

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER

DESIGN REVIEW COMMITTEE MEETING AGENDA

THURSDAY, APRIL 21, 2022

4:30 PM VIA ELECTRONIC COMMUNICATION FACILITIES

(Members of the public may hear, or watch and hear, the meeting by attending the Atrium in the Municipal Hall, or via electronic communication facilities through the link provided on the Committee's webpage)

Note: Council Committee meetings are conducted in accordance with Council Committee Procedure Bylaw No. 5020, 2019 (as amended), subject to the discretion of the Chair.

CALL TO ORDER

1. Call to order.

Note: Chair will confirm that the meeting is being conducted via electronic communication facilities, pursuant to s. 5.7(b) of Council Committee Procedure Bylaw No. 5020, 2019 (as amended).

APPROVAL OF AGENDA

2. **Approval of April 21, 2022 Meeting Agenda**

RECOMMENDATION:

THAT the April 21, 2022 Design Review Committee meeting agenda be approved as circulated.

ADOPTION OF MINUTES

3. **Adoption of March 9, 2022 Meeting Minutes**

RECOMMENDATION:

THAT the March 9, 2022 Design Review Committee meeting minutes be adopted as circulated.

INTRODUCTION

4. **Introduction**

- a. Introductory presentation by staff.
- b. Applicant presentation.
- c. Clarification questions to applicant by the Design Review Committee.
- d. Roundtable discussion and comments.
- e. Recommendations and vote.

APPLICATIONS FOR CONSIDERATION

5. Applications Referred to the Design Review Committee for Consideration:

5.1 Address: 1445 Queens Avenue

Development Type: Proposed Duplex

File No.:	05.1010.20/22-018
Development Type:	Duplex
Development:	Rezoning and Development Permit
Approval Required:	Council
Architect:	Bill Curtis & Associates Design Ltd.
Landscape Architect:	PD Group Landscape Architecture Ltd.
Staff:	M. Roberts, Planning Technician

RECOMMENDATION:

THAT the Design Review Committee support the 1445 Queens Avenue application subject to further review of the following items with staff...

OR

RECOMMENDATION:

THAT the Design Review Committee require resubmission of the 1445 Queens Avenue application to address the following concerns...

OR

RECOMMENDATION:

THAT the Design Review Committee do not support the 1445 Queens Avenue application as presented due to the following concerns...

5.2 Address: 671, 685, 693 Clyde Avenue and 694 Duchess Avenue

Development Type: Resubmission of Microsuites

File No.:	05.1010.20/21-185
Development Type:	6-storey “micro-suite rental apartment”
Development:	OCP Amendment, Rezoning and Development Permit
Approval Required:	Council
Architect:	DA Architects + Planners
Landscape Architect:	Vaughan Landscape Planning & Design
Staff:	E. Wilhelm, Senior Community Planner

RECOMMENDATION:

THAT the Design Review Committee support the 671, 685, 693 Clyde Avenue and 694 Duchess Avenue application subject to further review of the following items with staff...

OR

RECOMMENDATION:

THAT the Design Review Committee require resubmission of the 671, 685, 693 Clyde Avenue and 694 Duchess Avenue application to address the following concerns...

OR

RECOMMENDATION:

THAT the Design Review Committee do not support the 671, 685, 693 Clyde Avenue and 694 Duchess Avenue application as presented due to the following concerns...

5.3 Address: 2452 to 2492 Marine Drive

Development Type: Mixed Use Development Permit Resubmission

File No.:	05.1010.20/20-105
Development Type:	Mixed Use Building – Third Submission
Development:	Development Permit
Approval Required:	Council
Architect:	IBI Group
Landscape Architect:	Durante Kreuk Ltd.
Staff:	M. Roberts, Planning Technician

RECOMMENDATION:

THAT the Design Review Committee support the 2452 to 2492 Marine Drive application subject to further review of the following items with staff...

OR

RECOMMENDATION:

THAT the Design Review Committee require resubmission of the 2452 to 2492 Marine Drive application to address the following concerns...

OR

RECOMMENDATION:

THAT the Design Review Committee do not support the 2452 to 2492 Marine Drive application as presented due to the following concerns...

PUBLIC QUESTIONS

6. Public Questions

NEXT MEETING

7. Next Meeting

The next Design Review Committee meeting is scheduled for May 19, 2022 at 4:30 p.m.

RECOMMENDATION:

THAT

1. all remaining committee meetings, including subcommittee meetings, for 2022 be held in-person; and
2. the Council Chamber in the Municipal Hall be designated as the place where committee and subcommittee meeting proceedings be held.

OR

RECOMMENDATION:

THAT

1. all remaining committee meetings, including subcommittee meetings, for 2022 be held via electronic communication facilities only;
2. the Raven Room in the Municipal Hall be designated as the place where the public may attend to hear, or watch and hear, the committee and subcommittee meeting proceedings; and
3. a staff member be in attendance at the Raven Room in the Municipal Hall for each of the scheduled meetings.

ADJOURNMENT

8. Adjournment of April 21, 2022 Design Review Committee Meeting

RECOMMENDATION:

THAT the April 21, 2022 Design Review Committee meeting be adjourned.

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
DESIGN REVIEW COMMITTEE MEETING MINUTES
VIA ELECTRONIC COMMUNICATION FACILITIES
WEDNESDAY, MARCH 9, 2022**

Committee Members: D. Harrison (Chair), R. Ellaway, E. Fiss, A. Hatch, S. Khosravi Kermani, J. Mahoney, H. Nesbitt, and Councillors B. Soprovich and M. Wong attended the meeting via electronic communication facilities. Absent: R. Amenyogbe and L. Xu.

Staff: L. Berg, Senior Community Planner (Staff Liaison); and J. Suggitt, Executive Assistant (Committee Clerk) attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 4:35 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the March 9, 2022 Design Review Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the February 10, 2022 Design Review Committee meeting minutes be adopted as circulated.

CARRIED

4. ANNUAL COMMITTEE EVALUATION

It was Moved and Seconded:

THAT the Annual Committee Evaluation be received for information.

CARRIED

5. INTRODUCTION

- a. Introductory presentation by staff.
- b. Applicant presentation.
- c. Clarification questions to applicant by the Design Review Committee.
- d. Roundtable discussion and comments.
- e. Recommendations and vote.

6. APPLICATIONS FOR CONSIDERATION

Applications referred to the Design Review Committee for Consideration:

6.1 Address: 2452 to 2496 Marine Drive

Background: L. Berg, Senior Community Planner, introduced the proposal and spoke relative to site context:

- Displayed an overview of the proposal area: site consists of 6 lots on Marine Drive in Dundarave between 2452 to 2496 Marine Drive.
- The proposed development permit is reviewed under existing Development Permit Area Guidelines and Policies. The design guidelines is where the District may consider a maximum building height of 3 storeys at any point along Marine Drive and sets out the parameters of how to achieve this. A variance for building height and number of storeys is considered under this criteria. As this application is proposed under existing zoning, there is no rezoning or OCP amendment required.
- The Committee reviewed this proposal at a meeting in September 2021 and the applicant has updated its concept drawings and is seeking feedback on current design directions based on the advice and directions given by the Committee last fall.
- The applicant will work on further design development to bring back to the Committee as a complete revised proposal for consideration. This is not a complete submission package.

Project Presentation: D. Thom (Architect) provided a presentation including:

- Displayed revised site design in response to the advice and direction given at the Design Review Committee meeting last September.
- Four main discussion topics: Building Massing; Public Realm; Building Materials and Gateway. There are also 12 design principles that are the design rational for the site.
- The Dundarave style, village character – no dominant style but the character is village-like as there are multiple styles: English, West Coast, and California. There is a consistency in scale and materials. Some design elements from Dundarave, informs character and design direction such as pitched roofs, overhangs, shingles, wood siding; these are all elements that have been used for many years and have also been used in new and contemporary buildings. This sets the stage of the character and the challenge is how to translate that into a new development. Landscaping plays an important part, there's an aspect to West Coast landscaping, some contemporary but still has the West Coast village feeling.
- The main revision from the previous proposal is cutting back the corner on 25th Street. In the guidelines there's a plaza at Marine Drive and 25th Street and the corner should be cut back even further.
- Introduction of some deep indentations, which will be smaller urban plazas on Marine Drive and on Dundarave Lane that will be places that provide character and a different experience on the street and serve as a vehicle of how buildings read and how they're viewed as separate massing.

- The top floor is set back significantly. In cross section, the height has been lowered, maximum height based on average grade per the zoning of 30ft. The height of the building at Marine Drive is approximately 30ft but the actual line is a bit less.
- The office commercial use is half a level below grade and the residential use is half a level up. There is now a combination of residential entries and porches and animation in terms of office and retail for the lane.
- A residential level has been inserted and the entire height of the building has come down by 7ft from where it was previously. This is where the density that was taken out by terracing and setbacks has been inserted into the building. The overall density has dropped but the commercial viability of the project is there.
- Proposing a 4.5 storey building versus 4 storeys, though the overall height is 7ft lower than the previous proposal.
- Displayed rendering at ground level, entering the village on the west side. A vertical element, part of the gateway as a civic gesture with a tree, announcing a point of arrival and creating its own individual character as part of the sense of arrival. There's an opportunity for providing major open space. An existing mural can be replicated to keep a sense of history and embed it into the new design. The entrance is characterized with a west facing urban plaza, that could have a restaurant and signage that announces that it's Dundarave Village.
- Can create a seaside village (vs West Coast village) look by changing the materials and the approach to storefronts – displayed various images of each.
- Displayed picture of mural installed in 1986 by Jim McKenzie located on the corner of Marine Drive and 25th Street. Potential to recommission the artist and recreate the painting as an important part of the design.
- Displayed storefront character pictures – options to create two different types of open space that is active and urban and slopes down that allow you to see down to the ocean.
- Adding an additional plaza and set back gives additional length for accessibility as the street is steeper than what can be navigated by a wheelchair. Parking has also been pulled back to provide robust planting.
- Displayed images of active plazas with passive space for a more natural, quieter experience than the hustle and bustle experience of being on Marine Drive. By pulling the underground parkade back there is space for a specimen tree. Around the corner units will all have corridor access, with porches and steps to the street to make it a safer environment and also light wells will go down to retail below.
- Displayed images at ground level showing 14ft set back for a wide sidewalk with stoops with light wells to provide visibility and option on the far end can to allow people to walk down to those retail spaces. No parking proposed in the lane, with all parking underground.
- Displayed images comparing seaside village look versus West Coast village in the difference in details (i.e. balcony railings).
- Displayed images for lower level spaces, envision yoga and wellness studios that don't require street front, storefront they're a destination with corridor access but provide some visibility. Comparable to West 1st Avenue in Vancouver for retail uses with a combination of residential use and the vitality and visibility of some

commercial use. There's a break between buildings that is the entrance to the office space with an urban courtyard and separation to make it look like different buildings rather than one big mass.

- Displayed rendering of the site with midblock connection – in the future if building to the right of the site redevelops would double in size. For now the proposal is showing a 10ft walkway with trellises.
- Displayed images different types of entries into units. Entry provides animation and wraps the corner. There's a narrow space with the scale at 10ft, with retail around the corner and add a trellis could be made into a beautiful urban space. At the midpoint of the village with the sidewalk on the other side of the street bulges out, same proposal for the site and to set the building back further to provide additional retail activity (pop ups/tents) to happen on the south side of the street.
- Displayed images of a variety of storefronts and rooftops. The top floor is set back but there is some articulation in the roof form that is subtle but important. It is not noticeable on the street but people up the hill will notice. Green roofs and active gardening on the top floor.

Committee Questions:

The Committee went on to question the presenters, with the applicants and staff responses in *italics*.

- Did you reconsider the location and what was the rationale for the pedestrian midblock crossing? *We looked at the rationale and it is part of a system and it's intended to be even wider at that particular point. There are a lot of high streets where you can jaywalk back and forth and traffic is calm. In Dundarave Village you don't do that, you cross at 24th Street, midblock, and at 25th Street. To capture that, the main way you move up and down and into the lane, and to the end of the village it just seemed to be the right place for it.*
- Will there be a variance sought to go above the height of 35.1ft? *The site is 3 storeys on Marine Drive that's measured at 35ft, 1 inch. To determine height, the height is measured at average grade which is measured at the elevation of 47.8, so anything measured at that height, that's the benchmark. Existing commercial zoning limits the project to 2 storeys. The consideration of a 3rd storey is derived from the Development Permit guidelines. The Development Permit guidelines states that a 3rd storey can be considered along the Marine Drive frontage. A variance request forms part of this proposal to go from 2 storeys to 3 storeys and to exceed the height established in the zoning bylaw and this could be varied under the Development Permit.*
- What is the cladding material on the main elevation? *The renderings show the palate of material: wood, stone, shingle siding but we're still working on the detail. The general palate of material is as per these illustrations. We will come back with more detail. The palate is West Coast village: stone, wood, heavy timber. In conversations with those in the community, there have been some discussions as to the appropriate aesthetic, West Coast or seaside. This is a workshop, we're interested in hearing from the Committee for a preference for one aesthetic approach or a combination to break up this large building.*

- How will the sunken office units of the lane be accessed? *There is access through an interior corridor and there is space to add stairs that go down. It hasn't been explored in detail yet. There is corridor access that is the main access point.*
- How many residential units to be achieved? *There will be 59.*
- Will there be other coffee shops or restaurants along the Marine Drive frontage. *Absolutely.*
- Did you consider spatial separation for the retail shops looking into other buildings? Can you get that many windows in the set back? *The return does not go all the way down the lane. The flat portion as you go around the corner, the glazing would return then there are stairs and there's no glazing. There's a portion with glazing and a portion with none. Right now it works because there's no building there but if something is built and as long as it is 20ft away, there will be no problem. Potentially there is a technical issue at that point where you might not get that amount of glazing coming around the corner.*
- Have you studied having common amenities for the top of the project? Or any outdoor amenities? *There is an amenity area in the lower level and it is a fitness area with a window that looks out because it's a half level down from that point in elevation and that's the only amenity area. We have not looked at a common amenity on the roof. The main reason for that is if we put a common amenity on the roof, we have to extend the elevator access up and height is an issue of sensitivity. There is stair access for units that are south facing that have access to the roof just for those south-facing units on top floor. There is no useable roof that someone can use as a deck or own personal gardening space. We are discussing different approaches to providing amenity spaces. Fortunately, many restaurants and cafes will become the spaces residents will use as their outdoor amenity.*
- What is the height of the office and residential? *12ft with an 8 inch concrete slab for the offices and 10ft for residential.*
- Will you be keeping existing trees on Marine Drive? *We will be keeping the existing trees and filling in as needed. Additional street trees will be planted to complete the street. There is no intention to get rid of existing trees on Marine Drive.*
- What is happening with the utility poles along the lane way? *Those lines will be buried and there are two transformers that serve the building across the street that will have to be buried.*
- The renderings show a very generous laneway but it is not that wide. Have you done a traffic study with additional underground parking? *There has not been a traffic study done but there will be. The additional set back is 14ft and we're allowing for 2 pullout areas and not allowing parking.*
- Is the underground parking the only access? Are there two levels of underground parking and bike storage or storage lockers? *Yes there's underground parking. We're still working on it. You drive into the parking and go up half a level for residential parking and bike storage. Then you go down half a level and circles around to the office space. We're still working on the number of stalls and are in favour of less vehicles and more shared vehicles. Looking for ways to reduce the*

number of parking stalls and having shared cars, especially for this clientele, active older who might not want a car but want to have access to a car.

- Is there parking for retail customers? *Yes, over half the parking stalls are allocated to the commercial uses.*
- For the lane offices, if access is from corridor how do you get to it? *There's an entrance in the middle and there's a lobby, then walk along a corridor. These are destination uses, wellness clinics, dental, yoga, destinations rather than relying on walk by traffic. We've shown examples from Boston, NY and 1st Avenue in Vancouver, there are many opportunities to have access to the lane.*
- How to make the lane pedestrian friendly, a sidewalk? *Having 14ft gives dimension to have the stairs and walk up and down the lane. The animation of having both retail/commercial and residential uses helps. And having steps and stoop provides eyes on the street and aids in feeling comfortable in those spaces.*

Committee Comments:

The Committee went on to provide comments on the presentation, including:

- Rear lane access to below grade units, explore that where possible. It was good to see the diagram for green roofs and active plantings. Retain the trees and expanding street trees planting. The character of the streetscape on Marine Drive is appropriate. The public plaza on 25th Street and transition down to the lane, the two characters works nicely and there's a good opportunity or potential for a more informal landscape that spills down the slope to think about making a connection the seaside of the beach for plantings and the character of those areas. For public art, the mural, wonder if there any other opportunities, either near the midblock connection or in the public plaza to do something. In agreement for the rationale of the location of the midblock crossing.
- Appreciate both the West Coast village and seaside village look, both are contextually appropriate and would support either aesthetic. Like the stone tower element that's creating a gateway combined with the building across the street and would make that more permanent perhaps by the cladding. Differentiating from rest of cladding from Marine Drive would make it a more prominent feature. On page 43 of the booklet the other view down Marine Drive there's a large blank wall that needs articulation. Along the lane, having entries to residential units between signage and where possible to commercial units. Concerned that someone looking for a commercial unit might walk up the stairs to those residential units, is there a clear way to delineate or maybe adding a gate. There are fabric canopies showing with stripes didn't look harmonious with the West Coast or seaside village aesthetic. If the intent is for those to be taken over by designs or branding of tenants, please show that or if the intent is to be a standard per building look, develop that further. Overall the development is shaping up very nicely.
- This is a bold presentation. You've captured the essential comments made last time and created the village character, the overall form and character is excellent. The set back for the 3rd storey on Marine Drive meets what the guidelines are looking and I would support the variances for height relaxations. For final presentation, it would appear that view impact wouldn't be a problem?

But having a view study from residences across the street could be beneficial. Providing 59 units is a benefit, rejuvenating this part of Marine Drive with smaller units on the lane sunken and not class 'A' office space provides an opportunity for local entrepreneurs, artists to get one of those units and is an opportunity for a variety of tenants. This works with topography. The materials and introducing stone helps. Public art, in two excellent plaza areas. Suggest making a presentation to the Public Art Advisory Committee around the mural. Support the location of the lane that is 10ft now and could widen and is closer to midblock. Public spaces, pockets and recesses on the lane and Marine Drive are important. In terms of architectural style: what should the character of Dundarave be? It's not Whistler, not Ambleside. Ambleside has a more sophisticated interpretation of West Coast modern. West Coast can be very modern with stone and heavy timber. Doesn't necessarily have to be West Coast but have a sophisticated modern contemporary style but use of heavy timber is appreciated and the public will respond well. Excellent presentation thanks for taking comments seriously.

- Drastic improvement from September. Appreciate the gateway element and is now a set back and proposed massing is successful. Architectural direction is going the right way. Personal preference is for a version of West Coast modern is more appropriate than seaside. The letter of intent of the guidelines either aesthetic would work. Not convinced on recreating the mural but having some continuity and a story to tell and some documentation of the existing mural could be an interesting approach.
- Would like to see a streetscape to see the building adjacent to the east. For the midblock connection, that is not proper with access through the set back. There is no access for retail at the centre. Where there is a notch in building for residential access and the other side for commercial entry, maybe a breezeway to connect the street to the laneway and get rid of the set back – you'll need to discuss with the District but it's not necessary to have a set back at that location. Public art: appreciate the approach to save the existing mural but not sure about recreating something that's there and would rather see retail at that blank wall and a nice patio and increase the plaza. The gateway is a nice idea with a stone tower but it's slightly low, would suggest you increase the height so it's more visible on the other side. For offices on the lane, they need to have access from the lane. Style and form: West Coast modern and village gives warm colours and natural elements which is nice for this location. Suggest you explore some West Coast modern instead of West Coast village style. On the street side, very rich in terms of materials, stone cladding on the base, nice canopies and wood cladding on top but on the lane side you can't see much stone on the first level. Would encourage to use more stone material at the base of the building. For the lane side, avoid using plain boxes not matching design. But in the lane the style has changed significantly to create more of a connection from the street to lane. For top of the tower provide direct access to the penthouse. It's a nice idea to have a common outdoor space on the top for residents to use. If you put a few more feet on the top everyone can use the space up top.
- A positive turnaround from September. This presentation retains a village character and is not just glass and steel, it has some quaintness, giving the laneway more character, instead of just being a utility corridor, it now looks like its part of the community.

- You've addressed all the items that were lacking in the first assessment of the proposal and did a good job of reducing the massing. I like the four-sided building that has interesting public realm on all sides. The walkway on east side is very important, whatever you can do to make it an inviting space and make it a public friendly space. All outdoor patios and areas look like it will be well received. Access to the laneway offices works out, to let passing pedestrians see and know how to get through. Good job look forward to the final presentation.

Having reviewed the application and heard the presentation provided by the Applicant:

It was Moved and Seconded:

THAT the Design Review Committee receive the concept materials favourably for the 2452 to 2496 Marine Drive development permit application and agrees with the general design direction and looks forward to further development of the application.

CARRIED

7. PUBLIC QUESTIONS

There were no questions.

8. NEXT MEETING

Staff confirmed that the next Design Review Committee meeting is scheduled for April 21, 2022 at 4:30 p.m.

9. ADJOURNMENT

It was Moved and Seconded:

THAT the March 9, 2022 Design Review Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:21 p.m.

Certified Correct:

Chair

Staff Liaison