



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**COMMUNITY DEVELOPMENT DEPARTMENT**

**REPORT**

To: Mayor Darrell R. Mussatto and Members of Council

From: Richard H. White, Director, Community Development

SUBJECT: CREEKSIDE DEVELOPMENT: PROPOSED (CREEKSIDE PARK, CREEK CROSSING RESIDENCES, CITY OF NORTH VANCOUVER OPERATIONS CENTRE) PROGRESS REPORT

Date: May 3, 2011 File No: 3360-20

*The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

**PURSUANT** to the report of the Richard H. White, Director, Community Development, and dated May 3, 2011 entitled "Creekside Development: Proposed (Creekside Park, Creek Crossing Residences, City of North Vancouver Operations Centre) Progress Report":

**THAT** staff continue to process the development applications to enable the City to obtain a New Operations Centre in exchange for the existing Works Yard site (rezoned for residential development) on a cost-free basis; generally as outlined in the subject report.

**ATTACHMENTS:**

1. Site Plan
2. Press Release
3. Letter to Neighbours and Nearby Associations
4. Draft Development Guidelines for Creek Crossing Residential Development
5. Draft Landscape and Park Development Plans
6. Draft Plans for the New Operations Centre

## **PURPOSE:**

This report is intended to update Council on this two site, three lot development proposal in the Marine Drive corridor area. Options concerning the scale of the residential development proposal and the extent of the Works Yard development are presented for council's additional consideration and it is recommended that staff be directed to continue with a 300,000 sq. ft. residential development as originally presented to Council.

## **BACKGROUND:**

The City Works Yard was relocated from Lower Lonsdale to 720 West 2<sup>nd</sup> Street when a \$104,000 "Works Building" was erected in April 1965. Several additions and outbuildings were added since that time, but for the most part this Works Yard has served the City well for the past 45 years. Over the past decade, shortcomings of the building and the surrounding yard have been identified. Environmental remediation prior to this process has occurred and a variety of workplace and environmental improvements have been made. More substantial upgrading, particularly seismic upgrading that will cost several million dollars has not been scheduled although the current Project Plan identifies funding in future years for this work. (Additional remediation will be required when the site is vacated.)

For most of the last decade, staff have undertaken investigative work from time to time to look at relocating the Works Yard to enable a full upgrading and modernization of this important emergency response infrastructure. About seven years ago, Council decided not to acquire a replacement site for a new Operations' Centre that had been identified as available by City staff. At that time, staff looked at the potential of converting the 720 West 2<sup>nd</sup> Street site to some other use, in part, to help with the relocation and remediation costs.

In 2004-2005 a Task Force of residents and business people was appointed by Council to work with staff to come up with proposals for the revitalization and improvement of the Marine Drive corridor including the 720 West 2<sup>nd</sup> Street site. Specifically the Task Force recommended that a large area south of Marine Drive between Bewicke and Fell Avenue be considered for mixed use (residential and commercial) with densities of 1.75 FSR and 35-45 ft. building heights. Retaining the Works Yard in this location was not recommended as this mixed use. 1.75 FSR density was proposed for the 720 West 2<sup>nd</sup> Street site as well.

Considerable redevelopment has and is occurring based on the recommendations of the Marine Drive Planning Study process and generally these proposals have been well received by existing residents and owners and the new arrivals filling these buildings as well. At least six projects have been approved since the Planning Study was completed and three have been occupied; several more are in application mode or planned.

In early 2010, the City was approached by Darwin Developments (Canada) Ltd., a City based construction development company, with a proposal to exchange the 720 West 2<sup>nd</sup> Street property for a new Works Yard at 61 Bewicke Avenue, a long vacant site that had once been a Home Oil distribution facility. The Home Oil property had been purchased by Imperial Oil and closed down over two decades previously. A very extensive site and nearby land environmental remediation had occurred in the 1995-2000 period. Staff had earlier investigated whether or not this site would be suitable for a new Operations Centre and it has been determined that the overall site (possibly including a portion of adjacent City land and unopened road right-of-way) would be an improvement over the existing 720 West 2<sup>nd</sup> Site.

The potential of Darwin building and equipping a new Operations Centre for the City in exchange for saleable City land slated for redevelopment is an attractive option. Darwin has a well-established construction group and has extensive experience building light-industrial and purpose-built industrial and commercial projects. Having Darwin construct a new facility offsite while the City's existing Operations Centre continues to serve the public is a far more efficient and less expensive form of operational renewal than an on-site renovation that constrains and is constrained by current operations. (The City Library new Build process vs. the current City Hall renovations for instance).

The proposed new location has several other advantages over the current location. Leaving the Creekside location will enable significant parkland and creek side restoration. Leaving the current site will enable a full clean-up of the property – required by law in any case, but difficult to undertake while the site is operational. The existing site is inefficient; the new proposal will be state of the art. The existing buildings are energy inefficient, the new buildings will be very efficient and hooked into the Lonsdale Energy Corporation – the Marine Drive energy grid is likely to be served from this new location. Vehicular access and yard efficiency will be enhanced with the new location and access and the Operations Centre will have a better public profile and an enhanced image in the new location, with new buildings featuring the greenhouse and, perhaps, the energy centre. The new parking lot will be located to be readily available for park users on the weekends and evenings.

Council will note from the attachments as well that an attractive redesign is taking shape for the current 720 West 2<sup>nd</sup> Street Works Yard site. The preferred access has been determined to be at the intersection of West 3<sup>rd</sup> Street and Fell Avenue where a new bridge will be installed. A courtyard and vehicular turnaround is provided for the residential building proposals currently being developed for the 720 West 2<sup>nd</sup> Street site. The current proposal envisage five and six storey forms similar to the Touchstone project but taller than projects approved to date nearby. Even if everything goes according to the preferred schedule, it will be two years or more before development commences on this site. The possibility of expanding the site to include adjoining properties, particularly those east of the creek adjoining Marine Drive or Bewicke may enable further improvements to be made to this development concept in the coming months. Staff have spoken and corresponded with most adjoining owners and Attachment No. 3 has been sent to a broader group, including nearby community and business associations.

Attachment No. 4 is a draft of Development Guidelines that staff propose the City put in place along with the rezoning of the current Works yard property. Similar to the process that the City has used for City-owned lands sold for redevelopment in Lower Lonsdale and more recently on the City Hall Block 62 site, these guidelines are intended to set the time and quality for eventual redevelopment of this City-owned site. Currently, staff are working with Darwin and their advisors to determine if the originally conceived 300,000 sq. ft. of development can comfortably be accommodated on the City site while allowing adequate Creekside protection and park development. As noted, the eventual purchaser will also be able to consider assembling a larger site to the north or the east during the period of time the new Operations Centre is under construction. The 720 West 2<sup>nd</sup> Street site is located below Marine Drive but staff are concerned that the development not be too tall relative to other proposed buildings and park amenities in this area.

## **ADVISORY BODY INPUT**

### **Advisory Planning Commission**

#### **1. Works Yard Site at 720 West 2<sup>nd</sup> Street**

**THAT** the Advisory Planning Commission, has reviewed the preliminary OCP amendment and rezoning application for the existing Works Yard Site at 720 West 2<sup>nd</sup> Street, and although supporting the site development concept feels the following have not been adequately resolved:

- The possibility of including low income housing options;
- A clear transition from public realm to private realm in the riparian area and more pedestrian access to the riparian area through the site;
- The possibility of a pedestrian bridge at 3<sup>rd</sup> Street;
- Clarity on the green aspects for the residential buildings;
- Confirmation of the connection of LEC to the residential development;
- Confirmation of consultation with the Squamish Nation (adjacent lands).

**FURTHER** the Advisory Planning Commission would like to see:

- More information about the land exchange;
- The provision of a 3D massing model including adjacent properties to better understand how the project will fit into the neighbourhood;
- A traffic study for the area;
- Plans for handling sound, privacy and overlook issues;
- Quantifiable energy and performance standards for the project e.g. kilowatt hours per square metre/year or BTU's per square foot/year.

## **Advisory Design Panel**

### **1. New City Operations Centre (Rezoning Application)**

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.

### **2. Redevelopment of the Existing City Works Yard (Rezoning Application)**

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.

## **Parks and Environment Advisory Committee**

On May 5, 2011, the Parks and Environment Advisory Committee will be reviewing the proposal and therefore their resolution is not available for inclusion in this report. Staff will be able to provide this additional information when Council discusses this report.

### **NEXT STEPS:**

A broader public consultation and review program is underway. Neighbours and property owners have been made aware of the current proposals (Attachment No. 3). A Town Hall meeting is being planned as well for May 26, 2011. Neighbourhood and Business Associations have also been notified of this proposal which is largely consistent with the long range plan for the area.

The southern site, the location proposed for the new Operations facility is more or less zoned for this use at the present time. Darwin is also proposing to rezone this site for a light industrial/office complex similar to the project immediately south of the rail track from Darwin now under construction by Harbourview Projects. This alternate zoning is intended to be put in place in case the property exchange with the City is ultimately not possible.

The current Works Yard site requires both a zoning change and an OCP revision to enable it to become a part of the mixed-use redevelopment recommended in the Marine Drive Task Force's report and similar to projects already completed along Marine Drive to

the north and west. Staff from Engineering Parks and Environment and Planning are also attempting to maximize the size of the eventual park area as part of this redevelopment consistent with the vision of the City's Parks Master Plan.

Next Steps for these properties beyond the public engagement include:

- i) additional reviews by City advisory committees;
- ii) bylaw and guideline preparation for the Creek Crossing site, the new Operations Centre and the new Creekside Park;
- iii) public hearings (likely in June 2011);
- iv) possible bylaw adoptions;
- v) if the process is successful, additional cost analysis to determine the value of both sites;
- vi) development contracts including a development agreement for the north site to ensure adherence to the design guidelines;
- vii) construction of the new Operations Centre (start in late 2011);
- viii) occupancy of the new Operations Centre (late 2012);
- ix) demolition and sale of northern site;
- x) subdivision and initial development of northern site (2013) and thereafter.

#### **FINANCIAL IMPLICATIONS:**

The original plan to exchange the old Works Yard site on a rezoned basis consistent with the Marine Drive Planning Study for a new Operations Centre at no cost to the City remains a goal for this project. Many competing priorities however, maximized park space vs. the need to minimize costs, the preference for road access vs. minimizing traffic impacts from new development, all are causing cost pressures. It will not be possible to confirm that this project and all its aspirations will be able to remain cost neutral for the City and still be acceptable and appropriate in the neighbourhood. Staff continue to be aware of these financial challenges and will report on them again as more information is available.

#### **INTER-DEPARTMENTAL IMPLICATIONS:**

There has been a large number of staff involved in this process to date from Lands and Finance staff, through Operations and Parks staff and Planning staff. This report was reviewed and endorsed by the Major Projects Team.

#### **SUSTAINABILITY COMMENTS:**

It is anticipated that this set of changes will be a significant improvement in the area from a sustainability perspective. A disaster resistant and environmentally enhanced

Operations Centre will be a major corporate sustainability improvement, as will the creation of a park along Mosquito Creek.

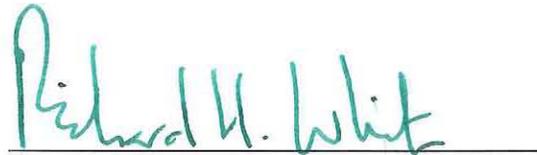
**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

Included elsewhere in this report.

**STRATEGIC PLAN IMPLICATIONS:**

Included elsewhere in this report.

RESPECTFULLY SUBMITTED:



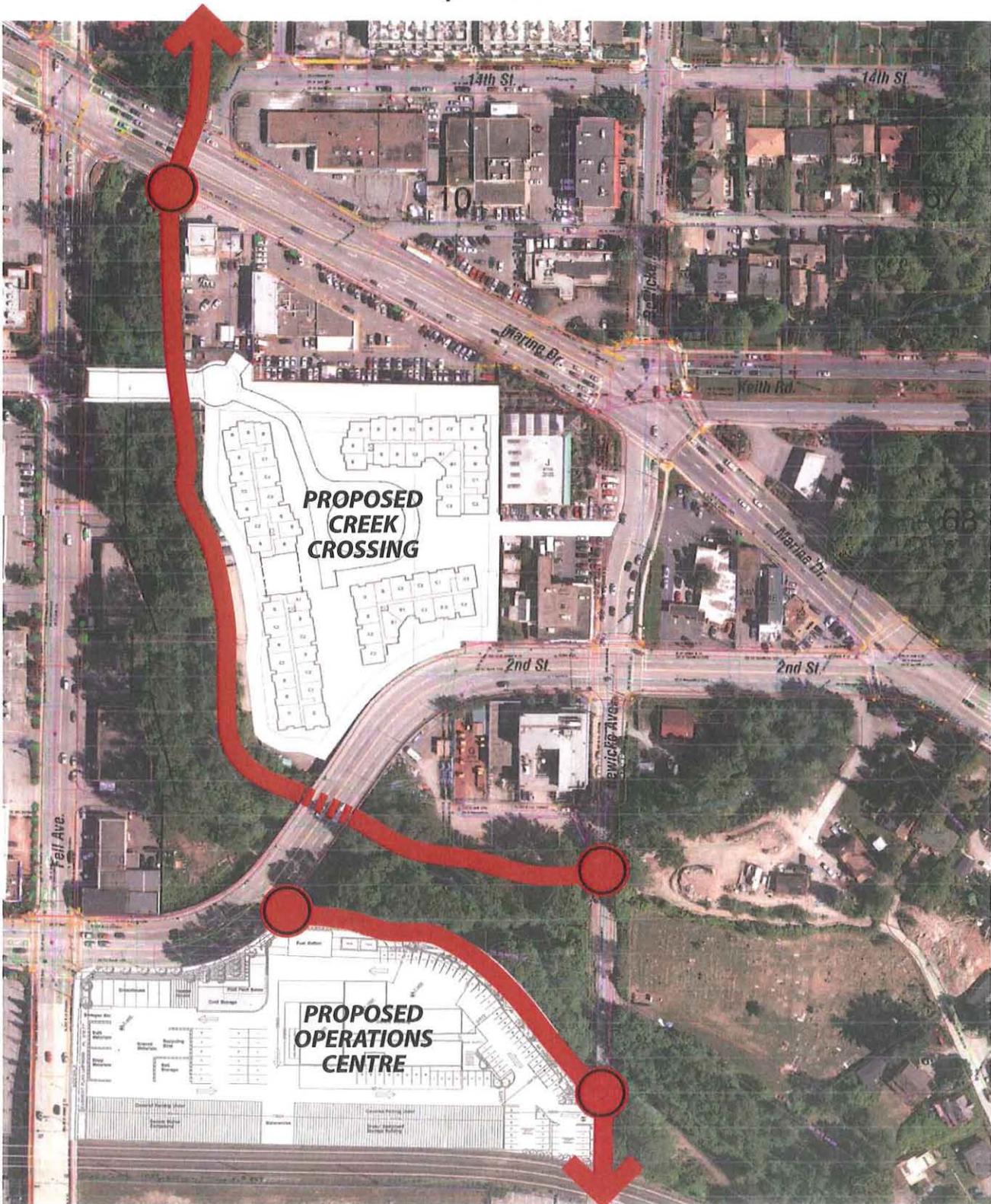
Richard H. White  
Director

Attachments

RHW:lg

# Proposed Trail Network and Trailheads for Creek Crossing and Operations Centre April 2011

Attachment No. 1



To Harbourside

-  = Trailhead
-  = Trail

# news release



Subject:	City of North Vancouver Prepares to Transform its City Operations Centre
Date:	March 15, 2011

The City of North Vancouver is pursuing a unique land exchange which would result in the transformation of the current City Operations Centre into a residential village with walkways, green space and public trails along Mosquito Creek.

The City has established an agreement with Darwin Properties Ltd., which would see the City's Operations Centre relocated to 60 Fell Avenue. Presently located at 720 West 2<sup>nd</sup> Street, south of Marine Drive, the Operations Centre consists of aging buildings and facilities which no longer meet the City's growth projections for operations services to the community. Darwin Construction will pursue the redevelopment of the works yard and in exchange, will provide the City with a modern replacement City Operations Centre at 60 Fell Avenue, just south of the existing facility.

The initiative was endorsed by City Council last summer in a resolution that authorizes an Official Community Plan Amendment and rezoning of the existing City Operations Centre site on West 2nd Street, just south of Marine Drive. The process will include the development of design guidelines to direct future development of the site. The proposed redevelopment may include multi-family residential buildings along with significant enhancements to the pedestrian and natural environment, including the creation of public parkland and greenways flanking Mosquito Creek. These improvements will also contribute to the vibrancy of Marine Drive, consistent with City's vision for this main corridor. <http://www.cnv.org/MarineDrive>

"Residential development at this desirable location will provide economic, environmental and social benefits for the City of North Vancouver," says Mayor Mussatto. "This project is a valuable addition to the revitalization of Marine Drive that is already well underway."

The new City Operations Centre will be constructed to both LEED Silver and Post Disaster standards.

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For further information please contact: Connie Rabold, Communications Manager, City of North Vancouver  
Tel: 604-983-7383, Email: [crabold@cnv.org](mailto:crabold@cnv.org)

File No.: 3360-20 REZ2011-00007 - 61 Bewicke Ave  
April 19, 2011



«Title» «Name1» «Name2»  
«Position»  
«AssociationCompany»  
«Address1»  
«Address2»  
«CityProvPCode»

Dear «Title» «Name2»:

**City of North Vancouver New Operations Centre  
Creekside Park and Creek Crossing Proposal**

This letter is a general update to neighbours and others who may be interested in the subject Proposal. It follows up on meetings, emails and a press release related to the subject proposal for a renewal of a significant part of the City between Bewicke and Fell Avenue below Marine Drive. I have met with some of you directly and emailed others and some of you will have seen the attached press release or articles about this proposal in the local newspapers.

The City and Darwin Properties (Canada) Ltd. (represented by Oliver Webbe, Vice-President, Development) have entered into an agreement that subject to the approval of Council, will result in a new Creekside Park along Mosquito Creek south of Marine Drive, a new Operations Centre accessed from Bewicke Avenue near the railway tracks and a redevelopment of the existing Works Yard. The proposed redevelopment of the current Works Yard is consistent with the results of the City's Marine Drive Planning Study that benefitted from the contributions of many of you. (See Site Plan attached.)

Benefits of the proposal include:

1. environmental remediation of all three sites (the proposed location for the new Operations Centre has already been remediated. A full remediation of the existing Works Yard will be possible with demolition of the existing buildings on site);
2. development of a new Creekside Park with enhanced connections to and through a portion of the Marine Drive area that has never been pedestrian friendly. The proposed park area is approximately 5 acres. The new Operations Centre will be about 4 acres and the proposed residential development, currently called Creek Crossing will be about 3.6 acres;
3. provision of a more accessible "state of the art", post disaster Operations Centre for the long-term benefit of the City of North Vancouver residents and taxpayers. In addition to site remediation, the current works yard buildings are at the end of their

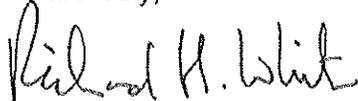
useful economic life and do not come close to meeting the level of construction integrity that will enable them to withstand a major earthquake. Under the current proposal, by Darwin would build the City a new Operations Centre for the City south of First Street site in exchange for the existing Works Yard site at no cost to the City except for the property exchange. In addition, the proposed 5 acre park will be created as part of the overall development as an additional community amenity; and

4. development of the old Works Yard site with a residential development similar to the recent development north of Marine Drive in this area. This development would proceed after the new Operations Centre has been completed.

Staff are preparing a plan for the redevelopment of the existing Works Yard site that will see it converted into a residential property once the City's operation is removed, consistent with the land use and density recommendations of the Marine Drive Planning Study. Darwin, with input from City staff, are developing a plan for the construction of a new post disaster standard Operations Centre. Both sites require rezoning and the existing Works Yard site requires an Official Community Plan change. The public will be invited to comment on these proposed changes at a Town Hall Meeting as well as at a Public Hearing.

Council have authorized this process and several citizen-based committees are currently reviewing the proposals. As I indicated earlier, I have met with several owners near this site already and have communicated with others by telephone and email. Both Oliver Webbe and I welcome any questions or suggestions that you may have. The Town Hall meeting is likely to be held at the existing Works Yard. We will keep you informed as the proposals move forward.

Yours truly,



R.H. White  
Director  
[rwhite@cnv.org](mailto:rwhite@cnv.org)  
Tel. 604.990.4215

#### Attachments

- c. Mayor and Council  
O. Webbe, Darwin Properties (Canada) Ltd., 220 – 18 Gostick Place, North  
Vancouver, BC V7M 3G3 [oliver.webbe@telus.net](mailto:oliver.webbe@telus.net); Tel. 604.929.7944

RHW:lg

# news release



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City of North Vancouver List for Letter to Stakeholders re Operations Centre  
Redevelopment at 61 Bewicke Avenue

<b>Association/Company</b>	<b>Title</b>	<b>Name1</b>	<b>Name2</b>	<b>Position</b>
<b>Bewicke\Creekside Community Association</b>	Ms.	Karen	Ireland	
<b>Coalition of Community Associations of the City of North Vancouver</b>	Ms.	Toni	Bolton	Secretary
<b>Coalition of Community Associations of the City of North Vancouver</b>	Mr.	Ivan	Leonard	Co-Chair
<b>Coalition of Community Associations of the City of North Vancouver</b>	Ms.	Fiona	Walsh	Co-Chair
<b>Hamilton-Fell Community Association</b>	Mr.	Fred	Dawkins	
<b>The Lonsdale Citizens' Association</b>	Mr.	Ivan	Leonard	Chair/Secretary
<b>Lower Lonsdale Residents and Homeowners Association</b>	Mr.	Michael	Fogel	
<b>Mosquito Creek Neighbourhood Association</b>	Ms.	Karen	Milne	
<b>Westview/Mosquito Creek Association</b>	Ms.	Patricia	Walden	
<b>Lower Lonsdale Business Association</b>	Mr.	Taylor	Mathiesen	Secretary General Manager Lonsdale Quay Market Corp.
<b>Lower Lonsdale Business Association</b>	Mr.	Doug	Ausman	Doug Ausman, COO(President LLBA) Ratcliff & Company
<b>Lower Lonsdale Business Association</b>	Mr.	Bill	Curtis	Vice-President
<b>North Vancouver Chamber of Commerce</b>	Ms	Anne	McMullin	President & General Manager North Vancouver Chamber of Commerce

City of North Vancouver List for Letter to Stakeholders re Operations Centre  
Redevelopment at 61 Bewicke Avenue

<b>Association/Company</b>	<b>Title</b>	<b>Name1</b>	<b>Name2</b>	<b>Position</b>
<b>North Shore Waterfront Industrial Assoc.</b>	Ms.	Debbie	Tardiff	Manager/Contact
<b>Squamish Nation</b>	Mr.	Toby	Baker	Senior Operating Officer Business Revenue & Services
<b>H&amp;M Development Ltd.</b>	Mr.	Hilton	Shandler	
<b>Dick Irwin Ltd.</b>	Mr.	Jim	Hutton	
<b>Whitfield Holdings Inc.</b>	Mr.	W.	Whyte	
<b>Hamka Holdings Ltd.</b>			Sir/Madam	
	Mr.	F.	Steigenberger	
<b>Oasis Automatic Car Wash</b>			Sir/Madam	
<b>Devon Estates Ltd.</b>	Mr.	Lawrence	Eng	
<b>Noma Strata Council</b>	Mr.	Trevor	Bowden	Chair

# CREEK CROSSING

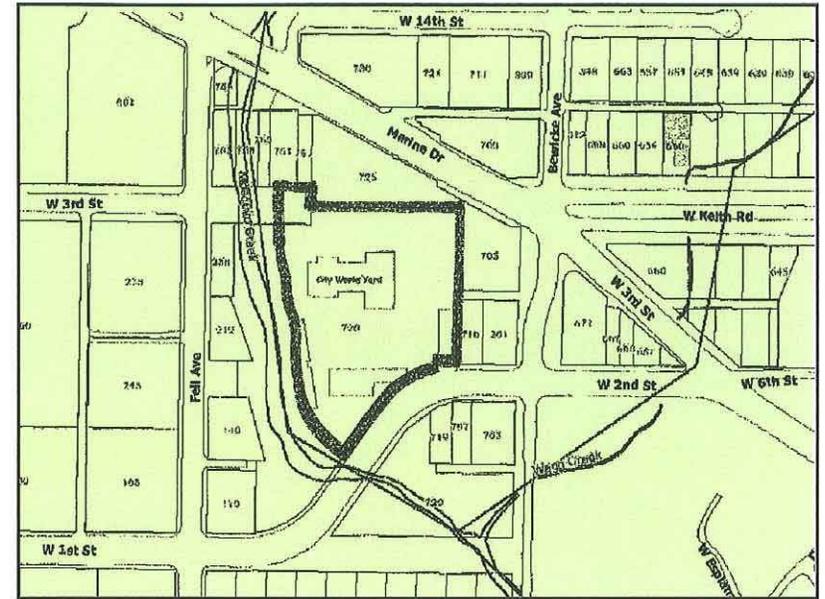
Urban design and development guidelines  
for the redevelopment of the City Works Yard for residential use

April 14, 2011  
ADP Review



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## **I. INTRODUCTION**

Following the implementation of the 2002 OCP changes that increased opportunities for residential use in the Marine Drive and Marine-Hamilton areas, Council appointed a number of area residents and business people to work with City staff as the Marine Drive Task Force in July, 2005. The mandate was to provide business and property owner review of options for land use changes and a new set of Marine Drive Guidelines to improve streetscapes and amenity priorities for the study areas. Among other aspirations, the Community Vision calls for "a safe neighbourhood where current and future residents enjoy appealing places to live, work and play." Council approved the Marine Drive Streetscape Guidelines in 2011.

A companion document was subsequently produced, entitled "Marine Drive Development Guidelines," which amplified and reformatted the endorsed policy directions resulting from the Area Planning process. While this document has no regulatory policy status, it is used to guide development applications in the subject areas. These development guidelines recommend land uses and densities for subareas. This document notes that the City Works Yard site is suitable for mixed use at a density of 1.75 FSR.

For the past ten years project funding has been planned for significant upgrading of the existing and outdated Works Yard property. Accordingly, Council directed staff to offer the Works Yard site to investigate its closure, due to its outdated and constrained buildings, and to enter into an agreement with a developer to redevelop the site for residential use in exchange for provision of a new works yard. Darwin Construction is currently proposing to build the City a new post-disaster City Operations Centre in a new location south of the current site.

## **II. PURPOSE AND INTENT**

These guidelines are intended to be used to guide the form of development of the subject site. They are to be used in conjunction with the companion Comprehensive District schedule.

## **III. VISION**

The vision for the redevelopment of this subarea of the Marine Drive corridor is to develop a gateway precinct of interrelated, livable, neighbourly residential and mixed use developments, highly accessible to the public and with community amenities, including and especially a park and trail system for Mosquito Creek. Creekside Crossing will become a major residential component of this emerging and important precinct, providing a mix of dwelling unit sizes and types for a wide range of households, including families.



#### IV. PROJECT STATISTICS

1. Land Use – Multi-family residential
2. Site Area: 159,791.14 sq. ft. net
3. Density: 1.88 FSR net
4. Number and mix of units - approximately 350 dwellings; with 10% 2BR and 3BR units
5. Height – 5 and 6 storeys; specific heights tbd
6. Parking - relaxations will be required due to high water table

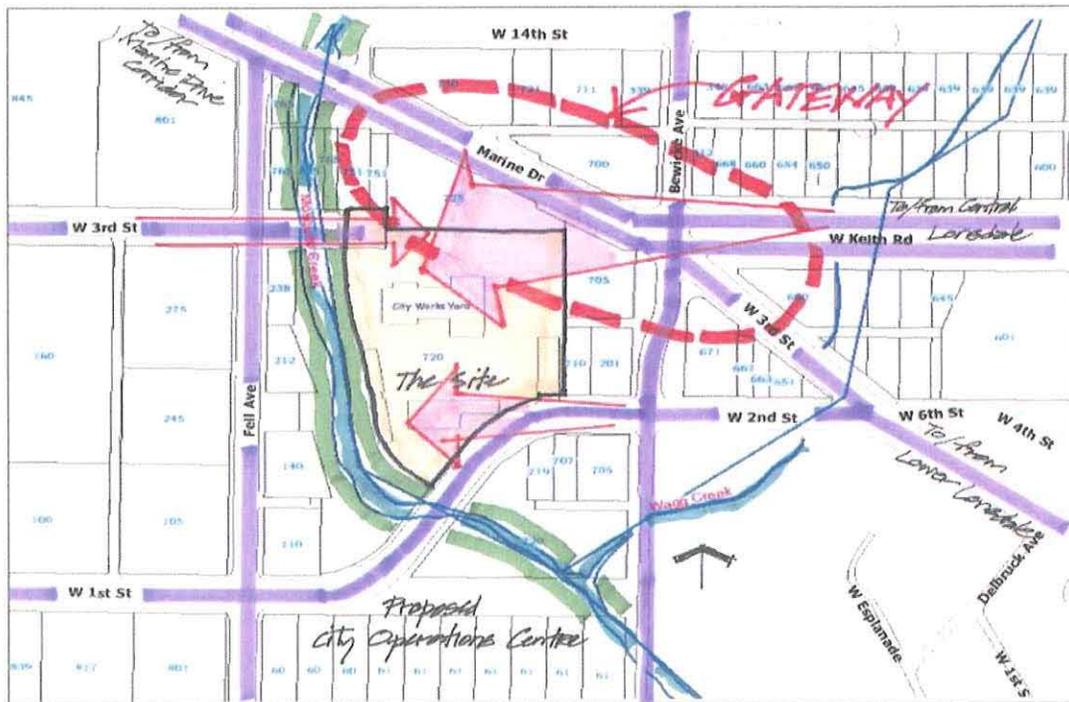


Figure 2. Gateway opportunity created by confluence of converging street grid

#### V. SITE LOCATION AND DESCRIPTION

The City Works Yard site occupies a pivotal location in its vicinity. As can be seen in Figures 1, the property is located between Marine Drive, Fell, the E. 2<sup>nd</sup> Street Connector and Bewicke Avenue. While buildings on the site are more or less invisible to passersby due to the lower elevation of the site and the one storey and shed structures currently on the site, not to mention the tree stand alongside Mosquito Creek, the site has the potential to play a prominent role in the evolution of this potential gateway that connects three or more major parts of the City, including the Marine Drive corridor, and Lower and Central Lonsdale.

As shown in Figure 2, development of the site will be highly visible from Keith Road heading west, along the W. 2<sup>nd</sup> Street axis, and also via the new bridge leading to the site on W. 3<sup>rd</sup> Street. As such, development of the site must establish a very high standard of architectural and landscape architectural quality, as well as sustainable design.

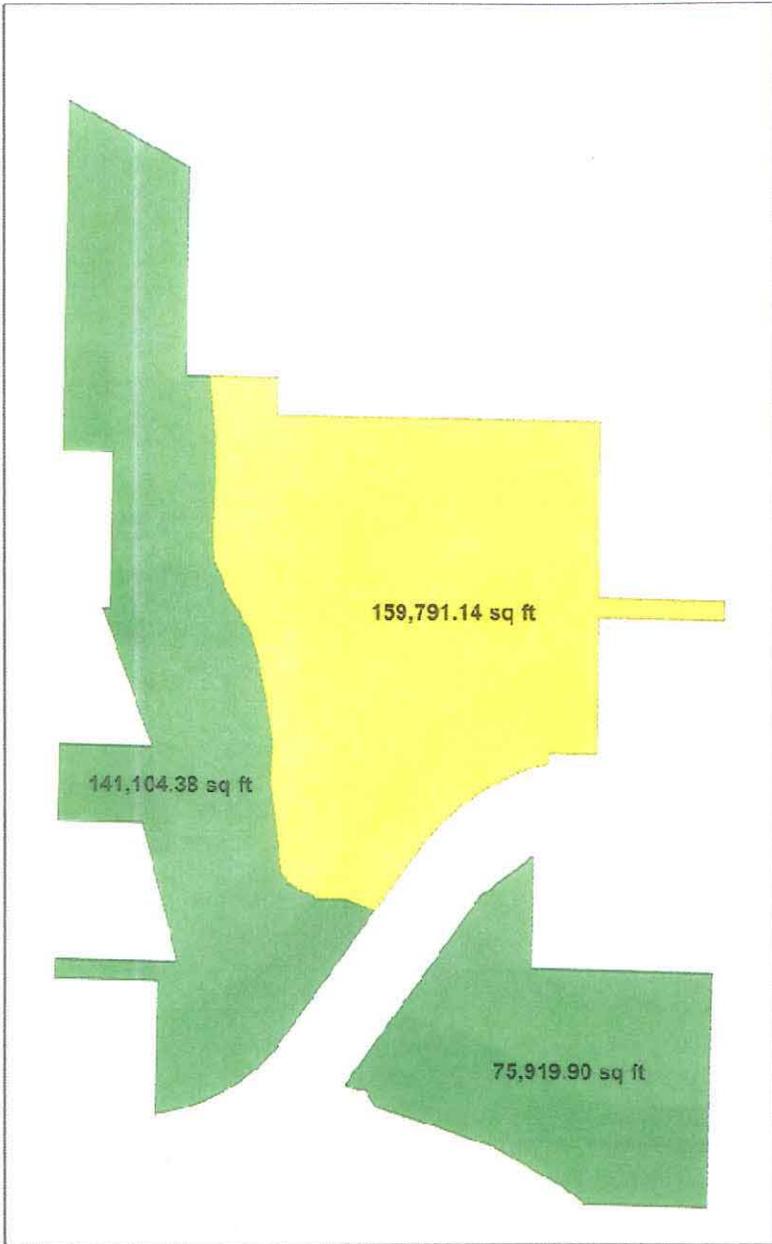


Figure 3. Preliminary Subdivision Plan

## VI. SITE LOCATION AND DESCRIPTION

Shown in yellow in Figure 3 is the site where proposed residential development will take place, transferring density from the park dedication shown in green. A total of just over 300,000 square feet of gross floor area will result from the proposed subdivision.

## **II. URBAN DESIGN PRINCIPLES**

### **Natural Amenity**

Through this redevelopment and relocation of the Works Yard, the City has the opportunity to create a significant linear park along Mosquito Creek. The site location is also close to regional transit routes, shops and restaurants, services and industrial workplaces. However, aside from the Mosquito Creek corridor and Harbourview Park to the south across the railway tracks, the site is not well-endowed with public amenities for present and future residents. Due to its relatively large site area and single ownership, this site offers an opportunity for enhancing outdoor and possibly indoor community amenities, such as active or passive recreation space, a children's play area or tot lot, and the like. The developer is required to incorporate such facilities in the development at an early stage. The location of the amenities should be highly visible and accessible from the main vehicular and pedestrian entrances to the development, primarily from the extension n of W. 3rd Street.

### **Enhance and Strengthen Gateway Location and Sense of Place**

Redeveloping the City Works Yard to medium density residential use consistent with the Marine Drive Planning Study provides a significant opportunity to clarify and enhance this key yet confusing gateway location where a number of street grids and land uses converge. The Marine Drive Planning Study refers to this area suitable for mixed use and a potential density of 1.75FSR.

### **Site Permeability**

The general area is bounded by busy streets. Enhancing pedestrian permeability through and adjacent to Creek Crossing will provide residents and visitors a safe and pleasant off-arterial experience. In addition to the new greenways and paths along Mosquito Creek, the interior of the site should be developed in a manner that is welcoming and permeable to the general public. A pedestrian-friendly "woonerf" approach for surface circulation areas is strongly recommended.

### **Design Excellence in Contemporary Architectural and Landscape Design**

The development should serve as a model of contemporary residential design excellence, with an emphasis on expression of sustainable North Shore character and materials.

### **Sustainability Strategy**

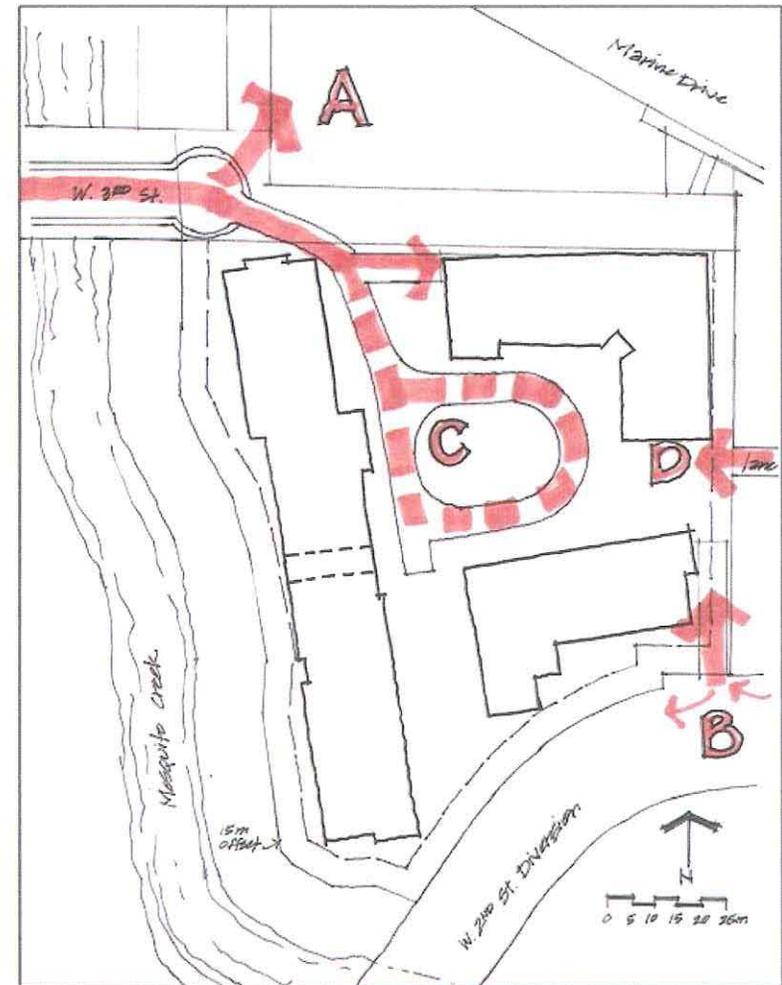
The redevelopment of the City Works Yard should achieve a high and measureable sustainable development, featuring green infrastructure and building sustainability, particularly with regard to reduction of energy use and use of local and renewable materials. Passive approaches that optimize access to natural light and air. Connection to Lonsdale Energy Corporation is required.

### **Phaseability - Sense of Completeness at each Stage of Development**

The development of a number of different buildings and approximately 350 dwelling units will not likely be absorbed by the market all at one time. Hence, phasing will be required. At no point in the development process should any portion of the site be left in an unsafe and unsightly condition resembling a construction site. Proper grading, landscaping, fencing and screening of undeveloped parts of the site will be required.

**Figure 4. Vehicular access**

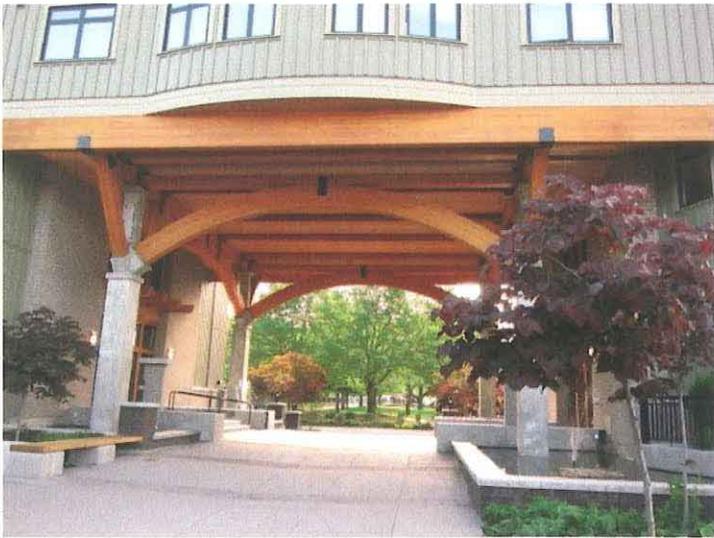
- A = Primary vehicular access to the site via a new crossing of Mosquito Creek. This must also provide access potential to adjacent Marine Drive properties as they redevelop.
- B = Secondary vehicular access to structured parking, right in/right out from West 2<sup>nd</sup> Street
- C = Service, emergency and short-term parking
- D = Possible secondary access to structured parking



## VII. URBAN DESIGN AND DEVELOPMENT GUIDELINESE

### 1. VEHICULAR ACCESS AND CIRCULATION

Primary vehicular access is by means of a new bridge across Mosquito Creek at W. 3<sup>rd</sup> Street, which will provide access to both at and below grade facilities. This access point is also to provide vehicular access to the adjacent properties immediately north of the subject site. A secondary drive to structured parking shall be from W. 1<sup>st</sup> Street at the southeast corner of the site. The east/west lane connecting to Bewicke Avenue may also be used for secondary vehicular access. See Figure 4.



## 2. PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION

The development shall have a high level of public non-vehicular permeability for both pedestrians and people on wheels. As shown in Figure 5, the components shall include:

- Mosquito Creek Trail, east side of the Creek, for both pedestrians and cyclists, continuing south under the viaduct to Bewicke Avenue
- East-west link, ultimately to Marine Drive when adjacent sites redevelop, for both pedestrians and cyclists
- Internal movement, linking to the lane east to Bewicke Avenue
- Preferred location of entries to lobbies of the residential building
- Breezeways with a minimum clear width of 6m

Figure 5. Pedestrian and Bicycle Access and Circulation and breezeway example

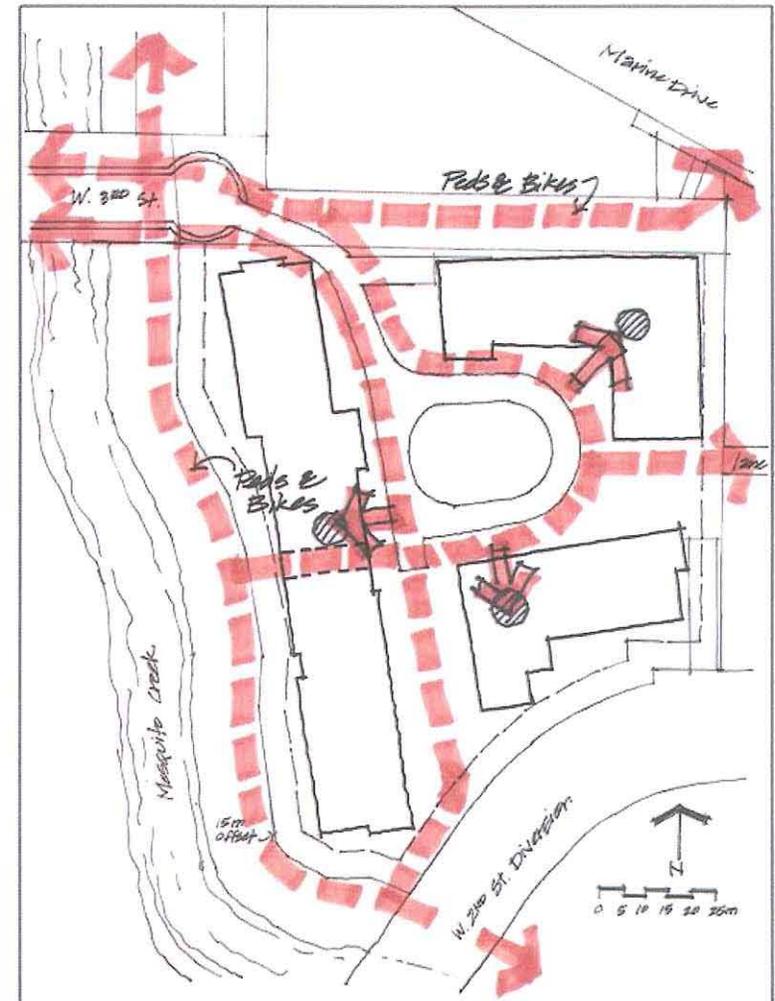


Figure 6. Building/Sidewalk Relationships

A = adjacent to West 2<sup>nd</sup> Street to the south, where an elevated viaduct condition provides a challenge for sensitive interface between the structure and the new residential development

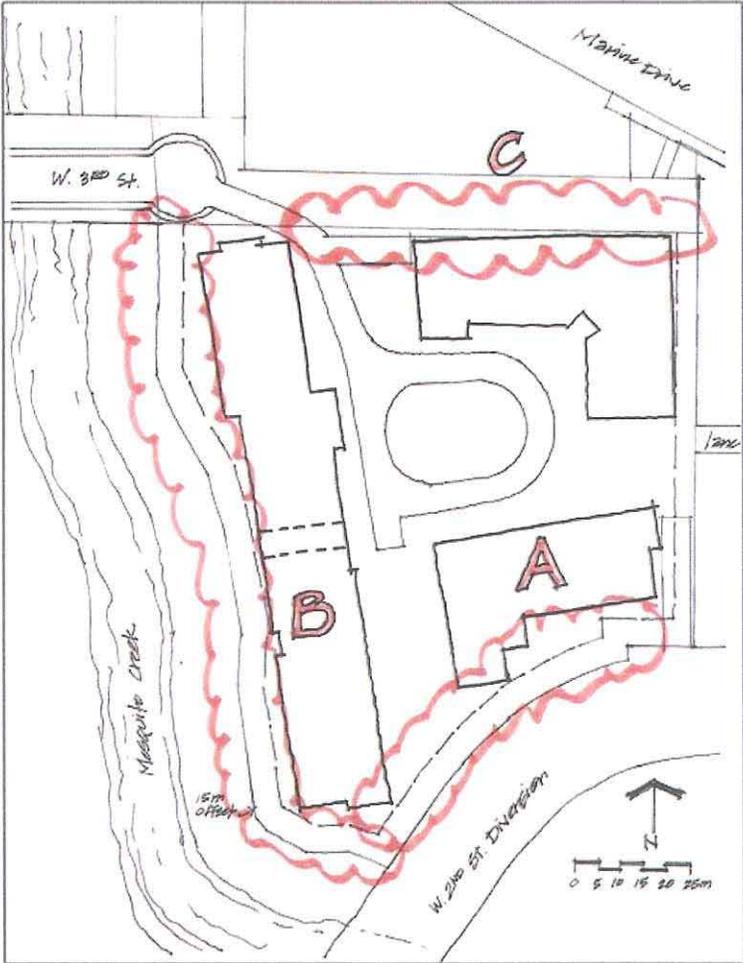
B = facing Mosquito Creek trail

C = adjacent to the east-west link ultimately connecting to Marine Drive, via adjacent property upon redevelopment. This corridor needs to provide access to utility vehicles for maintenance and repair, and the ped/bike facility should be implemented at the outset of redevelopment to preclude confusion about ownership and use in the future.

3. BUILDING/SIDEWALK RELATIONSHIPS

How buildings meet the ground and the public realm is a key aspect of urban design. The clarity of the respective public and private domains or realms come together at this interface. As shown in Figures 6 , there are three externally-oriented types of interfaces where built form and public realms come together, each with their own special conditions and therefore design responses.

Through effective CPTED-sensitive design, there should be clear demarcation of where the public is permitted to be and how they are to use a particular space.

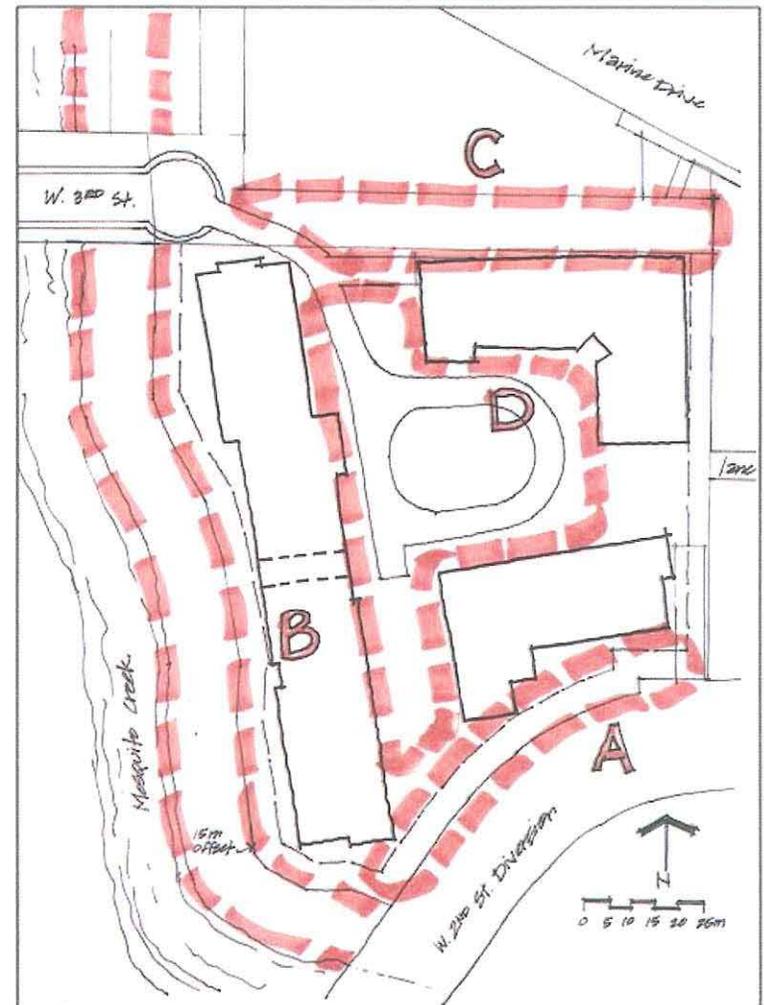


#### 4. LANDSCAPE PRECINCTS

Closely related to the above guideline are the four landscape character precincts, each with its own imperatives and character. As shown in Figure 7, they include:

- Precinct A = Streetscape character on West 2<sup>nd</sup> Street frontage, generally consistent with Marine Drive Design Guidelines
- Precinct B = The Mosquito Creek precinct and trail network, a riparian, natural condition
- Precinct C = The internal realm of the development, which should have an urban condition, in the sense that it will be on the suspended parking slab. Having said that, the landscape treatment should still be fully integrated into the site rather than having the appearance of planters and the like.
- Precinct D = the east-west link that will eventually connect to Marine Drive. Service vehicles will need access to this utility corridor and, to prevent confusion over whether it is intended for public or private use, should at the very least have an interim treatment from opening day.

Figure 7. Landscape Precincts



## 5. SETBACKS AND BUILDING SEPARATIONS

### Building Setbacks

- **Setback 1** = 6m setback on the west, as measured from the required 15m riparian setback. This space provides for the transition between the trail, located within the 15m setback, and the westerly buildings. Within this zone should be accommodation for sensitive grade changes required by structured parking and access to dwellings and their patios.
- **Setback 2** = 6m setback on the south fronting West 2<sup>nd</sup> Street.
- **Setback 3** = 4.5m setback on the easterly side, which is intended to be for a “rear yard” condition for the residential development.
- **Setback 4** = A dedicated 12.2m utility ROW exists here, which is also to serve as a pedestrian and bike link to and from Marine Drive, once redevelopment of the adjacent parcels take place. Safe and attractive treatment is required here to provide a clear demarcation between the uses and users of the public and private realms.

### Building Separations

In no instance shall buildings on the site be located closer than 18m as measured from building “front” to building “front.” In a side by side situation, the spacing may be reduced to 6m. At the main entrance to the development, the building separation shall be no less than 20m. Figure 8 identifies the required setbacks and separations between buildings.

Figure 8. Setbacks and Building Separations

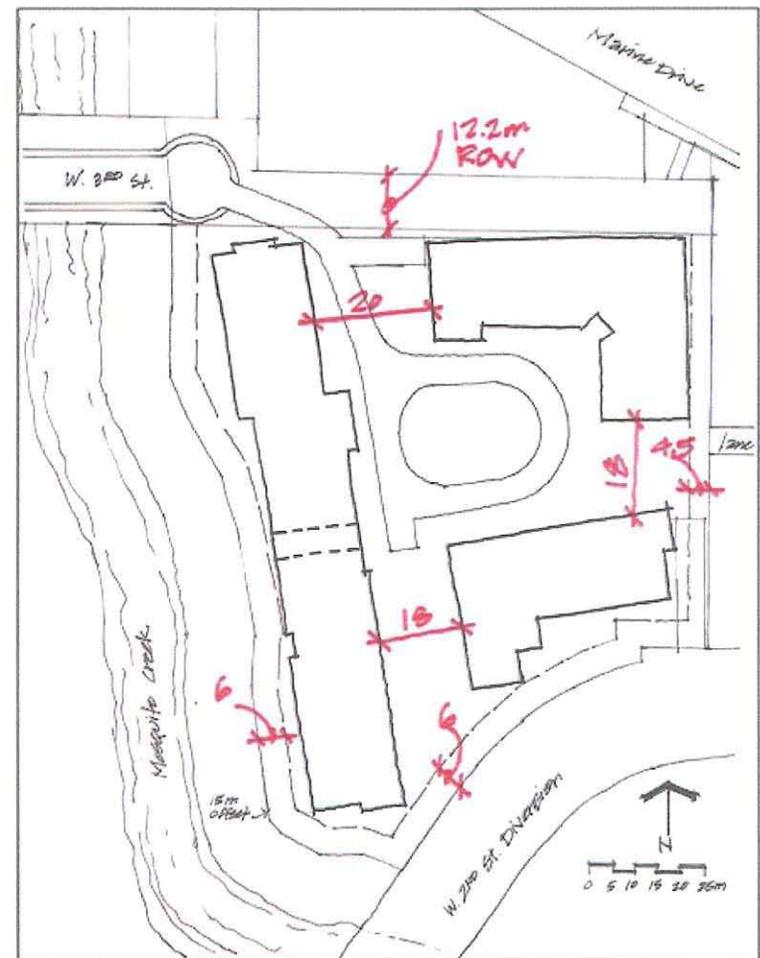




Figure 9. Example of 6-storey building.

## 6. BUILT FORM – MASSING, HEIGHT, AND FRONTAGE

### Massing

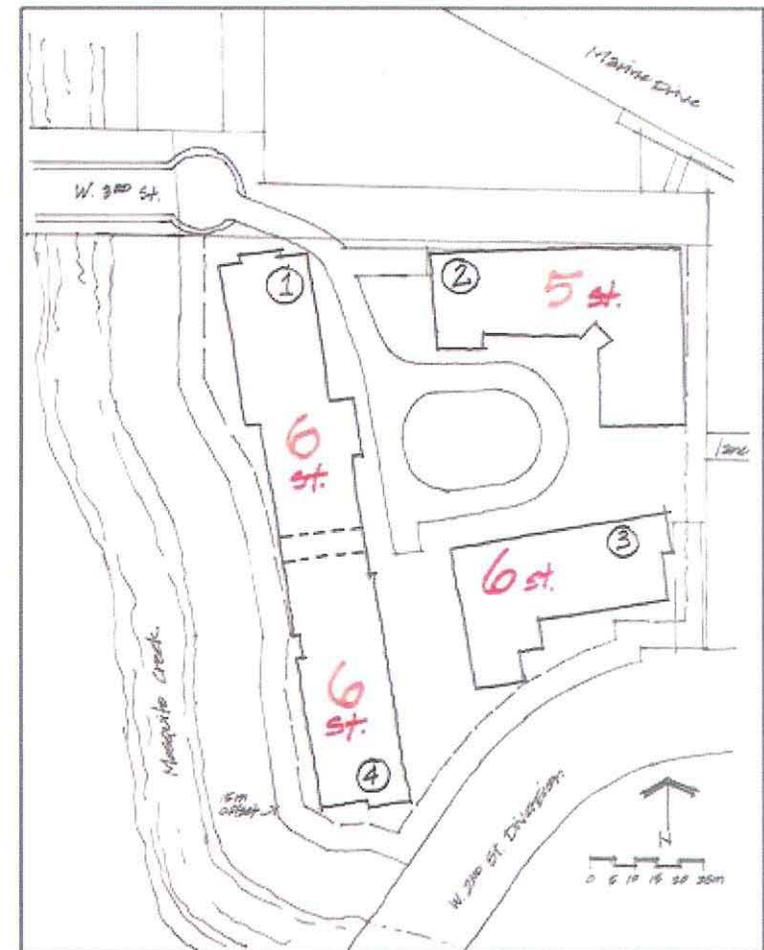
Development will likely occur in a phased manner, and perhaps designed by different architects. Accordingly, they should resemble good neighbours in scale and massing but not have a project-like appearance. In particular, the length and profile of buildings typified by five and six storey frame construction will require a significant level of plan articulation in order to provide visual interest and delight. A high level of attention of fenestration and other architectural elements including exterior materials and colours will help contribute to the intended design excellence.

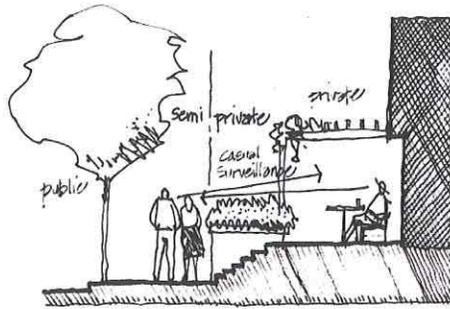
Creekside Crossing will provide a demonstration of innovative six storey frame construction. The site's lower grade elevation from surrounding streets provides an opportunity to test this new model of development. Figure 9 illustrates an example of a well-designed 6-storey building.

### Height

As shown in Figure 10, the buildings alongside the tree creek will be 6 storeys in height, as will the southerly building toward W. 2<sup>nd</sup> Street. The northerly building will be five storeys in height. Access to rooftop appurtenances, mechanical equipment and rooftop amenities will be excluded from height calculations. **(Note: specific numerical height limits will be specified when building grades are determined.)**

Figure 10. Building heights, in storeys.





**Figure 11. Location of required 2-storey townhouse-like treatment of at-grade dwellings (left) and examples (right).**

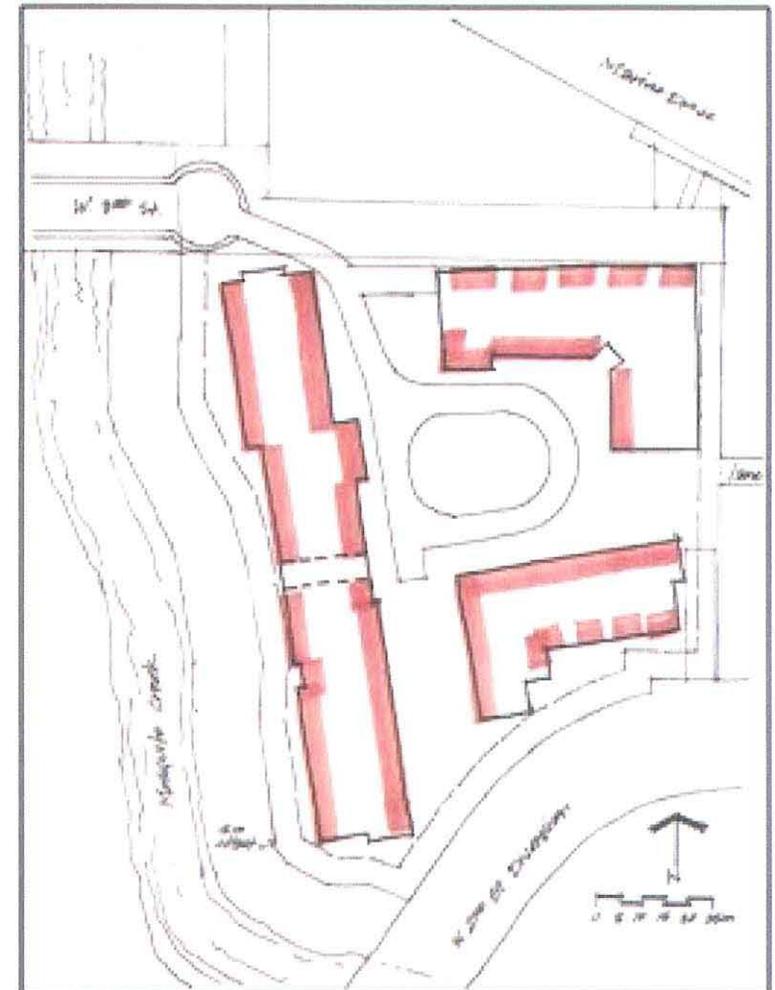
Solid lines = building frontages where two-storey townhouse-like character is required

Dashed lines = building frontages where two-storey townhouse-like character is recommended



### Frontage: Townhouse-like character at grade level

In order to animate the ground plane, the dwellings at grade level facing the interior of the site should read as 2-storey townhouses, with closely spaced entries and small patios that read as porches (shown with solid lines in Figure 10). The creekside dwellings should be treated in a similar but different fashion, in order to provide usable private open space for residents and also to provide safe and secure casual surveillance of the trail. Edges that have challenging grade and access conditions are encouraged but not required to have similar expression (shown dashed). Refer to figure 11.



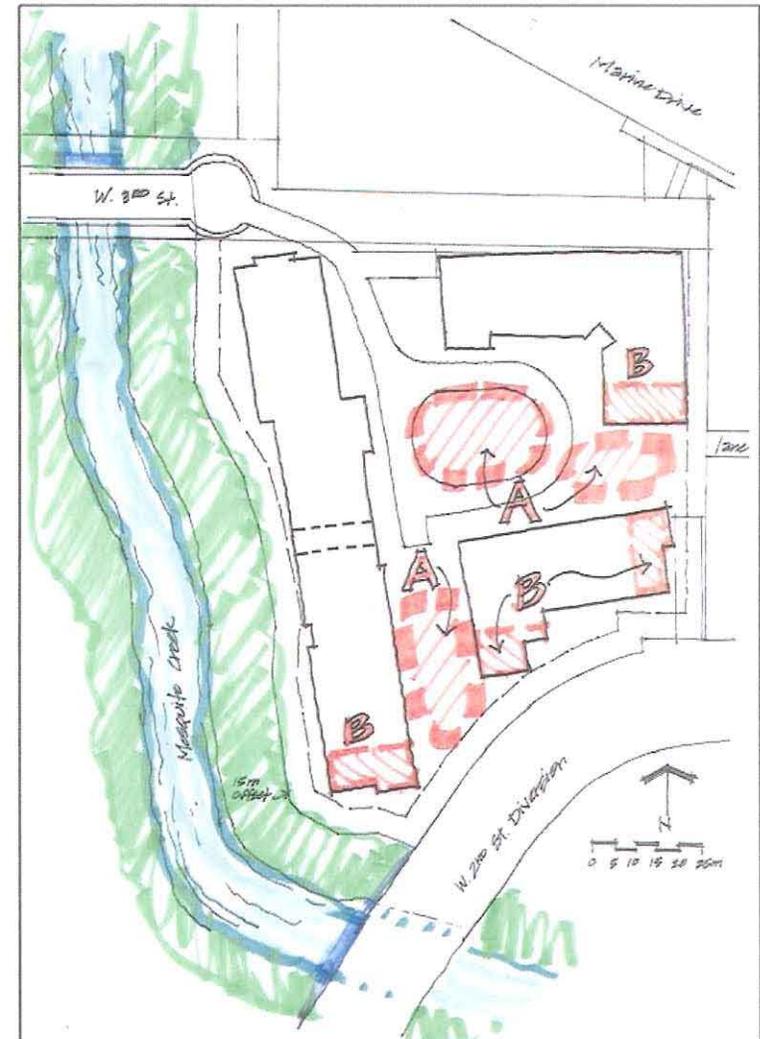
## 7. PUBLIC AND PRIVATE AMENITIES

As the name implies, the primary amenity and feature of Creek Crossing will be the Mosquito Creek park and trails. In addition, there are opportunities for on-site indoor and outdoor activity areas that link to the wider community. Since permeable public access is a requirement of rezoning, by the same token the public should also be able to enjoy the outdoor activity areas as well. This can best be achieved by locating such facilities in highly visible and accessible locations. It is expected that indoor activity areas will be for the enjoyment of residents only. Figure 12 shows recommended alternate locations for amenities.

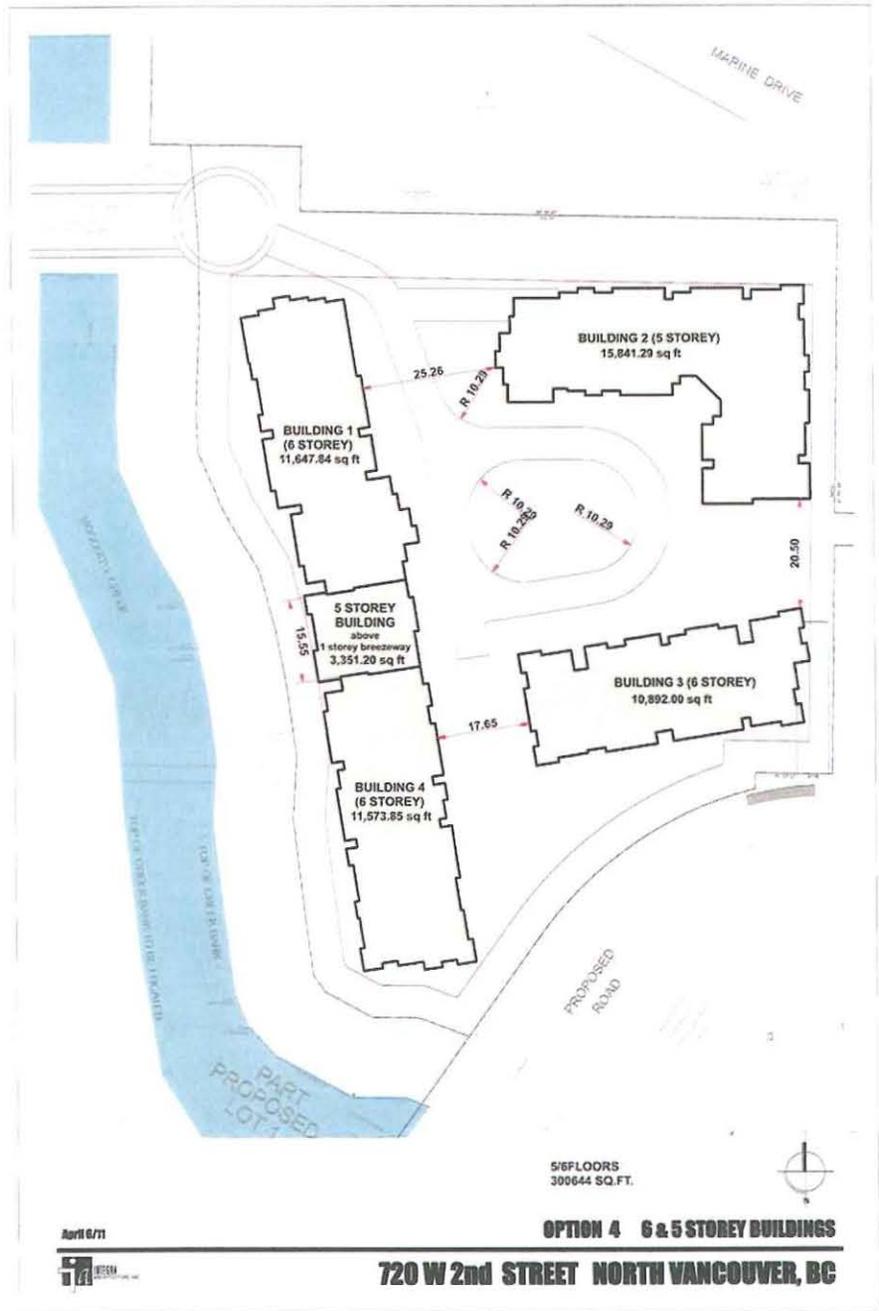
**Figure 12. Recommended locations for outdoor and indoor amenity areas**

A = Possible locations for outdoor amenities, including passive recreation, tot lots and the like.

B = Possible locations for indoor amenities, including meeting and exercise rooms, and the like.



APPENDIX A. CREEKSIDE CROSSING ILLUSTRATIVE SITE PLAN



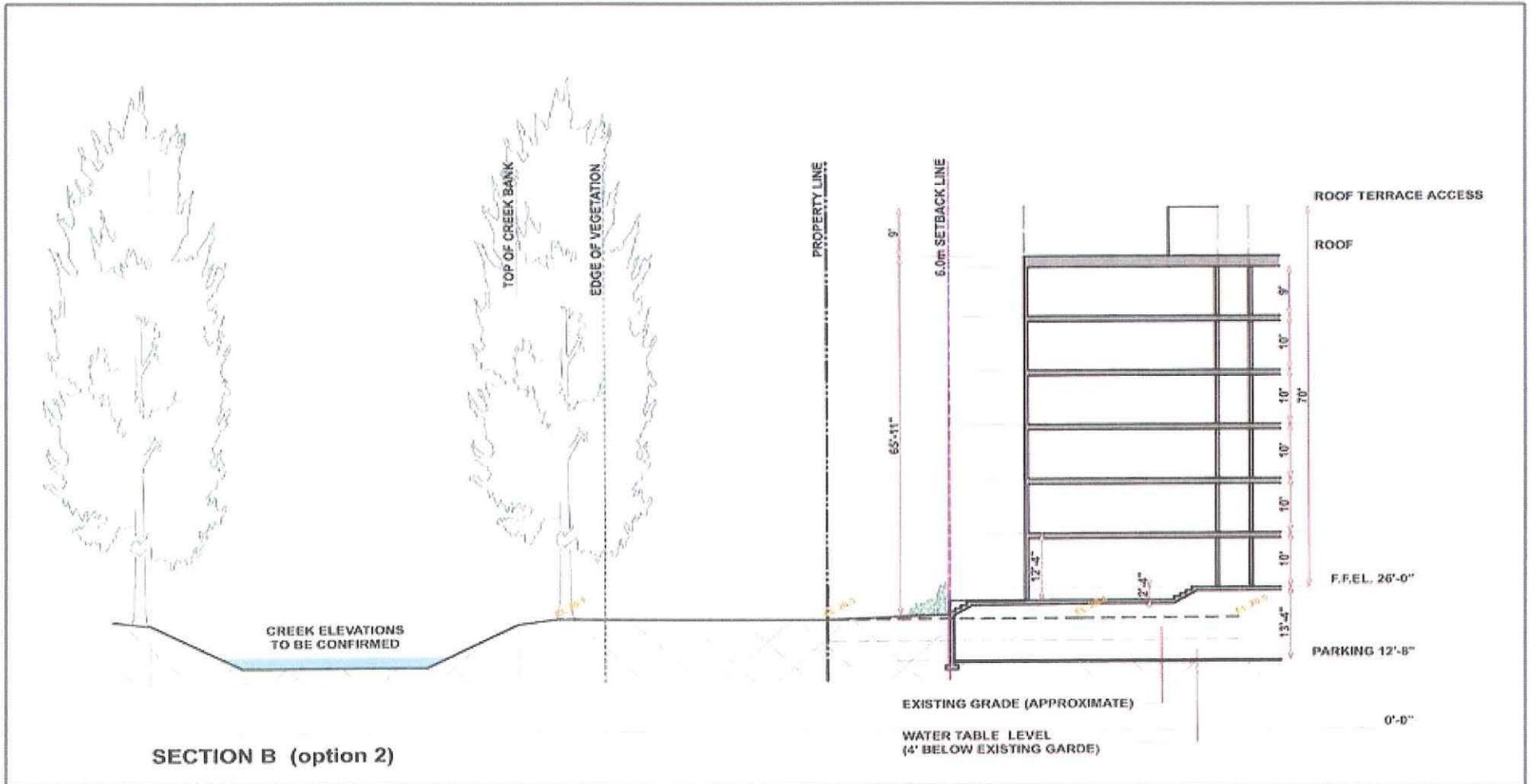
April 6/11



OPTION 4 6 & 5 STOREY BUILDINGS

720 W 2nd STREET NORTH VANCOUVER, BC

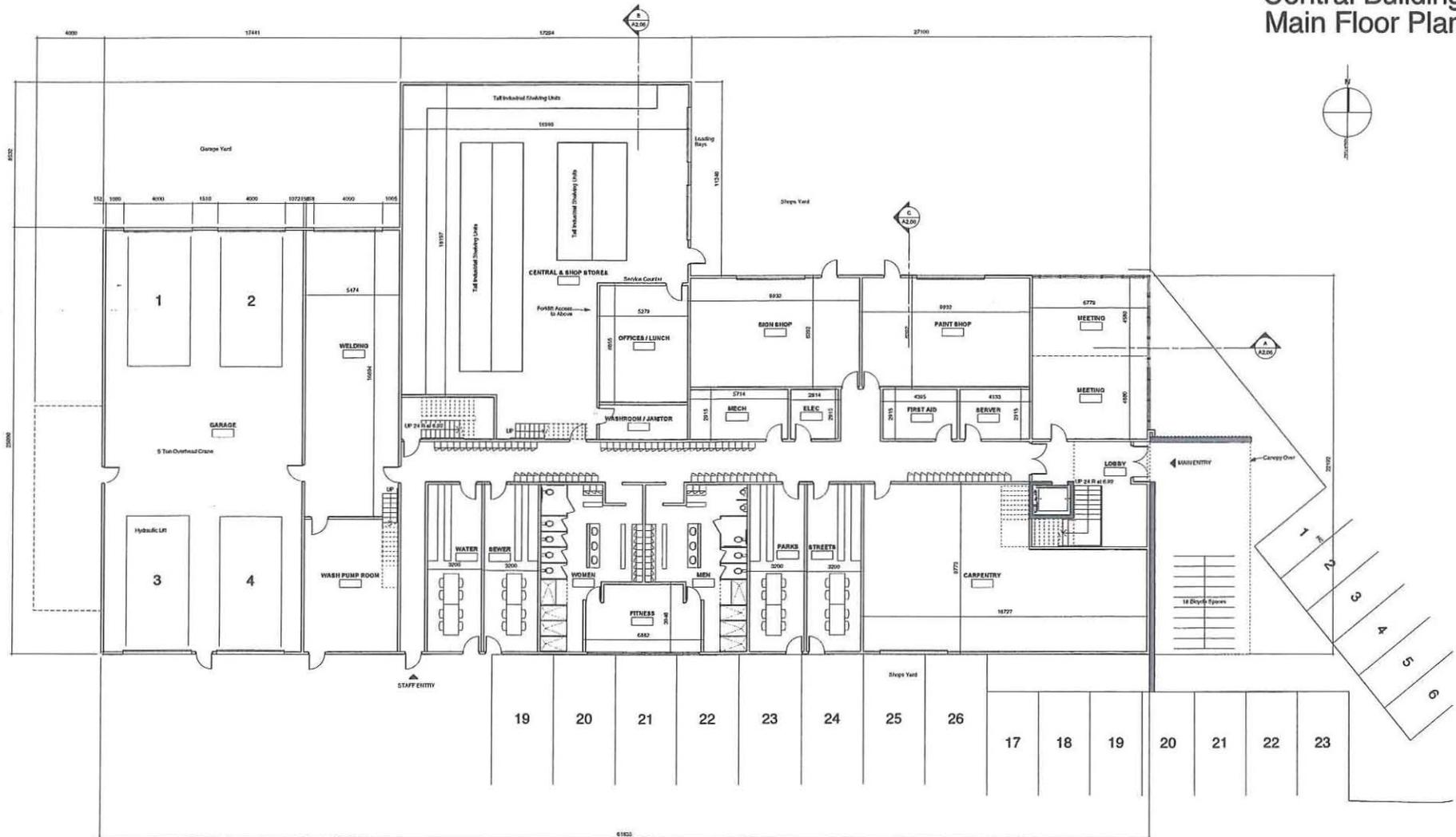
APPENDIX B. ILLUSTRATIVE SECTION AT MOSQUITO CREEK INTERFACE



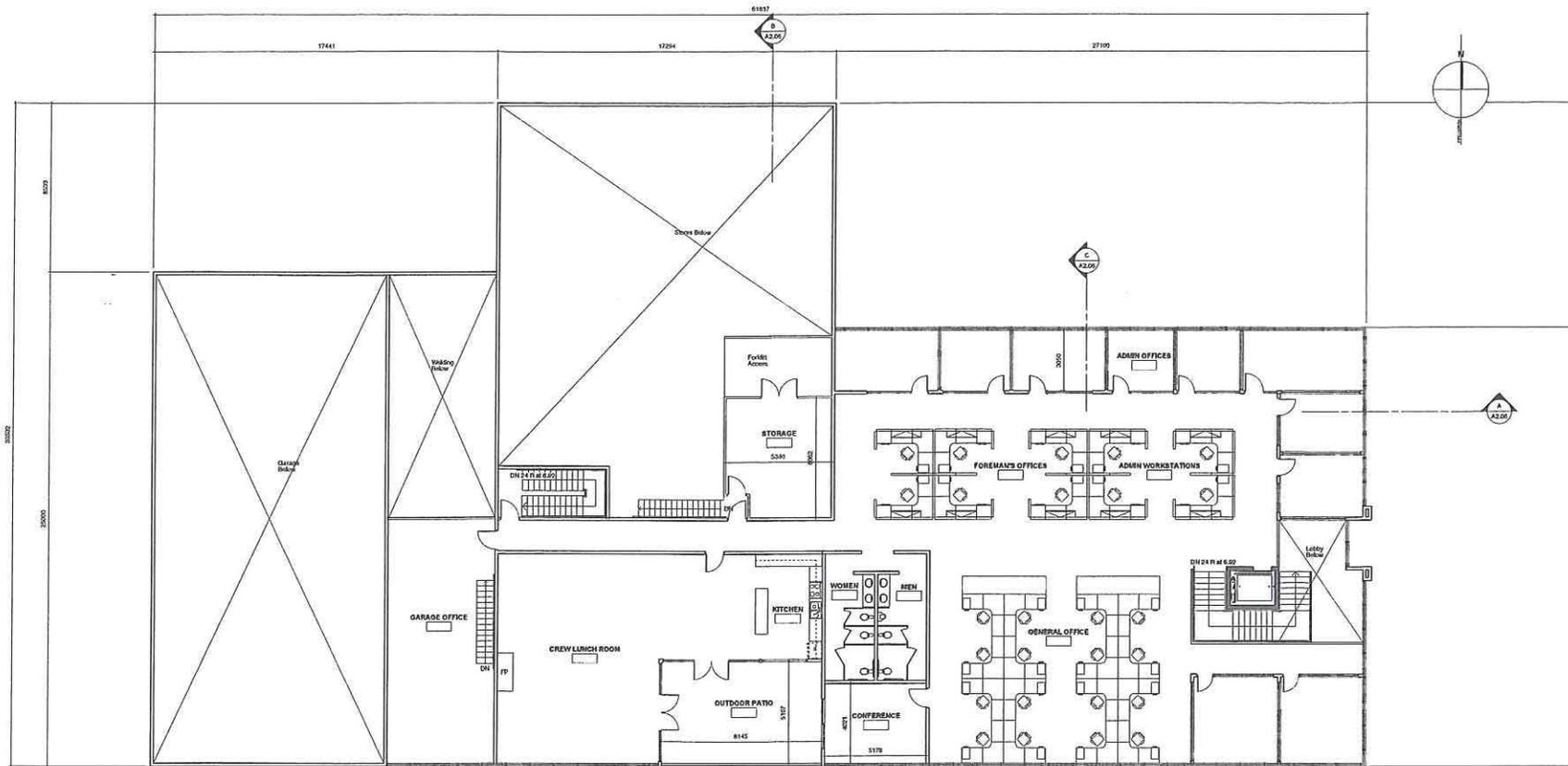




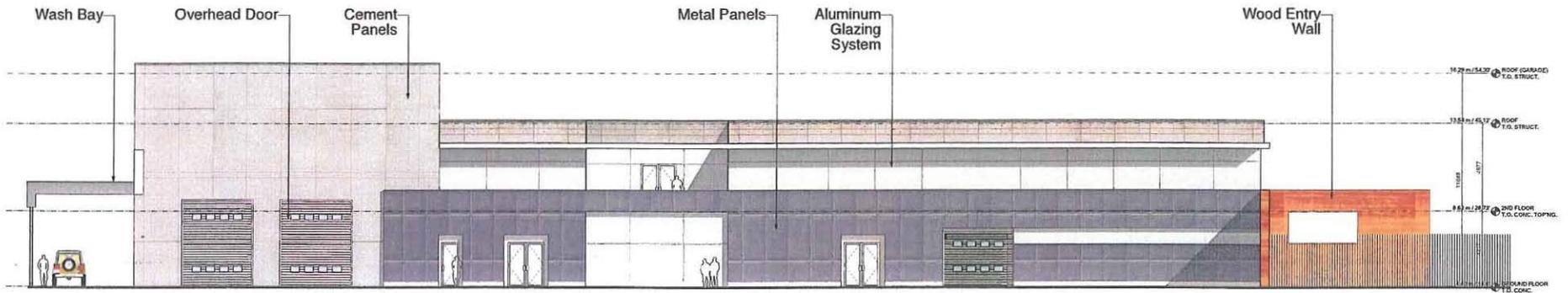
# Central Building Main Floor Plan



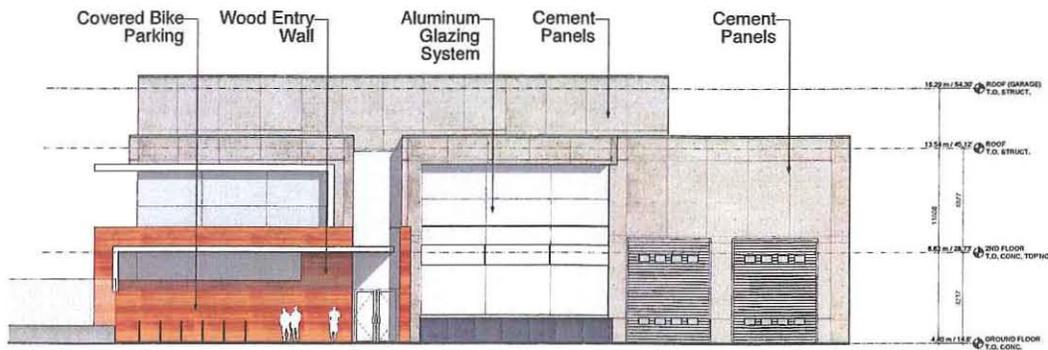
# Central Building 2nd Floor Plan



# Central Building Elevations

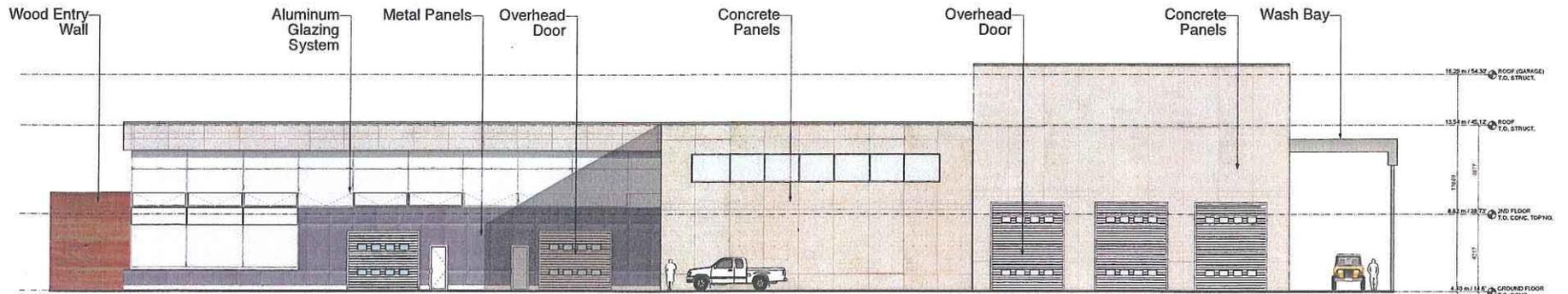


1 SOUTH ELEVATION  
A2.04

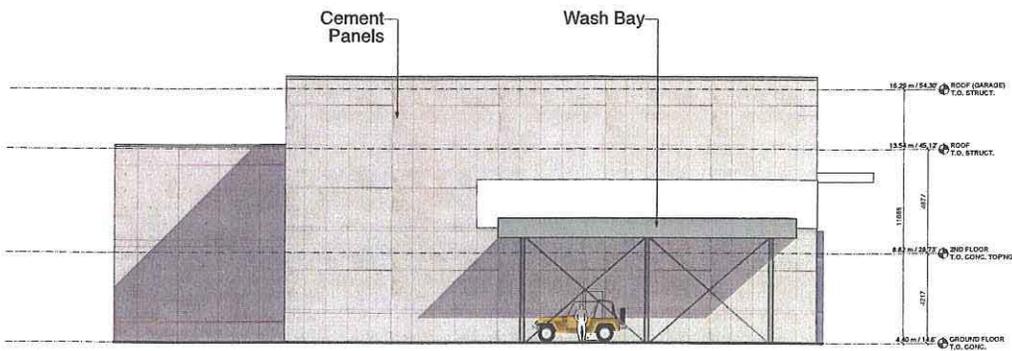


1 EAST ELEVATION  
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# Central Building Elevations

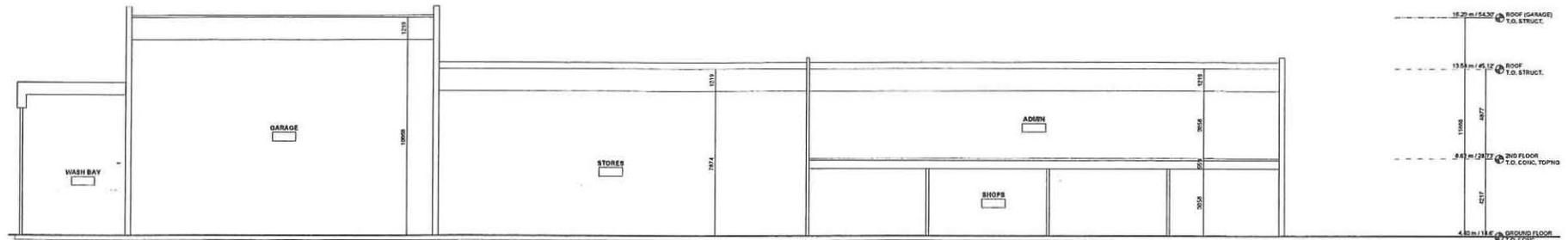


1 NORTH ELEVATION  
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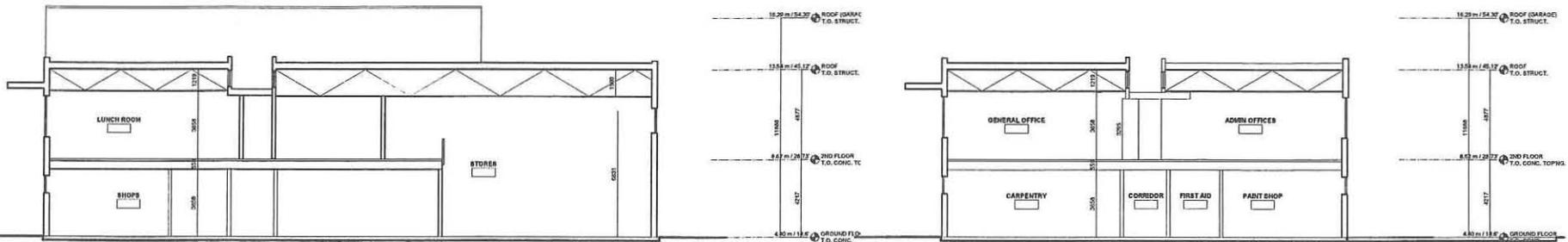


1 WEST ELEVATION  
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# Central Building Cross Section



SECTION A



SECTION B

SECTION C



Corner View From Fell

New CNV Operations Centre

**DARWIN**

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**DIALOG**



Corner View From Bewicke

New CNV Operations Centre

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**DIALOG**



Main Building Entry

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**DIALOG**



Greenhouse From Yard

New CNV Operations Centre

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**DARWIN**

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Storage/Crew Shed

New CNV Operations Centre

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**DIALOG**



Aerial View From Northeast

New CNV Operations Centre

**DARWIN**

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**DIALOG**

