

- whether core policy documents take their cues from Council policies. Joaquin Karakas explained that Ship Point was part of Council's latest strategic plan, and Centennial Square was a focused action plan from the Downtown Public Realm Plan adopted in 2017.

4. APPLICATIONS

4.1 Development Permit with Variance Application No. 00074 for 1301 Hillside Avenue

The City is considering a Rezoning and Development Permit with Variance Application to construct a six-storey mixed-use building with live-work units and long-term bicycle parking on the ground floor fronting Hillside Avenue and vehicle parking at-grade at the rear.

Applicant meeting attendees:

MICHAEL BACON	STUART HOWARD ARCHITECTS INC.
ADAM COOPER	ABSTRACT DEVELOPMENTS
SCOTT MURDOCH	NVISION PROPERTIES
	MURDOCH DE GREEF INC.

Jim Handy provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- the proposal's massing and density
- the provision of green and open space
- the building's street relationship.

Michael Bacon provided the Panel with a detailed presentation of the site and context of the proposal, and Scott Murdoch provided details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- has there been any reaction from the community in terms of the proposed increase in density?
 - overall the reaction to this version of the project has been mixed, but the community seems happier with the current overall design
 - there has been a positive reaction to seeing the height reduced
 - there is some confusion in the community over the parking requirements and how affordable units affect these requirements
 - there is no reaction to the proposed FSR per se, rather, the proposal is understood in terms of the overall unit count and parking provisions
- in what Large Urban Village is the site located?
 - Jim Handy noted that the Official Community Plan (OCP) identifies the site within the Urban Place Designation, which contemplates densities up to 2:1 Floor Space Ratio (FSR). Affordable housing is not excluded from the FSR calculation, and so the application would require an OCP amendment to allow the proposed FSR. In terms of density, the application is a better fit within the Large Urban Village designation; therefore, the question is whether the Urban Place Designation is amended or whether the site would be assigned the Large Urban Village designation.

- where do the applicants see the proposal fitting within the corridor and context?
 - the 'corridor context' speaks to the OCP which identifies Hillside Avenue as a major transit corridor as well as a high-density mixed-use corridor
 - the density along this corridor is increasing; although the proposed density does not conform to the OCP designation, its scale does conform as up to six stories are contemplated
- is the Cridge Centre secured with a covenant?
 - there are design guidelines within the OCP that apply specifically to the Cridge Centre and the adjacent Gary oak meadow
- Is the Cridge Centre property private or public?
 - as long as there is child care operating on the site, the open space must be maintained
- would residents be able to use the Gary oak meadow?
 - residents would not use this area, but the south facing units would benefit from views to the meadow
- could residents have a picnic in the meadow?
 - the area is semi-public, semi-private; there is a pathway traversing the site but no direct route from the proposal to the meadow
- how affordable are the 16 'affordable' units?
 - the program will be similar to that at the Vivid, which targets first time homebuyers at 10% below market rate
- what variances are requested?
 - the parking variance is the most prominent; the site is challenging as digging underground is not an option and the City envisions major housing at this location
 - the location aligns with a major transit corridor
 - there are also variances to the side yard
- how many parking stalls are required?
 - there will be approximately 50 units; 16 of which will be sold without parking as an opportunity to enter into the housing market, targeting people with a low-car lifestyle
 - the current parking calculation does not factor in the affordable units, as these are not yet secured as affordable
- are there variances to the setbacks?
 - yes; however, the current gas station zoning does not make sense for the project
- is a retaining wall proposed on the south elevation?
 - no; a set of stairs from the southwest corner of the property connects to the private terraces of the south units
- are the private terraces secured?
 - yes, each of the terraces is gated
- what is the height of the retaining wall in relation to the patios?
 - the top of the wall is level with the building's second level
 - the proposal will have the effect of a 5 storey building from the perspective of the Cridge
- how many different materials are proposed?
 - stack-on brick is proposed with a concrete cap on top
 - white cladding and grey cementitious panels, are also proposed, with a similar, linear appearance
 - natural wood is preferred for the wooden portion, but its combustibility needs to be evaluated and longboard may be used instead

- is stucco proposed?
 - no
- is the site's only vehicle access from the northbound lane of Cook Street?
 - yes, no southbound access is possible due to the median divider and three lanes of northbound traffic
- is the garbage room accessed from the parkade?
 - yes
- is there a provision for carshare?
 - not at this time
- is the retaining wall on the east elevation exposed?
 - some of the wall will be exposed, as the grade drops quickly at this location
 - the wall will be clad in brick
- what do the stairs at the east side access?
 - it is another access to the building as well as an exit stair
- was a parking lay-by considered for delivery vehicles or visitors?
 - there are visitor spaces, and enough room in the apron for a vehicle to lay by temporarily
- would the affordable units be evenly distributed throughout the building?
 - yes, and a mix of unit types will be included
- is the intent for the units to be affordable or attainable?
 - they are better described as attainable, as affordable implies a deeper level of affordability
 - they are deemed affordable by the standards within BC Housing's affordable housing program
- what is envisioned for the other three corners of this intersection?
 - Jim Handy noted that a similar density is envisioned for the corner, with three storeys of residential and up to 2:1 FSR.
- should the Panel be concerned about the possibility of setting a precedent along the street for significant variances to parking and side yards?
 - Miko Betanzo noted that the proposal is evaluated against the most applicable standard. However, the ADP may consider how the variances might affect the context and how it relates to the adjacent properties, with consideration to future development.

The Panel discussed:

- the proposal as being in keeping with what is envisioned by the OCP
- appreciation for the challenges to build and access the site, as well as the inability to excavate due to soil contamination from the gas station
- support for the provision of affordable units
- support for higher density on the site; opportunity to further increase density at the building's corner
- whether the height is appropriate for Hillside
- the height as appropriate given the direction in the OCP
- lack of short-term vehicle parking on-site and in nearby areas
- the limited space for on-site vehicle movement for service vehicles and garbage collection
- opportunity for more movement on the north elevation
- the need for unity between the three distinct horizontal components on the northwest corner of the building at Cook Street and Hillside Avenue
- appreciation for the variety of building materials

- the design as busy, with too many languages utilized
- the strength of the south façade
- the corner ground level unit's appearance as more commercial than residential
- opportunity for further transition on the south side towards the Cridge lands
- the setback variances as reasonable for the context and surrounding Cridge lands
- opportunity to further define the live-work components along the north façade as separate from the residential spaces
- appreciation for the stairs at the back
- appreciation for the proposal's ability to take advantage of views to the adjacent Gary oak meadow
- concern for the Gary oak tree roots given the trees' proximity to traffic.

Motion (defeated):

It was moved by Roger Tinney, seconded by Jason Niles, that the Advisory Design Panel recommend to Council Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue be approved subject to:

- further review of the north elevation, with particular attention to the northwest corner of the building
- further consideration to the parking functionality in terms of service, short-term and delivery vehicles.

Defeated (3:3)

For: Jason Niles, Jessi-Anne Reeves, Roger Tinney

Opposed: Sorin Birliga, Marilyn Palmer, Stefan Schulson

The Panel discussed:

- the need to state the building's presence consistently on the corners
- the design as too busy in terms of massing and materiality
- the need to revise the building's architectural expression and massing
- opportunity to resolve the functionality and ensure that the FSR is supportable.

Motion:

It was moved by Stefan Schulson, seconded by Jason Niles, that the Advisory Design Panel recommend to Council Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue be approved subject to:

- simplification and refinement of the northwest building corner in terms of massing and materiality
- further consideration to the parking functionality, with particular attention to service and delivery vehicles and short-term loading.

Carried (5:1)

For: Jason Niles, Marilyn Palmer, Jessi-Anne Reeves, Stefan Schulson, Roger Tinney

Opposed: Sorin Birliga