



WHISTLER

MINUTES

**REGULAR MEETING OF ADVISORY DESIGN PANEL
WEDNESDAY, FEBRUARY 15, 2017, STARTING AT 3:10 P.M.**

**In the Flute Room at Whistler Municipal Hall
4325 Blackcomb Way, Whistler, BC V0N 1B4**

PRESENT:

Architect AIBC, Zora Katic
Architect AIBC, Tony Kloepfer
MBCSLA, Julian Pattison
MBCSLA, Kristina Salin
UDI, Dale Mikkelsen
Architect AIBC, Brigitte Loranger
Councillor, John Grills
GM of Resort Planning, Jan Jansen
Director of Planning, Mike Kirkegaard
Senior Planner & ADP Secretary, Melissa Laidlaw
Recording Secretary, Karen Olineck

REGRETS:

Member at Large, Ryley Thiessen
Member at large, Pat Wotherspoon

ADOPTION OF AGENDA

Moved by Tony Kloeper
Seconded by Julian Pattison

That Advisory Design Panel adopt the Advisory Design Panel agenda of February 15, 2017.

CARRIED

ADOPTION OF MINUTES

Moved by Zora Katic
Seconded by Kristina Salin

That Advisory Design Panel adopt the Regular Advisory Design Panel minutes of January 18, 2017.

CARRIED

COUNCIL UPDATE

Councillor Grills provided an update of the most current topics being discussed by Council. Staff was directed by Council to make amendments to the Employee Housing Service Bylaw. The bylaw amendment will be updated to increase the employee housing service charge applicable to new

commercial and industrial development from \$5,908 to \$10,177 per employee.

According to the last census report, Whistler's population has now reached 11,800.

PRESENTATIONS

Gateway Bus
and Taxi Loop
Reconstruction
2nd Review
File No. DP1494

The applicant of team of James Hallisey, General Manager of Infrastructure Services; Martin Pardoe, Manager of Resort Parks Planning; Jim Dunlop, Engineering Technologist, RMOW; Brian Wakelin, Public Architecture entered the meeting at 3:20 p.m.

Planner Robert Brennan, RMOW introduced the project which came to the design panel in March of 2016. The project is returning with revisions based on input from that meeting.

James Hallisey provided background on the project stating the following:

1. The Gateway Loop project has been an extensive process between staff and Council to come up with the concept of what the RMOW wants to see as the front door to Whistler.
2. There was public consultation in 2016 with regard to the size and scope of this project and whether or not this area needed a simple update or something on a much larger scale.
3. After discussion between staff and Council along with public consultation, staff was directed to take a medium approach. This meant staying within the current street footprint, but significantly altering the form and function of the existing area.
4. Visitors arriving into Whistler by buses and shuttles need a better first impression of Whistler other than a grove of trees. This project will provide a more inviting front door to Whistler.
5. The project went out for tender in the summer of 2016 with the goal to begin construction in the fall. Tenders came back in July of 2016 with two non-local bids.
6. Bids were two to three times above the estimated budget for this project.
7. Staff had discussions on how to get the needs of the project met without compromising the design or the input from panel, while trying to stay closer to the budget.
8. Local contractors informed staff that the major issue is the two very different scopes of work with the roof and civil & landscape. Staff made the decision to split the tender package into two packages; civil & landscape and roof structure.
9. New tenders went out in the fall of 2016 and again there were no local bids. Two bids on civil tender and four bids on roof structure were received and the bid pricing was similar to the first tender, with the roof structure greater than previous.
10. The consensus is that the Gateway Loop Project is necessary regardless of the bid cost. This project is to be the front door to Whistler and will be represented for decades to come.

11. At the February 21st Council Meeting, staff will recommend to Council to award the tenders requiring an increase in the budget for the project.

Martin Pardoe advised on the following:

12. The project site is located at Village Gate Boulevard as you arrive at Whistler Village from Highway 99.
13. Visitors arriving by bus or shuttle at this location would disembark and leave in a number of directions.
14. There will be hard edge seating along a retaining wall situated beside the bus structure and new vegetation behind that retaining wall will act as a buffer.
15. As part of the way finding portion of this project, there will be directional signs to facilitate an easier transition off the buses.
16. There will also be signs directing visitors to the public bus stops both inbound and outbound on Village Gate Boulevard.
17. In response to panel concerns over lack of washrooms at the site, an area was identified to address this issue in a future phase.
18. Staff want to evaluate the needs and demands before a commitment can be made with respect to the development of washrooms at the site.
19. Currently, visitors can access washroom facilities at the Information Centre and at Blackcomb Lodge.
20. A small plaza area with bike boxes in front of Tommy Africa's will be created to enable visitors to lock their bikes in a secure container, if they decide to ride to the village.
21. As bars empty at night, there is a unique situation where everyone wants to get into the handful of taxis located at the taxi loop in front of Tommy Africa's.
22. Current practice to facilitate a smoother flow in the taxi area is to funnel people using a series of temporary barriers. The location of existing lighting means the taxi area is not well lit, so an emergency generator provides additional lighting for the area.
23. The project will address the loading issue in the taxi area by constructing three low walls that have retractable gates, which when deployed, will swing outward creating a barrier and a funnel for taxi customers to a single loading position for access to a taxi. At the end of the evening, the gates can be swung back into and stored in the low walls.
24. To address the low lighting issue, permanent lighting will be added to the west end of the taxi loop area, with the option to add additional lighting at the other end of the area if deemed necessary.
25. Plant material choices were revised based on Municipal staff knowledge and working history with plants and trees that are able to cope with Whistler's harsh weather. Particularly ornamental trees that provide a degree of showing and beauty to the project.
26. As a cost saving measure, a location beside the bus structure has been identified and designed so that public art pieces could be added in a future phase. In this first phase, this area will be finished with the interlocking pavers as part of the hard landscaping. Staff would like to

see the how the new space is used before deciding on permanent public art pieces.

27. In previous versions of the plan, benches were aligned with columns underneath the roof. In the interest of cost saving and efficiency and for the project to proceed, staff did not want to commit to the location of permanent benches at this time. The Municipality has a large supply of benches that can be used in different configurations to see how many benches are needed and in future may proceed with a permanent bench install.
28. Village type lighting consistent with Municipal standards will be installed along the pedestrian corridor.
29. Hard landscape in the form of interlocking pavers will be used predominantly throughout the pedestrian areas with the addition of concrete sections where the buses pull in.
30. Basalt slab inserts serve as a welcome mat where visitors step off the buses. The basalt rock accent is also used as part of the overall design inspiration of the new way finding signs in the village.

Brian Wakelin advised on the following revisions:

31. At each bay there is a fixed number sign providing the number for each bus bay.
32. Panel suggested at the last meeting that digital dynamic signage for the assignment of buses be considered. The revised roof canopy structure includes conduits that this type of signage could be added in a future phase.
33. Panel suggested that washrooms within the structure in the form of pavilion style would be useful for bus and shuttle passengers. This was further reviewed by staff and concluded that any structures under the canopy was more an impediment with respect to visibility and pedestrian movements through the space. Therefore the washrooms in the revised design are to be considered in a separate identified and pre-serviced location in a future phase.
34. The original roof plan was altered to cover the bus and luggage loading areas. The material choices remain unchanged. Roof structure slope is designed to stop snow shedding onto passengers and loading areas.
35. Suggestion for glass or green roof structures were analyzed and would involve a larger column size, beam size and cross laminated timber size. Sizing up to go to a glass or green roof style would add bulk and dimension and costs, or reduce the area underneath which is weather protected which staff believed was contradictory to the project objectives.
36. The canopy structure palette consists of laminated spruce pine, galvanized steel columns and black metal for the roof finishing material.

Panel offers the following comments.

Site Context and Landscaping

1. The site plan is well thought out.
2. Some panelists recommend having future washrooms closer for practicality instead of where they are currently proposed, and to further contemplate their integration into the shelter if they are to be proposed in the future.
3. Local plant knowledge informing plant choice is well received.
4. Using the planting plan as an integral part of the site design to direct pedestrian traffic and limit jaywalking is well thought out.

Form and Character

1. There is strong support from panel to remain with the roof structure as originally designed as opposed to a glass or green roof.
2. The increase in the roof coverage over the luggage doors on the buses is supported and will improve the user experience.
3. Panel has mixed ideas about adding skylights to the roof structure and encourages staff to consider how more light can be incorporated under the structure.
4. With respect to the public art area, panel agrees with staff that the space could be developed in a later phase and the appropriate use identified before committing to a public art space.

Materials, Colours and Details

1. A panel member felt there is still a bit of a disconnect between the architecture and the landscape.
2. Panel supports the colour palette with the exception of the black roof. A lighter color for the roof is suggested.
3. Panel suggested the round columns could echo the basalt design further.
4. Panel suggested the opportunity to simplify the wall material detailing.
5. The basalt slab welcome mats at each bus bay are well received.

Moved by Dale Mikkelsen
Seconded by Tony Kloepper

That the Advisory Design Panel supports the project and its improvement in urban design, landscape, pedestrian flow and overall form of development. The Panel strongly supports the civil design, site layout, lighting, way finding, and overall structure. Panel encourages staff and the design team to consider Panel's comments regarding details related to provision of light beneath the roof structure, roof colour, and simplification of hard landscape materials and detailing, and paving patterns to add value to the project, and further contemplate integration of potential washrooms if they are to be incorporated in the future.

CARRIED

The applicant team left the meeting at 4:20 p.m.

OTHER BUSINESS

ADJOURNMENT

Moved by Dale Mikkelsen

That Advisory Design Panel adjourn the February 15, 2017 committee meeting at 4:26 p.m.

CARRIED

CHAIR: Dale Mikkelsen, UDI

SECRETARY: Melissa Laidlaw