

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, January 29th, 2014**

MINUTES

- Present:** B. Harrison
B. Allen
H. Besharat
D. Siegrist
A. Epp
M. Messer
Councillor Bell
- Staff:** E. Adin, Deputy Director, Community Development
C. Perry, Supervisor, Development Servicing
C. Wilkinson, Planner, Community Development
S. Kimm-Jones, Committee Clerk
- Guests:** **845 West 1st Street / 725 Marine Drive (Rezoning Applications)**
Helen Besharat, Besharat Friars Architects
Daniel Au, Besharat Friars Architects
Rick Irwin, Dick Irwin Group/North Shore Kia (co-applicant)
Jack Irwin, Dick Irwin Group (co-applicant)
Joe Hutton, Dick Irwin Group (co-applicant)
Oliver Webbe, Darwin Properties
Brad Howard, Darwin Properties
Robert Barnes, Perry & Associates Landscape Architects
Floris Vanweelderren, MMM Group (traffic consultant)
- 260 West Esplanade (Rezoning Application)**
Ray Letkeman, Ray Letkeman Architects
Greg Voute, Ray Letkeman Architects
Kim Perry, Perry + Associates Landscape Architects
Rene Rose, Polygon Development 306 Ltd.
Brian Ellis, Polygon Development 306 Ltd.
- Absent:** K. Bracewell, R.C.M.P
Y. Khalighi
J. Marshall
M. Saii
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A quorum being present, the Chair called the meeting to order at 5:35 p.m.

1. **Minutes of Meeting of the Advisory Design Panel held January 15th, 2014**

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Design Panel held January 15th, 2014 be adopted.

Carried Unanimously

2. **Business Arising**: None.

3. **Staff Update**

E. Adin reviewed relevant planning development, project and policy items from the January 20th and 27th Council meetings.

H. Besharat left the meeting at 5:45 p.m. and re-entered with the delegation.

4. **845 West 1st Street (Rezoning Application and OCP Amendment)**

Staff introduced the project which is a proposal to relocate the existing KIA car dealership from Marine Drive to the south side of West 1st Street. The amendment to the current OCP is required due to the proposed commercial land use; an amendment will not be required if the draft new OCP is endorsed by Council.

The applicant proposes to consolidate three parcels and construct a new car dealership building of 19,649 square feet consisting of a showroom, service department and office space.

Staff asked for the Panel's input on the width, directional signage and surface of the two driveway access aisles, the interface between the outdoor vehicle display with the public realm, storm water permeability, signage and lighting, and the pedestrian experience from the sidewalk and the potential of pedestrian/vehicle conflicts at the entrances and exits.

Brad Howard, Darwin Properties, told the Panel that the proposal will continue the linkage of Marine Drive to the Spirit Trail and meets the City's goal of relocating car dealerships away from Marine Drive.

Helen Besharat, Besharat Friars Architects, outlined the project to the Panel:

- The existing car repair building on the site will be demolished as it is not sustainable to keep it due to energy efficiency issues.
- Most of the buildings on West 1st Street have blank facades and parking at the front of the building.
- The new building will be on the east side of the site against an existing blank wall on the adjoining site rather than creating a blank wall facing the neighbour (Rona) to the west.
- The project proposes two access points which are critical to Kia's operation: one for service vehicles and one for customers.
- The building will be raised 4.5 metres above the flood plain with a ramp for accessibility.
- The entry to the building is highlighted with pavers and permeable pavers facing West 1st Street.
- A green screen breaks up the front façade.

- The design consists of two boxes: one extraverted, one introverted with a large amount of transparency at the front which will be seen from West 1st Street.
- The service area at the back has five skylights to give natural light to the workers.
- The offices on the upper floor are open to the lower floor with views to the outside and natural light.
- The design is based on function and Kia's requirements but also responds to the BC climate with canopies to protect customers.
- Signage will consist of additional new signs and the existing signage from Marine Drive.
- The design meets CPTED guidelines with the exception of the rear service drive aisle.
- Environmental measures include storm water management through permeable pavers, exceeding ASHRAE 2010, rough ins for the future installation of a solar system, connection to LEC, no solar exposure on the east façade, operable windows, glazing to deal with solar gain on west façade, deeper glazing mullions for a shadow line, a 30 R value for the roof.

Robert Barnes, Perry & Associates Landscape Architects, reviewed the landscape plan:

- It is a very simple landscape plan supporting the strong architectural design, enhancing the retail experience along West 1st Street.
- As the whole site is raised four metres the showroom extends out to the street with cars displayed on a raised plinth. A simple clipped hedge with perennials and flowering broad- leafed evergreens soften the edges of the plinth.
- The tilted display panel will be paved with permeable pavers.
- A carpet of pavers indicates the front doors.
- The western edge will have a retaining wall with a guard rail and low clipped hedge.
- There will be a six foot chain link fence along the railway tracks for security and views.
- Pole lights will be dimmed at night to save energy.

Questions from the Panel included but were not limited to:

- How will the garbage be collected if a car parked there? **A:** The car space is for inventory; if they need to move the car, they will.
- Why are there no trees or shade canopy on the site? **A:** The streetscape currently has no trees; it is difficult to get trees on the street edge. It is also a showroom for cars and is not a good mix; we are trying to keep the cars clean for display. **Staff:** The existing sidewalk is narrow; you will be expected to update the frontage. The public realm should, hopefully, incorporate street trees.
- **To staff:** Is there any problem with Right Of Way on the railway land? **Staff:** It is not a concern at that site.
- What is the height of the side railings at the entrance? **A:** About three feet.
- **To staff:** Are there any streetscape guidelines for West 1st Street? **Staff:** There are no guidelines but the Subdivision and Development Control Bylaw provides for public realm improvements outside the property line.
- Will the façade materials be wrapped around the eastern corner? **A:** Yes, we are dealing with that corner.
- Is the materiality coming from Kia? **A:** It is a combination; they are the standard KIA colours.
- Is reflectivity of the roof a consideration? **A:** There are different opinions on the degree of reflectivity in the BC climate. A white roof becomes grey after a few years. It will not be a dark roof.

- Is there consideration for the roof to be green? **A:** No. It should be the right roof in the right location. We have focussed on energy saving and passive features exceeding ASHRAE 2010 standards including a heat recovery system and green screen wall.
- What colour is the chain link fence? **A:** Probably black.
- Are there any calculations on storm water management? **A:** It is early in the design stage. A civil engineer will be working with us.
- What about the setback of the pylon sign? It appears to be close to the street and will impact visibility. The railing down the eastern driveway seems to be quite high. I am concerned about sightlines. **A:** If there are visibility issues it can be relocated.
- Have you considered induction lighting for long life and energy saving? **A:** Induction lighting has been overtaken in the market by LED lighting.
- The façade of the building seems bland, lacking colour. What about a red band? **A:** We feel the cars will add a lot of colour; colour may be added elsewhere, but not in a red band.
- Is there enough room on the plinth to get a car up there taking the railing into account? **A:** The clients feel it will work.

Comments of the Panel included but were not limited to:

- The presentation is well done with a large amount of detail and thoughtfulness; good notes on environmental issues.
- It is the right site for this project. West 1st Street is a brand street; the project will add to it.
- I am very supportive that the building is on a plinth. It seems a guard rail is required. The use puts pressure on the landscape; I hope the landscape materials are robust and will withstand the environment.
- It is a very streamlined and attractive building. I appreciate the operable windows. A green roof would have to be feasible.
- The material is very good and thorough; there is almost too much material. We do not need transportation reports.
- It is a difficult area to manage storm water. Have you given any consideration to putting rain water in a cistern and using the water to wash the cars?
- There is an issue with the exit point on the east driveway.
- Sustainability has not been addressed with the landscaping. It is a typical parking lot. The City is promoting more creative approaches to parking and to vehicles. There could be more creative ways to address the storm water. You should provide more opportunities to capture storm water.
- The public realm experience is not very positive; the height of the concrete wall will make pedestrians feel as though they are “sunk”.
- I recommend including canopy trees in some areas; customer parking could have trees.
- There should be more areas of infiltration.
- Other car lots have trees. You could provide overhangs and green space for water percolation and storm water management. You could have trees along the western property line. A lot of your landscaping is on City property.

Chair’s summary:

- There is appreciation for the thoughtfulness of the presentation.
- Environmental issues in relation to the building are well considered.
- The building as presented seems to be the right fit for the site.
- There are concerns about how the interface with public realm along West 1st Street will work; it is very abrupt.

- Storm water management should have more depth.
- The site has no green space to speak of. Car dealerships are going greener; there should be more to combat the heat island effect. The whole site is hard.

Presenters' comments:

- We will work with the owner to resolve some of the issues you have raised to get more tree canopy within the site.
- We will see if we can move the front wall a little.
- We will continue to look at storm water management. We have talked about permeable asphalt.
- We appreciate the sensitive comments and will look at how to improve greening.
- Collecting water in the wheel stops is a good idea.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application and OCP Amendment for 845 West Street and recommends approval subject to addressing the following issues to the satisfaction of the Manager of Development Planning:

- Revisiting the landscape design for the site with particular emphasis on incorporating more vegetated areas, reducing the heat island effect of the predominately hard surfaces with tree canopy coverage, the interface with the public realm, sight lines at the driveway exits and entrances;
- Further development of the design response to the significant grade change with adjoining properties and West 1st Street due to the FCL requirements. This is the first property to be developed in this area with the FCL requirement making the project's design of these edges precedent setting; and
- Consideration of environmental issues especially storm water infiltration with vegetated bioswales and storm water management, including the rainwater draining from the roof. The Panel recommends that the applicant looks at rainwater collection, storage, treatment and secondary reuse.

The Panel commends the applicant for a very thoughtful presentation and the attention to detail.

Carried Unanimously

The Panel had a short break at 7 p.m.

The Panel reconvened at 7:10 p.m.

5. 725 Marine Drive (Rezoning Application)

Staff introduced the project which is a proposal to rezone the existing CS-1 (Commercial Service) Zoned property to a Comprehensive Development Zone to permit a new five storey building with a sixth storey bedroom/loft space, inclusive of retail commercial space at grade with residential above. The project will have 85 strata units and 15 rental units. The proposed commercial parking ratio complies with the Zoning Bylaw.

Staff asked for the Panel's input regarding the massing and height in the context of a predominately four-storey Marine Drive streetscape, the sixth storey loft space's integration

into the building's architecture, the materials and colour palette, the exterior treatment at the landscaped patio and plaza areas, the interface with the pedestrian pathway to the south, the retail unit treatment and potential to enhance the pedestrian environment, the retail signage concept, the design treatment of the residential entry, and the design of the western elevation.

Helen Besharat, Besharat Friars Architects, described the project to the Panel:

- It is a very visible, triangular site with a 28 degree corner.
- The proposal is for a five storey building and a loft; the loft is set back and has little visible impact.
- The massing is based on porosity and transparency. At each end are public areas: a park to the west and a public plaza to the east which will have public art.
- The project will share a pathway along the eastern side of Mosquito Creek with the Shore development; it will connect to the Spirit Trail and the waterfront.
- The main entry to the residential building is off Marine Drive and expressed in a visible and bold way.
- There is an amenity room of 1,000 sq. ft. with a shower facility and its own patio.
- Shafts will be built into the retail units to allow for restaurants.
- The design takes into account the proximity to the Shore building with respect to privacy and light pollution. Parking will be screened with four vertical green walls. All the lighting will be down-lit and will have minimal impact. There will be a canopy of trees between the two buildings.
- There will be natural lighting and landscaping at the ends of all corridors.
- The entire west façade is blank as it is at the property line.
- There are vertical wooden privacy screens on the south side to help with solar shading.
- A passive design approach is employed with respect to energy conservation. The project will exceed ASHRAE 2010 and will have hydronic radiant-based heating.
- The majority of opaque façade areas will be an off white brick, widely used in BC. The base of the building will be charcoal grey brick. Two colours of Hardi material are used in units where there is not a lot of wall space. Where two panels meet there is an aluminium reveal joint. The store fronts are anodized aluminium
- Balcony glazing will be clear ceramic glass and ceramic fritted glass for shading.

Robert Barnes, Perry & Associates Landscape Architects, reviewed the landscape plan:

- The design on Marine Drive follows the Marine Drive Design Guidelines with cast concrete and exposed concrete banding which will line up with the building grid.
- It is hoped that the corner CRU's will be cafes to animate the street and spill out on to the plaza and patio.
- The design adds route connections to the strong pathway along the Shore building.
- There will be built-in planters on the second level with privacy screens.
- On the podium level a planter runs the full length of the building opposite the Shore building.
- All lofts will have a private patio with a tree.

The Panel reviewed the model and asked questions.

Questions from the Panel included but were not limited to:

- **To staff:** What brought the site from a four storey to a six storey? **Staff:** The preliminary application seen by Council was a four and half storey building; the sixth storey did not exist. Marine Drive Guidelines speak to 35 feet.
- **To staff:** Is Planning supportive of a six storey building? **Staff:** The Marine Drive Development Guidelines are seen as one level of policy, the OCP is another. Council did not amend the OCP to reflect the guideline heights, but staff do refer to them to guide applicants.
- Is there a planning exercise for the site to the west? **A:** We approached the owner but they were not interested in taking part. **Staff:** A lot of the land to the east is in the Streamside Protection Zone so there will not be a large building mass.
- Are you satisfied with the membrane approach to protect the roof for the suites below the patios? **A:** Yes; the design will use unit pavers with a membrane beneath.
- How did you come to locate the outdoor amenity area? How will you avoid conflict with people going to visit the merchants? **A:** It will depend on how the CRU's are developed. We cannot put more glazing due to Code requirements. We think the interaction will be positive. We can fence it and demise it, but we think the openness is positive.
- Do you have a relationship with the people of the Shore? **A:** We have been talking to them and will be doing the berming. We have met with the Engineering Department the design needs to be respectful to the units across the pathway.
- Why are the different sizes of patios on Level Two so different: very large on the north side and small and not very usable facing Marine Drive? **A:** They are five feet deep on Marine Drive; we wanted to create diversity. Some units have roof top patios.
- **Staff:** You are showing the CRU doors opening in to the building; does that address Building Code? **A:** If the CRUs change in size, some of the doors would have to open out or be recessed.
- What is the setback at the CRU's from the curb's edge? **A:** About 12 feet.

Comments of the Panel included but were not limited to:

- The outdoor amenity space is not sufficient for 100 units and, as it is semi-public, I do not know how they will use it.
- The amenity space is located next to a commercial loading zone which will be an additional conflict.
- Compliments on the shape of the building, design elements, different-sized units for housing diversity. It will match the neighbourhood.
- It is a well-detailed application. I like the massing of the building and the juxtaposition as it relates to the corner. I like the uniformity; it is appropriate and a good fit. The two end elevations are very similar and need to be bold and strong as they are very visible; it should be almost a "flat iron" building appearance rather than having balconies. The other item needing more consideration: when you arrive in the cul-de-sac going into the Shore you are presented with a large fire wall that is staggered away from a future development to the west. There needs to be design development above the parkade; do not let it be a negative space as you enter.
- There could be a four storey expression on the building to talk to the buildings across the street. The roof is going to be very visible from Keith. It will be a very visible building and needs to be very uniform and not disjointed. I am supportive of the materials with the exception of perhaps consideration of more colour on the façade.
- The south pathway wants to be extremely strong as it is sandwiched between two buildings. It needs to be very welcoming, prominent.

- I strongly recommend that the Planning Department really looks at the remainder lot to the west to make sure it works. I would hate for something unnatural to happen there.
- I think the interface with the streetscape is going to have an impact on Marine Drive. I have some concerns about the massing; I would prefer it to be a four storey with loft.
- I am concerned about the densification of the corner. However, the building is beautifully detailed and earns the massing. It is a lot of building.
- I am concerned about liveability and overlook on the south edge.
- The height may be an issue; going higher on the south side will create an issue. I think it is one storey too high. I like the design.

Chair's summary:

- The outdoor amenity space needs to be looked at and possibly enlarged.
- Make the best connection to the walkway.
- The location of the loading bay is unfortunate.
- Public art is in the right location.
- Attention to form and character as viewed from Keith is important.
- Materiality is excellent.
- The mix of commercial with residential is the correct combination.

Presenter's comments:

- With respect to the height, the buildings to the south are six storey buildings.
- Our geodetic data on elevations shows that the top of the lofts are only four feet higher than buildings to the south. Comparing the height of the elevators we may be lower.
- A building that has affordable rental units should not differ in character from purely condo units.
- With respect to the Keith approach, the two ends are very important. On the Keith side it has been improved drastically with two brick walls and thicker columns. Fritted glass will be used. The wooden soffits give more importance to the end. At the western end, it is at zero lot line so has to be a fire wall. We have treated the blank wall with two patterns of concrete block and hope that the ivy will drape over it. In time it may be obstructed by another wall to the west.
- The lofts do not have a shadow impact.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 725 Marine Drive and recommends approval subject to addressing the following issues to the satisfaction of the Manager of Development Planning:

- The east and west elevations should have a very bold and strong vocabulary without smaller scale elements such as projecting balconies or railings;
- The introduction of a four-storey expression to relate to the buildings across the street;
- The uppermost roof, because it is visible, be articulated in a very uniform expression;
- The use of a strong palette of materials in the landscape expression to create a very cohesive "readable" shared pathway through the two projects;
- The creation of a more permeable pathway from Marine Drive along the southern building edge to the Marine Drive commercial parking area;
- That the east plaza be designed to appear as a gateway; and

- Design development at the south west corner massing, where the building needs to be potentially set back, so that it is designed to be perceived as a cohesive entry, and not part of a wall that is adjoined to the firewall.

The Panel is generally supportive of the form, building height and character as represented.

Carried Unanimously

There was a short break at 8:25 p.m.

6. 260 West Esplanade/255 West 1st Street (Rezoning Application)

Staff introduced the project which is a request to rezone the subject properties from their existing M-1 Service Industrial zone (with a Land Use Contract registered on Title) to a site-specific Comprehensive Development Zone to permit a mixed use development consisting of two five-storey residential buildings with 208 residential units above two storeys of commercial space at grade fronting West Esplanade.

Staff asked for the Panel's input on the design response to grading issues, the proposed width and accessibility of greenway connections from Semisch Park to Waterfront Park on the west side of Semisch Avenue, clarification and comment with regard to exterior materials and colour selection, residential building entrance and building corners, retail frontage character and rhythm along West Esplanade, courtyard spaces on the landscaping plan and the potential location for public art.

Ray Letkeman, Ray Letkeman Architects, described the project to the Panel:

- The site is 2.3 acres in size with 1.1 FSR currently. The proposal is for 2.6 FSR and 50 feet height as shown in the Official Community Plan.
- There is a 24 foot grade change from 1st Street to West Esplanade; the commercial units on West Esplanade will give a level podium for the residential buildings
- The site is a five minute walk from Lonsdale Avenue to the site; the commercial will probably be service commercial rather than retail commercial.
- Access to the parking and loading bay is from Mahon Avenue.
- There are lower units on Mahon Avenue and Semisch Avenue to buffer the parking.
- The oak trees along 1st Street will be preserved; they are taller than the proposed buildings.
- The residential lobbies will be off 1st Street.
- It is an important corner on Semisch Avenue and West Esplanade; we looked at sculpting the corner to anchor it. There are no balconies at the corners which are fully-glazed "great" rooms.
- There is a mid-point entry in the retail facade to allow elevator access to upper floor.
- To vary the streetscape, the upper floor is set back on the west side of the retail.
- There are ground level city homes on Semisch Avenue with patios. The balconies on the upper floors are angled to catch views to the south.

D. Siegrist left the meeting at 8:50 p.m.

Kim Perry, Perry + Associates Landscape Architects, reviewed the landscape plan:

- The pine trees on Mahon Avenue will be retained and the parking structure will be built away from the edge to protect the rooting zones of the trees.
- The pine trees on Semisch Avenue are unhealthy and will be removed and replaced with a streetscape treatment.
- The building will be set 25 feet back from the east property line to allow for the Semisch Greenway which will have a terraced edge, sidewalk, planters and two rows of trees.
- There will be a corner court at Semisch Avenue and 1st Street and a corner plaza at Semisch Avenue and West Esplanade with exposed aggregate band.
- There are significant patio spaces and two amenity rooms with a patio, lounge and lobby.
- There will be two viewpoints in the courtyards on the Esplanade edge.
- The Greenway seems the logical place for public art; perhaps it could be themed on the idea of the old shingle mill.

Questions from the Panel included but were not limited to:

- What focus group will the project be marketed to? **A:** The majority of units are two-bedroom; there are 15 three-bedroom units, and a few one bedrooms with dens.
- **To staff:** Is there a requirement for amenity space on the property for children? **Staff:** There are design guidelines for multifamily buildings; we would expect there to be some treatment for younger children onsite.
- How will the large expanses of lawn on top of the slab be cut? **A:** There will be enough soil for it. There is a route for lawnmower access.
- The courtyards will not be programmed? **A:** We could add something to it. There is a lot in the neighbourhood to walk to.
- What about adult programming for the courtyards? **A:** We could create bigger patio spaces in the middle.
- Can the amenity spaces be used for entertaining? **A:** The larger building has a social room and lounge that could spill out on to the patios.
- Is there an opportunity for bbq space for everyone to use? **A:** There could be one outside the amenity room.
- You will be building up the soil in the inner courtyards? **A:** Yes; it will be mounded.
- What material will be used for the planters on the east and west frontages? **A:** The same masonry as used in the building.
- The east west walls seem to have a lot of white; is there a contrast of colours? **A:** We looked at emphasizing the stone base with the darker colour above in the balconies.
- How will maintenance machines access the inner courtyards in 5-10 years? **A:** It is level from 1st Street; we would need to make a 6-8 foot path from the western courtyard to the inner eastern courtyard.
- The wood finish on the corners is not wood? **A:** It is non-combustible on a metal panel.
- Will the city homes on Semisch be live-work? **A:** We have not considered it; they are not two stories but will have two bedrooms.
- Could the sidewalk in the Semisch Greenway meander to deal with the grade change? **A:** We have talked about it; it could be done but we thought a straight path like an allée would be appropriate. A curved walkway would go right up against the building.
- How are you dealing with joints in the Hardi? **A:** It is an aluminium reveal system.
- Do you have a storm water strategy at the moment? **A:** The perimeter is off slab; the patios could be permeable. We could do a rain garden system down the greenway.
- The roof top gardens will percolate to the drain system? **A:** It has not been decided.

- Can the scale of the existing pines along Semisch be replaced? Is it possible to incorporate the greenway with the existing pines? **A:** They are right up against the parking structure and have been limbed up; there is no sidewalk at the moment. They are not good enough to justify saving.
- What is the energy strategy? **A:** The goal is 10% beyond ASHRAE 2007 and to meet ASHRAE 2010. There is some work to do.
- The interface with the public realm along West Esplanade is quite harsh; is there any consideration of saving some of the pine trees there? **A:** We did not plan that because we are implementing the new design guidelines for the block. **Staff:** There are guidelines so if it is possible to retain the trees, you could.

Comments of the Panel included but were not limited to:

- In general it is a good proposal and I support it. It is a good approach to the site. The colour and materials are well handled.
- The west courtyard is very narrow and too dark. A more sensitive landscape scheme should be reflective of this narrow space.
- The street connection at the south could be more lively and engaging with benches, varied planting, patterned paving.
- Grading is handled really well on all sites.
- The retail on West Esplanade is well done; I have an issue with the height of the retail space: 12 feet could be problematic and the retail space might suffer.
- The courtyards are positive and well-handled.
- Public art will be welcome; it should be in the most public area.
- The entry points are positive.
- The mix of use is positive and appropriate especially with second storey retail or offices.
- The change in module design on Esplanade is welcome.
- The staggered balconies are playful, a nice design element
- You should reconsider the location of the loading bay; it is too close to the intersection.
- Key to success of the retail is the location of garbage and recycling facilities; it needs to be revisited.
- You have to meet ASHRAE 2010; the project would benefit from early, solid strategies with respect to energy saving. You need to do energy modelling. Building orientation and passive energy strategies have been ignored. The building is insensitive to east, west south orientation; there is no sign of shading.
- I have some concern with the exterior materials. Hardi does not do justice to your architectural vocabulary. Look at the textures; do you want imitation wood grain in fairly modern architecture especially when it comes down to the ground? Think about detailing and the thickness and R value requirements; revisit the elements.
- The green accent is attempting to introduce colour; you should go bold, either on the residential or commercial rather than having it here and there.
- The entry and corner elements are very nicely done. Take these elements and repeat on one of the buildings. The architecture would be more diverse and successful if the two buildings were treated completely differently one from the other.
- It is a well done project and I am supportive.
- Give careful consideration to the streetscape and how the connections work.
- How will you deal with air exchange on the southern corners with a lot of glass?
- The size of trees on Esplanade will make a huge difference to the landscape.
- How will you address the maintenance issues for the buildings in 8 to 12 years?

- Perhaps you could consider bringing some of the large canopy trees into the courtyard. Reduce the number of trees and do something bold; perhaps some of the lawn area could be paved. It would work with the height of the building.
- Consider a strategy for rainwater re-use; capture and store it for irrigation.
- The courtyards very important; they will be looked at rather than used. Use rainwater as an element. I am not sure that lawn is successful in that environment.
- Form and character are excellent; I have no problem with the massing. The edges are well handled. Public art on the greenway could be a benefit with an arrival point on Esplanade from Semisch.
- I would like a slightly curved sidewalk; it would enhance the experience.
- I agree that the pines on Semisch should be replanted.
- I have a concern about the interface with West Esplanade. Any animation along the street edge would be welcome. Save some of the pine trees.

Chair's summary:

- You need to look at passive energy strategies.
- You need to encourage a gathering space; there is an opportunity for it to be developed further.
- There is good support for the direction of the project.
- The project needs further design development.

Presenter's comments:

- The dimensions between the buildings are very similar to those of Anderson Walk; it works well with the height of the building and the size of the courtyard.
- The loading bay is where it is because of grade; we anticipate that Mahon may be closed off. It is the most direct route into commercial units.
- We pick the most strategic area of buildings for special architecture; that is why we have chosen the entry and corners. The rest of the building is the backdrop.
- Re: detailing: we can get the thinness and make it look like a concrete building.
- We are working with consultants who will be doing energy modelling; there will be solar shading on all the corners.
- The store fronts are all recessed.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 260 West Esplanade/255 West 1st Street and recommends approval subject to addressing the following issues to the satisfaction of the Manager of Development Planning:

- Consideration of the location of the loading bay and adjacent garbage and recycling facilities to improve function;
- Reconsideration of the height on the main and upper floor commercial levels;
- Consideration of two completely different vocabularies for the two residential buildings;
- Reconsideration of exterior material and detailing;
- The provision of detailed sections to support the proposed proportions;
- Consideration of ASHRAE 2010 requirements including passive design and shading devices;
- Improvement of the street connection and the public realm interface on West Esplanade with the potential retention of existing trees;

- Revisiting the views and the sun aspect for the two courtyards to encourage gathering and improve liveability;
- Consideration of capturing and reusing rainwater for irrigation;
- Consideration of replacing some of the conifers along the proposed Semisch greenway; and
- Further consideration of the public art component.

Carried Unanimously

7. Other Business

None.

8. Adjournment

There being no further business, the meeting adjourned at 10:10 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, February 19th, 2014.



Chair