

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Meeting of the Advisory Design Panel  
Held at City Hall, 141 West 14th Street, North Vancouver, B.C.  
in Conference Room A on Wednesday, April 20th, 2011

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**MINUTES**

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**Present:**

T. Cailes  
K. Kallweit Graham  
Y. Khalighi  
K. Kristensen  
S. McFarlane  
M. Messer  
M. Saii  
C. Taylor (Chair)

**Staff:**

F. Ducote, Assistant City Planner  
C. Perry, Supervisor, Engineering Services  
S. Kimm-Jones, Committee Clerk

**Guests:**

**140-150 West 15<sup>th</sup> Street Presentation**

Chuck Brook, Brook Pooni Assoc., Planning Consultant  
Martin Bruckner, IBI/H Architects  
Jim Hancock, IB I/H Architects  
Gerry Eckford, eckford+associates landscape architecture  
Jane Farquharson, Bunt & Assoc., Transportation Engineer  
Rebecca Nguyen, Development Project Manager Citimark  
Joanne Sawatsky, Lighthouse Sustainable Building Centre  
Nelson Chan, President, Citimark Group  
Reza Salehi, Vice President Citimark Group  
Daniel Walsh, Citimark Group

**1308 Lonsdale Avenue Presentation**

Martin Bruckner, IBI/H Architects  
Cameron Owen, IBI Landscape  
Dionne Delesalle Development manager, Onni  
Beau Jarvis, VP Development, Onni  
Vivian Tong, IBI/H Architects  
Homayoun Vahidi, IBI/H Architects  
Mladen Pacanec, IBI/H Architects

**352 East 9<sup>th</sup> Street Presentation**

Kevin Butler, Kd.B Design Studio Ltd.  
Ravi Khakh, CityLine Developments Ltd.  
Amrik Thandi, Builder

**61 Bewicke Avenue Presentation (New Operations Centre)**

Vance Harris, Dialog Architects  
Oliver Webbe, President, Darwin Properties

Norm Couttie, Adera  
Brad Jones, Adera  
Meredith Mitchell, DMG Landscape Architects  
Chuck Brook, Brook Pooni Associates  
Bob Heaslip, Adera

**Absent:** J. Bitar  
B. Spencer  
Councillor Trentadue

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A quorum being present, the Chair called the meeting to order at 5:40 p.m.

**1. Minutes of Meeting of the Advisory Design Panel held March 16, 2011**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Design Panel held March 16th be adopted.

**Carried Unanimously**

**2. Business Arising**

F. Ducote mentioned that the Advisory Planning Commission included sustainability statements in the motions from their April 13<sup>th</sup> meeting. The City tries to be consistent with its sustainability requirements and also tries not to make policy on the fly.

**3. 140-150 West 15<sup>th</sup> Street (Rezoning)**

F. Ducote gave the staff update. This is a density transfer; staff would like feedback on the skyline, whether there is room for colour, and the glazing system and fenestration. The project conforms to the OCP height of 180 ft. Staff is supportive of projections on the roof. They are over-parked by about 72 stalls for a total of 194 parking stalls.

The Chair read the APC motion from April 13<sup>th</sup>, 2011.

Chuck Brook reviewed the context of the site.

Martin Bruckner, IBI/H Architects, reviewed the project to the Panel:

- The building will have a natural and local feel with the materials palette including basalt as an accent on the entrance at the ground floor and cedar at the overhangs at the top of the tower, entrance and retail store fronts. The cedar soffits at the CRU's and roof projection will give warmth and character. The spandrel glass is grey and the windows have a blue tint.
- There is a variety of suite types from small to large three-bedroom suites, with four non-market suites for disabled persons located on the second floor. The non-market suites have large patios and a sunny outlook. The larger suites are located on the west side of the building.
- The CPTED approach includes the main entrance on the lane looking out to the west and significant amenity areas e.g., lounge, gym connecting to private outdoor space on

the lane. There is also commercial parking at grade under a decorative trellis on the lane with a walkway between the building and parking.

- The residential, visitors and commercial parking stalls are separate from each other.
- There is a vertical accentuation of the massing with substantial overhangs on the south side for solar shading. Fenestration for the building has been calculated at approximately 50% of the total tower surface to help with passive energy design. The west side of the tower is designed with a special window concept for natural ventilation, and the north and east (cool) elevations have more solid walls.
- The retail podium slopes up 15<sup>th</sup> Street. There will be direct access from the street into the CRU's. The store fronts are unified in treatment with the disabled units above.
- The building has been registered with LEED Canada to achieve LEED Silver equivalency.

G. Eckford, eckford+associates landscape architecture, described the landscape rationale:

- The geology of the North Shore influences the use of native plant material and the introduction of black basalt running through the landscape and through the water features. Recycled materials will also be used.
- The design tries to provide a dynamic character to the ground floor plan which reflects the shift of the streetscape.
- Public space is separated from private space by the water feature.
- Street patterning along W 15<sup>th</sup> Street will be an aggregate band system which will be adapted into the geometry of the building.
- A landscaped bulge to allow mid-block crossing has been included; the location will be determined in consultation with the Engineering Department and Transit.
- The landscaped areas will have sumps to pick up storm water.
- The design attempts to respond to APC's comments about more openness at the public plaza, including seating.
- On the second floor there is a green roof and children's play area responding to the morning sun. The design opens up at the north east corner to residential community gardens with seating and opportunities for gathering. 50% of landscape coverage over the top of the second and third floor roofs will help with storm water retention.

*Tony Cailles entered the meeting at 6:20 p.m.*

**Questions from the Panel included but were not limited to:**

- The locations of the wood.
- Is it really a 50% glazed area? A: Yes. It seems more than 50% glazed. A: We are trying to maximize views but are providing the proper passive solar response.
- How many parking stalls and what are the guidelines? A: A comparable building with smaller unit size (700 sq. ft.) compared to this building with a size of 880 sq ft., would have 170 stalls. Guidelines state that this building should have 119 stalls, we are providing 170 stalls. We contend that the total floor area is the same but the units are larger and there will be the equivalent demand for parking stalls.
- How many visitor parking stalls? A: 12.
- Where are you measuring your height too? A: The parapet of the roof.
- How are you proposing to accommodate signage on the CRU's? A: On the top of the store fronts.

**Comments of the Panel included but were not limited to:**

- I have concerns on the massing of the tower – almost 70% transferred density added to the required FSR for this project. The massing and traffic are too much for this area. (Note: actual transfer and bonus is approximately 41% of the total).
- My first instinct is that it is a bulky, massive building, undifferentiated, with not much down to lighten it. On a macro scale I am not sure I like what it does to the City.
- The detailing is lovely, I like the landscape design. I do not see natural materials, North Shore references in the building. There is a good relationship to the back lane.
- The podium seems out of proportion with the tower. A tower of that size needs a stronger podium level.
- I wonder about the pedestrian friendliness of the retail units as they go down the street.
- The color palette seems grey with the exception of the wood which is not in very many places. Is there a way to change the colour?
- I find the view corridor convincing for the towers around it; but would not want to see this kind of approach (density transfer) very often.
- The way the site is organized makes sense; the general massing is well organized.
- I like the housing diversity which is important for the City.
- I like the landscape approach; the natural approach resonates to the greater degree.
- I like that it is very simple. The location of the adaptable suites is appropriate. Thumbs up for LEED certification.
- In the expression of the tower form, the building does not connect to the landscape. More of the landscaping approach should be expressed in the building. It is elegant but is a tower that we have all seen before. I appreciate the views and value of them but think that the north, south, east and west elevations need more differentiation; the scheme falls short.
- It feels more than 50% glazed. 50% is an important target to hit.
- I do not like the wall with the windows in it on the lane; it takes away from the streetscape and feels unfriendly, creates a bastion at the street edge.
- I find it hard to support overparking. Providing more opportunities for vehicles is a tough sell. You could have a fleet of shared cars for instance. Be more innovative in providing transportation for the residents.
- I like the use of the materials in the landscape. More wood should be used especially on 15<sup>th</sup> Street. I would like more landscape on 15<sup>th</sup> if possible. I like the water; the corner could be treated so that pedestrians can walk in and look at it a little more. It would be a way of connecting to the streetscape itself.
- I suggest a traffic study of the project concerning the massing of the tower. Staff: The team has done a transportation study and staff is working with them.
- It is important to think about the play area more deeply to make it a rich experience.
- I am quite in favour of the height increase and the appropriateness of the transfer.

**Presenter's comments:**

Thank you for your comments; we will take them into consideration.

- Concerning the 50% of glazing, there are opaque glass spandrels.
- Re the floor plate size; we have studied the neighbouring towers and we are comparable. The tower is more open and stepped back from the street.
- Re the parking issue; there is an abundance of projects catering to small unit sizes, we feel there is a strong need for family units. We are trying to increase parking for the larger units which comprise 65 % of the total units. All units will be the same size if parking drives the development.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 140-150 West 15<sup>th</sup> Street and does not recommend approval of the submission pending resolution of the following issues:

- The formal exploration of the tower including acknowledging and differentiating the specific orientation of each facade and providing greater delineation of building forms;
- Attention to representing a looser geometry and architectural character more consistent with the landscape architectural rationale as presented;
- Exploring alternatives to the over-parking strategy;
- Reconsideration of the application of the landscape wall on the west;
- Exploring the use of greater extent of wood throughout the project;
- Adding more richness and diversity to the material palette;
- Enriching the public enjoyment of the water feature as experienced from the lane and 15<sup>th</sup> street;
- Enhancing the family-friendliness of the amenity landscape areas.

The Panel is generally supportive of the density, height, general massing and site organization and diversity of housing types, LEED Certification and general streetscape approach.

Further the Panel feels that while the distribution of floor area and density on the site can be supported, the execution and detail massing of that density should be further reviewed.

**Carried**  
**1 opposed**  
**7 in favour**

*There was a short break at 7:15 p.m.  
The meeting resumed at 7:25 p.m.*

#### **4. 1308 Lonsdale Avenue (Rezoning Application)**

F. Ducote provided background on the project. A high density development of three-residential highrises over commercial space is proposed. Space would be provided for the North Vancouver Museum in return for a density bonus. Access is an issue and APC commented on it. The applicant is trying to earn density through the provision of a museum. How do they earn bonus density? A Total FSR of 4.9 is requested which is twice the zoned capacity of FSR 2.6. Stella Jo Dean Plaza will be in shadow most of the day. Staff would like an open walkway to the east; the design shows a covered walkway at the existing lane which includes loading bays.

The Chair read the motion from the April 13<sup>th</sup> APC meeting.

Martin Bruckner, IBI/H Architects, reviewed the context of the project to the Panel:

- There are four levels of underground parking; two for residents, two for shoppers with escalators and moveators up to the shops.
- There is a walkway through the site which will be secured at night.
- The commercial tenants will be a pharmacy, food store and large scale retailer.

- There are loading bays in the lane, provision for waste handling, recycling, parking access.
- The ground floor on 14<sup>th</sup> Street has CRU's and one lobby entrance.
- The podium is broken down by towers coming down on 13<sup>th</sup> street and will include glass and transparency in the podium to lighten the effect. The podium has been pushed back and will have a 20 foot sidewalk
- The design breaks the massing of the towers with two different glass colours to provide variety and tries to give curvature and a free form expression to the towers rather than a rectangular expression.
- We have carried out shadow studies and are trying to get more sunshine into the park but existing buildings already cast shadow on to the park.
- We are proposing LEED Gold equivalency and will be exploring a passive approach to building design. The expression of the elevations depends on their solar orientation. The goal is for 50% glass and to have as much insulated wall as possible.
- There will be a variety of smaller one-bedroom and two-bedroom units.
- The provision of affordable housing is being negotiated with the City.

Cameron Owen, IBI Landscape, reviewed the landscape plan:

- At the street level the wide sidewalks have special paving and stone inlays at key entries and at corners to give a high-quality plaza feel. Rain gardens will collect storm water and water street trees.
- The pedestrian mews will be well lit and has high quality materials on the ground plane to enhance a feeling of safety and security.
- A special outdoor living room configuration is proposed outside the museum with public art and seating.
- The podium level has private patio spaces, a series of theme gardens on the rooftop e.g. a mountain top garden, a tot play area, a residential amenity gathering space with a lawn and patio lanterns, and a small area of urban agricultural plots for residents. The extensive green roof supports sustainability goals.

**Questions from the Panel included but were not limited to:**

- The pedestrian mews running north south will also include a lot of loading, how will you handle the conflict between pedestrians and loading trucks? A: Different paving material and the mews will be separated in key locations with bollards. Loading is not a continuous activity.
- The semi trailers will back in? A: Yes, they will back into the loading dock and exit back on to 14<sup>th</sup> street. Other access options could not meet the turning requirement. The loading bays will be gated. We are not changing the use, there is loading today.

**Comments of the Panel included but were not limited to:**

- You are commended for the thoroughness of the presentation. It is a challenging site in shape and scale. I have concerns with the scale of the podium; it feels like too much density for the site. It is commendable to try merge big box retail and critical to get it right. There are good precedents in Vancouver e.g. The Rise at Cambie and Broadway deals with a lot of the same issues. What is missing for me is the smaller scale CRU's that help mediate between the big box and the street realm. This would be an opportunity to bury the big box at the pedestrian level; at the moment it creates a hard streetscape experience.

- There are major entries for cars and minor entries for pedestrians. Permeability though the whole podium would make it more successful. The mixture of vehicles and pedestrians make the pedestrian mews a hostile place for pedestrians.
- The stoutness of the towers creates challenges. The park struggles with its daylight already and the development will block the last sunlight available to the park. Reducing the number of stories in the podium would alleviate that. 50 feet of wall with no transparency will be too harsh an experience.
- Historically has the City given so much bonus density? Staff: the OCP provides opportunities for bonus densities but does not define it explicitly. The museum has been trying to find a home for 20 years. The ratio of the bonus to the amenity is an inexact art; we are working on it with Onni. They have reduced the size of the museum and increased the affordability housing component.
- Is the museum workable at the proposed size? A: There is a study and there will be an in camera workshop with museum staff.
- I am concerned with the tower right on the corner; the 1250 Lonsdale tower is held back from the corner. Perhaps there could be two towers instead of three. Is the museum relegated to the back?
- Where is the community benefit that would warrant the huge increase in density? 14<sup>th</sup> Street is very pedestrian-oriented street and quite sunny. You should add to the park and step down to the park on both sides; take advantage of the park rather than turn your back to it; it would be a good community amenity.
- There is a desire to have a mid-block open air connection; perhaps to the park.
- The podium on 13<sup>th</sup> Street seems urban like downtown Vancouver, not North Vancouver. You are pushing the whole bonussing idea. It is great to have mixed use with a food store, but what does large scale commercial do to the whole shopping mix?
- I am concerned about the pedestrian and vehicle connection north south; it should be further east.
- I reiterate the concerns with the pedestrian link and how it has been executed today. The mix can work but needs a lot more resolution. I have no confidence that it will be a happy mix; it should link to the park which would benefit the community, would promote movement and exposure to the space. It is locked off after hours, creating a dead end.
- Transparency and permeability of the podium element needs to be there; needs to provide vitality to the street. Part of it comes down to scale and how it is attributed back to the street. Lot of bulk and the towers do not help. I do not mind the tower on the south west pushing to the extremity of the site.

**Presenter's comments:**

- The tower closest to Lonsdale was further west but we shifted it and dropped it to 120 feet to open up the views and the distance between the towers.
- We have dropped density by close to 1 FSR from the original density requested. We will take your comments and work with them.
- The frontage on 14<sup>th</sup> Street is not really the back. We see it as a cultural enclave in the centre. We expect it to be an exciting façade and presence.
- It is more challenging to put more density on a smaller site but given the size of the site it should be possible to get comfortable, liveable space on the site.

It was regularly moved and seconded

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for 1308 Lonsdale Avenue and does not recommend approval of the submission pending resolution of the following issues;

- Reconsideration of the height of the podium and design development to increase its transparency, permeability and contribution to street life, with some consideration to introducing smaller scale CRU's at street level;
- Reconsideration of the nature of the mews to mitigate the potential conflict between vehicles and pedestrians along with further investigation into moving it further east to connect with the park;
- Further consideration should be given to reducing the buildings' bulk to reduce shadowing on the existing park;
- More consideration of the nature of the elements adjacent to the park;
- Further consideration of the location of the south west tower should be given with respect to its relationship with the corner and its role in framing the gateway to Central Lonsdale;
- The location of the rooftop playground and agriculture plots should be reconsidered to increase access to direct sunlight;
- The team is encouraged to reconsider the scale and proportion of the three tower element to reduce their apparent bulk and broad proportions.

The Panel thanks the applicant for their thorough presentation.

**Carried Unanimously**

*There was a short break at 8:45 p.m.*

*The meeting reconvened at 9:00 p.m.*

#### **5. 352 East 9<sup>th</sup> Street (Rezoning Application)**

F. Ducote provided background on the project which is a duplex in the middle of the block in a somewhat historic area. They have responded to the January APC motion.

The Chair read the resolution from the January 12<sup>th</sup> APC meeting.

Kevin Butler, Kd.B Design Studio Ltd., reviewed the presentation boards to the Panel.

- He started the design from scratch taking the comments from ADP into account.
- The design tries to create a single family house look under one steep gable roof with a shed dormer to help reduce the bulkiness. The upper dormers are stepped back seven feet over a covered entry area.
- He has tried to relate the development to the scale of the neighbourhood the main floor has been raised three and half feet off grade to create a sense of presence on the street.
- Borrowed heritage aspects include simple roof forms, bay windows, shed dormers.
- The landscape plan has a communal area in the front with a stone patio with separate entries to the east and west.



- The porch has been pulled past the front of the façade. Each unit has a path going around the side to a private back yard which contains a covered porch, covered patio and garden with lawn.
- The design has gone above the building envelope by three feet to give a sense of rhythm and to relate to the houses on either side.
- The materials palette includes a stucco finish in Dunbar Grey with horizontal Hardi board on the upper dormer; the trim is in Hastings Red. There is stained cedar shingle on the porch area.

**Questions from the Panel included but were not limited to:**

- Is it necessary to go down four stairs to the patio and then up three stairs? A: There is a six foot slope from the front to the back.
- What are the grades on the adjacent properties? A: We are not sure.
- Is the cellar pulled up out of the ground? A: Yes.
- Staff: have you consulted the neighbours re access via the lane? A: We have consent in writing to give us the full 18 foot Right Of Way required.
- With respect to the treatment are you emulating a particular historical style or is it more eclectic? A: We have borrowed from the heritage aspects in the neighbourhood.
- Are there aspects that are particularly innovative? A: The curved entryway, the bay window with the copper are aspects which have been borrowed and treated in a 20<sup>th</sup> century way.
- Have you done your limited distance calculations? A: Yes.

**Comments of the Panel included but were not limited to:**

- The back yard would seem bigger if the patio and the lawn were all on the same level.
- It is a huge improvement over the last submission.
- You have historic character on either side of this development. I appreciate what you have done to address a lot of the questions that were asked last time. I appreciate what you have done with your massing and giving it more articulation at the front. It is not quite working for me and still needs more consideration when it comes to the characteristics of the neighbours i.e. a design that relates to those homes.
- The houses on either side are craftsman style with wood siding. This design is not a style that has any basis in history in North Vancouver. I do not see that you have related to the buildings on either side; it does not fit comfortably between them.
- I almost think the back belongs more on the street and the design would look better if you turned it around. It is a bulky house compared to the houses on either side. A duplex is not that sympathetic to the other houses. Three feet to get around a house is very tight.
- There a lot of hard surface. What about storm water management?
- I appreciate the landscape plan.
- Maybe a glazed solution to the porches would improve the north side of the building.
- I do not have big problems with the style; maybe a change in texture would help.
- It is a challenge trying to add density to the City in neighbourhoods with small houses. When there is a rezoning at stake it raises the bar which should be met and the design should go above and beyond to build a stellar example of a traditional style of architecture. I get the sense that it is a grab bag of parts. It needs a more considered approach. Being in the fuzzy middle in a rezoning context you have to raise the bar higher for yourself. Good clue in rotating your house; from the streetscape there is a strong horizontal at the first level which is missing from your design. Rotating the gables going into the depth of the site rather than across it would help.

- It has come a long way from the last presentation. The execution is far more successful. The historical approach is from some other place and some other time which does not necessarily relate. The scale and proportion work a lot better but could go further.

**Presenter's comments:**

- We wanted to try something a little bit different that would relate well to the neighbourhood; perhaps it is the choice of material siding rather than stucco that does not work well. We did not want the house to compete with the neighbouring homes. We wanted it to be subtle.

It was regularly moved and seconded

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for 352 East 9<sup>th</sup> Street and although the Panel appreciates the site modelling and efforts to reduce the bulk of the building and, although supporting the site development concept, feels the following have not been adequately resolved:

- Attention to the architectural character of the neighbourhood should be incorporated in the detailing of this home. Consideration of siding and a front porch might assist to this end;
- The design needs to be reviewed to ensure that the details of the site and the character are a good fit in the neighbourhood;
- It is recommended that the applicants review the landscape plan to increase permeability of the surfaces and to simplify the grading.

**Carried  
6 in favour  
2 opposed**

*There was a short break at 9:45 p.m.  
The meeting reconvened at 9:50 p.m.*

**6. New City Operations Centre (Rezoning Application)**

F. Ducote provided background on the project. The developer will provide a new turnkey Operations Centre at 61 Bewicke Avenue, parkland and a bridge in exchange for developing the current Works Yard site i.e. the development of the existing Works Yard generates the construction of the Operations Centre. Each development will be considered separately.

The Chair read the motion from the April 13<sup>th</sup> APC.

Oliver Webbe, Darwin Properties, gave an overview of the project:

- Darwin Properties is the developer of the proposed new City Works Yard. The City has identified that the current works yard is not up to seismic code and would like to use it as a post disaster facility. A 2008 study showed that the current yard is not large enough to accommodate growth numbers to 2031. Darwin Properties have been working with the works yard staff on what will work with their operations over the next 20 years. A land exchange agreement with the City was signed in the early part of 2011.

Vance Harris, Dialog Architects, reviewed the project:

- There are two public edges to the site: Fell Avenue and 1<sup>st</sup> Street and an entry on the south east corner off Bewicke Avenue.
- The site does not require rezoning but there is a riparian zone along the edge. They will be requesting to bring the zoning up to match existing adjacent sites.
- The north west corner is a focal point with an urban public interface housing the greenhouse function and the LEC pilot plant, where there will also be a focus on public art. The edge will be treated as a public viewing window; there will be constant change of plants within the greenhouse.
- Function is pushed to the edges with dedicated crew equipment and storage along the south edge; human centred functions are located in the central building.
- The fuel bay is located to the north due to planning restrictions: there is a legal encumbrance on the land to the south which precludes anything to do with petroleum. The fuel bay is tucked in and enclosed in the landscape.
- The main building is designed over a layer of work functions at the lower level, public and office at the upper level, industrial functions are close to loading. There is daylight for the offices with clerestory windows allowing north and south light into the centre of the building, and views to the east.
- Parking off Bewicke Avenue is non-secured for visitors and staff. There is covered bike parking.
- The material palette is austere: functional responding to the industrial function of the building and will weather well over time with cement board panels, metal roofs, decorative metal fencing along the north interface. The public entry has wooden feature walls.
- The main volume is the central garage function which allows us to increase the height of the office and administration areas.
- There is a secondary exit off First Street for emergency purposes.

Meredith Mitchell, DMG Landscape Architects reviewed the landscape plan:

- There is a focus on two different areas. The first area is 1<sup>st</sup> Street and Fell Avenue where the public interface will try to incorporate public art. The design creates a pathway between street trees acting as a traffic barrier, and the green house space.
- The rapid changeover of plant material will be fully visible through the security fencing. There will be a concrete seat wall for people to sit and see into the Operations Centre.
- In the second area, the emergency road will be used by pedestrians and will be treated as a natural area with native plantings.
- The slope will be regraded and replanted to create a view into the creek. The pathway by the creek will be enhanced with pocket plantings on the creek side and buffer planting with a bioswale.
- There will be permeable paving in the public parking area.
- The entry on Bewicke Avenue will offer peek-a-boo views into the industrial site.

**Questions from the Panel included but were not limited to:**

- Do the path and bike path continue across the reserve? A: We are trying to connect it to the Spirit Trail; it now goes along the side of the road.
- How will the drainage be handled from the long buildings with the shed roof? A: The water will be collected in a cistern or cisterns and used in the wash bay. There is the potential use of solar hot water heat along the roof; plumbing for it is being investigated.

- Is there a study of flooding from Mosquito Creek? A: The grades on the site are above the 200 year flood level.
- Are there safety practices for spills? A: The fuel pumps will have a mechanism to capture spills. It is asphalt site because of the fluid from the large vehicles. Oil grit separators will be used.
- How have you dealt with the development happening on the other side of the railway track? A: It is a secure edge with a fence; we have pulled the edge of the building back. There is an infiltration trench which will be planted and the plants will grow on the security fence. There is a grade difference between the railway and the site and an existing concrete wall. There will be darker vertical panelling behind the planting to break up the austere edge condition.

**Comments of the Panel included but were not limited to:**

- It has been thoughtfully put together; you have resolved all the problematic issues. I like the positive face for the Operations Centre. The treatment at the corner of Fell Avenue is brilliant. The materials are practical and interesting.
- People are always interested in knowing what the plants are so a digital printout showing what is on show would be interesting. The attention to the path is good.
- I think it is a very good scheme. The landscape enhances the scheme significantly. I am supportive of the material palette.
- It would have benefitted from understanding how the vehicles circulate through the site. Some of the loading feels awkward. The way it greets the public realm is a very positive thing. Not many pedestrians down there at the moment; hopefully, this will change things. The beginning of the trek down Mosquito Creek is on an access road and would be better if it was treated in a more welcoming way to pedestrians. It is an exciting challenge architecturally. There is an opportunity to pursue the parts idea with future flexibility for buildings. It would be interesting to pull the treatment of the sheds more into the central building.
- It is important to do accessibility well on the site.
- Staff: The unsecured parking should be available to the public when the works yard is closed.
- The architecture is appropriate and trying harder than it has to. More consistent typology would make it better.

**Presenter's comments:**

- The temporary access road will be inviting to pedestrians and cyclists. Decorative paving will be used to show them where to walk in and help with wayfinding. We will look closer at softening up the edge. Circulation was paramount to the scheme and the overall planning was a result of many meetings with the people who work in the yards.

It was regularly moved and seconded

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for the new City Operations Centre at 61 Bewicke Avenue and recommends approval of the project. The Panel commends the applicant for a thorough presentation.

**Carried Unanimously**

*There was a short break at 10:40 p.m.  
The meeting reconvened at 10:50 p.m.*

## **7. Redevelopment of the Existing City Works Yard Site (OCP Amendment and Rezoning Application)**

F. Ducote, staff, reviewed the project. The Creek Crossing development is adjacent to separately-owned properties to the north and east. The development of the existing works yards generates the construction of the Operations Centre.

- This is an overview of the urban design and development guidelines for the redevelopment of the City Works Yard for residential use. In due course, a design will be presented to the Panel.
- The Marine Drive Community Vision is that it is a place defined by its creeks, parks, and natural areas; a vibrant pedestrian-friendly area which functions as a gateway to the City.
- There is a move towards mixed use away from industrial.
- The site will link to Bewicke Avenue for pedestrians and cyclists.

Norm Couttie, Adera, gave a brief overview four focus goals for the Adera as the developer:

- Innovation: the development will include the first six-storey wood frame building in the City.
- Partnership: the developer works in and with the communities in which they are active.
- Sustainability: the development will have a Built Green Silver target.
- Passion for our customer: Adera will make it best project they can in a West Coast modern style.

### **Questions from the Panel included but were not limited to:**

- Steve – what are you looking for from the Panel? A: We would like your input that we are moving in the right direction; are you comfortable with six-storey buildings for example? If you don't support the guidelines, explain why.

### **Comments of the Panel included but were not limited to:**

- The direction is supportable. This is a good site for housing. More innovation is needed in the housing sector; six storey wood frame is one way to do that. The way the buildings are deployed could be different taking into account the way the sun affects the site, the views into the site etc. There are other ways of getting the same amount of buildings on the site, If the buildings opened up rather than creating a long wall e.g. a C shape opening to the Creek would open to more sun. North south is the most severe orientation. The shorter building should be to the south to have more sun penetration.
- I am unclear how you would make the play area open to non-residents? It seems like a private area. Is it a neighbourhood park or is it for the residents?
- Design and development guidelines should be more a description of what you want to see and what you do not want to see. There could be more direction.
- I think they are a good start in terms of a set of design guidelines; if they are setting a precedent for these types of development in the future, there should be room for developing different kinds of building forms. I like the idea of permeability through the site but the location does not have to be set in the guidelines. I would not like to see this as being the definitive footprint but would like to give more freedom to the designers to develop it further.

**Presenter's comments:**

- The truck access to the middle of the site with their turning radii, pushes the buildings to the edge, otherwise the buildings could be placed anywhere. You cannot drive through the site or the design would have more flexibility. Buildings can be moved around as long as guidelines are respected.

It was regularly moved and seconded

**THAT** the Advisory Design Panel has reviewed the Rezoning Application for the redevelopment of the existing City Works Yard Site at 720 West 2<sup>nd</sup> Street and commends the applicant for the quality of the proposal. The Panel recommends approval of the Urban Development Guidelines, but recommends that the document allows enough flexibility to enable further improvements to be made to the detailed design of the project as it proceeds. These improvements may include revisions to the footprint and site distribution of the buildings on the site.

**Carried Unanimously**

**8. Staff Update**

Due to the late hour, the staff update was postponed to the next meeting.

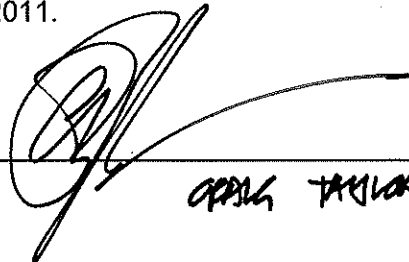
**9. Other Business**

None.

There being no further business, the meeting adjourned at 11:35 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, May 18<sup>th</sup>, 2011.

Chair



**CRAG TAYLOR MAIBC.**