

Posted after review by FONVCA on March 19th

Subject: Fwd: Fwd: Public feedback on DNV Draft Public Realm Guidelines / email to Margot Long
From: Brian Platts <bplatts@shaw.ca>
Date: 28/02/2014 1:54 PM
To: Corrie Kost <corrie@kost.ca>

No Post.

----- Original Message -----

Subject: Fwd: Public feedback on DNV Draft Public Realm Guidelines / email to Margot Long
Date: Fri, 28 Feb 2014 10:19:52 -0800
From: Douglas Curran <dougcurran@shaw.ca>
To: fonvca@fonvca.org <fonvca@fonvca.org>

Begin forwarded message:

From: Douglas Curran <dougcurran@shaw.ca>
Subject: Public feedback on DNV Draft Public Realm Guidelines / email to Margot Long
Date: 28 February, 2014 10:07:23 AM PST
To: info@pwlpartnership.com

Hello Margot,

While I am not able to speak for all residents of the Gateway community, I do know that those of us engaged and familiar with the proposed Lower Capilano Village Centre were very disappointed in the draft Public Realm Guidelines. Below is my email sent to the community and my response comments attached.

One other resident copied me on her response to DNV staff, writing: "I like the idea of using the river to inspire the design, however "the actual plans do not ensure that the new village centre supports the true integration of the river parks and surrounding neighbourhoods. The proposed Fullerton Streetscape improvements are key to making sure this integration occurs. In addition, pedestrian friendly access to the plaza and a true woonerf street, that minimizes traffic is still not apparent in what was shown. This street and adjacent access points, while still providing access to businesses and the community facility, should be supported and used primarily by the surrounding neighbourhoods and therefore require minimal access via car traffic. The design should enable a reduction in the need and desire of residents to use vehicles as their primary source of transport."

Another wrote; "...I am very disappointed and frustrated at the DNV lack of understanding and vision with regards to the Woonerf street. All the international studies have clearly demonstrated the unique nature of the Woonerf to move pedestrians and cars in a harmonius manner, in even more congested urban settings, than the DNV. Why the DNV doesn't see this, is beyond me?"

While the road design may not have been a direct part of the design direction given to you by DNV staff, as you can discern from the above there has been a consistent level of frustration for residents that staff have not engaged some aspects of the planning process in a manner that doesn't place personal preference over broad

research that results in outcomes that extend beyond the status quo and pedestrian (that term is not intended in its positive implication).

I am told that PWL has a reputation for high quality design work. There are many aspects of the presented design that are deeply disappointing to us. Why, for example is the public plaza designed in such a manner that it will not provide space for large public assembly for an outdoor concert/performance or farmers market for example? While not being privileged to the direction given to you by DNV staff, I can confidently tell you they do not reflect those of the community at large.

sincerely, Doug

Begin forwarded message:

From: Douglas Curran <dougcurran2046@gmail.com>
Subject: Feedback needed of DNV's Draft Public Realm Guidelines / Feb 28 cutoff date
Date: 27 February, 2014 2:36:01 PM PST
To: undisclosed-recipients::;

Many residents will not be familiar with the details and importance of the Public Realm Guidelines presented at the February 13th meeting. The material itself was discussed only briefly and has not been the subject of any concerted effort on the part of DNV Administration/Planning to ensure a wide understanding of its importance to the function and utility of not only the proposed public plaza, but the woonerf street and Fullerton Avenue.

While loosely using the term "woonerf" (living street in Dutch), the design of this roadway as presented in the DNV plan is not a woonerf street and will not perform as such. A true woonerf street functions through a combination of elements to create an environment where:

- public safety is greatly improved (60% fewer accidents over three years/England),
- personal injuries are diminished (over 40% reduction) and fatalities nonexistent (0 to date)
- vehicles flows more efficiently, while providing safe use by other users
- result in increased home values in adjacent areas
- improved and vibrant business for shop owners and public needs

The design included in the [DNV guidelines](#) is simply a standard two-travel lane road with alternating parking pockets. **It will not perform as desired to build the open, social public realm.**

DNV has set tomorrow, February 28, as the cutoff fro community input of this and other significant aspects of the Village Centre. [Without a demonstrated response from the community](#), we will be handed a subpar car-centric road design prepared for 1975, not for a renewed community of 2015 and beyond.

Attached are my own responses, as submitted to DNV, and based on my involvement with all aspects of planning and the work of the Fullerton Streetscape Improvement Committee/FASIC.

Please read the attached, consider the possibilities, and wonder why public art for our community consists of a couple of boulders.

regards, Doug

— Attached Message Part —

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— Attachments: —

Design Guidelines survey response.pdf	74.3 KB
Attached Message Part	1.2 KB

Response to DNV [Draft Lower Capilano Public Realm Design Guidelines](#)**#2. I like the way the Capilano River was used as an inspiration for the public spaces. (NO)**

An overbearing emphasis on rock and water will result in an atmosphere that is dark and somewhat foreboding during rain and winter skies. The narrow range of colour from the materials appears unremitting, given that there is no colour to work in contrast, to set the organic in reference. The idea of "nature" works nicely as an abstract idea but becomes oppressive when it is not relieved with its opposite. Imagine how this will look on a winter day, with rain in mid December. It will push you away with gloom.

#3 I like the idea of the Cross-Roads / McGuire Extension being a "Bridge". (NO)

The design encourages this to be an auto-centric entrance, rather than an inviting walkable entrance connecting across Capilano Road. The raised curbs define the space and purpose to be for automobiles. The design appears to no offer real opportunities for businesses or activities that 'wrap' around the corner of the intersection. While there are building projections, all the benches provided for free public seating are left outside of the weather protection, in the rain, leaving them often wet or otherwise unsuitable for use at many times of the year.

#4 I like the landscaping and sidewalk ideas for the streets. (NO)

The design themes talk about the flow and 'eddies' of a river, yet the design itself is rigidly drawn on straight lines throughout. There are no graceful curves of sidewalk, no variation of width, nothing that itself meanders, that promotes a change of pace or provides pockets of retreat along the sidewalks, everything is placed "on the edge" of a hard form. There is no element of the ebb and flow found in water, shorelines or nature.

The design for the public plaza is exceedingly poor, with very short sightlines, trees, rocks and water features organized in a way that will prevent any use of the space for public assembly or performances. It seems that the public plaza does not relate/integrate with the community centre, utilizing and augmenting the planned indoor-outdoor opportunities. It appears that all of the water elements are flat, with no flowing movement, water sound, or single spectacular point of origin or fountain.

#5 Any additional general comments? (YES)

I think the entire manner in which the public realm process has been handled is deeply faulted. There has been no true discussion of the design or discussion of alternatives, or how aspects of the design meet or fail stated objectives.

- Where is the community-developed plan for traffic calming of Fullerton Avenue? This plan was supported by DNV Council, Spring 2013.

- Where are the raised crosswalks to allow safe crossing of Fullerton?
- Where are the benches and parking drop-off in front of the seniors housing?
- Why are there no lane narrowing curb nudges to lower speeds on Fullerton?
- Why do we have design guidelines that don't address the manner in which Fullerton bisects and divides the community?
- Why do you use the term 'woonerf' when the street is simply a two lane conventional street with alternating parking pockets? Why do you not list the elements required to fulfill the desired functionality and safety of a woonerf street?
- Why is the safety and livability of this community continually being subsumed to misguided ideas of parking needs? Studies show "*people who walk to a town centre spend over 40% more than those arriving by car.*" (UK study)
- Why is there no pedestrian level lighting, only that designed for automobiles?
- Why are all the benches left out in the rain?
- are berms and planters able to function as benches
- Why is there no plan to attach Belle Isle Park to the Village Green and reclaim that unneeded road space for park use?
- Why would we have a road bisecting the parks spaces, limiting its utility?
- Why do we have public art that is neither inspiring or challenging in terms of emotions, sensation or wonder?
- Why is it deemed appropriate to define 'art' for this public realm as being a couple of boulders?

The manner in which the topics of both the public realm and the functionality and design of the woonerf street were presented on February 13th were superficial.

Go to <http://identity.dnv.org/> Scroll down to **Draft Design Guidelines**

To view the Draft Lower Capilano Public Realm Design Guidelines, [click here](#). To fill out the feedback form, [click here](#). The deadline for feedback is February 28th.