

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, May 16th, 2012

MINUTES

- Present:** B. Allen
K. Bracewell, RCMP
B. Harrison
K. Kallweit Graham
Y. Khalighi
S. McFarlane
M. Messer
J. O'Brien
M. Saii
- Staff:** C. Purvis, Development Planner
C. Perry, Supervisor, Engineering Services
S. Kimm-Jones, Committee Clerk
- Guests:** **127 East 3rd Street (Rezoning Application)**
Fred Adab, F. Adab Architects Inc.
Senga Lindsay, Senga Landscape Architecture
Robert Spencer, Planning Consultant
Kamran Tafreshi, Developer
Creek Crossing – 720 West 2nd Street (Rezoning Application)
Dale Staples, Integra Architecture Inc.
Mike Patterson, Perry & Assoc. Landscape Architecture Site Planning
Bob Heaslip, Adera
972 Marine Drive (Rezoning Application)
Brent Sawchyn, PC Urban Properties
Robert Spencer, PC Urban Properties
Tom Staniszki, NSDA
Cameron Ashe, NSDA
Brett Hitchins, Sharp & Diamond Landscape Architecture Inc.
201 East 6th (Rezoning Application)
Merdad Rahbar, Vernacular Design
- Absent:** J. Marshall
Councillor Bell
-

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 April 18th, 2012**

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Design Panel held April 18th, 2012 be adopted.

Carried Unanimously

2. **Business Arising**

None.

3. **Staff Update**

Projects

1835 Lonsdale: This was given the first three readings on May 7th. A Public Meeting will be held on May 28th. A covenant will secure three rental units.

1308 Lonsdale (will be reviewed at the June ADP meeting): On May 7th staff were directed to proceed with processing the development application. Concern was expressed about the size and that there was too large a density bonus. There will probably be a Town Hall meeting in July.

Central Waterfront: A workshop on options for the future of the central waterfront was well-received by Council. The follow-up report on May 7th was carried unanimously with the following directions: a Media Centre to be located in the former Cates Shed Building with an open and active south facade, remediation and deck replacement to proceed, marketing of Lot 3 (Coppersmith Shop) for active commercial uses, NV Museum to be located on Lot 4 (former Pipe Shop), staff to proceed with a public process to consider the use and design of the Foot of Lonsdale and Lot 5.

Harry Jerome Rec Centre: On April 23, Council directed staff to write a follow up report for the May 28th meeting and approved the scheduling of a staff-led workshop for mid-September.

642 East 5th Street: A Level B Accessory Coach House was approved at the April 23rd Council meeting.

Policies

Seaspan: The CEO of Seaspan gave a presentation to the April 23 Council on the implications for the City of the shipbuilding contracts. Questions were raised on housing and affordability.

Existing Buildings Retrofit Framework: on April 23 Council directed staff to proceed with the implementation of the proposed framework.

NV School Board's Long Term Property Plan: Staff were directed to report on the implications to the City for the NV School Board's Long Term Property Plan.

City Policies Related to Affordable Housing: On April 23rd Council approved the convening of a staff-led work shop concerning alternative policy approaches related to suites in duplexes.

Pilot Project to Support Market Rental Housing: On April 23rd Council defeated a motion to hold a workshop on City roles in supporting market rental housing.

Subdivision and Development Control Bylaw: On May 7th Council approved the exemption of one unit dwellings from the provision of underground power and communication services but required electrical conduit along the foundation side wall to facilitate future underground connection. Still has to be done at subdivision.

Paperless Council Meeting Agenda: Staff were authorized at the April 23rd Council meeting to proceed with the implementation of the "paperless" Council meeting agenda.

Staff asked whether the Panel was prepared to meet in July. There will be projects to review. It was decided to hold a July meeting if there is quorum.

Staff told the group that Urban Design Awards were last awarded in 2010; was the Panel interested in giving design awards in 2012? It was agreed that if there were sufficient projects, design awards would be given in 2012. A field trip would be organized for the Panel to view the projects.

Action: C. Purvis to make up a list of eligible projects for a decision on whether to give Design Awards in 2012. Terms of reference will be distributed to Panel members.

M. Saii excused himself at 5.50 p.m. due to a conflict of interest.

K. Bracewell joined the meeting at 5:50 p.m.

M. Messer joined the meeting at 5:55 p.m.

4. 127 East 3rd Street (Rezoning Application)

Staff provided background on the project which was previously reviewed at the Design Panel in March and April, 2012 and read the resolutions passed at those meetings.

Robert Spencer, Planning Consultant, outlined the response to the resolution passed at the April 18th meeting of the Advisory Design Panel:

- They responded to the motion by lightening the top of the building.
- He reviewed the context of the building.
- He reviewed the issues they faced when refining the design of the building.
- The masonry components respond to the rhythm of the street.
- The eave line of the building to the east is reflected in the "eyebrows" of the proposed building.

Fred Adab, F. Adab Architects Inc., reviewed the response to the motion:

- They decided to expand upon the vertical expression from the first design.
- The proposed design includes more glazing for a transparent feel.
- The horizontal emphasis was reduced by narrowing the horizontal band.

- The vertical lines continue upwards and break the eave roofline.
- The south elevation was modified to continue the vertical line on the 6th floor.

Questions from the Panel included but were not limited to:

- Changes to the landscape? The landscape was not impacted by any of the changes apart from the trees on the roof deck which will be reduced.
- How is the thinner line between the 5th and 6th floor achieved? A: There is a setback on the 5th floor so the parapet was reduced and the vertical expression continued up.
- The public art? A: We will provide public art but the main focus is to provide rental units, which is expensive, so it will not be 1%. There will be a paving pattern in the street; the children's play area security fence will be made into an art fence.
- Where is the six foot setback on the 6th and 7th floors? A: On the east and west sides.
- Is the 5th, 6th, and 7th floor glazing on the street side in the same plane? A: Yes.

Comments of the Panel included but were not limited to:

- It is a big improvement from the previous designs. I like the thinner line along the 6th floor. It does feel lighter than the earlier iterations. I really like the streetscape analysis page; it is very illustrative of the thought put into the project, the details you have looked at. It is a very useful diagram and shows how the project relates to other buildings in the area. I like that the upper two floors are more curtain wall like than below.
- The bulk is unavoidable because of FSR which I do not find a problem because of the rental units.
- I love the green roof.

Presenters's comments:

- None.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the resubmission of the Rezoning Application for 127 East 3rd Street and recommend approval. The Panel commends the applicant for the presentation and the manner in which concerns from the previous meetings have been addressed.

Carried Unanimously

5. Creek Crossing – 720 West 2nd Street (Design Review)

Staff provided background on the project while the Panel viewed the model. The property is the current home of the City of North Vancouver Works Yard, and has been rezoned to allow approximately 375 dwelling units in a cluster of five and six storey buildings surrounding a court.

Bob Heaslip, Adera, introduced the project:

- Adera is committed to delivering a first class project like Noma, 735 West 15th Street, 730 Marine Drive. The hope is to connect it back to the 735 precinct. There will be a loop from Fell Avenue to the bridge at Bewicke Avenue and over to the project along Mosquito Creek to access the Spirit Trail.

- Adera is known for sustainability and is looking at a heat recovery system, the plan is to deliver 25% over the National Energy Code for energy use.
- The homes are planned to be 505 to 1,005 sq. ft. and will be suitable for first time buyers, empty nesters.
- They are committed to public art.

Dale Staples, Integra Architecture Inc, presented the project:

- The project is in an upcoming neighbourhood due to planned residences.
- Mosquito Creek is one of the most important components. The property line will be pulled away from the creek creating more green space and a public path connecting to the north. The north edge of the property will have a path that will connect to the Spirit Trail.
- The main vehicular access will be from the north west with parkade access off West 2nd Street.
- Most people will arrive at the project via the new bridge.
- There will be residential entries along the public pathway along the creek.
- There will be a water feature in the courtyard.
- People will access the courtyard in a clockwise one-way direction to give a view of the breezeway connecting to the creek.
- The first building will be built on the north edge.
- The apartments will range in size from studios and one-bedrooms up to three-bedrooms.
- The design is based on the Creek Crossing design guidelines. The three buildings will have different characters based on a contemporary, west coast theme. Building 1 will use lots of cedar and corner glazing, Buildings 2 and 3 will use more brick and have different balcony treatments. Different colour schemes will be used. The building forms will complement each other but read as having their own identities.

Mike Patterson, Perry and Associates Landscape Architecture Site Planning, reviewed the landscape plan:

- The key landscaping feature is the proximity to Mosquito Creek with the ability for the City to gain a corridor to use as a park from Bewicke Avenue to Marine Drive.
- Adjacent to the creek will be a permeable asphalt trail built to creek standards with a wooden rail fence. The current asphalt surface will be removed and re-vegetated. They are working with DFO on new riparian planting. The existing pathway is narrow with invasive species which will be removed.
- The new road will have a connection across and up to Marine Drive. Once on the trail there will be a chance to come into the site with strong landscape features drawing the pedestrian up to the courtyard. Lights on columns will shed light on the walkway.
- All ground floor units have walkway connections to allow circulation all around the site.
- Within the site there is a strong arrival sequence with a central island which reveals itself as you move around it; there will be taller wall elements with a water feature and perhaps a vertical public art element.
- The residents will be able to enter the central plaza from each building.
- It is a flat site with a grade change down to the creek; the path to the creek will have water spilling down the steps to the creek edge.
- There is an amenity indoor space which will spill out to a covered patio.
- Bike parking will be at the entrance to the site.
- The design maintains the views down to the pathway.

- The concrete barrier on West 2nd Street will be removed and trees planted to create a more inviting area.
- They are exploring street furnishing ideas with the public art consultant.

Questions from the Panel included but were not limited to:

- The lighting on the posts is not controlled by the residents? A: No. Staff: We do not want lighting that will affect fish.
- Access points into the complex have natural surveillance from the apartment buildings? A: Yes.
- The site planning is predetermined? We are just talking about articulation and form and character? A: Yes.
- Concerning the April 2011 resolution; it stated improvements may include revisions to the footprint? Was there any study on where the building massing should be? A: We are limited by access to the site, the north west corner and the grades on the site, the access trail to existing services and fire truck access as well as maintaining pedestrian access through the site. It is important to maintain the connection to the neighbourhood and Marine Drive.
- How will the parking be phased? A: It will be phased in with the buildings. There will be rolling phases so the construction will not stop but can be hydro-sealed if necessary.
- Why is it clockwise around the courtyard? A: We wanted a sequence of arrival and view to the breezeway. We hope to slow people down.
- Is there a reason why Buildings 2 and 3 are not two different buildings? A: Building 1 was originally a six storey building so we had to transfer the density and wanted to have the access to the creek framed by the building rather than having two different buildings.
- Why did you choose to take Building 1 down to 5 stories? A: The drop in grade keeps the roof top in line with Marine Drive.
- Why is there an emphasis on drawing people into the courtyard from the trail? How will it impact residents? A: The City wanted the site to be permeable, the design responds to it. It is not a gated community; there is nothing to stop people wandering in.
- What is the onsite rainwater and storm water strategy? A: The plaza may be permeable; there is a swale along the creek to stop storm water going into the creek. We are trying to achieve a water balance model, slowing the water down. It is an improvement over the current asphalt surface.
- Will any of the rainwater be used for irrigation? A: No.
- How will the inner courtyard work; is it somewhere to stay? A: It is a key visual amenity for the buildings looking down on it; there will be seating. People will be able to walk through and experience the water feature which will be kept fairly low. Tables and chairs can put in the area in the summer. There are seating nodes throughout the site complementing the ability to walk through the site.
- Has a traffic study been done? A: Yes.
- What was the result of the traffic study? A: it was not a big issue. The access on West 2nd was seen as a good thing; volumes were not that high. The project is within five minutes of transit. Staff: That is why we are focussing on the pedestrian realm. The link from Marine Drive to Bewicke Avenue will encourage walking.
- Will the roof areas for Buildings 2, 3, 4 be programmed? A: There will be individual access to planted areas and residents will plant a lot. The roofs are pre-designed to take the weight of hot tubs etc.
- What is the height of the breezeway? A: Two stories on one side lowering to a one storey portion; it then becomes two stories at the creek.

- Why is the play area so far from the amenity space? It should be closer. The unit at the corner of Building 4 may not like it. A: We wanted to have two separate areas and show the area on our plans so that people know what they are buying into.
- Are you concerned about the light into one bedroom in Unit C in Building 3 as it is set back? A: We have done several projects of this type and light has not been an issue.

Comments of the Panel included but were not limited to:

- I was concerned about the massing but it has been very well articulated. The interface of vertical and horizontal pieces are my concern and it has been well addressed in a thoughtful way. The interface with the landscape edges is very well thought out. The liveability of roof decks is very important. I am supportive of it. I am concerned about the density but it is needed.
- It is a very nice project; the details are lovely. A lot of consideration has been given to forms, massing, details, and edge treatment.
- I am concerned about the location of the play area on the edge near the road. Where would you put it otherwise? Is there a way to make more of the breezeway area so that it is connected to the creek? The play area could be treated to make it feel more like a woodland play area; more part of the creek. It is a unique area compared to most; integrate it more with the native planting. Maybe there is some density that can be traded to Building 1 at six stories to help the playground and create more space between Buildings 1 and 2.
- I appreciate the integration of the pedestrian links in all directions.
- The development is positive for the neighbourhood. The expansion of the trail system is a value add to the community.
- The reverse roundabout feels awkward; combining it with pedestrians and going in the wrong direction does not feel like the right thing to do.
- It is important to embrace the six storey height and not try to pretend to be four stories and be timid about aspects of scale. There is the possibility of refining the scheme by embracing the height. I love the imagery; it is a precedent that resonates well with the area. It could be refined through a distillation process.
- The landscape treatment is strong and good but there are almost too many things happening with too many treatments; it would be stronger with a distillation process.

Presenter's comments:

- Good comments and we will continue our work

It was regularly moved

THAT the Advisory Design Panel has reviewed the design for 720 West 2nd Street "Creek Crossing" and recommends approval subject to the approval by the Development Planner of the following:

- Possibly revisit the play area and see how it works as it integrates into the site;
- Review carefully the architectural cohesiveness of the project by phase, and

The Panel commends the applicant for a thorough presentation.

The motion was not seconded.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the design for 720 West 2nd Street "Creek Crossing" and although supporting the site concept and massing feels that the following have not been adequately resolved:

- Reconsideration of the location and nature of the children's play ground perhaps linking it to the creek woodland park area;
- Further study and validation of the roundabout focussing on the safety aspects;
- Looking at simplifying the architectural details and materials;
- Careful analysis of the number of elements and materials in the landscape plan and consideration of their simplification;
- View studies from neighbouring properties to be included in the future presentation.

**Carried
7 in favour
2 against**

There was a short break at 7:45 p.m.

M. Saii rejoined the meeting at 7:45 pm.

The meeting recommenced at 8:00 p.m.

M. Messer declared a previous working relationship with the applicant but it was agreed that there was no conflict.

6. 972 Marine Drive (Rezoning Application)

Staff provided background on the project which was previously reviewed at the April 18th ADP meeting, and read the APC motion from May 9th and the ADP motion from April 18th.

Brent Sawchyn, PC Urban Properties, talked about the project and in partnership with Marcon Construction. They have reviewed the comments from the Design Panel which has resulted in a better project. It is a good design on a very difficult site. The key win for the City is dedicating half the land back to park space, removing impermeable surfaces and rehabilitating the stream, as well as removing the existing automobile bridge and replacing it with a pedestrian bridge, and closing off two access points. There is a wonderful opportunity to use public art on the pedestrian bridge.

Tom Staniszki, NSDA Architects, reviewed the response to the resolution passed at the April 18th Advisory Design Panel meeting and spoke about the rationale behind the massing and design of the project, the challenging topography. Entering the parking at the higher end of the site was a challenge.

- Setbacks from the creek forced a rather massive urban building to achieve an FSR below what would normally be allowed; to compensate for this the design has a partial 5th floor, the mass of which is shifted away from Hamilton Street responding to the residents on the other side of the street.
- The centre portion of the building has been shifted five feet away from the park allowing the building to be stepped back progressively from the park edge giving bigger balconies and bigger decks. A wooden trellis and planters with climbing vegetation softens the facade facing the park.

- The corner element is stronger enforcing the gateway element of the building and the approach into the City. Also a greater benefit will be the opening of the view into the creek, removing the parking lot and creating an experience of entering the city through the park. The Heywood Master Plan recognizes the gateway aspect of the park with a structural element at the entrance.
- The riparian area between the building and park is not accessible by the public or residents.
- A direct access bike room has been added which has become an amenity room to allow access to the park.
- Re: the height and exposure of the concrete wall; it will be fronted by an intensively and richly landscaped area and will not be visible after a year or so. The existing grade has been raised to further screen the wall and reduce the height as seen from the creek.
- Re: energy efficient features: we have consulted a number of people and a green roof is not recommended on a wood frame building as warranty is impossible to obtain. A reflective surface on the roof will be used, either in the form of light coloured rocks or roofing material. There will be extensive landscaping with moisture retention features. The building will be designed to comply with ASHRAE 90 2007 with a 55% glazing area, hydronic heat and pre-piping for a Lonsdale Energy Corporation connection and pre-piping for solar panels on the roof. We are exploring sun shading strategies for units on the south facing portions. It is a challenge on the west but there are very deep balconies and a nine foot trellis which will provide a significant degree of sun shade protection.

Questions from the Panel included but were not limited to:

- There cannot be a warranty for green roofs on a wood frame building? A: Not to our knowledge. Travellers will not provide coverage for it.
- The courtyard north and south corners is only partly roof deck? A: The decks will not be extended for reasons of overlook and privacy. We are trying to balance the interests of the general public and the immediate neighbours. They were pleased that the top floors have been shifted back with no direct overlook.
- Is there access to the roof? A: No.
- Is there an outside door or gate between the units on Level 1 and 2? A: There is a planter with hedges separated by gates for maintenance. The patios are private with access for maintenance.
- Is the east side patio newly created? A: No it was five feet deeper. We attempted to balance the size of the patio so that it would not encroach on views and overlook neighbours.
- The amenity room? A: The actual use of the amenity room has not been decided; it used to be a bike storage room. It has direct access to the park.
- Is there no accessible access to the park for mums with strollers for instance? A: You would have to come out and go down the driveway. It is not viable to have ramps as there is a seven foot difference.
- As you cannot put on a green roof, is there an opportunity to put planters on the other part of the roof; it would mitigate it and give a nice overlook? A: It is a possible as long as they are contained. We should seriously consider it.
- Is there a sidewalk on the access point? A: No. Perhaps there could be a pedestrian indication in the paving? Staff: We will consider it in the process.

Comments of the Panel included but were not limited to:

- I do not see much different from last time; the big issue was the massing and taking architectural cues from office building that was there. The massing is pretty brutal; it feels like an office building. There is nothing to change my opinion from the last visit.
- The north east corner is a pretty hard chunky massing corner, maybe it could be lightened up with a balcony. Is it too much density for the site? The new drawing is great but it is still more like a wall than a gateway.
- What comments does staff have? Staff: An extensive amount of work has been done since the application. Overall there is a sense that this is a win for the city given the environmental remediation and the amount of land given. Re the massing, the FSR is artificially low due to the donation of park land to the City. The project needs to work financially. The south facade is very successful. They have a lot of constraints because of DFO regulations and Heywood Park was gifted to the City so cannot be changed. The access is difficult. It is a difficult site.
- The massing is different from what we have seen; they cannot go up and have given half the land to the city.
- How much flexibility is there to adjust the design to soften the mass and have it incorporated into the space without reducing the overall size?
- I do not have concerns about the massing; the five foot shift helped a lot. The treatment of the top level is appropriate and goes a long way to mitigate the mass. From an urban design perspective it is good to see quieter buildings. Some of the views presented accentuate the bulkiness of the massing; some are views that no one will see. I totally agree with putting the emphasis on the park as the gateway feature; it is a massive giveback to the city. The building is a reasonably quiet foil for the park. The verticality of elements on the corner is a nod to a gateway notion. I like the way it is underplayed. The materiality is familiar and predictable.
- There should be larger patios on the east side rather than the lawn; lawn is not viable.
- They have been pushed into a corner but I do not have to like the design.
- There is no way around it. The City gets the benefit of the land given back to the park.
- You have mixed support from the panel: from it is a reasonable solution to making the best of a bad situation. Larger patios on the east side are recommended. Perhaps the north east corner units could be redesigned a little bit by moving the balconies.

Presenter's comments:

The Panel appreciates the box we have been put and appreciates that it is a great opportunity for all stakeholders. It is wonderful to be able give back the park and rededicate the creek. The massing is what it needs to be.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 972 Marine Drive and recommends approval subject to the approval by the Development Planner, of the following:

- Inclusion of roof top planters
- Eliminating the lawn facing Hamilton Avenue and replacing with patio space
- Reconfiguration of the north east units to soften the corner.

**Carried
8 in favour
1 against**

*There was short break at 9:00 p.m.
The meeting recommenced at 9:10 p.m.*

7. 201 East 6th Street (Rezoning Application)

Staff provided background on the project which is an application to rezone the Two Unit Residential Zone property to a Comprehensive Development Zone. The proposal is for improvements to the existing duplex with interior alterations to accommodate two dwelling units. A new infill building would house one dwelling unit plus an attached garage.

Merdad Rahbar, Vernacular Design, presented the project to the Panel:

- The project was built in 1988; it is surrounded by mid and high density developments with a town house development next door.
- It did not make financial sense to turn the unit into four dwelling units.
- The proposal is for an infill unit of approximately 1400 sq. ft. with two bedrooms.
- The lot drops 16 feet from East 6th Street to the lane. The infill will not obstruct views.
- Operable windows and a west-facing balcony will use passive energy.
- The design of the infill is based on the quality of architecture in the neighbourhood. The existing duplex will be enhanced by replacing the siding with Hardiplank.

David Rose, PD Group Landscape reviewed the landscape plan:

- The project has challenging grades.
- The goal was to enhance the outdoor space for the duplex, which had hardly any outdoor space, when designing the landscaping for the infill.
- Private patio spaces relating to each unit were created.
- There will be new gated access points off St. Georges Avenue for the duplex and gated access for the coach house off East 6th Street.
- Street trees and perimeter planting will be added.
- Small trees in the walk-thru enhance the privacy of the coach house.

Questions from the Panel included but were not limited to:

- You did not change the interior of the duplex? A: No.
- Can you describe how the main entrance off St Georges Avenue works? A: There are steps up to the patio. There is an exterior stair.
- The only relaxation is the two parking stalls? A: Yes.
- Explain the circulation from the parking to the upper two units. A: The path on the east side is for eastern unit; the other is for the west upper unit.
- Is there sound mitigation for when the garage doors open? A: We use newer motors and bars.
- Is it feasible to have four units? A: It did not make sense because of the specific family financial situation. They are willing to do a major facelift and refurbishment.
- What does staff think? A: There is value in retaining a building.
- One garage is for the coach house and the other two will share one? A: Yes, the demising wall would have taken away more space. We had to have a 10 foot setback from St. Georges Avenue.
- How is the bike storage used? A: The space is quite generous: 10 feet by 3 feet wide which is enough space for three bikes

- Where does the skylight on the coach house go? A: Into the living area which has a vaulted ceiling.
- What is the strategy for the horizontal bands on the east? We could not have windows due to limiting distance.

Comments of the Panel included but were not limited to:

- I have some concerns. The coach house is nice. The circulation is very convoluted. The red and green colour palette is too sharp could be toned down. It is an improvement on what is there but needs a little more refinement.
- It is not a perfect solution but adds one more unit to rental stock.
- Circulation and sense of entry could be improved. You should revisit the entry point off St. Georges Avenue; it looks like an exit more than an entry. All three entries should have the same weight.
- There is no closet in the coach house. It is not necessary to have three bathrooms; perhaps you could convert the downstairs bathroom to a closet. The grading issues need more refinement.
- Access to the bike storage needs to be looked at; it is not a private patio if the neighbours are coming to get their bikes.
- There is a lot going on in a little building with a bunch of individual windows in different colours proportions. It might be more economic to have two big rather than six small windows. The division of the little windows make it look like a lot is happening. The initial form is nice; you do not need the little gable facing the lane; it could work well with a flat roof. The horizontal strips are distracting; perhaps use something not quite as bold.
- There is support for the added density and increased availability of rental housing. The circulation could be improved dramatically. The use of space in the coach house could be revisited. Comments were made about the complexity of the roof forms, window types and sizes. The colour is inappropriate for the neighbourhood.

Presenter's comments:

- I agree with the comments on the organization of the windows. The owner requested the extra bathroom so I will discuss it with him. We thought the flat roof was too long and flat and wanted to just break it with the gable. There are no flat roofs in the area. We can down tone the colours but want to use vivid ones.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for 201 East 6th Street and although supporting the site development concept feels the following have not been adequately resolved:

- Simplifying of materials, simplifying the form and revisiting the colour scheme for the infill house;
- Revisit the colour for the duplex;
- Revisit and simplify the internal circulation of the duplex;
- Revisiting the, access, configuration and functionality of the bike storage;
- Limit bathrooms to two within the infill house to increase storage;
- Refine the grading, site entrances and circulation within the site;
- Ensure entrances to both sides of the duplex enjoy equal prominence.

Carried Unanimously

8. Other Business

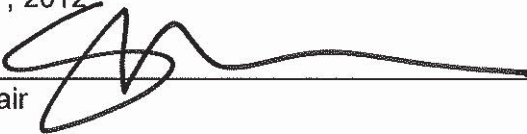
There was discussion on clarifying the mandate of the Panel; how critical can the Panel be when there is a prior agreement with the City as was the case with Creek Crossing and 972 Marine Drive?

Action: The Terms of Reference and AIBC Bulletin 65 to be circulated to Panel members.

There being no further business, the meeting adjourned at 10:25 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, June 20th, 2012.

Chair

A handwritten signature in black ink, consisting of a large, stylized initial 'A' followed by a long, horizontal, wavy line extending to the right. The signature is written over a horizontal line.