

Deborah LeFrank left the meeting at 3:20pm.

Carl-Jan Rupp recused himself from Development Permit Application No. 000536 and Rezoning Application No. 00660 for 1025-1031 Johnson Street and 1050 Yates Street.

Paul Hammond returned to the meeting at 3:20pm.

3.4 Development Permit Application No. 000536 and Rezoning Application No. 00660 for 1025-1031 Johnson Street and 1050 Yates Street

The City is considering a Rezoning and Development Permit Application and Official Community Plan Amendment to construct a twelve-storey mixed-use fire hall building, a fifteen-storey mixed-use building, a fourteen-storey mixed-use building and a seventeen-storey mixed-use building.

Applicant meeting attendees:

ADAM FAWKES
CARL-JAN RUPP
DAVID JAWL

HCMA ARCHITECTURE & DESIGN
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JAWL RESIDENTIAL

Mr. Betanzo provided the Panel with a brief introduction of the application and the areas that staff is seeking advice on, including the following:

- the overall massing and distribution of density in terms of access to light, liveability, and building separation distances
- the massing as it relates to the floor plate size of the residential portion of the non-market housing above the fire hall
- the podium portion of the fire hall building along Johnson Street
- the pedestrian experience, specifically along Johnson Street in front of the fire hall, and generally along all three streets at the perimeter of the subject properties
- the provision of green and open space.

Mr. Jawl, Mr. Rupp and Mr. Fawkes provided the Panel with a detailed presentation of the site and context of the proposal.

Questions of clarification were asked by the Panel on the following:

- what is the rationale for the 1.5m setback?
 - this setback was determined through neighbourhood consultation and provides more space within the public realm and more options for potential tenants
- is the City involved in further defining the dedicated urban plaza?
 - at this stage, the location has not been determined but it will be included within the new site-specific zone to increase green space
 - the plaza would be private property
- how many phases does the development include?
 - there will be four phases, starting with Cook and Johnson Streets then moving to Yates and Cook Streets
- is there any requirement for a mid-block crosswalk?
 - Mr. Betanzo noted that a mid-block crossing is not required through policy, but that applicants are welcome to propose one

- what is the intention for the wide truck apron outside the fire hall? Is this space meant to be animated, or to encourage lingering?
 - the apron is designed as a small plaza, providing integrated public art for the project
 - it is intended to be interesting to look at while going past the site, but not so interesting as to need further exploration
- what density and building separation distances are envisioned for the entire site?
 - the separation distances outlined in the Downtown Core Area Plan have been used to illustrate some concepts for the entire site
 - some of the other buildings may come as close as 20m from the fire hall, but the precise distances have not yet been determined
 - the distances can be increased to ensure liveability, and the concepts illustrated demonstrate that this can be achieved
- how does the site's overall density compare to the requirements in the Official Community Plan (OCP)?
 - Mr. Betanzo noted that the OCP specifies a range of densities from 3:1 to 5.5:1 FSR, and that the proposal includes an amendment to the OCP to allow a density of 6.8:1 FSR
- how will noise from the fire hall be mitigated?
 - there is not significant noise at fire hall itself; noise is managed pre-emptively through the traffic light manipulation, and sirens are not turned on inside the bays
 - fire hall staff will continue to be good neighbours as they move closer to the downtown core
 - any noise from the site is not worse than other downtown locations
- will the six bays house six fire trucks?
 - there are several types of vehicles including ATVs
- do the trucks have to manoeuvre within bays?
 - the vehicles regularly on call are kept at the front of the bays, and seasonal vehicles and ATVs are kept towards the back
- will fire and ambulances have to back into the bays?
 - the apron allows trucks to back in
- if funding cannot be sourced for the housing component above the fire hall, will the units be rentals?
 - in that event, affordable housing would be reconsidered
 - an agreement for social housing is already in place and is only awaiting funding from upper levels of government
 - the goal is to deliver 130 homes above the fire hall
- can the fire hall be pushed further towards the front setback to increase the distance towards other buildings on the site?
 - the fire hall has been located as far northwards as possible without exposing the core to exterior
 - the cores cannot move, as they provide just enough width for the emergency service bays; there is not a millimetre to spare
- what is the rationale behind not having the tallest building at the corner?
 - higher towers were considered, but it did not meet City policies and did not look right in context
 - the goal is to emphasize the corners, but this can be done in ways other than increasing height

- how specific are the requirements for the new zone?
 - Mr. Betanzo clarified that the height, density and general distribution will be outlined in the new zone, and further development applications will specify the particular buildings' designs.

Panel members discussed:

- the emergency services building as a well-composed, simple and elegant solution to a number of urban components
- appreciation for the concept of urban integration
- concern for the coexistence of fire, ambulance and residential services
- the floorplate of the apartment being appropriate given its location above a larger structure and for the type of development
- the housing component's playful but sterile feel; however, the starkness working within the context
- opportunity to include more outdoor spaces and patios for residents above the fire hall
- desire for further information such as sustainability objectives
- concern that the common spaces will not be used, and that a level of animation could be lost
- appreciation for the rhythm of fenestration and colour of the emergency services and residential building
- appreciation for the glass bar above the emergency services portion of the building, helping to signify entrances and residential uses

Justin Gammon left the meeting at 4:32pm.

- concern for the master planning of the pedestrian realm
- the need to consider the provision of a mid-block pedestrian connection to improve pedestrian circulation and animation of the site
- appreciation for the overall sensitivity to the public realm
- the proposal's success in providing a gateway experience, particularly around the south corner
- appreciation for the third concept provided which proposed a pedestrian plaza on the south side; this may provide a compromise if a mid-block pedestrian connection cannot be achieved
- opportunity for smaller breaks in the podium for the proposed pedestrian plaza
- cautioning against a triangular plaza design on the corner of Cook and Yates Streets, due to the difficulty in animating these spaces
- the need to avoid a heavy overhang with pillars within the public realm, for the benefit of the pedestrian experience
- opportunity to conduct a wind study to assist in evaluating the outdoor public spaces
- appreciation for the level of detail conceived in the master plan
- the overall distribution of massing, height and density is appropriate, and it is understood that each building will be evaluated on its own merits at the development permit stage
- hesitancy in committing to the height without further information for the entire site
- the need for the site's landmark aspect to be the buildings' architectural significance rather than the public space aspect

- appreciation for the lightness and airiness of the concepts presented for the rezoning portion of the application
- desire for on-site storm water solutions to be examined over the entire site
- opportunity for public art and animation along Cook Street instead of at the truck bays.

Motion - DP

It was moved by Paul Hammond, seconded by Jason Niles, that Development Permit Application No. 000536 for 1025-1031 Johnson Street and 1050 Yates Streets be approved as presented.

Carried Unanimously

Motion - REZ

It was moved by Jesse Garlick, seconded by Jason Niles, that Rezoning Application No. 00660 for 1025-1031 Johnson Street and 1050 Yates Streets be approved as presented.

Carried

For: Jesse Garlick (Chair); Elizabeth Balderston; Jason Niles; Paul Hammond
Opposed: Sorin Birliga and Stefan Schulson

4. ADJOURNMENT

The Advisory Design Panel meeting of November 28, 2018 was adjourned at 4:50 pm.

Jesse Garlick, Chair