

**MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON
January 14, 2021 AT THE DISTRICT OF NORTH VANCOUVER**

ATTENDING: Mr. Andrei Chisinevschi
Mr. Rajesh Kumar
Mr. James Blake
Ms. Carolyn Kennedy
Ms. Nancy Paul
Mr. Don Aldersley
Mr. Nathan Shuttleworth
Ms. Alexis Chicoine
Ms. Grace Gordon-Collins
Sgt. Kevin Bracewell

REGRETS: Mr. Eric Tinlup Ng

STAFF: Mr. Kevin Zhang (Staff Liaison and Item 3.b.)
Mr. Andrew Norton (Item 3.a.)
Mr. Alfonso Tejada
Mr. Daniel Broderick

Ms. Carolyn Kennedy opened the meeting at 6:05 pm

1. ANNOUNCEMENTS AND ADMINISTRATION

- Attendance
- Mr. Kevin Zhang and Ms. Carolyn Kennedy explained the online meeting protocols.
- Mr. Kevin Zhang announced two new panel members, Alexis Chicoine and Rajesh Kumar, and invited all panel members to introduce themselves.
- Mr. Kevin Zhang explained the role of the Advisory Design Panel for new panel members.
- Ms. Carolyn Kennedy explained panel protocols for new members.
- Mr. Kevin Zhang announced that the ADP awards will occur sometime in April to coincide with the Heritage Awards. This year will look different given the ongoing Covid-19 pandemic. Tours of projects for award consideration will most likely be individual.

2. ADOPTION OF MINUTES

A motion was made by Mr. James Blake, seconded by Mr. Don Aldersley, and carried to adopt as circulated the minutes of the Advisory Design Panel meeting of October 8, 2020.

Passed

3. NEW BUSINESS

a.) 1235 Marine Drive – Development Permit Application for a 4 Storey Commercial Mixed Use Building including 39 Residential Units and 7 Commercial Retail Units.

Ms. Carolyn Kennedy explained the order of events to the applicant.

Mr. Andrew Norton, Development Planner, introduced the project, gave a brief presentation about the project, and posed questions to the Panel for consideration.

Mr. Andrew Norton, Development Planner, introduced the applicant team, being: Kori Chan, Proscenium Architecture; and Bryce Gauthier, Enns Gauthier Landscape Architecture.

The applicant team gave a presentation about the project.

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

- Is the building concrete or wood frame construction.
 - Concrete construction for the underground and ground floor.
 - 3 floors of wood frame above
- The parking shows a 9% slope. Is there a reason for going in excess of 6%?
 - Ideally would like the slope to be shallower but in order to get down from the lane, a slope of 9% was needed. The slope in the ramp is being dictated by the depth of the site. We have a transportation consultant who has reviewed it and believes it to be functional.
- Is there anything that can be done to minimize increased wind effects through the breezeway?
 - Intention is to keep the breezeway as open as possible to reduce the wind effect.
 - We may engage with a consultant to make sure any wind effects are reduced
- What was the thinking for placing the parkade ramp where it is compared to the placement of the garbage area?
 - The parking ramp was moved east to prevent any conflict with the neighbour to the west of the property.
 - The location of the parking entrance allows the loading to be placed to the west and keeps it outside of the main pedestrian/commercial parking area. It became a nice separator.
- Could you please demonstrate how tenants would access the garbage facilities?
 - Tenants, both commercial and residential, would take the elevator at the breezeway to the underground level.
- There are 3 accessible spots mentioned in the plan? The plan does not show width or cross hatching adjacent to the spaces as required: could you provide clarity if these are compliant with accessibility requirements?
 - The dimensions are not shown in the Development Permit plans but all accessible stalls comply with the requirements

- In the parking plan, is there any accessible parking listed at the P1 level?
 - There is no parking shown at the P1 level.
 - Applicant is providing 63 stalls total, instead of previously indicated 54.
 - There was 1 accessible stall previously but has since been removed. There is opportunity to re-introduce an accessible stall at the P1 level.
- Is there only one security gate?
 - Yes, there is just the one gate, to the east of the visitor parking. The intention is that we want to provide secure parking after the security gate.

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

- Contextual analysis: The Marine Drive corridor has changed significantly over the past 15 years. Originally the whole area consisted of 2 storey buildings, car dealerships, and other similar uses. Development has happened gradually over the past 15 years.
 - Previous Council wanted a distinct image for the Marine Drive corridor, including brick elements.
- A previous development to the east created the prototype for the breezeway.
 - The breezeway guideline intended to create a more open breezeway as parking along Marine Drive is generally provided at the rear lane. This would create a mini-plaza between the front of the building and the parking area.
- Marine Drive Design Guidelines
 - The guidelines encourage setbacks on the third or higher storeys to encourage sun exposure. An accepted variation has been to increase the overall building setback to provide more sidewalk space and not have the upper floors set back.
- This project has a lot of good features and has a good integration in many ways.
 - This corner of the block starts a character that integrates well with the older buildings
- This project has made an effort to create an extra edge on the landscape particularly through the use of lighting.
- This project responds well to the guidelines while also responding to the changes of the Marine Drive corridor.
- For consideration:
 - How do you feel about the treatment of the metallic screening along the patios at the flanking walls?
 - Three key elements to consider for consideration:
 - Contextual integration of the building;
 - Built form and how it responds to the locations/to the site; and
 - Character of the building, including architectural elements, materials, landscaping.

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

- Well put together package.

- Building form and massing fit in quite well within the immediate streetscape. The immediate vicinity is an architecturally mixed bag. It is a more modern take but still generally meets the intentions of the guidelines.
- Impressed with the use of the materials and colour with this project including the use of metal and wood.
- The use of wood is well received. It compliments the modern elements of the building quite well. Cedar soffits will give a warm glow.
- Consider chances to the building form at the northeast corner. The wall along the lane seems stark as well as the side walls along the breezeway. Perhaps introduce some more materiality to these spaces.
- The wall along the lane is blank. Further animation through materials, window placement and colour should be considered.
- The balconies on the north side of the street are quite generous but wonder how useful they would be given the lack of sunlight and the fact that it is fronting onto Marine Drive.
- End-of-trip facilities;
 - Having the shower room right off the parkade seems like a bad idea in terms of security, safety and comfort.
 - Similar concerns that all end-of-trip facilities are in the visitor realm so there would be concerns regarding security and safety.
- There appear to be some conflicts with the BCBC 2018, so it would be important to confirm that there aren't any issues. Need to have two exits not a dead end. The main concern is regarding the corridors that connect the two sides of the building across the breezeway.
- It would be nice to open up the breezeway a bit more. One way might be to reduce the double height areas for the amenities and commercial areas.
- Further investigation into potential wind impacts through the breezeway is needed.
- The breezeway is a nice feature and integrates well with the street. The use of colour makes it very playful.
- The steepness of the ramp of the parking is a concern, especially if garbage bins need to be pushed up the ramp for collection.
- If no EV charging spots have been included, they should be included.
- Consider moving universal parking space at surface level across by one space to leverage the pedestrian route.
- Universal parking needs to be included at P1 level.
- Regarding the choice of vegetation on site, a very similar plant palette was used at Delbrook Recreational Centre with a drought tolerant palette. However, all plants died during a particularly hot summer. There needs to be an irrigation system included for the proposed onsite landscaping. There are concerns about how successful the proposed native plants will be.
- The limited use evergreens presents some concerns about how the building will look in the winter.
- The placement of the street trees are positive.
- The trees in the breezeway may be too large and may also create blind spots at night

- The two sided elevator seems to be opening to the outside on the south side and it kind of detracts from the breezeway if that is going to be the way to dispose of garbage for the commercial units.
- Like the CRU interface with the street, including proposed paving materials.
- Appreciate the design of the building fronting Marine Drive and the set-back of the CRU frontage which allows for extra walking space. This allows for ease of access and use and for enhanced weather protection. The deep sidewalks and canopies are a good design feature.
- The two sided elevator seems to be opening to the outside on the south side and it kind of detracts from the breezeway if that is going to be the way to dispose of garbage for the commercial units.
- The inclusion of trees along curbside creates a safety barrier from oncoming traffic.
- Benches are important but consider a bench design that would be more accessible for those with impaired vision. The current design could create a walking safety hazard.
- Recommend additional seating in the breezeway
- Amenity rooms, garbage rooms, doors on elevated walkways etc. should consider push buttons to add an additional level of accessibility for all tenants.
- There was no art suggested for this project but there certainly are some areas that would be opportune for a public art piece – either on a wall, freestanding or another feature.
- The illumination in the building will help to create a warm environment in the evening and nighttime.
- Large illumination signs contribute to significant light pollution along Marine Drive. Should consider reducing light pollution in signage.
- There are some CPTED issues particularly regarding the exiting of the building, but these may have to be reconciled with the use of alternative security measures, such as cameras, given the specific site context.
- Security concern regarding the inclusion of only one security gate. The unsecured area is very vulnerable to theft. Only one security gate at P1 level is not sufficient. The proposal would leave bike storage publically accessible.
- The breezeway does not allow for any natural surveillance, especially at night time.
- Cameras should be included on the western passageway to address security concerns.
- May want to consider defining a territoriality of the breezeway for nighttime. This won't be well walked at night so it may be an idea to limit access to this area for safety reasons.
- The lighting plan and landscape plan will have to be very robust in this area to reduce security impacts.
- Due to the set-back of the residential lobby from Marine Drive, signage and addresses for emergency vehicles will need to be clear.

The Chair invited the applicant to respond to the Panel's comments:

- Safety and Security:
 - We've heard the comments and will look at addressing them. We should be able to adjust and evolve the design to address concerns to a certain degree.
 - The bench design can be modified.

- EV Charging and Parking:
 - Infrastructure for charging stations will be provided for all stalls.
 - Will provide triple charging points near CRU exits and parking spaces.
- Breezeway
 - We will look at the design to reduce concerns.
- Landscape.
 - High efficiency irrigation system will be in place.
 - Have heard concerns regarding drought tolerant planting and will respond.

The Chair invited discussion amongst Panel members. No discussion.

The Chair invited the Panel to compose a motion:

Moved by Mr. Don Aldersley and **Seconded** by Mr. James Blake

THAT the ADP has reviewed the proposal and commends the applicant for the quality of the proposal, and recommends APPROVAL of the project SUBJECT to addressing to the satisfaction of staff the items noted by the Panel in its review of the project.

CARRIED

**b.) 1310 Monashee Drive – Detailed OCP Amendment and Rezoning Application (No DP).
6 Storey Mixed-use Development including 330 Rental Units.**

Mr. Nathan Shuttleworth and Mr. Don Aldersley recused themselves from the discussion citing a conflict of interest.

Ms. Carolyn Kennedy explained the order of events to the applicant

Mr. Kevin Zhang, Development Planner, introduced the applicant team, being: Craig Taylor, Taylor Kurtz Architecture + Design; Dave Jerke, Van Der Zalm + Associates; and David Jacobson, Darwin Properties.

Mr. Kevin Zhang, Development Planner, introduced the project, gave a brief presentation about the project, and posed questions to the Panel for consideration.

The applicant team gave a presentation about the project.

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

- With regards to the North property line. There appears to be a sort of swale area, is this because the property is sloping down from the adjacent north property. Could you elaborate on what is going on in this area?
 - There was an emergency access previously but that has since been removed. There isn't currently an intent to provide access along that side.
 - Trying to reduce grade changes in this area as much as possible.
- Rooftop access – is there elevator access?

- Yes – it is essentially the top or 6th floor so they will have elevator access.
- Is there a proper grade ramp?
 - There will be proper grade ramps up to the building as well the bike ramps shown in the presentation.
- There isn't any detail regarding the accessibility of individual units – is this being addressed at this stage?
 - No – this will be addressed at the Development Permit stage
- What is occurring at the Hydro ROW – are there overhead lines?
 - Yes there are. The Buildings are set back from the Hydro lines.
- There are some concern from people with regards to using spaces under the lines. Could you elaborate on how this is being mitigated or addressed?
 - There is a lot of distance between the overhead lines.
 - As long as there is a comfortable height between the user and the overhead lines, we've found these areas to be useful not as spaces to spend significant time in but would be fine to travel through.
 - We are not encouraging lingering under the line but rather movement through the space – such as biking or hiking.
- Is the parking access secured and if so, how?
 - Yes it will be secured via a gate at the bottom of the vehicle access ramp.
- How would first responders know where to go in the site
 - Not a lot of detail at the moment but there will likely be wayfinding signage at the main entrance as well as the fire lane.
- Has consultation occurred with appropriate agency regarding wildlife conflict mitigation strategies?
 - Hasn't been done to date but will be done in the future.

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

- This proposal has freed the courtyard of parking, which was previously proposed.
- The character of the proposal is quite strong.
- This proposal and adjacent proposals, such as the new on campus residences, will form the basis of the character for the area as they are some of the first major redevelopments in the area.
- Concerns regarding the garbage pickup as the truck needs to turn around on the ramp and may block access to residents.
- The commercial units will require some parking which hasn't been provided at grade.
 - This location, however, may not need significant parking as it is likely to be accessed by pedestrians and cyclists.
- The adjacent property to the north requires a new access since the proposed development blocks the current access. This is something to consider.

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

- Impressive package put together
- Compliment to Capilano University community as a whole as well as the residences proposed by the University.
- The courtyard is a nice size and is promising for use.
- The commercial units are a good addition. It would be a good thing to encourage one of the CRUs for grocery store as this location is far from a grocery store
 - Encourage a grocer over a bar or eatery as this would be a more important function for the area.
- Like the progression from a quasi commercial space to natural space
- Good integration with how the development uses the fire lane and integrates with the natural space.
- With regards to the rooftop open air public amenities on Building B – could it be the entire width as with on Building A?
- The subdued material palette is well received
 - Use of wooden soffits – ties in the concept of being near a forest.
- The landscape palette is also well received
- Understanding the topography, please consider universal design as much as possible for future stages of the development proposal.
 - Particularly with the trails and pathways as they are currently inaccessible.
 - Ensure that the building is fully accessible to the roadways/sidewalks.
- For future consideration for the rooms:
 - For the enhanced rooms, try to ensure they are built to above the minimum accessibility levels as it is unlikely that renters will invest money to make changes for accessibility.
- Looking forward to a more robust public art proposal – particularly the interactive landscape elements – in future stages.
- Community garden was well received.
- Wayfinding and direction to the units will be important
- The lighting strategy and treatments through the complex will have to take into account lighting up the area while also considering the adjacent wildlife area.
- Liked the programming of the space.
- Encourage applicant to maximize the balconies as much as possible.
- Would like to see more of the rooftop accessible and usable.
 - Would be an opportunity to move some of the food gardens from the ground up to the roof – away from wildlife
- Design team should maximize seating and study opportunities in the berm area.

The Chair invited the applicant to respond to the Panel's comments:

- A general store is one of the uses we are proposing at the ground floor.
- We will take notes and work with the comments that were provided at future stages of the proposal.

The Chair invited discussion amongst Panel members. No discussion.

The Chair invited the Panel to compose a motion:

MOVED by Ms. Alexis Chicoine and **SECONDED** by Ms. Grace Gordon-Collins

THAT the ADP has reviewed the proposal and commends the applicant for the quality of the proposal, and recommends APPROVAL of the project SUBJECT to addressing to the satisfaction of staff the items noted by the Panel in its review of the project.


CARRIED

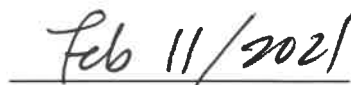
c.) **ADJOURNMENT**

The meeting was adjourned at 9:25 p.m.

d.) **NEXT MEETING**

February 11, 2021


Chair
for Carolyn Kennedy


Date