of a sidewalk and the interface with the bio-swale on Esquimalt was raised and discussed. The Committee saw an opportunity for a greenway connection to the Recreation Centre including traffic calming. They also felt the District needed to provide further input into how this could be developed.
- **Duplexes and General:** Sustainability items should include programmable thermostats and dual flush toilets. It was felt that variety in massing could be further achieved by further reductions in setbacks. The Committee was supportive of the improvement but felt the design needs to be pushed further.
- **Lane:** In relation to the lane the parking pads need to be covered with a structure in keeping with the character of the coach houses. The character of the lane needs further development and guidance from the District. A set of guidelines may assist with this - identifying fences, trellis (vertical and texture elements on the coach houses), lighting, variation in façade setbacks etc. Lane housing and infill housing are precedent setting so there was a sense that guidelines need to be determined and applied in this application.
- **Coach Houses:** While the Committee saw improvements to the coach houses, there was an overall sense that the massing of coach houses was still too similar to the duplex units. The coach houses need to be subordinate to the duplex. The roof massing was deemed too high and buildings still too big in scale. It was felt consideration needs to be given to lowering the roof or using a flat roof to allow more sun onto the deck areas.

It was Moved and Seconded:

THAT the Design Review Committee recommends SUPPORT of the OCP amendment and rezoning application for three single-family lots to permit duplexes and coach houses at 2031, 2047, 2063 Esquimalt Avenue; SUBJECT TO further review by staff of the following items:

1. apply further building sustainability features including but not limited to: increased "R" values for floor and roofs, programmable thermostats for in floor heating, and solar hot water;
2. consider providing a carport structure integrating with the design of the building and the landscape;
3. use permeable paving system that can provide a minimum of thirty five (35%) percent of permeability throughout the project;
4. consider alternate façade element treatments to enhance the laneway elevation (built or planted);
5. massing of the coach houses is still too similar to the main structure, reduce the height and/or consider alternate roof forms;
6. concern over the sustainability of the landscape:
 - Consider more native plants
 - Edible planting on the lane
 - More detailed soil specifications that match the intended plant growth
 - Reconsideration of the tree species to address the Hydro lines along Esquimalt Avenue.

CARRIED

Further discussion followed on the lane concept.

It was Moved and Seconded:

THAT the Design Review Committee recommends that the District consider the following resolution in relation this application and future in fill projects:

1. the District consider no sidewalks on Esquimalt Avenue and treat the street as an active greenway;
2. for the laneway treatment the District should consider the following elements in the development and design of the lane:
 - variation in setbacks and massing
 - variation in landscape plantings
 - hard and soft landscape treatment
 - consistency in lighting treatment throughout the lane
 - optimize permeability in hardscapes

AND FURTHER THAT this issue should be considered a priority for Staff in the coming months as a matter of context to future applications.

CARRIED

5. REPORTS/REFERRALS/UPDATES

Stephen Mikicich provided update on the Housing Pilot Program and the role of the Committee in working with projects at an early stage.

6. PUBLIC QUESTION PERIOD

No Questions Presented.

7. NEXT MEETING


The next regular meeting of the Design Review Committee is scheduled for Thursday, December 10, 2009.

8. ADJOURNMENT.


It was Moved and Seconded:

THAT the Design Review Committee meeting be adjourned. The meeting adjourned at 6:45 p.m.

CARRIED



Erik Lees, CHAIR



Colette Parsons, STAFF LIAISON