

**MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON
JULY 7, 2016 AT THE DISTRICT OF NORTH VANCOUVER**

ATTENDING: Mr. Dan Parke (Chair)
 Mr. Laurenz Kosichek
 Mr. Tieg Martin
 Mr. Stefen Elmitt
 Mr. Craig Taylor
 Sgt. Kevin Bracewell
 Ms. Diana Zoe Coop
 Mr. Samir Eidnani
 Mr. Greg Travers

REGRETS: Ms. Amy Tsang (Vice Chair)
 Mr. Steve Wong

STAFF: Mr. Alfonso Tejada
 Mr. Michael Hartford
 Mr. Scott Sigston
 Ms. Natasha Letchford (Item 3.a. and 3.b.)

The meeting came to order at 6:05 pm.

1. ADOPTION OF MINUTES

A motion was made and carried to adopt as circulated the minutes of the Advisory Design Panel meeting of May 12, 2016. Some discussion took place regarding options in how motions might be crafted, including the level of detail in motions regarding items for consideration.

2. ANNOUNCEMENTS

There were no announcements.

3. NEW BUSINESS

a.) 1502 – 1546 Oxford St. – Preliminary application for 180 bed seniors' care facility

Ms. Natasha Letchford, Community Planner, introduced the project and provided background on the site and surrounding area. The Official Community Plan designation is "Level 5 – Low Density Residential" and the proposal is a preliminary application for OCP amendment to a higher density and rezoning of the site.

The proposal is for a 180 bed residential care facility in a six-storey building. A 5 metre land dedication is proposed at the at east side of the site to allow for the construction of the "green spine" – a linear parkway within the Lynn Creek Town Centre.

The Chair welcomed Ms. Mary McDougal and Mr. Derek Crawford of Derek Crawford Architect, who introduced the project to the Panel. Ms. McDougal and Mr. Crawford noted the following points:

- The residential care project is a partnership with the BC Ministry of Health
- The applicant is looking for feedback from the Panel to help steer the project and help resolve design issues early
- Floor plans are almost identical throughout the 6 storeys with a mix of 30 beds per floor and one private dining area per floor
- Residents will have walking routes throughout the building and courtyards but will not have access to the street
- The building will have a residential character fronting Orwell Street and Mountain Highway
- The external character will be contemporary, with proposed materials being residential in nature with natural wood, large soffits, and an appealing residential form
- The six storeys will be broken up into various elements to accentuate the residential character
- Base of the building is to be almost a podium, with a raised terrace element

Mr. Travis Martin, Landscape Architect, presented the landscape design with reference to the following comments:

- Principles include the creation of a secure courtyard, and seating and social spaces for activities in three shared outdoor spaces
- North shared space is an extension of the dining room with an opportunity to bring the outside into the building (and vice versa)
- A landscape buffer at the north will help to limit impact of future development
- Second courtyard (at south-west) will be intended for residents and staff
- Third courtyard (at south-east) will have seating and garden elements as well as a greenhouse in the corner
- Objective is to create opportunities to bring residents out of the building when they are visiting relatives as well as to provide outdoor areas for staff
- Raised planters will be accessible for persons in wheelchairs
- Fencing is designed to act as a barrier without being opaque
- Water features will create interest and white noise
- All season structural plantings are included as well as a healing garden

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:

- Where will the kitchen be located? Ideally on the lower level – below grade
- How does the loading dock work – are residents accessing this area? It would primarily be for deliveries and garbage collection. Typically no more than once per day.
- Is there a freight elevator in the loading dock? Yes

- What is the team's experience? The team has three existing locations - Kamloops, Penticton, and Prince George – and senior management has worked in residential care for 20 years
- Does Vancouver Coastal Health have a say in the functionality? Yes the licensing requirements come from VCH
- Are there many ambulances expected to access the site? Ambulances rarely attend these sites
- Are there any bike racks for visitors? Yes, there are intended to be, most likely in the front drive court area.
- Why is there no underground parking plan or upper floor plans? As this is a preliminary application, the full floor plans have not yet been developed. The intention was to attain early feedback from both the Design Panel, and the District
- Is there any space in the building that would accommodate all of the residents in a group? No; but there are larger spaces with retractable walls to allow for larger events
- How long would residents be expected to reside here? About 2 years
- Can over-height vehicles be accommodated in the underground parking? No, the expectation is that larger vehicles will be accommodated in the front drivecourt area
- It appears that each floor has a separate dining area – is the kitchen is located in the basement area and food then moved to upper floors? Yes, with prep areas adjacent to each of the dining areas for serving
- What is the green building target? The DNV policy is for LEED "Gold" which the project will fulfill

Mr. Michael Hartford read the comments of Mr. Alfonso Tejada, District Urban Design Planner:

- Careful site planning is necessary to integrate the project with the "green spine" along the east property line
- There is some concern regarding the relationship of the project to Mountain Highway and ensuring a positive street level experience for pedestrians on this elevation
- There may be merit in creating a sense of individual unit entry for units facing the streets on Mountain Hwy and Oxford Street. Related to this, the units facing the green spine should have a residential character and a relationship to the pedestrian area.
- Access to the underground parking and drop-off/pick-up area needs to be carefully considered to ensure a useable and well-designed space that works successfully with the Oxford Street frontage.

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

- There were general suggestions that precedent images are promising and the proposed building has a handsome with a contemporary feel
- Proposed courtyards appear to be positive elements and will provide a variety of outdoor spaces
- Design and function of the front entrance area should be reviewed to ensure that visitor, resident, and delivery traffic and movements can all be accommodated
- The width of the building at 220 feet does not appear to be overly problematic as the principal façade has been sufficiently broken up

- Accessible pedestrian routes around the building should be addressed
- The six storey height of the project may create some challenges for the existing and future residents of the properties to the north, so this should be considered, particularly in the landscape design
- The project as designed is aligned with the rear property line, rather than the angled frontage of Oxford Street – some suggested that there may be a benefit in bringing elements of the building closer to Oxford Street to reflect the angle of the street, while other members commented that having the open spaces in the southern portions of the site is a better use of this area
- Due to the building's mass, it seems like it would benefit from a podium element
- Eliminating steps into the raised patio garden would be a positive way to address accessibility
- Interior staff areas as well as washroom facilities for visitors should be wheelchair accessible
- Accessible parking may be a challenge in the project, and adequate accessible parking should be provided at grade level
- Given the occupancy of the building, areas of refuge need to be considered carefully
- Longer-term maintenance of cladding materials should be considered, as it may be impractical to refinish natural cedar cladding at upper levels
- Loading area would benefit from review to ensure appropriate function
- The proposed inset courtyard will be in shade for portions of the day so formatting of this courtyard area should reflect environmental influences
- Southwest corner of building seems like it would be an appropriate location to have a patio space for use by residents and our staff – this would also allow a linkage to the street frontage on Mountain Highway
- With the kitchen proposed below grade, consideration should be given to venting of the kitchen in a way that avoids complaints from fan noise

The Chair invited the project team to respond.

The applicant team noted an appreciation for the comments made by the Panel and made the following remarks:

- With regard to raising the building and creating a podium element, it was noted that this could provide a greater street presence, but due to accessibility issues and the desire for the outdoor areas to be easily accessed from the interior, it was felt better to keep the first floor closer to the existing grade level
- In order to help create a greater presence on Oxford Street, the team will explore options for the south courtyard with adjusted fencing and an overhead structure
- The team can explore creating more of a social space at the southwest corner of the site

The Chair invited the Panel to compose a motion:

MOVED by Tieg Martin and **SECONDED** by Diana Zoe Coop

THAT the ADP has reviewed the proposal, **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

b.) 229 Seymour River Place – Detailed application for a commercial/residential mixed-use project with 201 residential units and approx. 10,000 sq. ft. of commercial space

Ms. Natasha Letchford, Community Planner, introduced the project and provided background for the site. The proposal requires an OCP amendment and rezoning. Surrounding uses include multi-family to the west, the relatively recent Northwoods Village mixed-use development to the south including the new Stongs grocery store, with industrial uses to the east which may be redeveloped for multi-family.

The proposal includes a six-storey building with 10,500 sq. ft. of commercial space at ground level, 201 residential units, and 286 parking stalls.

A key north-south pedestrian and vehicle connection exists adjacent to the site at Seymour River Place.

The Chair welcomed the applicant team and Mr. Keith Hemphill of Rositch Hemphill Architects introduced the project to the Panel. Mr. Hemphill noted the following points:

- The site is fairly complex with a change in grade from north to south
- Existing buildings at the site are due for redevelopment
- The intersection at Old Dollarton and Seymour River Place will become an important focal point for Maplewood, and the through street (Seymour River Place) will allow for a plaza area and open space adjacent
- Parking at ground level will be primarily commercial parking, as well as some residential parking for the proposed townhomes - the remaining residential parking is below ground
- The commercial spaces are located where the District desires commercial activities
- The property to the north-east could not be acquired by the developer, but a future development on this site would have a shared access to the proposed garage via a knock-out panel to allow for shared access in future
- A mix of market housing and 28 replacement rental units is proposed, as well as an additional 10 rental units, for a total of 38 rentals
- Colours and finishes proposed include highlight a natural west coast palette, with two different colour schemes in the various parts of the building

Mr. Daryl Tyacke of ETA Landscape Architecture presented the project to the Panel with reference to the following concepts:

- Townhouse unit entries on Old Dollarton Road are raised somewhat above the street level to assist in creating privacy for outdoor spaces
- Landscape plan highlights use of native plant materials
- A more urban character is proposed at south-east portion of site, with a more natural character at north-west
- Podium level courtyard will be somewhat shady so a variety of shade-loving landscaping is proposed, with the centre of courtyard designed as a family-oriented gathering space
- A children's play area is positioned to try to reduce noise impacts to residents
- A separate adult-oriented relaxation area is proposed with seating and a fire pit
- Some of the upper units have their large private terraces which are included in the planting plan

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:

- How will loading access to the CRU's work? The loading scheme is primarily internalized because of the grade differential - there will be some stairs in the loading corridor
- How is it envisioned that a handicapped person would exit the parking area? They would leave out the front driveway area to the commercial spaces
- Where are the electrical and mechanical closets located on the residential floors? These are not yet defined, but will be resolved at the development permit stage
- Is this project non-combustible? It is a combination, it is non-combustible for the commercial area with frame construction above
- Is the roof drainage internalized? Yes
- Is a firewall required? Yes – the building will require a firewall by the main elevator
- Are waste disposal facilities shared? Yes, shared for commercial and residential
- Are interior amenity spaces proposed? No
- How do loading facilities work for residential moving trucks? Moving trucks will use either of the two loading bays
- What headroom is proposed for the loading bay area? High enough for garbage trucks to access with about 1 ft. clearance. The area will meet the height requirements for trucks as defined in the District's zoning bylaw
- What green building target is proposed? LEED "Gold"
- Was option explored to make the roof area in between the north and south portions of the west side of the project accessible? Some exploration, but not finalized
- Will the project be phased? No, intended to be built in one phase
- Can residents enter the courtyard from the street? No, entrance to the courtyard is available only from inside the building

Mr. Michael Hartford read Mr. Alfonso Tejada's, District Urban Design Planner, comments:

- For the key corners in the project (north, southwest, and southeast) more attention is required to:
 - Ensure the corners are welcoming, and where appropriate, residential in character, avoiding the current austere appearance
 - Ensure the corner at the crossroads of Front St. and Seymour River Place is designed to address the future public plaza.
- For the portion of the project on Front Street:
 - Highlighting the parkade entrance should be avoided – the entrance should be downplayed, rather than being accentuated;
 - Insufficient separation is provided between proposed buildings A and B along Front Street and this is contributing to an overly long façade and somewhat oppressive massing along Front Street.
- With regard to architectural character:
 - Project would benefit from more variety in both forms and finishes – some facades are overly long with little variety in treatment, and massing should be reconsidered to assist in addressing this.
 - The exposed north wall should receive a suitable treatment as it may remain exposed for some time

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

- The elevations along Old Dollarton Road are quite long and unrelieved – these would benefit from techniques to provide more interest
- Corners of the project are a bit weak and would benefit from review – providing greater interest at corners would be a benefit to the design
- It was suggested that the project as designed appears quite bulky
- The acute corner at the south-west portion of the site will create some challenging unit layouts and privacy impacts and would benefit from further attention – this might also be a suitable location for a break in the building
- Townhouse units would benefit from greater expression and differentiation from the units above through massing or materials
- A wider separation for the southern portions of the building could allow for more light into the courtyard
- Courtyard design seems very positive, with a suitable approach to a limited space, but greater access to courtyard from suites fronting on courtyard area would be beneficial
- The location of the CRU's and the combination of some of the functional facilities, such as loading and waste disposal, may create some challenges for strata administration
- Some attention needs to be paid to the servicing corridor for the commercial units, and it would appear that for some of the CRU's, loading could be accommodated on the street frontage
- Washroom plumbing for CRUs may be too close to the electrical rooms to meet code
- Residential loading should be resolved to ensure it is usable and does not conflict with commercial loading activities

- The project includes a large number of flat roofs, and more interest could be created with more variety in roof shapes
- Wood, stone, slate and brick are all materials included in the District's development guidelines, but vinyl siding is not included, and its use should be reconsidered
- The choice of colours and materials fairly is neutral and it would be beneficial to see different portions of the structure looking different and less neutral – colour choices could work to provide more differentiation and interest in the façade.
- The proposed colour schemes were noted as showing show quite a lot of repetition, with a lack of variety or contrast
- In the north-west portion of the site a masonry wall occurs above a wall clad in siding – the heavy element above a light element needs reconsideration
- Fall protection should be examined for roof access hatches
- Options for more greenscape on roof areas would be beneficial – including options for greater resident access to roof areas
- Project would benefit from more accessible visitor parking
- Would like to see swing doors eliminated in the townhouse bathrooms to improve accessibility
- Commercial parking entrance could be improved with some landscaping, trellis, or timber elements

The Chair invited the project team to respond. The team noted that the feedback is useful and valuable and made comments on the following topics:

- Exterior loading for commercial functions was not shown as there was significant pushback from the District on this approach
- Colour schemes can be reviewed for some alternate options
- Roof access hatches and fall protection will be reviewed
- Options for green roofs can be explored with the client

The Chair invited the Panel to compose a motion:

MOVED by Stefen Elmitt and **SECONDED** by Laurenz Kosicheck

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:

- a) Consideration for providing interior amenity space
- b) Review of functionality of loading and delivery for commercial and residential uses as well as reconsideration of combining these loading functions
- c) Review of facilities for waste and recycling to separate commercial and residential functions
- d) Review of massing to address long facades with repetitive elements, and options for breaking-up building massing at south-west corner in particular

- e) Review of proposed colour scheme and materials to provide greater vibrancy and contemporary colour gradation
- f) Exploration of ways to better express grade level townhomes through alternate material and massing choices
- g) Review of opportunities to provide roofline variation through consideration of sloped roofs and elevation differentiation
- h) Consideration of direct access from the ground plane to the interior courtyard
- i) Consideration of cycling end-of-trip facilities and scooter charging and storage facilities within the building

CARRIED

4. OTHER BUSINESS

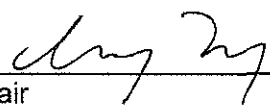
None

6. ADJOURNMENT

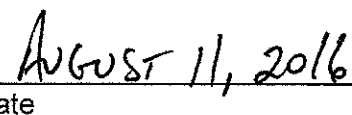
The meeting was adjourned at 8:30 p.m.

7. NEXT MEETING

August 11, 2016



Chair



Date