

Director	CAO
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<u>COUNCIL AGENDA</u>	
Date: _____	Item: _____



DISTRICT OF WEST VANCOUVER  
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

## COUNCIL REPORT

Date:	April 9, 2018
From:	Lisa Berg, Senior Community Planner
Subject:	Development Application for 303 Marine Drive
File:	1010-20-17-077

### RECOMMENDATION

THAT

1. Proposed “Zoning Bylaw No. 4662, 2010, Amendment No. 4962, 2018” be read a first time;
2. Proposed “Housing Agreement Authorization Bylaw No. 4964, 2018” be read a first time;
3. Proposed “Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4962, 2018” be presented at a public hearing on May 14, 2018 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public hearing;
4. Proposed “Development Permit No. 17-077” be presented at a public meeting scheduled for May 14, 2018 at 6:00 p.m. in the Municipal Hall Council Chamber, to be held concurrently with the public hearing scheduled for May 14, 2018 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public meeting; and
5. A proposed section 219 development covenant and a statutory right-of-way to secure public access to the land attached as Appendix H to the report by the Senior Community Planner dated April 9, 2018, be presented as part of the development package.

### 1.0 Purpose

This report outlines an application to rezone 303 Marine Drive (**Appendix A**) to Comprehensive Development Zone 55 (CD55) to allow for the construction of a 26-storey residential tower and detached townhouses containing a total of 133 residential units. Presented as part of the development package are:

- a bylaw serving to amend the Zoning Bylaw;
- a Housing Agreement (implemented by bylaw) to secure 42 purpose-built rental housing units in perpetuity;
- a development permit to regulate the form and character of the proposed development;
- a covenant to deliver appropriate utility infrastructure to service the development; and
- a statutory right-of-way to secure public access to the land.

## **2.0 Executive Summary**

Darwin Properties (303 Marine Drive) Ltd. has applied for a rezoning of its property from commercial to multifamily residential and a development permit to implement the goals and objectives of the Marine Drive Local Area Plan (LAP) for this site.

The application has been assessed in context of the broad objectives of the Official Community Plan (OCP) and the local policy directions set out in the LAP. It has been considered by the Design Review Committee (DRC), the North Shore Accessibility Committee on Disability Issues (ACDI), and the Public Art Advisory Committee (PAAC), all of which expressed support for the application.

In summary, staff recommends support of the proposal. The application appropriately responds to area context, is aligned with the LAP, and delivers public benefits including purpose-built rental housing and public realm improvements. In addition to these benefits, the development will also provide a financial contribution that will advance other community amenity objectives of the LAP as determined by Council.

Staff recommends that the application be referred to a public hearing and concurrent public meeting on May 14, 2018. Prior to the public hearing, the applicant will be required to host a public information meeting.

## **3.0 Legislation/Bylaw/Policy**

### *Provincial Legislation*

The *Local Government Act* requires that a public hearing be held on the proposed rezoning bylaw and authorizes the District to enter into a Housing Agreement.

### *Official Community Plan (OCP)*

The OCP identifies the site as part of the Marine Drive Local Area Plan (LAP) and within the Lions Gate – Klahanie Sub-Area. The proposal is consistent with the LAP.

### *Zoning Bylaw*

The site is currently zoned C1 (Commercial 1) and therefore a rezoning is required.

## **4.0 Background**

4.1 Previous Decisions – Not applicable.

4.2 History

The Marine Drive Local Area Plan (LAP) provides the policy at the neighbourhood scale in order to guide land use and development. Included are design guidelines to provide direction on the form, height, massing and character of buildings as well as the public spaces and landscape between.

The site is identified as being within the *Lions Gate – Klahanie Sub Area* of the LAP. The LAP prioritizes residential use to meet housing objectives, generate less traffic than commercial uses, and not dissipate the planned commercial core in the adjacent Lions Gate Town Centre within the District of North Vancouver. For this site, the LAP calls for:

- density between 2.5 and 3.25 Floor Area Ratio (FAR);
- built form to be a single, slender tower with a small floor plate up to 7,500 square feet;
- building height between 24 to 26 storeys; and
- public realm and open spaces that enhance pedestrian connections to the commercial core, Klahanie Park, amenities, and transit.

At the June 19, 2017 Council meeting Council adopted the Marine Drive Local Area Plan.

## 5.0 Analysis

### 5.1 Discussion

#### Physical and Site Context

The site is located at the most eastern point of West Vancouver at Marine Drive, and is bounded by the District of North Vancouver (DNV) along the eastern property line. It is accessed through DNV from Klahanie Court via Curling Road and Capilano Road. To the west of the site is a BC Housing development, consisting of three storey apartment buildings. Earls Restaurant currently occupies the site and will be vacating in early 2018 to relocate to a new development in Ambleside (see Figure 1).



Figure 1: Site Context (approximate jurisdictional boundary lines shown dashed)

Positioned within close proximity to Klahanie Park and the emerging Lions Gate Town Centre, the site will be part of a transit-oriented community that is close to commercial services and public amenities, and includes a range of housing types.

### **The Proposal**

The applicant proposes to rezone the site and construct a 26-storey residential tower and four townhouses. Key features of the proposal are:

- a FAR of 3.25;
- 133 units:
  - 26 storey building with:
    - 129 residential units comprised of:
      - 87 condo units; and
      - 42 rental units (secured via a Housing Agreement).
    - 4 townhouses.
- public realm additions including pedestrian connections and a plaza, a multi-use pathway, and new landscaping;
- common resident amenity areas including children's play equipment, an open lawn area and a water feature;
- resident amenity building including recreation and fitness facilities and a guest suite;
- 201 underground parking spaces;
- 209 underground bike storage spaces; and
- 12.1% site coverage.

The proposal complies with the Marine Drive Local Area Plan (LAP). See **Appendix B** for the Project Profile and **Appendix I** for the proposed Development Permit (with the development booklet attached as Schedule A). The site plan is shown in Figure 2.





Figure 2: Site Plan

## **Project Evaluation**

### **1. Overall**

The proposal aligns with the objectives of the Marine Drive Local Area Plan (LAP) and guidelines and will contribute a vibrant development the Lions Gate Town Centre with an enhanced public realm, purpose-built rental housing, and other improvements including generous pedestrian connections, a multi-use pathway and public art.

The proposed tower incorporates elements of West Coast modernism that fits within the natural setting and announces itself as a signature building along Marine Drive. The building will serve as a gateway element moving east from West Vancouver and the Lions Gate Bridge into the emerging Lions Gate Village Centre in the District of North Vancouver. Design inspiration for the building was taken from its North Shore setting including forests, mountains and significant views in an almost 360 degree pattern. Materials such as stone and simulated wood soffits are utilized with a nod to the unique setting of the building. The basic building floor plate is approximately 662.4 square metres (7,130 square feet) and the massing is split into two distinct elements each expressed as slender elements using differentiating materials and colours. Scalloped curving balconies on the entire west elevation of the building play on the West Coast modernism architecture and add a whimsical character compared with the contrasting formal expression of the other elevations. A series of four townhouses to the north of the main building complete the site arrangement and provide a transitional scale to the adjacent Klahanie BC Housing site to the west. They have a West Coast architectural expression that is coordinated with the tower and are focused to the street.

The condo units and the purpose-built rental units contain a range of unit styles in addition to ground-oriented townhouses that will introduce a variety of housing options that respond to and fit contextually within the emerging Lions Gate Town Centre in North Vancouver. This housing direction is consistent with the LAP as it prioritizes residential use, generates less traffic than commercial uses and will not dissipate the planned commercial core in the adjacent town centre.

## **2. Density, Height and Built Form**

The project is designed in specific response to its contextual setting as part of North Vancouver's emerging urban centre focused at Capilano Road and Marine Drive. The built form, density and height are compatible with the development pattern of the area. Ultimately, the vision for this project is to read as part of this broader development, without a conspicuous delineation between jurisdictions through a coordinated public realm streetscape including a landscaped boulevard, sidewalk, and separated bicycle lanes.

The LAP established a building hierarchy and arrangement of building heights derived from an urban design analysis where heights are stepped down northward from International Plaza, with taller buildings arranged on Marine Drive. Reflecting this, the proposed building is a single tower fronting Marine Drive similar in height to International Plaza.



The new building will create the western 'bookend' of buildings along Marine Drive, creating a balance of building forms and masses. The tower rests upon a two-storey amenity building that incorporates an angled, green roof. This angularity gives a sense of dynamic movement in the amenity building street wall along Marine Drive, creating a visually interesting building form at the pedestrian level.

Lower scaled townhouses on the north of the site provide a smaller scale to the pedestrian environment and create compatibility between the Klahanie site to the west and similar-scaled development planned for the northern portion of the town centre. The proposed density, height and built form of the proposal complies with the LAP.



Figure 3: Perspective rendering at Marine Drive (looking northeast)

### 3. Urban Design and Public Realm

The overall urban design approach and the public realm intent is to integrate the proposal within both its immediate natural environment and the evolving context of the Lions Gate Town Centre. Both the natural and built environments are integrated through artistic elements, connections and materials. The ground plane design responds to the streets, the arrival sequence, and the common amenity areas while being integrated with public connections that flow to the adjacent streets, neighbouring developments and the recreation network.

The public realm will benefit from unrestricted public access through the site on pedestrian walkways that will connect it with Marine Drive, Curling Road and beyond.

- a. **Pedestrian Connections:** Pedestrian connections are planned that will connect the site to its surroundings:

North and South: a multi-use pathway will connect the site from Klahanie Court/Curling Road<sup>1</sup> to Marine Drive. It will run the full length of the east property line (also the municipal boundary line between DWV and DNV) that will serve as the primary sidewalk and cycling connection, complete with boulevard street trees and landscaping. The width of the multi-user pathway ranges from 5.2 metres (17 feet) in front of the townhouses to 4.2 metres (13.8 feet) at the south end. The south end of the multi-user pathway will be twinned with a similar-width pathway in DNV as part of a planned development to the east.

For a portion of the west property line, a sidewalk will give a secondary pedestrian option giving residents an alternative route to connect to Marine Drive and public transit. This secondary route could also connect to the adjacent Klahanie housing next door in the future.

East and West: Along the southern edge of the site, a widened sidewalk, a new separated bike lane and a seamless boulevard transition between West and North Vancouver will be created. At the north of the site, there will be a refreshed sidewalk along the Klahanie Court frontage. Lastly, a sidewalk to the centre of the site will complete its connectivity and sense of transparency to the surrounding neighbourhood.

The pedestrian connection network is shown in Figure 4.

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<sup>1</sup> At the municipal boundary, Klahanie Court changes into Curling Road heading east.



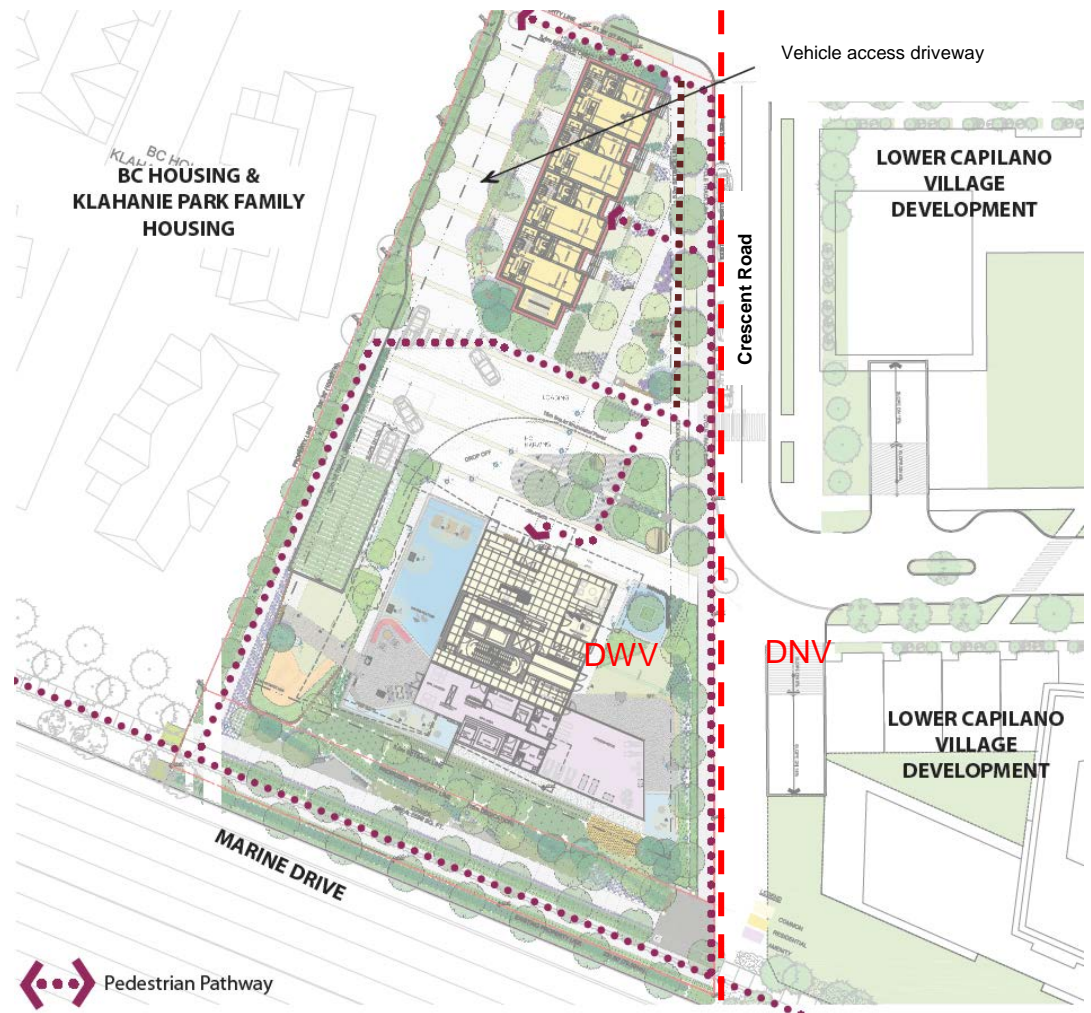


Figure 4: Pedestrian connections (public and residents)

- b. **Central Plaza:** Serving to emphasize the pedestrian and open the site to the surrounding area, a central plaza functions as the heart of the project. It connects the site to its residents, open spaces and the neighbourhood beyond. With landscaped elements and patterned pavers, it will prioritize pedestrian activities and be a place to pause or for residents to wait to be picked up, as well as serve as a visual amenity.
- c. **Open Space:** The ground floor of the building is composed of a sequence of common spaces including social gathering spaces, meeting rooms and fitness facilities for residents of the development. At the southwest corner is an open lawn area surrounded by garden areas, a children's play area and a central common terrace. The open space wraps around the south of the building and blends in with the public realm along Marine Drive. At the southeast corner of the site, the resident amenity building opens out to a second common patio and lawn area, which will animate the space and will be visually connected to the multi-use pathway along the east side that connects to Marine Drive.

- d. **Building Design Elements:** Artistic design elements will be incorporated within the building that include the light and water, bringing animation and interest to the public realm. The southwest corner of the building is supported by ‘tuning fork’ style columns. Underneath will be a soffit fit with LED panels that could have changing patterns of light and colour, acting as an artistic canvas for images. A reflecting pond will be located underneath to playfully mirror the lights above. The applicant will be working with an artist to carry the theme of light up the tower. Backlit LED metal perforated panels will convey an artistic image, as exemplified in Figure 5, which could be viewed from greater distances such as the Lions Gate Bridge, Capilano Road, and various other strategic points. These lights can also have varying colour to coordinate with seasons or special events.



Figure 5: Building Design Elements

#### 4. Housing

Planning for and providing a variety of housing options contributes to healthy, complete communities. West Vancouver's supply of purpose-built rental housing is made up of approximately 1,900 units most of which were built during the 1960s and 1970s. This stock is now 40 to 50 years old. While the District has taken measures to help prevent the loss of rental housing to strata ownership, the District has no legal authority to prevent demolition of a rental apartment building or require that a redeveloping property remain rental, and has limited incentives that compete with the market that would create new rental housing.

Only 91 units have been approved or built to the rental housing inventory since the 1970s. These units have been secured through major rezoning applications<sup>2</sup>. The proposal would add 42 new units (representing 31.8% of the total units in the project) to the District's ageing rental stock, making this a significant contribution.

The proposed 42 rental units are to be provided in the tower and secured in perpetuity through a Housing Agreement (**Appendix G**). The units are located on floors 3 to 8 and offer a variety of unit sizes including 1 and 2 bedroom units.

## 5. Community Amenities

New developments provided for in the Marine Drive LAP are to deliver community amenities related to the impacts of new development. The value of the amenity is proportional to the increased potential of land use under the LAP in comparison with existing zoning. District policy defines a range of appropriate amenities, including housing affordability and diversity, child care and cultural facilities, heritage preservation, public art, and public space, parks and the environment. The principal amenity focus of the LAP is the delivery of housing affordability and diversity to ensure that housing stock continues to meet the needs of District residents including families with children, working professionals, youth and seniors.

The proposal will also contribute funds toward public art to advance the public art objective of the LAP. The delivery of this art piece will be through a District-led process with funding via community amenity contributions that will be collected from projects within the LAP area. Its final design, form, location and detailing will evolve with input from the Public Art Advisory Committee and Council.

It is envisioned that a consolidated public art installation could ultimately be installed around all four corners at the intersection of Marine Drive and Taylor Way, marking the gateway to the community through a unique artistic expression.

## 6. Advisory Committees

### a. Design Review Committee (DRC)

The DRC considered the proposal at its November 16, 2017 meeting and recommended support of the application, subject to further design development with staff of specified items as noted in the DRC minutes attached as **Appendix C**.

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<sup>2</sup> 16 units ("Water's Edge") in perpetuity; 4 units ("Dundarave Landing/IGA") but only for 10 years and expired in 2017. A further units ("Onni") and 41 units ("Hollyburn Gardens") are secured via Housing Agreements, but are not yet constructed.

*b. Accessibility Committee on Disability Issues (ACDI)*

The ACDI considered the proposal at its January 11, 2018 meeting and was supportive of the application. A report from the ACDI is attached as **Appendix D**.

*c. Public Art Advisory Committee (PAAC)*

The PAAC considered the proposal at its February 14, 2018 meeting and was supportive of the application. Excerpts from the PAAC meeting are attached as **Appendix E**.

## **7. Transportation**

### *Parking, Loading and Access*

The proposed access is from Klahanie Court. Early versions of the project arranged access from a new road extension in North Vancouver to the east. However, this placed a heavy focus on vehicles at the ground plane and visually severed the townhouses from the tower. Further, the construction timing of the new road extension in North Vancouver is uncertain. To address these points, access was relocated to Klahanie Court. This created opportunity to enhance the public realm with a pedestrian-oriented plaza and a multi-use pathway down the east property line that is not interrupted by vehicles entering and exiting the site.

The applicant proposes two levels of underground parking providing a total of 201 parking spaces and 209 bicycle storage spaces. The proposed amount of parking is consistent with the provision of the Marine Drive LAP. A small portion of surface parking is provided for temporary and short-term resident convenience (e.g. drop off, pick up, service vehicles, loading/moving, etc.) and is integrated into the plaza design in order to minimize its presence.

Of the 201 parking spaces, 30 spaces are provided for the rental units, 166 spaces for the market condominium units, and 5 visitor spaces. No on-street parking is proposed.

### *Promoting Transportation Goals*

To promote regional transportation goals a 10-metre (33 feet) wide portion of the property along Marine Drive will be dedicated to the District to accommodate future improvements. This road dedication will accommodate future bike lanes, utilities, and sidewalks. The design intent is to create a seamless public realm interface between the municipal jurisdictions.



### *Transportation Impact Assessment*

A transportation study was conducted and submitted as part of the rezoning application to assess the transportation impacts of the development. Access to the site is a key planning consideration given the site's location along Marine Drive. The area benefits from nearby transit service that connects directly to downtown Vancouver and to Park Royal to the west, providing an efficient transit option for residents. This service is enhanced during peak travel times to Vancouver – e.g. morning and afternoon rush hour times – service is increased to deal with additional demand.

When Earls restaurant vacates the site, the two existing driveways to Marine Drive will be permanently closed. All traffic to the site thereafter will be from the internal road network, via Capilano Road, Curling Road and Klahanie Court. With the removal of the restaurant and the anticipated road improvements planned for the Lions Gate Town Centre, including coordinated intersection signaling and a new local road network, capacities on the Capilano corridor are expected to be adequate, with minor overages in delay and volume-to-capacity ratio for some movements. Removal of the access driveways on Marine Drive will decrease interruption to traffic flow as well as improve general traffic, bicycle, bus and pedestrian movements.

### *Construction Parking Management*

During construction, efforts will be made to minimize traffic impacts on the surrounding area as the neighbourhood is undergoing transformation with the development of the Lions Gate Town Centre. Specifically, minimization of interruptions to the BC Housing site to the west and Klahanie Park will be priority. The applicant will be asked to explore strategies to reduce disruptions such as coordinating construction material hours to non-peak traffic hours, encouraging workers to take transit, sourcing available parking lots in the area, and coordinating with the District of West and North Vancouver for any off-site vehicle staging (i.e. large concrete pours).

A Traffic Management Plan (TMP) will be required as part of the building permit and all construction must comply with the District of West Vancouver's Noise Bylaw. Lastly, the applicant has been requested by North Vancouver to ensure that its construction parking management is coordinated with the greater area, given the amount of concurrent projects that are under development.

## 8. Sustainability

The proposal is aligned with the Marine Drive LAP expectations for high-performance buildings, including Step 2 of the BC Energy Step Code. Council recently adopted the highest community-wide minimum Step Code requirements in the province, effective July 1, 2018. The applicant's commitment meets the existing West Vancouver minimum expectations and they are exploring options for attaining excellence in sustainable design and energy efficiency, including:

- building design that is District Energy (DE) compatible;
- LEED Gold certified;
- Passive House<sup>3</sup> design for the four townhouses; and
- compliance with Step 2 of the BC Energy Step Code.

The applicant is working to implement measures to facilitate low carbon energy infrastructure within buildings, including investment in better mechanical systems and sub-metering of each residential suite to reduce carbon emissions beyond what is encompassed by LEED. This approach uses technology and user-behaviour to manage energy use within the building. Further, the applicant is committed to Passive House construction for the four townhouse units. Passive House buildings consume up to 90 percent less heating and cooling energy than conventional buildings<sup>4</sup>.

Specifics to meet these green building requirements include:

- Heat Recovery Ventilators (HVRs) in each suite;
- individual energy-use sub-metering in each use, demonstrated to significantly reduce energy use through occupant behaviour;
- centralized heat-pump technology to utilize ambient outdoor air temperatures to reduce the input energy requirement required to heat or cool indoor spaces;
- water-based high efficiency radiator technology to heat and cool interior spaces;
- Electric Vehicle (EV) and bicycle charging facilities (or provisions for future installation for each residential suite);
- occupancy sensors on all common area and parkade lighting; and
- reduced lighting levels in common areas and suites.

Sustainability commitments are secured via the development permit attached as **Appendix I**.

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<sup>3</sup> Passive House (Passivhaus) is a voluntary energy-based construction standard.

<sup>4</sup> <http://www.passivehousecanada.com/about-passive-house/>

## **9. Growth Related Contributions**

The applicant proposes a voluntary Community Amenity Contribution (CAC) in an attempt to address the growth related impacts to rezoning the site. CAC offers typically include either the provision of on-site amenities (if appropriate) or a cash contribution that can be put toward other public benefits. CAC offers take into consideration community needs, area deficiencies and the impact of the proposed development on District services.

Through a negotiated approach with the District, the applicant offers a total voluntary cash CAC of \$7,344,140. District staff have reviewed the applicant's development proforma, with confirmation by third party consultants, and conclude that the CAC offered is appropriate and recommend that the offer be accepted.

It is proposed that the CAC be used toward:

- public realm improvements such as connections over Capilano River, trail improvements, bicycling, etc.;
- public art; and
- other District projects and initiatives that advance the community amenity goals of the Marine Drive Local Area Plan.

Approval of timing specific projects will be brought forward as part of the Capital Plan and Budget process at Council's discretion.

## **10. Servicing**

### *Storm Water*

The existing site consists of entirely impervious surface area (e.g. fully paved) with the exception of some small planted areas. The redevelopment of the site will require an onsite storm water management plan, including but not limited to storm water management features such as a green roof with growing mediums, increased gardens and planted areas (i.e.: absorbent landscapes), and a bio swale feature, to help mitigate storm water runoff and improve runoff quality and watershed health.

### *Sewer*

The site is serviced directly by a District of North Vancouver (DNV) sewer trunk main that feeds into a regional main. It is anticipated that the DNV portion of the sewer trunk will require an upgrade on Marine Drive to accept the additional flow from the proposed development. The applicant will need to work with DNV to confirm this and secure a new connection as required.

### *Water*

The site is serviced by a District of West Vancouver (DWV) water main directly from Marine Drive. It is anticipated that the existing water main is capable of servicing the proposed development and providing adequate fire flows. Prior to rezoning approval, the applicant and their civil engineering consultant will need to confirm water infrastructure requirements for provision of adequate service levels the site.

All servicing costs associated with the development are the responsibility of the developer. A covenant is proposed to establish the appropriate service levels and design criteria to service the development. Servicing costs are in addition to any CAC's and Development Cost Charges (DCC's). DCC's are payable at the time of building permitting.

### **Implementing the Project**

In order to implement the project, a number of items require completion including:

- approval of the rezoning bylaw and a Housing Agreement (to secure the 42 rental housing units);
- registration of a covenant regarding utility servicing; and
- registration of a statutory right-of-way to secure public access.

### **Rezoning Bylaw**

The proposed Comprehensive Development Zone (CD55 – 300 Block Marine Drive) is a site-specific zone that reflects the development proposal and would regulate the land use based on it (**Appendix F**).

### **Housing Agreement**

This agreement serves to secure and protect 42 units for rental purposes for the life of the building and is implemented by bylaw. The proposed Housing Agreement Authorization Bylaw (with the agreement attached) is attached as **Appendix G**.

### **Covenant & Statutory ROW (Legal Agreements) (Appendix H)**

One covenant and one statutory right-of-way (ROW) are proposed:

1. Section 219 Covenant: This covenant sets out the developer's obligation to provide the appropriate utility infrastructure to service the development is constructed. Detailing of the works is required prior to adoption of the rezoning bylaw.
2. Statutory Right-Of-Way: The ROW secures public access through the site and for the owner to maintain the public areas in good condition.

The covenant and right-of-way are presented as part of the development package are substantially completed, pending acceptance for registration at Land Titles Office.



## **6.0 The Process of Bylaw Consideration**

### **6.1 Public Information Meetings**

In accordance with the Development Procedures Bylaw, the applicant has hosted two information meetings prior to Council consideration of the proposal. The first meeting was on February 25, 2015 on an initial version of the proposal (and prior to the adoption of the LAP). A meeting was held on October 11, 2017 on the current proposal in order to give the public an opportunity to learn about the development.

Should Council give the proposed bylaws first reading and forward the proposal to a public hearing, the applicant will be required to organize and publicize a third information meeting to be held prior to the public hearing. The purpose of this meeting is to give residents an opportunity to learn about the proposal in advance of the public hearing.

### **6.2 Consideration of Bylaws and Development Permit**

Following first reading of the bylaws and scheduling of a public hearing by Council, District staff will give notification of the public hearing consistent with District policy and legislated requirements. Concurrently with the public hearing (at the same meeting) Council provides an opportunity for those who consider they are affected by the proposed development permit to make written and/or oral representations to Council.

After the close of the public hearing (on the same day or a different day) Council may give second and third readings to the bylaws. After second and third readings of the bylaws and at a subsequent Council meeting, Council may adopt the bylaws once District staff confirm any conditions precedent to adoption have been met (see section 6.3 below).

### **6.3 Conditions Precedent to Adoption**

Prior to adoption of the bylaws and approval of the development permit, the following requirements must be met:

- registration of the covenant, with the details of the required servicing works to be completed prior to bylaw enactment (the right-of-way forms a schedule to this covenant and will be registered at a later date);
- payment of the voluntary community amenity contribution;
- dedication of the frontage of the lands for road; and
- Ministry approval on the proposed rezoning bylaw.

The Housing Agreement is registered as notice on title after the Housing Agreement bylaw is adopted.

#### 6.4 Public Engagement and Outreach

A public information meeting was held on the initial version of the proposal, prior to the adoption of the LAP. The application was put on hold during the creation of the Marine Drive Local Area Plan, and after significant community input and Council consideration, what began as a study became the first LAP for the District as part of the ongoing OCP review.

#### 6.5 Other Communication, Consultation, and Research

Planning staff has consulted with District staff from various departments including: Engineering; Land Development; Permits and Inspections; and Parks. The applicant has worked to address each departments noted comments and is satisfied with the proposal, subject to further detail review during the building permit phase, should the proposal be approved. District staff will also continue to work with the District of North Vancouver on shared utility infrastructure, details of the multi-user pathway, and other interjurisdictional matters.

### 7.0 Options

#### 7.1 Recommended Option

Council give first reading to the proposed bylaws and set the date for a public hearing and concurrent public meeting.

#### 7.2 Considered Options

- a) give first reading to the proposed bylaws and set an alternative date (to be specified) for a public hearing and concurrent public meeting; or
- b) defer consideration of the proposal pending the receipt of additional information (to be specified) be provided and available to assist in consideration of the application; or
- c) reject the application.

### 8.0 Conclusion

Staff assessment of this rezoning application has concluded that the proposal is appropriate and supportable. The application is set to deliver appropriate community benefits including purpose-built rental housing, public realm improvements, and diversified housing choices and it will be a positive contribution to the emerging Lions Gate Town Centre. Further, if approved, this application will contribute funds to promote the community amenity objectives of the LAP.

The proposed building and townhouses are designed to respond contextually to the surrounding neighbourhood and will be a signature building at its prominent Marine Drive location. With its West Coast inspired architecture that is thoughtfully integrated with the public realm, it will add visual interest to the skyline and promotes sustainable building technologies and methods.

Staff recommend that the application be scheduled for a public hearing and concurrent public meeting, together with the development package including the proposed amending bylaws, legal agreements and development permit.



Author:

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Lisa Berg, Senior Community Planner

Concurrence

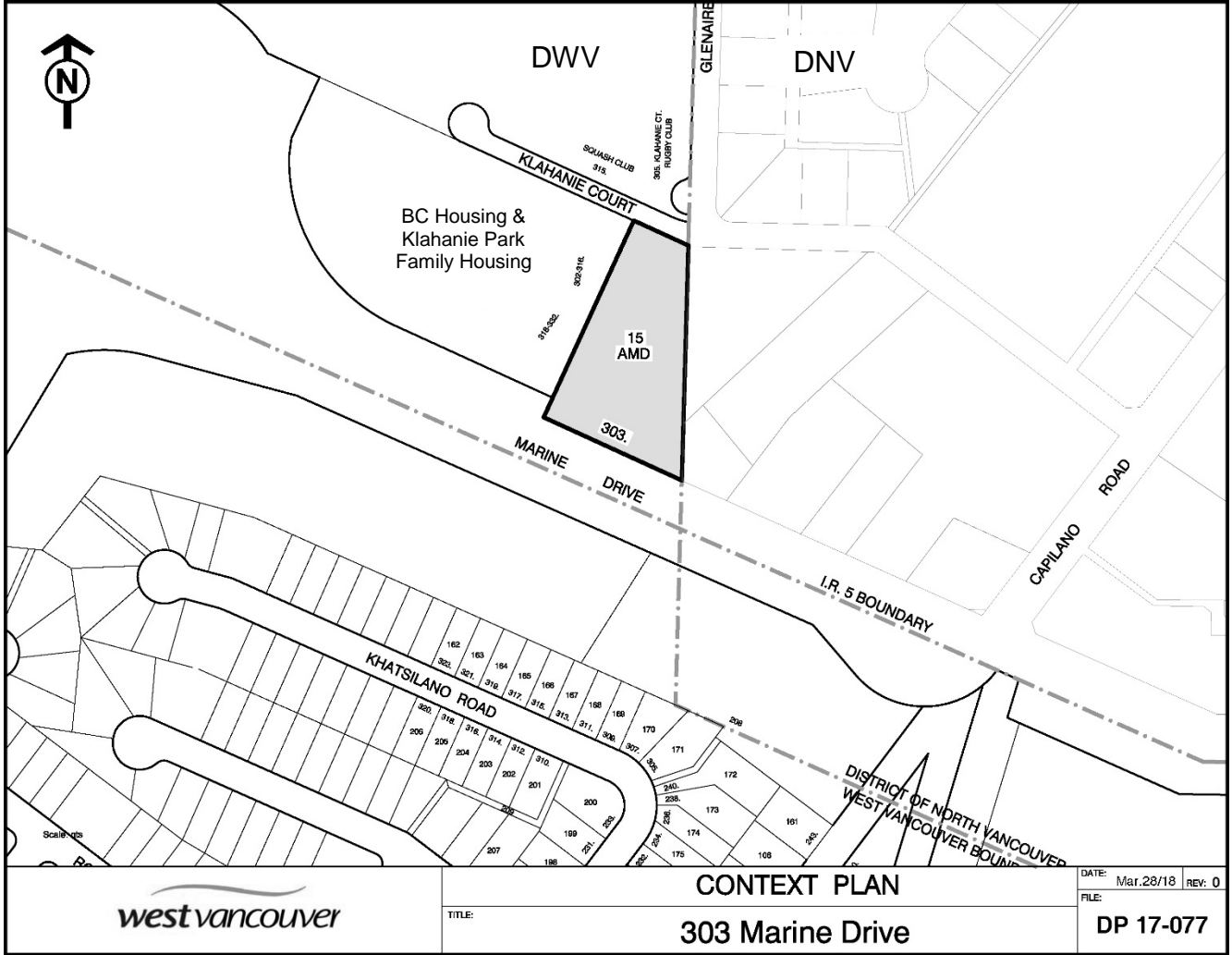
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Matthew Roddis, Manager of Urban Design and Current Planning

Appendices:

- A. Context Map
- B. Project Profile
- C. DRC Minutes
- D. ACDI Report
- E. PAAC Minutes
- F. Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4962, 2018
- G. Housing Agreement Authorization Bylaw No. 4964, 2018
  - Schedule A (Housing Agreement)
- H. Section 219 Covenant
  - Schedule A (Site Plan)
  - Schedule B (SROW)
  - Schedule C (Works and Services)
- I. Development Permit No. 17-077
  - Schedule A (Design Booklet)

# APPENDIX A – CONTEXT MAP





# APPENDIX B – PROJECT PROFILE

at April 9, 2018

<b>Project:</b>	<b>THE SENTINAL</b>
<b>Application:</b>	Development Permit No. 17-077
<b>Applicant:</b>	Darwin Properties (303 Marine Drive) Ltd.
<b>Architect:</b>	Chris Dikeakos Architects Inc.
<b>Landscape Architect:</b>	ETA Landscape Architecture
<b>Address:</b>	303 Marine Drive
<b>Legal Description:</b>	LOT 15 DISTRICGT LOT 790 Plan 4918
<b>PID:</b>	011-279-567
<b>OCP Policy:</b>	Marine Drive Local Area Plan (LAP) & Guidelines
<b>Zoning:</b>	C1
<b>Heritage Register</b>	No
<b>Summary:</b>	To rezone the site to allow for a 26 storey residential building containing 133 residential units.

	BYLAW C1	LAP	PROPOSED <sup>5</sup>	COMMENTS/NOTES
<b>Site Area</b>				
303 Marine			4,954.6 sq m (53,331 sq ft)	
<b>Floor Area</b>				
• Total area, all floors			16,102.4 sq m (173,325 sq ft)	To calculate FAR
<b>Floor Area Ratio</b>		2.5 – 3.25	3.25	Consistent with LAP
<b>Unit FA &amp; Units</b>				
Residential:				
Total Residential Units:			133	
• Residential Units			• 91	
• Rental			• 42	
<b>Setbacks</b>				
Front Yard (Klahanie Ct)	0 m		3.4 m	As per CD zone
Rear Yard (Marine Dr)	0 m		3.0 m	
Side Yard (East)	0 m		5.2 m	
Side Yard (West)	0 m		5.2 m	
<b>Site Coverage</b>				
Total area:			12.1%	
<b>Height &amp; Storeys</b>				
Residential Tower:				
Building Height	7.6 m		85 m	
No. of Storeys	2	24 - 26	26	Consistent with LAP
Townhouses:				
Building Height	7.6 m		10.1 m	Includes +1.0 m for Passive House construction methods
No. of Storeys	2		3	
<b>Parking</b>				
<b>Total:</b>	1/18.6 sq m	191	201	Consistent with LAP
• Residential Units		• 159	• 166	
• Rental Units		• 32	• 30	
• Visitor		• n/a	• 5	
<b>Bike Storage</b>				
<b>Total:</b>			209	

<sup>5</sup> Source: Information provided by applicant

# APPENDIX C – DRC

## Excerpts of the November 16, 2017 Minutes

### SENTINEL TOWER (EARLS SITE), 303 MARINE DRIVE

#### Background:

Senior Community Planner Lisa Berg gave an overview of proposal. Single 26-storey residential tower containing 117 units, plus four detached townhouse units (total of 121 units<sup>6</sup>). The proposal generally aligns with the design and development policies of the Marine Drive Local Area Plan (LAP).

#### Project Presentation:

Richard Bernstein Principal of Chris Dikeakos Architects provided an overview of context, design guidelines and rationale.

- Site Context – an overview was provided on the proximity to Lions Gate Bridge, access and the surrounding area.
- Site Analysis – provided an overview of how this is a triangulated site and how the site responds to the LAP, and its North Vancouver - Capilano River context.
- Land Use Plan and Policy – tower is supported by proximity to two urban centres linked by open space and green connections, and supported by transit.
- Policy:
  - *Part of Emerging Community* - The Lions Gate - Klahanie Sub-Area is envisioned as a transit-oriented community that is close to amenities and with a wide range of housing choice.
  - *Land Use* - residential tower that compliments Lions Gate Village guidelines and keeps within the policy framework. Residential tower with 24 rental units and keeps within policy units of 3.25 FAR.
  - *Public Realm and Built Form* - lower scale building form fronting Marine Drive reinforcing a mixed-use node at Capilano Road and Marine Drive. A north/south public space connection between Marine Drive and Klahanie Park is created to punctuate pedestrian mobility and to increase the visibility between the park and Marine Drive.
  - *Respond to Context* – tower orientation/position and tower street-wall building form along Marine Drive relate strongly to the towers and street wall along Marine Drive in the Lions Gate Village plan. Tower massing is articulated into two different expressions which thin the appearance of the overall tower. The tower height book-ends Lions Gate Village by closely matching the height of International Plaza.
  - *Exemplary Design* – consideration given to surrounding area skyline and view lines. Residential use is prioritized and follows guidelines through distinguished signature towers that are stacked and have differing heights. Capturing roof terrace views and complimenting skyline views with design of upper portion of tower. Have also incorporated art into design and into south west corner of design.
  - *Redevelop as Residential Use* – residential use has been prioritized with amenities, no commercial and three levels of rental units.
  - *Signature Tower* - 303 Marine Drive will be a signature gateway tower and a visually strong entry to the Lions Gate Town Centre. Tower has four distinct “fronts” to address the surrounding context.

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<sup>6</sup> Revised March 2018

## APPENDIX C – DRC

### *Excerpts of the November 16, 2017 Minutes*

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- *Integration with Nature* - tower adjacent to natural setting at north end of Lions Gate Bridge. Landscape continues along Marine Drive frontage. Further responded to this through application of a perforated metal screen that is backlit by LED lights with tree patterns that will be viewed along the tower.
- *Architectural Expression* – distinctive water features and column expression at southwest corner of the tower will further be highlighted with features such as articulating base by lifting the tower onto two main fork columns. Further distinguished through using two different glass elements. Perforated metal backlit LED panels at the top and side of the tower emphasize the architectural design and location of the tower. Tower entry scaled to a better pedestrian experience with and pattern pavement
- *Massing* – variations in height adhere to these guidelines. Tower and amenity volume align with Marine Drive. Stepped massing forms individually expressed to allow for a slender tower with a small floorplate to mark the western edge of the town center at the same time that breaks down the overall scale. Three-storey townhouses, transitional scale to the BC Housing Site. Lower two/three storey amenity volume expression fronting Marine Drive relates to adjacent Lions Gate Village street wall forms.
- *Built Form* – town houses in keeping with built form, offering transitional scale to Klahanie site. Design has strong architectural design and significant open space. East side and west side reflect and respond to this landscape, natural and urban.
- *Passive Solar Control* – Eight-foot deep balconies and vertical privacy screens on the west facade help mitigate the impact of the sun. Concrete balconies and slab extensions provide solar control over the south and east facades. Concrete overhangs provide passive solar control. Concrete overhangs and slab extensions shade common amenity spaces.
- *Materials and Colors* – Timeless high contrast and high quality materials provide strong contrast and visual interest. Mechanical rooftop equipment screen by proposed art-glass lighting feature. Use of two types of glass. Darker on east side and lighter on west side to further distinguish.
- *Public Realm* - permeability and pedestrian routes - public realm has no car access from Marine Drive but has two major pedestrian route connections.
- Design:
  - *Rationale* - took influence from many successful forms from around the world. Incorporated many design features to express and utilize the location of this site. Roof top areas, indoor amenity features, and lobby. Lighting scheme will be a prominent feature to this building and highly visible from surrounding areas. The lower portion of tower will have lighting features as well as the perforated metal screening which is in keeping with the theme and landscape character of the area being forest and mountains, etc. Materials used have also been inspired from the towers location context.
  - *Landscape* – site is located in the original flood plain of Capilano River and is in synergy with its location, design, use and policies.

# APPENDIX C – DRC

## Excerpts of the November 16, 2017 Minutes

- *Tower* – tower element with lower street wall volume along Marine Drive. Generate slots to reduce the massing and create a slender shape. Reduce massing toward BC Housing site and free ground space along the amenity building. East portion with roof terraces on west massing to capture views. Split tower form and elevation. Angled south facade and lower volume to capture views and create a distinctive elevation embodying a “sense of movement” in the tower form. Along the southwest facade, a curved form was added to create a signature tower element. Colour further differentiates the massing distribution.
- Site Circulation – its placement in combination of Marine Drive, bus lane, and bicycle lane, pedestrian walk away with buffers in between each. Each buffer area will be landscaped and have seating areas.
- Sustainably – Consistent with the goals set in the Marine Drive Local Area Plan and Design Guidelines, this development will aspire to a high standard of sustainable design and construction. It is intended that this project pursues LEED Gold certification.

### Committee Questions:

The Committee went on to question the presenters, with the applicants' response in *italics*:

- What is the balcony detail? East side there is a concrete upstand. West side possibility of glass coming over the slab. Eight-inch glass covering slab of concrete to differentiate. *Face mounted glass. Slab turns into an upstand 18-inches from bottom of slab in front of balcony.*
- Was there a larger traffic impact study conducted? *Engaged with the same traffic consultant and civil engineer who is working on the traffic impact assessment for the Lions Gate Area. Further coordinating this work with District of West Vancouver and North Vancouver to understand future and ongoing traffic management flow.*
- Further information requested surrounding detail of balconies, there is metal screen mesh shading device? *Imprinted metal privacy screens with similar patterns to the perforated metal screens on the Marine Drive side.*
- Seek further clarity surrounding sustainability section of proposal, proposing building will be LEED Gold Certified, has consideration been given to the timeframe of project and being in accordance to the BC Energy Step Code? *Understanding that DWV sustainability planner is considering Step 2 for Part 3 buildings. Step 2 is feasible in current design. Committed to legal registration and as a company take that initiative to become certified and is usually aligned with various municipal policies.*
- Further clarification requested surrounding townhouse units and their design compatibility with tower design? *Compatible elements are on west side of town houses with dominate L-shape echoing Marine Drive side on the top of tower. East side strong horizontal expression echoing tower itself. Accent materials are utilized and featured in townhouses as well as vertical elements.*
- Where do residents go to catch a bus? *Generous plaza sidewalk connection through walkway to Marine Drive, passing the amenity features of building and landscaping.*
- Is there a daycare at the south west? *This is the social space. South west area is an extension to amenity areas with a play area, etc. for residents.*

## **APPENDIX C – DRC**

### ***Excerpts of the November 16, 2017 Minutes***

- Further explanation requested surrounding the different materials that are highlighted here. *Used different materials to distinguish separate areas, e.g. cars from pedestrians, however may look at changing these materials. Will ensure material used are distinguishable. Open spaces will have upgraded material to show it is a plaza space as well as entrances. Walkway will have finished concrete.*
- *Is there an outdoor kitchen? A BBQ and counter top will be provided in the outdoor amenity area which is adjacent to indoor amenity area.*
- *Parkade goes throughout entire site? Yes, underground is property line-to-property line.*
- *Can you reduce the parkade? This would be challenging to do with requirements and not going too deep. Aligns with current parking requirements.*

#### **Committee Comments:**

Comments from the Committee included:

- Landscape and pedestrian connections as well as relevance to existing LAP are well integrated. Pleased to see connections and setbacks of the pedestrian lanes, etc. Would support opportunity to integrate BC housing site.
- Well thought out proposal that breaks up massing successfully. Many successful integrated design elements. Ground plane does not feel too crowded. Relationship to project and immediate context makes this also successful and commendable. Could not find any provisions for handicapped parking, given that residents may be mobility challenged would like to see more of this. With such a great public space, there is potential for this to be overlooked or missed.
- Proposal adheres to guidelines. Disposition of townhouses to north of building seem somewhat shaded; however, likely a lot quieter than on Marine Drive. Great location for density, close to transit and fortunate location. Articulation (originally concerned about balconies however this is not apparent here).
- Density could be higher given its location. Design is commendable. Concern surrounding public art colored lights and changing light scheme. This is not warranted or appropriate here. Does not require color, these lighting schemes are usually found in more urban areas. People who live in these homes will enjoy the extra balcony space that the District allows.
- South side is a significant pedestrian connection and an extension of the green way. This is the first project redeveloping this side of North Vancouver District. This could potentially be more in line with connecting this adjoining neighborhood who will be using the parks, facilities, community centre, etc. This is a significant connection, same with north – south. Have residents of BC housing been approached who potentially would like access to this walkway? *We spoke with BC Housing and residents however not on this specific topic we are willing to consider this.* No current side walk along southern side of Curling. Opportunity to set a precedent for future development in this area.
- Layby at corner, can small vans park here? Yes. Circulations and movement of pedestrian crossing at north bend could be given further consideration.

It was Moved and Seconded:

THAT the Design Review Committee has reviewed the application and recommends SUPPORT of the Sentinel Towers High Rise development at 303 Marine drive; SUBJECT TO further review by staff of the following items:

- sidewalk of North side of site to be widened and street trees to be added to the boulevard;
- potential access of residents from West onto pedestrian path;



## **APPENDIX C – DRC**

### ***Excerpts of the November 16, 2017 Minutes***

- consider overall lighting design in context to neighbourhood;
- overall accessibility of site to be considered in particular to mobility challenged and accessible parking.

**CARRIED**

# APPENDIX D - ACDI

## *Excerpts of the January 11, 2018 Minutes*

### **Development and Inclusion Report – 303 Marine Drive, District of West Vancouver**

**Report Date:** January 25, 2018

**Meeting Date:** January 11, 2018

**Meeting Time:** 6pm

**Meeting Location:** DWV - 750 West 17<sup>th</sup> St. West Vancouver.

**ACDI members in attendance:** Amy Amantea, Shayne DeWildt

**ACDI Staff in attendance:** Stina Hanson, Planning Analyst, DWV

**Guests:** Kaylen Crosse, Darwin, Grahame Jonston and Richard Bernstein, Architects, Lisa Berg, Senior Planner, District of West Vancouver

**Author of Report:** Amy Amantea, ACDI Chair

**Discussion Topic:** Development Project – 303 Marine Drive for Darwin Properties

### **Discussion Summary and background information on presented project:**

#### **Project Details:**

The project proposed a 26-storey residential tower. Key features of the proposal are:

- 121 units (93 market condos, 24 rental units and 4 townhouses)<sup>7</sup>;
- 198 underground parking spaces;
- 427 underground bike storage spaces;
- 13.5 per cent site coverage;
- overall building height of approximately 85 meters (278 feet); and
- a Floor Area Ratio (FAR) of 3.25

The site is currently zoned Commercial One (C1) and is currently occupied by Earls Restaurant. The site is at the most eastern point of West Vancouver and is bounded by the District of North Vancouver (DNV) along the eastern property line. Access to the development will be from access roads from DNV. No access to Marine Drive is proposed.

#### **Accessibility Features:**

**Parking:** The District of West Vancouver's Parking Bylaw requires that a total of 3 Accessible Parking stalls are provided: 1 above grade, and 2 in the underground parkade. 303 Marine Drive proposes to exceed this requirement by designing all 3 above-grade parking stalls to be sized to meet accessibility requirements, while one of these 3 will be a designated accessible stall. Below-grade, we propose to provide 3 Accessible Stalls at P2, and 5 Accessible Stalls at P1.

**Tower:** Unobstructed access to the building entrance from the street and sidewalk will be ensured by way of curb cuts, flush thresholds, automatic door openers, and accessible building enter phone system. Amenity Areas are found on Level 1 and Level 2 of the tower. Both amenity areas will have 1 accessible washroom as well as barrier-free access into, and within, the individual amenity rooms.

303 Marine Drive contains both rental and market housing. We are proposing that on each level of rental and market housing, a minimum of 1 unit per floor will be designed to meet a standard based on the City of North Vancouver's Level 2

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<sup>7</sup> Revised March 2018

## **APPENDIX D - ACDI**

### ***Excerpts of the January 11, 2018 Minutes***

Adaptable Design Guidelines. This equates to approximately 24 units (20% of all units). In addition, we are proposing to include the following in ALL units:

- Solid blocking in walls for backing of future grab bars in bathrooms
- Lowered switches throughout the unit
- Adjustable height shower heads
- Flush threshold to access balcony

#### **Discussion Highlights:**

The meeting covered all aspects of the proposed residential tower: parking levels, amenity spaces, the two floor plates of the tower (one rental, one condo) and the public realm. Darwin began the discussion with the number of adaptable units that will be provided: 25 units a total of 20%, including both rental and condo units. They also explained Darwin's corporate policy, which will work potential purchasers to upgrade units to be adaptable at no extra cost. This means there are no additional costs for a person with a disability that wants to purchase one of the non-adaptable units.

The ACDI highlighted the need to understand that "accessible" means universal and that solutions and options must work for everyone, regardless of whether they have vision loss, use a mobility aid or are hard of hearing. It can be a challenge to find systems that will accommodate everyone's needs, but that is the goal the ACDI is working towards.

Parking: ACDI raised the issue of vehicles with side ramps and the need to ensure there is adequate space to the side of each accessible space to allow them to be used by those with side-ramp vehicles. Darwin mentioned there may be opportunities to increase the cross-hatching for some spaces to allow for unencumbered off-loading. The issue of space allocation was raised, as there are often problems with accessible spaces allocated to units that do not need them: Darwin responded that they would include in the strata bylaws references for how the accessible stalls would be allocated to allow stall assignments to match needs.

Amenity Spaces/Mail Room: Currently there are no tactile numbers on the mailboxes and the ACDI felt these should be added in addition to ensuring that accessible units have their mailboxes at level height. The ACDI also recommended the inclusion of a strobe-light alarm system in common spaces for those that are hard of hearing. The ACDI also requested Darwin look into door numbering in stairwells and the use of large format numbers, in yellow, to indicate each floor to aid those with vision loss exiting the building in an emergency.

Unit layout and design: ACDI was supportive of the design that includes level balcony thresholds for all units and how this greatly improves visitability options for every unit. The corporate policy was discussed as it related to the unit floorplates and potential changes that could be accommodated for each unit including adding additional backing in the guest bathrooms for future grab bars and potentially pocket doors in the main bathrooms. Darwin to investigate using a different door latching mechanism (easier to close) that is required on pocket doors in adaptable units in Burnaby.

Public Realm: ACDI commented that concrete pavers should be avoided, with smooth surfaces like flat concrete or asphalt preferred for the public realm. Public art should also not interfere with the ground plane or make it more difficult to navigate through the public realm.

## APPENDIX D - ACDI

### Excerpts of the January 11, 2018 Minutes

#### 303 Marine Drive Project Recommendations:

**Project title:** 303 Marine Drive, West Vancouver

**Staff names:** Lisa Berg, Senior Planner, District of West Vancouver

#### Recommendations by ACDI:

Specific Recommendation	Reason for Recommendations
A clause within the strata bylaws that accessible parking stalls must be made available to persons with a disability living within the development and should not be allocated to specific units. A charging space near accessible parking stall means that someone can also park their mobility device, if desired, to charge.	To ensure that the stalls get used by residents with a disability that require and are eligible for accessible parking stalls – as is the intended use. If no residents with a disability require them they should remain vacant until such time as they are needed by a person with a disability who moves in.
A clause within the strata bylaws that mailboxes that are accessible, or lower to the ground, be made available for residents who require the use of a wheelchair or mobility device or have limited mobility.	Reaching a mailbox that is at the top is likely impossible to reach from the level of a person using a mobility device. Having accessible mailboxes is important to residents with a disability.
Installing a VISUAL STROBE LIGHT warning system in ALL the building's common spaces and providing the wiring in the individual units. Also in emergency stairwells, parking, storage lockers, lobby amenity spaces, etc.	An audible alarm will not be heard by people who are deaf or hard of hearing and a visual alarm should be installed in the common spaces. Having the wiring in the individual units would allow for residents who require these devices in their suites to upgrade when/as necessary. This also increases the ability to "age in place"
Residential storage units should be without stairs, well lit. possible strata bylaw accommodations for persons with a disability	Having access to storage is essential and might require that a storage unit be made available that is closer to an entrance for ease of access etc.
Audible floor announcements in all elevators. This can be found standard through many manufacturers	Will announce what floor you are on so that persons with vision loss can identify the difference between the lobby and floors etc. will also allow for easier "aging in place"
Additional backing in guest bathroom to enable easy installation of future grab bars	Provide more flexibility to upgrade units in the future for those using a mobility aid
Addition of pocket doors, with adaptable latching mechanisms as a design solution for bathroom doors	Mitigate potential issue with door clearance and ease of use for those using mobility aids
Limit the use of concrete pavers in the public realm	Challenging for those using mobility aids
Emergency stairwells should have yellow (high contrasting) colours on the bullnose of each stair as well as yellow railings. The floor numbers on the doors should be VERY BOLD in a high contrast (Black on White) and larger than usual (2-3 feet)	This will allow for the best possible visibility for all residents, including those with sight loss, exit more safely in an emergency situation.
Consider braille and tactile markings on Amenity rooms and public spaces and mail boxes.	For people with sight loss to navigate the building and access its common spaces

## **APPENDIX D – ACDI**

### ***Excerpts of the January 11, 2018 Minutes***

#### **Motion:**

ACDI is very pleased with the efforts undertaken by DARWIN and DWV staff to ensure accessibility to the 303 Marine Drive Development with specific mention to universal access to ALL suite balconies by installing a non-barrier threshold to allow for access with a mobility device and Darwin's internal policy to update accessibility features in any unit to someone who requires it (at no additional cost to the resident/purchaser). ACDI would like to make some additional recommendations to increase the level of universal access outlined in the Development and Inclusion subcommittee report dated January 25, 2018. Further, ACDI would like to see a written confirmation from the District of West Vancouver to share which improvements have/will be made to the project and which ones cannot/will not be included and the reasons for those decisions. ACDI looks forward to hearing back from the District of West Vancouver within 90 days of this report and is happy to look at the project again in future.



# APPENDIX E – PAAC

## *Excerpts of the February 14, 2018 Minutes*

### **Meeting Notes**

At the meeting, the Public Art Advisory Committee (PAAC) learned about the proposed development and the applicant's approach to artistic expression as part of the project. The PAAC learned that all projects within the LAP area will contribute funds towards a central art piece located at the Marine Drive and Taylor Way intersection via Community Amenity Contributions. The applicant team reviewed the approach to art and design elements and outlined the opportunity for future PAAC involvement in the process. The PAAC expressed enthusiasm for the project and how it will contribute to the public realm through lighting, design, and water elements. Overall, the Committee supported the project and felt that the architecture and its integrated design elements will strengthen the public realm and will be a success.

### **Minutes (Excerpt)**

Marine Drive development project update (303 Marine Drive)

Darwin Developments and Jan Ballard provided an update on the Marine Drive development public art component:

- The Developer will contribute funding towards a large scale public art project located on another site as well as incorporate public art into its development at 303 Marine Drive.
- The Developer presented a proposal to incorporate a two-story high floating ceiling over a reflecting pool, tied in with a vertical band up the building (which speaks to forest trees/greenery). Public pathways would pass directly by the piece. The vertical band could act as a "beacon" (including changing colors) with a backlit perforated screen.
- The first reading of the proposal goes forward in March 2018. Approval is expected by end of 2018.
- The goal is to have one artist for the integrated light piece and also work with the team to come up with ideas to connect with the vertical band.
- The invitational proposal process for an artist would extend to 30-40 artists invited (non-open call), 18-20 long list candidates with a panel creating the shortlist.
- The panel would consist of approximately two members from the development team and two independents (community members/artists). Darwin is open to having more members on the panel if necessary.
- It will be important that the chosen artist understand light/reflectivity as that is the core concept of the piece.
- The artist should be confirmed before construction (end of the year).
- The vertical concept will be designed by the architect. The underside piece will be designed by an artist.
- The goal is to have a collaborative process with the artist giving input into vertical concept and aiming to integrate that with the underside.