

**MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON
JUNE 12, 2014 AT THE DISTRICT OF NORTH VANCOUVER**

ATTENDING: Mr. James Paul (Chair)
Ms. Annerieke van Hoek
Ms. Amy Tsang
Mr. Greg Travers
Sgt. Kevin Bracewell
Mr. Kevin Hanvey
Mr. Robert Heikkila (Excused for Item 3. c.)
Mr. Tieg Martin

REGRETS: Ms. Liane McKenna

STAFF: Ms. Casey Peters
Mr. Doug Allan
Mr. Erik Wilhelm
Mr. Frank Ducote
Ms. Kathleen Larsen
Mr. Michael Hartford
Ms. Shannon Martino

The meeting came to order at 6:00 pm.

1. MINUTES

A motion was made and seconded to adopt the minutes of the Advisory Design Panel meetings for May 1 and 8, 2014.

MOTION CARRIED

2. ANNOUNCEMENTS

Michael Hartford introduced and welcomed two new members to the Panel: Ms. Annerieke van Hoek, Architect, with Hugh Condon Marler Architects, and as the Building Industry Representative, Mr. Tieg Martin, Superintendent, with Ledcor Construction Limited.

Mr. Hartford noted that due to pending summer vacations he will contact the members to do a quorum check for meetings in July and August, 2014. He will notify the members in advance of any cancelled meetings.

3. NEW BUSINESS

a. 1591 Bowser Ave. – Detailed Rezoning and Development Permit Application for 16 unit, 3 storey apartment project. (File: 08.3060.20/020.14)

Mr. Doug Allan of the District Planning Department gave a brief overview of the detailed application and site context. The surrounding properties consist of existing single storey commercial buildings to the north on Marine Drive, a car dealership to the west, two storey townhomes to the south and a commercial building across Bowser Avenue to the east. The development site currently has a two storey commercial building with rear lane access. It was

noted that the existing rear lane is wider than normal creating a larger separation between the proposed development site and existing townhomes to the south.

The site is designated in the OCP as Commercial Residential Mixed Use Level 1 (CRMU1) and current zoning of the site is Marine Drive Commercial Zone 9 (C9). The site is within Development Permit Areas for Form and Character of Development (Commercial and Mixed Use Buildings and Energy and Water Conservation and Greenhouse Gas Emission Reduction). The application will be reviewed against the applicable design guidelines for each designation, as well as the draft Multi-Family Housing Guidelines.

On December 12, 2012, the Panel reviewed the preliminary application. At that time, the project involved a larger site that incorporated the lane to the west, with a proposal to construct a 26 unit, 4 storey building with 15.7m height, an FSR of 1.83, and a parking variance of five spaces.

This revised application does not include consolidation of the lane to the west and involves a rezoning application to permit a 16 unit, three storey residential building with a height of approximately 10.4m, an FSR of 1.65, underground parking with 23 spaces and a parking variance of nine spaces.

Mr. Allan noted there will be a streetwall ranging from two to three storeys, with minimum 4.5m deep recessed balconies and a common open amenity space. It was noted that the north elevation of the project will need to be handled carefully due to visibility from Marine Drive.

Mr. Allan introduced the design team, the project architect, Mr. Doug Johnston, the landscape designer, Mr. Thomas Kyle and the developer's representative, Mr. Matt Stogryn.

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

Mr. Doug Johnston, the project architect, confirmed that the current proposal is reduced in massing and height due to the decision to abandon the lane purchase.

The revised project proposes that the main floor units have direct street access to allow for live/work units, and to create a more pedestrian feel which is in keeping with the recent development occurring along Marine Drive.

Mr. Johnston noted that the design incorporates an outdoor amenity space for the residents at the west side of the project, and the upper floor units will have larger than required balcony sizes. He also pointed out that the third level is stepped back with large planter features.

The main goal of the project design and materials selected is to allow for a softer, residential character, which at the same time references the industrial history of the neighbourhood. The proposed materials are exposed concrete with pattern details, brick wrapped around the building on the lower floors, and siding on the upper floors. In addition, galvanized steel is proposed on the stair tower and zinc on the canopies, Mr. Johnson reviewed a sample board of the selected materials.

It was noted that the north wall is a proposed zero lot line with a treatment to the end wall in a pattern with hardiplank in three different colours.

Mr. Johnston pointed out that Bunt & Associates are working to address the underground parking requirements in the project.

Mr. Thomas Kyle the project landscape architect, spoke to the landscape design and noted details around the streetscape design, which is intended to be simple and compliment the architecture. One priority noted is to create a strong presence along the street for all four seasons, and selected trees include both summer and fall colours, with manageable heights.

The amenity space at the west side allows a number of options for use and incorporates a water feature, with two steps leading to a turfed area with beech trees and plantings.

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 of the design team on the following topics:

Is the plywood cladding material to be finished? Answer: Yes.

Will there be gutters for the awnings? Answer: No.

What is the color for the zinc? Answer: Natural zinc, slate in color.

What is the clearance at the north elevation? Answer: Approximately 6 inches.

Is this a wood frame building? Answer: Yes.

What is the width of the wood balcony projections? Answer: Approximately 12 inches.

What type of material is proposed for the deck at the west elevation? Answer: Not yet determined.

Who is the target market? Answer: Variety of potential purchasers.

The corridor widths seem narrow, is this wheelchair accessible? Answer: Corridor widths have been reviewed and are acceptable and the project could include installation of automatic door openers to assist with access.

How does a resident access the common waste disposal area? Answer: Exterior access – through the courtyard and down two steps.

Could the green grass amenity area be made wheelchair accessible? Answer: Ramping could be incorporated to make this all one level.

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 expressed some concerns with the detailing of the north wall, as well as the colour selections for the project - he suggested that the proposed grey/charcoal colour scheme could be livelier with a feature colour, and could include the use of handrails in a dramatic colour.

He noted that the front entrance needs stronger definition and suggested it could benefit from lighting. The stair tower feature might need more work to look and function better.

Mr. Ducote identified that the proposed west elevation appears to have the most glazing, but has no solar protection. Other elevations could potentially benefit from a review of both glazing and solar protection opportunities.

The Chair thanked Mr. Ducote for his comments and asked the Panel members for their input on the project.

In general, Panel members commended the applicant team on a far more successful proposal than the previous preliminary application submission. It was noted that the site is a complex one and suggested that this project could set a precedent for other projects in the area.

Some members of the Panel expressed concern with the hardi-panel material of the north wall, and noted that this could require ongoing maintenance, such as caulking, for the strata owners. In addition it was suggested that the awnings might need some review for better management of rainwater and access for convenient maintenance.

Panel members noted the waste disposal can only be accessed from the exterior, and suggested this be moved to an alternate location within the parkade or that an option for interior access be provided.

Some concerns regarding the amenity space were expressed, including the relationship to the adjacent private spaces and issues of over-viewing. Panel members suggested the addition of a buffer/screen between the amenity area and the at-grade residential units for more privacy. In addition, a Panel member noted an issue with the north exit stairs and that fact that this route is directed through the amenity space into the rear lane.

It was noted that the use of more and varied plantings for the lane and pathway could help to create a more residential feel and ensure a degree of interest throughout the year. It was noted that underground utilities in the lane may limit planting options.

A Panel member noted that Building Code issues should be reviewed as that proposed roof and balcony extensions adjacent to the north property line would need to be of non-combustible construction.

It was suggested that the proposed design appeared unnecessarily complicated and could benefit from simplification and a reduction in materials, particularly to avoid large amounts of flashing at interfaces.

Some concern was expressed from a CPTED perspective for the proposed deeply-recessed doorways.

Panel members noted the importance of the view from Marine Drive and advised that the proposed front entrance treatment could be improved with some brick detailing.

It was suggested that the glazing on the west side of the building could benefit from shading to avoid these units be uncomfortably warm in summer.

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

Mr. Doug Johnson thanked the Panel for their comments, and assured the Panel that the design team understands the comments and will address their concerns as the project moves forward.

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

MOVED by Robert Heikkla and **SECONDED** by Kevin Hanvey:

THAT the ADP has reviewed the proposal and recommends **APPROVAL** of the project **SUBJECT** to addressing the following items to the satisfaction of staff:

- Consideration of simplification of the building envelope to allow for successful detailing;
- Review of format of common amenity area with regard to the relationships to adjacent private outdoor spaces and accessibility of the amenity area overall;
- Review of north wall treatment including transition of materials, durability and detailing;
- Review of format of canopies particularly with regard to management of drainage;
- Review of location and access to waste disposal facilities;
- Confirmation of building code compliance regarding balcony and roof projections within 1.2 m of north property line; and
- Review of glazing and solar gain issues for west elevation.

MOTION CARRIED

b. 1241 East 27th Street – Preliminary rezoning and development permit application for 323 unit development with 248 condominium units and 75 rental units. (File: 08.3060.10/004.14)

Ms. Casey Peters of the District Planning Department gave a brief overview of the preliminary application and site context. The development site is currently two parcels. One is occupied by a triplex and the second is 72 multi-family rental units in four buildings. The site is located within the Lynn Valley Town Centre. The Lynn Valley Flexible Planning Framework limits the height on this site to predominately five storeys.

Existing multi-family homes are found to the east, south and west of the site and the Lynn Valley Shopping Centre is located to the north. An application is currently being processed on the site to the north for Bosa Development Corporation for a mixed-use development.

The site is designated in the Official Community Plan as Residential Level 6: Medium Density Apartment (RES6). The current zoning of the site is Multiple Family Residential Zone 3 (RM3) and the proposal is to rezone to a comprehensive development zone. The site is within Development Permit Areas for Form and Character for Multi-Family Housing and the Energy and Water Conservation and Greenhouse Gas Emission Reduction.

The Chair thanked Ms. Casey Peters for her presentation and asked if there were any questions of clarification from the Panel members.

Questions of clarification were asked of the District Planner on the following topics:

Design of the proposed new road? Answer: The District retained a consultant to undertake a comprehensive transportation study for the Lynn Valley Town Centre and the road proposed reflects the conclusions of this study.

Traffic signals installed at the new intersection on Mountain Highway? Answer: Michael Hartford responded that no signals will be in place, rather a stop sign and possible left turn restrictions.

The Chair thanked staff for their clarifications, welcomed the applicant design team to the meeting and outlined the procedure to be followed in reviewing the proposal.

Mr. Hugh Ker, the development manager for Polygon Developments, introduced the design team and explained that this is the third development proposal in the Lynn Valley area for Polygon Developments, noting the completed Branches project that received a Design Panel award, and the site currently under construction, Canyon Springs, to the east.

Mr. Ray Letkeman, the project architect, continued the presentation describing the surrounding neighbourhood and noting the existing site having 75 rental units which are proposed to be replaced in a new 75 unit rental building.

Mr. Letkeman reviewed the existing road system and the proposed road dedications required for the project. The new north-south road is 18 meters in width, with parking on both sides. The east-west road at the south of the site is a 9 meter dedication.

Two levels of underground parking are proposed, and will be accessed from the south side of the property.

Mr. Letkeman reviewed drawings to explain the buffer proposed for Building A and Building C, adjacent to the Canyon Springs project.

It was noted that the project has been designed on an angled geometry to break up the massing and respond to the angled streets.

Mr. Letkeman showed elevation drawings, using Building B as an example, pointing out the roof style for this proposed five-storey building, and explaining that the project will include a variety of roof styles to create a unique identity.

Each building will have a main entrance with wood and timber details, all with ramps for accessibility. Each building will have a two-storey brick podium, with glazed corners as a feature element. The proposal is to echo elements in each building such as "framed areas" of windows and balconies but allowing for some variety in each building in brick colours and accent colours.

Mr. Rob Barnes, the landscape architect, reviewed the cross-section drawings and noted that there is an eight meter grade change on the site. The landscape and site planning have been organized to address the slope and has attempted to provide barrier-free access where possible. Single-loaded garden-level units in concrete construction are proposed to help recognize the grade change.

The public realm and streetscapes will have treed boulevards with plantings at corner bulges

to assist pedestrian crossings. A water feature element is proposed at the E. 27th Street entrance to the project.

Three main courtyards are proposed and each courtyard is to have different elements. Outdoor seating areas and informal lawn area are proposed.

The grade level units fronting the street will have landscaped private yards with private gates to add to the residential expression.

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 of the design team on the following topics:

East to west pedestrian walkway connection to Canyon Springs? Answer: Yes, but there will not be a pedestrian connection through to Mountain Highway.

Review of firewalls? Answer: No, but will address this at the detailed application stage.

Pedestrian walkways for private or for public use? Answer: Public access is proposed to the walkways but the courtyards are proposed to be private.

Wheelchair access to the outdoor amenity areas? Answer: Yes for most but at the east side, one area cannot be accessed due to the grade change and will require steps.

Resident and visitor access the garden-level units? Answer: Access will be available from the street, parking garage, and from the lobby.

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

Mr. Ducote commented that multi-building projects can have repetitive elements. The proposal should include variation between buildings including changes to materials and fenestration. He also noted that the Lynn Valley Flexible Planning Framework policy limits the height of this site to a suggested five-story, while the proposal includes a six-storey element. Effort should be made to significantly step back this sixth-storey where appropriate.

With regards to pedestrian movement, Mr. Ducote agreed the access at the east side is a challenge due to the grades. The corner feature near Building C has potential to be an interesting entrance and should be both visually and physically accessible.

The Chair thanked Mr. Ducote for his comments and asked the Panel members for their input on the project.

Panel members commended the design team on their first presentation of this project. The challenges to the site were noted, particularly with regard to slopes, and it was suggested that the project appeared well thought-out and headed in the right direction.

One Panel member noted an appreciation for the six-story element and felt the design responded well to the grades.

It was noted the “triangle” at the north-east corner of Building C seemed like a strong element for the site, but all other buildings seemed to ignore this in their siting. It was suggested a re-alignment of other buildings could re-enforce this design approach.

Panel members noted the colour variation for the four buildings as a positive approach but suggested the colours selected might be too subtle in their variations.

A Panel member noted appreciation for the north/south street connectivity, and expressed interest in the possibility of having woonerf elements included in the road design. A second Panel member inquired about the opportunities for a slight curve to the road to reduce the rigidity of the development and also as a traffic calming measure.

As future residents in the project may include young families, Panel members indicated some desire that active children’s play areas be included to the development.

Panel member expressed appreciation for the pedestrian connections to all the amenity spaces and encouraged the design team to ensure all the outdoor amenity spaces are wheelchair accessible, specifically at the south-side of Building B.

Panel members noted an appreciation for the design of the private outdoor spaces for grade level units and one Panel member noted the need to provide clearly defined access to these units from the street to help off-set the long facades of the buildings. Front door access was also noted as something that should be considered on the east/west greenway areas.

One Panel member noted some concern with privacy issues between the proposed buildings and the adjacent Canyon Springs project.

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

Mr. Ray Letkeman, the project architect thanked the Panel for their comments, and assured the Panel that the design team understands the comments and will address their concerns at the next detailed application stage.

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

MOVED by Tieg Martin and **SECONDED** by Kevin Hanvey:

THAT the ADP has reviewed the application, **SUPPORTS** the general concept, and looks forward to a presentation at the detailed application stage that includes a response to the items raised by the Panel members with particular attention to the opportunity for greater differentiation between the proposed buildings.

MOTION CARRIED

c. 1041 Marine Drive – Detailed development permit application for mixed use, multi-family and commercial development. (File: 08.3060.20/017.14)

As he is involved with the project team, Mr. Robert Heikkila did not participate in the review of this agenda item, and excused himself from the Panel.

Ms. Kathleen Larsen of the District Planning Department noted the preliminary application for this project had been reviewed by the Panel on December 12, 2013, and provided a brief overview of the current detailed application and site context.

The proposal is a four storey building that includes 43 residential units and 4 commercial units, with a courtyard entrance and breezeway access through to the rear lane. The development site is currently occupied by one and two storey retail uses with parking along Marine Drive.

The site is designated in the OCP as Commercial Residential Mixed Use Level 1, which is intended predominately for general commercial uses at street level with residential uses above. The designation permits a FSR up to approximately 1.75, which is the same as the density proposed for this project. The site is within Development Permit Areas for Form and Character for Commercial and Mixed Use Buildings and Energy and Water Conservation and Greenhouse Gas Emission Reduction.

Ms. Larsen noted that design improvements have been made to the laneway, breezeway and screening elements of the project since the preliminary stage, and introduced the design team to further explain the revised development proposal.

The Chair thanked Ms. Larsen for her presentation, welcomed the applicant design team to the meeting and outlined the procedure to be followed in reviewing the proposal.

Mr. Duane Siegrist, the project architect for Integra Architecture introduced the design team and began his presentation by reviewing street photos and existing buildings in the area. He then reviewed the Panel's comments from the previous review and outlined the responses to them.

Mr. Siegrist explained how the simplification of the design has been addressed and noted that the base of the building will have a stone facing material, with a glazing system of a greyish hue, and metal siding panels above. At the east and west elevations, the end walls will be painted concrete facades that will wrap around the building and be visible until future development takes place.

At the east elevation, Mr. Siegrist noted plans delete the previously-proposed green wall and introduce instead an element of perforated metal screens.

Mr. Siegrist noted the difficulties with a grade change from the front of the building to the rear and the challenges of using ramps for the breezeway area, including impacts on the open area, drainage, and headroom.

Ms. Amber Paul, the landscape architect stated that landscape and streetscape design is in keeping with the Marine Drive Design Guidelines, and noted the proposed street trees and patterned paving along the sidewalk that leads into the breezeway. The entry to the lobby will also have paving detailing and fixed seating. The plaza area is to have a mix of pavers, seating, and plantings such as upright poplar trees. The lane edge will have a curb, with

evergreens, vines and low growing hedges to create a green edge. The private patios at the south side of the building will also have screening with seating space.

Mr. Siegrist noted that the design team are reviewing the designs for including adaptable units. He then displayed night time photos of the adjacent Indigo Books development to explain the possible addition of a lighting scheme which would highlight the column elements and the horizontal canopy along Marine Drive to help create an evening street presence.

Mr. Siegrist summarized by reviewing other enhancements to the project such as increasing daylighting in the northerly units, introductions of columns to further define the walkway and courtyard, further definition for the commercial space with overhangs and stronger detailing, an improved interface with the adjacent building to the west, and increased landscaping and greenspace at the lane edge of the property. It was noted that the waste disposal area is now in a more accessible location and also that while overall height has been lowered, there will still be a need for a small variance to height regulations.

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 of the design team on the following topics:

Access from the commercial, visitor and residential parking to the building lobby and commercial units work? Answer: Direct access from the parking lot through the breezeway. A decorative metal screen is proposed near the residential lobby.

Clarification on the location and access to the waste disposal facility? Answer: Located within the parking lot, residents will cross the breezeway and go through the parking area to access the waste disposal facilities.

Is sun-shading proposed on the west façade in the east wing? Answer: Yes.

Is sun-shading proposed on the south façade? Answer: Yes - relying on overhangs and moveable screen elements.

Could moving the stairway north help address the issue of accessibility for the breezeway area? Answer: No, to make the grade change there would need to be a series of ramps, which would impinge on the breezeway and front entrance area.

What is the extent of the roof overhang for the garbage enclosure and will this cover the green area below? Answer: Approximately 2 feet and yes it will – this area will require irrigation.

How will garbage pick-up work? Answer: Small service vehicles pull out the garbage container to be emptied by the larger commercial garbage truck in the rear lane.

Is the commercial parking screened from the lane? Answer: Yes.

Does the screen and overhang obscure the view of the parking area from balconies? Answer: Approximately 75% of the area will be obscured.

Is the commercial parking and breezeway open to the public 24 hours? Answer: Yes.

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

Mr. Ducote noted that his primary concern is accessibility in the breezeway area and would encourage the design team to review the possibility of installing a lift to achieve this.

Because of the elevated parking level, Mr. Ducote pointed out that maintaining landscaping along the lane edge to screen the parking is an important element of the project.

Mr. Ducote recommended that clear glazing be considered for the storefronts and noted his appreciation for the proposed suspended cut-out letters for the signage approach.

The Chair thanked Mr. Ducote for his comments and asked the Panel members for their input on the project.

The Panel members thanked the design team for their presentation and expressed their appreciation for a thoughtful approach to the architecture of what appeared to be a generally attractive project.

It was noted the main living spaces of the units on the south elevation lack solar control and have the potential to become very uncomfortable during warmer weather. It was recommended that high performance glass and exterior shading be considered, and that the proposed glazed "bridge" be reviewed as an element that may contribute to the solar heating of adjacent units.

While the Panel members noted an appreciation for the design challenges with the slope adjacent to the lobby, breezeway, waste disposal area and parking lot entrance, it was suggested that the design team work to address safety concerns regarding access to the waste disposal area and to include a wider "landing pad" for the breezeway at the lane edge. The possibility of including a lift was noted as a way to assist with accessibility in this area.

Panel members noted that as designed, the transition from public and private areas to the parking facilities not very well defined. In particular, it was noted that the proposed screening could pose a difficulty for those using wheelchairs and strollers. Also the breezeway lacks accessibility for wheelchairs, and since adaptable dwelling units are a goal in this project, this issue should be considered. Related to this, it was suggested that the proposed riser to the amenity area be removed to facilitate access.

Some concerns were expressed with the roof design and the apparent lack of flashing along the curving wall. It was suggested that the wood frame construction may make it difficult to detail the building as shown, in terms of elements such as the parapet elements and deck railing mounts. It was further noted that the proposed hardi-plank finishing at the base of the columns may present some durability challenges, and the storefront glazing running to grade could be a cleaning and maintenance challenge.

A Panel member commented that the color palette selected appeared somewhat bland and the project might benefit from more contrast through lucobond in a different color and timber soffits for a warmer character.

It was noted that the commercial parking area would appear to prove good cover for criminal activity, and could cause safety concerns to residents accessing the waste disposal area and customers accessing their vehicles. It was suggested that the design team undertake a review

of the crime prevention opportunities for the project to address the lack of visibility and natural surveillance.

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

Mr. Siegrist thanked the Panel members for their input on to the project and spoke to the items raised by the Panel members. It was noted that the team will review the breezeway area to address the accessibility issues and that solar shading and glazing concerns will be reviewed for better solutions on the south elevation and the potential for a reduction in glazing on the "bridge" walkway.

It was noted that the material choices were based on a desire to create a more urban, sophisticated character, and that the suggested use of timber soffits might not be consistent with this objective, but that in terms of the lucobond detailing, the team will review and resolve how joints and flashings will work successfully.

Finally, Mr. Siegrist noted the possibility of expanding the south end of the breezeway with paving and landscaping and confirmed the team's willingness to work with the appropriate consultant to review and address any security issues arising from the design of the garage or breezeway.

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

MOVED by Kevin Harvey and **SECONDED** by Kevin Bracewell:

THAT the ADP has reviewed the proposal and recommends **APPROVAL** of the project **SUBJECT** to addressing the comments made by the Panel and resolution of the following specific items to the satisfaction of staff:

- Consideration of universal accessibility through the breezeway for access to visitor parking, the lane, and the amenity space;
- Consideration of passive solar control, particularly on the south elevation;
- A review of CPTED issues for commercial parking area adjacent to lane;
- Consideration of a bolder colour palette;
- Review of functionality of waste and recycling facilities for access and pick up.

MOTION CARRIED

Kevin Harvey excused himself from the meeting at 9:05 p.m.

d. 2151 Front Street – Detailed development permit application for commercial development. (File: 08.3060.20/014.14)

Mr. Erik Wilhelm of the District Planning Department gave a brief overview of the detailed application and site context. This project represents the second phase of development on a large vacant lot located between Front Street and Dollarton Highway and the proposal aims to provide a neighbourhood grocery store (anchor tenant) and two smaller standalone commercial unit (CRU) buildings for the emerging Maplewood Village Centre.

The surrounding properties consist of recently-developed light industrial and business park buildings to the east and south with older light industrial and multi-family residential uses to the north. The recently-approved phase one project consists of a four storey mixed-use building containing 80 apartment units and ground floor commercial uses, along with two free-standing CRU buildings.

The site is designated in the Official Community Plan Commercial as Residential Mixed Use Level 1 (CRMU1). The current zoning of the site is Comprehensive Development Zone 68 (CD68). The site is within Development Permit Areas for Form and Character for Commercial and Mixed Use Buildings and for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

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

Mr. Michael Reed, the project manager, gave an introduction to the operational aspects important to the viability of the project. The chosen building and parking lot layouts were explained, with the intent to allow for better visibility of the grocery store and to reduce the visual and noise impacts onto the residential neighbourhood to the north.

Ms. Anca Hurst, of Rositch Hemphill Architects described the site layout, including the pedestrian circulation pathways and small gathering spaces proposed in the development. It was noted that a traffic study was done which provided recommendations for the location of the commercial loading bays in the centre of the site. Ms. Hurst further explained the rationale for the loading bay location based on turning radii for the service vehicles and the placement of them away from the residential buildings.

Ms. Hurst noted that the design team took elements from the history of the area to create the character for the development, using materials such as stone, shingles, and timber. The intent was to create a strong design presence to the front entrance of the grocery store which is reflected in the elevations for the smaller commercial units. The development will provide sidewalk animation with overhead retail doors and glazing on the west elevation and a plaza space in this area. The second building located in the north-east corner of the site will provide an improved streetscape for the corner of Riverside Drive and Front Street with the building wrapping the corner.

Mr. David Stoyko, the landscape architect, showed various drawings of the site noting the site challenges with the floodplain and the differential in grade from the north to the south. The intent is that the stormwater management plan will be organized to have stormwater drain south towards Dollarton Highway.

Mr. Stoyko noted that the proposed landscape plan integrates elements of the Phase 1 development, including the relocation of some trees from the Phase 1 construction area. In

order to better connect the two development phases, it was noted that the plans include an integrated cycling and pedestrian network, with gathering places fronting the commercial units, permeable paving areas, inset stone pavers, bike racks, and comfortable seating.

Since there will be no building at the south-east corner of the site, the landscape design retains existing trees in this location with additional plantings to create a green amenity.

The challenge of the need of visibility into the site while creating a buffer between the sidewalks and traffic was identified, and through working with District staff, the landscape design for the boulevard and streetscape will introduce native plants that are low maintenance, and slow growth, in order to meet this challenge.

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 tree preservation area be accessible by the public? Answer: No. The intent is to landscape this area with natural barriers rather than providing for public access.

Why is Phase 2 only one storey while Phase 1 has 4 storeys? Answer: To reflect the different uses in each phase.

Clarify the choice of materials? Answer: Cultured stone on the base, with heavy timber elements and shingle siding on the upper portions, to relate to Phase 1.

How is the south-west commercial unit to be serviced? Answer: An adjacent loading area, with access to a personnel door via dolly. The units in the building are no larger than 1,000 square feet, so intensity of loading activities should be low.

How is weather protection provided? Answer: None provided along Front Street but will be provided on the south elevation.

Is this site universally accessible? Answer: Yes.

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

Mr. Ducote noted the positive aspects of the proposal including a grocery store, as this is an essential to the success of the Maplewood Village Town Centre. He expressed strong concerns however with the project's lack of relationship to Front Street and asked the design team to reconsider siting options on the site to address Front Street more appropriately.

Mr. Ducote noted concerns with the elevation of the parking lot above Dollarton Highway, and pointed out that pedestrians on public property will have an unpleasant relationship to vehicles parked on private property.

It was also suggested that the applicant review opportunities to improve the pedestrian permeability of the project pedestrian in a north-south direction, noting how well this was done for Phase 1 of the development.

Following a request, the Chair invited the applicant to respond to the Urban Design Planner's comments.

Mike Reid, the project manager, thanked Mr. Ducote for his comments and noted that the design is to meet the leasing objectives for the project. As it was determined that parking on Front Street would be limited, the grocery store is not oriented in that direction. Grading requirements mean that the grocery store would be higher than the Front Street sidewalk, which would prohibit pedestrian connections along this elevation. Mr. Reid noted that there are intended to be numerous commercial units within the complex and to ensure commercial viability, they will all require good visibility with full pedestrian and parking access. It was also noted that past feedback from District staff recommended not placing the loading bay area off of Front Street.

The Chair thanked Mr. Reid for the additional information and asked the Panel members for their comments on the project.

Members of the Panel expressed some concern with the project's relationship to Front Street, noting that the proposed buildings present a "back" to this street. It was suggested that this is a key issue for the project and a stronger rationale needs to be provided regarding the reasoning for this approach. Panel members suggested that an option might be to include the office or other "back of house" elements of the grocery store on this frontage to try to provide some activity on Front Street. It was suggested that the design team incorporate more glazing all the way around the development and "The Village" at Park Royal Shopping Centre was noted as an example of a grocery store which had provided activity on multiple frontages.

Panel members noted concerns with the three different roof designs, suggesting that the roof elements appeared to lack integration with the building massing. It was suggested that the south-west corner of the grocery store building included more successful massing partly due to its roof design, and this approach might also work at the north-west corner of the site.

Panel members made several comments regarding the pedestrian system in the development, and the approach to the landscaping. Some concern was expressed regarding the east-west pedestrian corridor and the relationship to the loading area – it was suggested that the interactions between pedestrians and truck movements could be problematic if this area is not carefully designed. Other Panel members noted an appreciation for the approach to the pedestrian system along the retail frontages and identified the positive connections on the site, but made suggestions for improvements to seating and gathering areas, opportunities for more trees along the pedestrian walkways and in the parking area, and the need for successful weather protection for both walkways and gathering areas.

It was noted that the existing natural area at the south-east corner of the site is a target for illegal dumping activities, and that efforts should be made to avoid this in future. It was suggested that the introduction of street furniture at edge of this area might be a possible solution.

The Panel noted that the south elevation of the parking lot adjacent to Dollarton Hwy. creates the impression that vehicles are perched above the sidewalk and road, and that options should be explored to revise this or to provide landscape screening. Related to this, it was noted that the design of this element of the project should take into account CPTED principles for pedestrians on the public sidewalk below the grade level of the parking area.

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

Mr. Keith Hemphill thanked the Panel members for their input on to the project and noted that the design team needs to work within the site constraints and the uses intended for the project.

Noting the concerns raised by Mr. Frank Ducote and some of the Panel members regarding Front Street, Mr. Hemphill stated the design team cannot flip the building siting at this stage of the design development, but will look for opportunities to improve the elevation along Front Street. With regard to the request for glazing along the Front Street elevation, it was noted that the applicant wanted to avoid light trespass to the north side of Front Street which could affect residential uses in this location.

Mr. Hemphill concluded by noting that the team will review the opportunity to add some roofline articulation on the north elevation as well as options for amending the roof form of the northwest corner of the grocery store building.

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

MOVED by Annerieke van Hoek and **SECONDED** by Amy Tsang:

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

- Review of relationship of buildings to Front Street and future pedestrian and residential character of Front Street;
- A review of pedestrian connections through the site to enrich the pedestrian experience;
- Review of massing of buildings to improve appearance from all sides;
- Provision of renderings to explain proposed articulation of buildings;
- Review of material choices to reflect quality and durability;
- Review of the southern edge of the parking area relative to Dollarton Highway.

MOTION CARRIED

4. OTHER BUSINESS

None

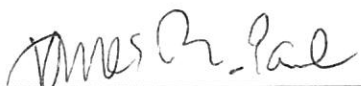
5. ADJOURNMENT

A motion was moved, seconded, and carried to adjourn the meeting.

The meeting adjourned at 9:15 p.m.

6. NEXT MEETING

August 14, 2014



Chair



Date