

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Planning Commission
Held at City Hall, 141 West 14th Street, North Vancouver, B.C.
in Conference Room A on Wednesday, May 11, 2011**

MINUTES

Present: B. Curtis (Chair)
H. Goodland
J. Jensen
P. McCann
D. Olson
B. Phillips
J. Plato
M. Robinson
M. Tasi
Councillor Heywood

Staff: S. Smith, Community Development
S. Kimm-Jones, Committee Clerk
T. Barber, Manager, Engineering, Planning & Design

Guests: Bob Heaslip, Adera
Brad Jones, Adera
Dirk Buttjes, Buttjes Architecture Inc.
Peter Kreuk, Durante Kreuk Ltd. Landscape Architects
Alan Whitchelo, Fairborne Homes

Absent: D. Olson
M. Rahbar

A quorum being present, the Chair called the meeting to order at 6 p.m. He commended everyone for their hard work and attention to detail at the April meeting which ended very late.

1. Minutes of Meeting of the Advisory Planning Commission held April 13th, 2011

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Planning Commission held April 13th, 2011 be adopted.

Unanimously Carried

2. Business Arising

None.

3. Staff Update

S. Smith gave the staff update.

1250 Lonsdale Avenue: A preliminary report was carried at the March 21st Council meeting that staff be directed to continue processing the application including a density bonus in consideration of proposed capital support for the Presentation House Gallery and a density transfer from 1112 Lonsdale. The Commission received a delegation from this applicant at the last meeting. They are now refining their concept further.

Global Cities Covenant on Climate – Mexico City Pact: A recommendation was made that the City become a signatory to the Mexico City Pact: Global Cities Covenant on Climate was passed. Staff were directed to complete the ratification process by entering the City's climate action commitments, performance and actions into the international Carbon Cities Climate Registry.

Harbourside project: The Public Hearing on this project has been delayed. Staff will advise when this may come forward in the near future.

New Commercial Floor Space in the Town Centre: The recommendations in a report from the Director, Community Development were carried unanimously at the April 4th Council meeting. Staff were directed to provide recommendations concerning changes to development regulations that would provide for more commercial floor area in areas of the City where mixed use, and particularly, residential development is also encouraged.

Action: Staff to provide a copy of the "New Commercial Floor Space in the Town Centre" report for information in the next agenda package.

1308 Lonsdale: A confidential workshop on the North Vancouver Museum was held on April 28th. Onni is requesting a density bonus of 15 to 1 for the museum. On May 9th Council directed staff to work with Onni to improve the proposal with a view to reducing density and view impacts, to improving pedestrian circulation and public open space access, and to consult further with area residents. A Town Hall Meeting for this project has been delayed.

Harry Jerome Directions and Update: A report from the Harry Jerome Staff Working Group was presented to Council on April 18th. A motion to be flexible about the location of the playing field area and green space was defeated. Staff were also directed to prepare cost and revenue estimates for the inclusion of Flicka Gymnastics in a renovated or a new Community Recreation Centre.

212 Brooksbank (MEC): A Public Hearing is scheduled for May 16th.

306 East 9th Street: The Public Hearing is scheduled for May 16th.

Sustainability Guidelines: Updated Sustainable Development Guidelines were approved at the May 9th Council meeting and are available for members. The 2002 Guidelines are out of date but the version to replace them needs much work. As there is no room in the 2011 Planning Work Plan, an interim version has been created

Creekside Development: Staff were authorized by Council at the May 9th meeting to process the development applications to enable the City to obtain a new Operations Centre in exchange for redevelopment of the existing Works Yard on a cost-free basis.

Third Seabus: A motion to ask Translink to increase the frequency of the seabus service was deferred at the May 9th Council meeting pending a delegation.

4. Community Engagement Strategy

Item 7 on the agenda, the OCP update on Community Engagement Strategy, was brought forward for discussion. The strategy was endorsed by Council unanimously on April 18th, specifying option 3, the extensive engagement option. This means that more City funds for OCP update will go to community engagement than other consulting services.

Attachment No. 3 of the report outlines the proposed actions over the next 18 months e.g. booths at community events with electronic pads for survey input. The survey will also be on the website. The consultant has previously worked with the District of North Vancouver, Kelowna and Prince George on similar initiatives. The goal is to launch the process in mid to late June.

Though it was early in the process, staff managed to have a presence at CityFest. About 150 responses to a brief survey were collected. Students wishing to help at community events should contact S. Smith.

5. Low Level Road

T. Barber, Manager, Engineering, Planning & Design reviewed the changes proposed by Port Metro Vancouver to the Low Level Road, running from St. Andrews Avenue to Cotton Road. City Council had a workshop on April 4th and passed a resolution asking for direct input from 28 different groups including advisory bodies.

The changes would address inefficiencies at the three at-grade crossings, the noise from shunting trains, and whistling at the crossings. The Port would be able to use unit trains for greater efficiency if overpasses were put in place. Exports and noise are expected to increase in the near future; the project will reduce the noise.

The major benefit is to the Port; however, benefits to the City include the construction of a pedestrian overpass on 3rd Street, addressing the instability of the bank and drainage problems, as well as noise reduction. The bike lanes would be broader (2 metres) and safer. The changes would enable development of an unused parcel of land which would bring revenue to the City.

There are proximity issues for some residents. The City is working hard to get the road lowered to maximise the separation between the road and homes.

The Spirit Trail will need to be reconstructed and a heritage house on City property will have to be relocated.

The overpasses have to be 7.2 metres high to allow trains to pass. Staff identified a section that could be reduced four metres.

Questions and comments from the APC included, but were not limited to

- What happens to the rail lines? Perhaps the train tracks could be lowered to help reduce the height of the overpass. A: They will be put where the road is presently. The road has been moved laterally and vertically.
- How is the project financed? A: This is a \$100 million project. The Port Authority is the delivery agent and is contributing \$35 million, Translink are contributing \$5,000,000, CNCP \$15,000,000, leaseholders are contributing as well as Transport Canada. It is part of the Federal Stimulus program. What is the City contributing? A: Land at an estimated value of \$2,000,000 to \$8,000,000, depending on use, and \$800,000 in cash.
- The length of construction? A: 14-18 months.
- What is being done to mitigate problems for the affected properties? A: We need to have as good a design as possible and then see what else we can do.
- What about the eagles in the area? A: They will be protected but are used to noise.
- The pedestrian side of the overpass will have spectacular views; it should be made as beautiful as possible like the Lions Gate Bridge.
- There should be some inspirational diagrams for this type of presentation; perhaps showing a canopy over the road.
- More traffic? A: We do not think that improving the road will attract more traffic and there will be more traffic signals.
- The Port Authority will get a huge energy benefit and a reduced carbon footprint from not stopping and starting, braking of the trains

It was regularly moved and seconded

THAT the Advisory Planning Commission has reviewed the proposed design of the Low Level Road and although supportive in principle feels the following have not been adequately resolved:

THAT the height of the overpass between St. David's and St. Patrick's should be reduced as low as possible, recognizing the minimum requirements for train passage, and the section east of St. David's should be reduced by at least by four metres;

THAT as an overall objective, the design aesthetics should reflect the nature of this landmark project as the gateway into the City including heritage and cultural aspects;

THAT the bike lanes should be at least two metres wide and, if not separated, have wide paint markings used;

THAT noise abatement strategies continue to be emphasized in the design;

THAT a traffic management plan be completed for the construction period of the project;

THAT a complete landscape plan be completed for the entire project with emphasis on retaining existing trees and wildlife;

THAT the applicant provide aspirational images of what the completed project will look like and that the design reflect local heritage and culture;

THAT a cost benefit analysis be completed from the City of North Vancouver's perspective;

AND THAT views from the Spirit Trail be preserved wherever possible.

Carried unanimously

Brad Philips left the meeting at 7.35 pm

Jeff Plato left the meeting at 7:40 p.m.

5. Creek Crossing (Existing Works Yard Site) (OCP Amendment and Rezoning)

Frank Ducote responded to issues raised at the APC meeting on April 13th, 2011 by reviewing his memorandum of May 5th, 2011 which answered the points raised in the motion.

- Built Green Silver will be certified.
- May 26th will be a Town Hall meeting at the existing works yard; there has been no feedback from the community at the moment.
- A traffic study exists for the area
- A pedestrian sidewalk to transit will be built

Questions and comments from the APC included, but were not limited to:

- The Marine Drive Task Force endorsed the idea of residential development on this parcel of land. The improved linkage of all the natural areas embodies what they envisioned.
- Will there be a view study at the public consultation meeting? A: Yes, with ghosting of buildings and a 3D model. The trees are higher than the proposed buildings which will hide them from Marine Drive.
- The massing of the development along Mosquito Creek does not seem to address our concerns about opening up more to the Creek with shorter buildings. A: There is not much room to relocate buildings given vehicle access. The south edge could be longer? A: It is the least desirable edge for liveability.
- If there is not 300,000 sq. ft. of development the project does not proceed? A: The City would have to make up the difference.
- Is there any concern re the six storey wood frame building that burnt down? A: There are ways to address the issue of fire during construction. The worst time in construction is before sprinklers etc. are installed. We are meeting with the Fire

Chief and code specialist to talk about measures we can take e.g. taking water up floor by floor, increased security, better hoarding from the top down. We do not care if it is a wood frame or concrete building. We are interested in how people feel about six stories.

- The green space is not officially a park? A: No.
- Ideally six stories will drive down construction costs.
- Planning and environment needs to design for eyes on the path. The design needs to be sensitive to creating a community that looks after itself e.g. strata council; there is a big gap between developers and residents' idea of living. A: Adera is known for sensitivity to residents; we have events with the strata and ongoing liaison so that they understand how we designed the building and why. Our security specifications are one of the highest in the industry. We do not make the project and leave.
- The flip side of permeability is the security of the people who live there; it is important to give a sense of ownership.
- What amenity space? A: We may do a free-standing building e.g. meeting rooms, yoga rooms etc.
- Why Built Green Silver; why not Energuide 82 and LEED Platinum? A: It is much more difficult to reach on a six-storey building. We try to underpromise and overdeliver. Our buildings are generally built above code.
- The City of North Vancouver could work with the Squamish Nation on a Public Art scheme.

John Jensen left the meeting at 8:20 pm

It was regularly moved and seconded

THAT the Advisory Planning Commission has reviewed the proposed urban design guidelines for Creek Crossing and recommends approval of the guidelines, subject to the satisfaction of staff:

- The completion of view analyses;
- The inclusion of a public art strategy involving collaboration with the Squamish Nation;
- And the provision of adequate trail wayfinding.

AND THAT the Commission supports the proposed density and land use.

Carried unanimously

6. 135 West 2nd Street (Rezoning)

C. Laing reviewed the proposal which calls for the development of an 89 unit, concrete six-storey residential apartment. The project generally conforms to the heights outlined in the OCP. The final net FSR proposed for the site would be approximately 3.11 times the lot area after the density transfer from a portion of the City right-of way on West 2nd Street and the purchase of density from the City (Presentation House).

There is a separation issue at the north east corner with the adjoining buildings (40 ft instead of 80 ft). There will be a public connection from the north east corner down into Jack Loucks Court, There is a surplus of parking onsite. Staff is looking at provision of common amenity space currently a meeting room and wondering about appropriateness of it in that particular area.

Dirk Buttjes, Buttjes Architecture Inc., presented the proposal to APC:

- The company is familiar with the Lower Lonsdale Design Guidelines.
- It is a terraced building that steps down to Jack Loucks Court
- The existing driveway at the Sky building will lead into parking structure through a shared access agreement.
- There is a two storey lobby entrance with canopy, wood.
- Lower machine room is used for the elevator so it is not on top of the roof.
- The project is expected to achieve the equivalent of LEED Silver.
- The LEC plant for the building is in the basement of the Sky building.
- The location encourages walking and cycling.

Peter Kreuk, Durante Kreuk Ltd. Landscape Architects, reviewed the landscape plan:

- There is a green roof to assist with storm water management and mitigate the views from adjacent buildings.
- The landscape flows in front of the building reflecting the existing landscaping.

Questions and comments from the APC included, but were not limited to:

- How is the building cooled? A: There is no air conditioning; cross ventilation, overhangs etc. will be used. There will be shadowing from adjacent buildings. The west side is protected by the Sky building
- It is nice to see large recycling facilities.
- Is there potential for planting on the rooftop? A: No it is just green with sedum and small grasses, there is no access. Is that a security or height issue? A: Both.
- I do not think many of the units are family-size units. Did you consider three bedroom units? A: No, three bedrooms did not really fit the mix. The dominant demand is for one, two bedrooms and one bedroom and den.
- Is the City getting any social/community amenities? Staff: The public walkway and the applicant is exploring public art opportunities. The applicant is also purchasing density from Presentation House.
- The location of the amenity room? A: The location of our amenity room is due to it being the least desirable unit location.
- How big is the amenity room? A: 700-800 sq ft.
- Why is there surplus parking? A: 50% of the two bedroom units can have a second stall if they want it. We are looking into reducing the parking further due to issues with groundwater and given the proximity to transit.
- How do you plan to achieve LEED Silver equivalent especially with exposed concrete? A: The concrete is framed and insulated on the inside. There are other aspects to the building environment which enable us to achieve the ASHRAE standard.
- LEED Silver is difficult to do with that type of construction i.e. exposed slab edges.

- How much will the City get with the purchase of density and what will happen to the money; will it go to a public amenity fund? Staff: I do not know but can report back.
- Public art should be on West 2nd side of the building at the head of the pathway.
- Concerning the 40 ft separation; what is the justification of the extended piece which decreases the separation. A: It is an additional 12 units. The economies of scale are better and we were encouraged in the design by the City.

It was regularly moved and seconded

THAT the Advisory Planning Commission has reviewed the Rezoning Application for 135 West 2nd Street and recommends approval in principle, subject to staff's satisfaction of the following:

- A resolution to the 40 foot limiting distance to the property to the east on 2nd Street;
- A review of the palette of materials for the building, such as exposed concrete, in the context of enhanced energy performance requirements;
- To ensure public pathways and public art mirrors the existing landscape treatment in the area.

AND THAT the applicant be commended for a thorough presentation.

Carried Unanimously

An amendment to the motion that the number of parking stalls be reduced to comply with City bylaws was not carried.

Defeated 4 to 1.

7. OCP 2021 & Beyond Update

S. Smith asked APC members to read the report on the OCP Community Engagement Strategy which was attached to their package.

8. Other

S. Smith asked the group if they wished to have a separate meeting to talk about "the big picture" to put the many recent large projects (Central Lonsdale, Harbourside etc.) in context as well as the approach to community amenities. Members were in favour of scheduling such a meeting.

There being no further business, the meeting adjourned at 9:35 p.m.

The next regular meeting of the Advisory Planning Commission will be held on Wednesday, June 8th, 2011.

Chair

