

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Design Panel
at City Hall, 141 West 14th Street, North Vancouver, B.C.
in Conference Room A on Wednesday, December 10, 2008**

MINUTES

Present:	K. Hanvey, Chair A. Hii N. Paul K. Terriss P. Winterburn-Chilton
Staff:	G. Venczel, Development Planner J. Hnachuk, Auxiliary Committee Clerk C. Perry, Development Services
Guests:	H. Cochlin, Proscenium Architecture G. Penway, Waterfront Development Project Manager
Absent:	T. Cailles J. Bitar K. Christensen R. Spencer J. Heilman Councillor M. Trentadue

A quorum being present, the Chair and called the meeting to order at 5:41 pm.

1. Minutes of Meeting of the Advisory Design Panel held November 19, 2008

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Design Panel held November 19, 2008 be adopted.

Unanimously Carried

2. Business Arising

None.

3. Staff Update

The inaugural Council meeting took place last Monday, December 1st. This Monday, December 8th was a Council Workshop with staff.

4. Waterfront Project – Vision, Goals & Objectives

Gary Penway, Waterfront Development Project Manager, provided a PowerPoint presentation on the Waterfront Project, including the evolution, current and future plans of the waterfront.

Burrard Inlet was used for transportation purposes. As the waterfront evolved, Moodyville became the first major settlement in the 1850s. North Vancouver, which evolved at the foot of Lonsdale, was not a part of Moodyville until 1925. The waterfront was shingle mills and industrial businesses.

Over the years, the shoreline has been altered. The Vancouver Fraser Port Authority owns the water along the waterfront. The Province helped to create the regional town centre by buying a portion of the Waterfront to Forbes, bringing in ICBC, CN Rail, etc. The bus depot was put in and the Seabus began operation in 1977.

The east side of Lonsdale has a long term industrial future. The Lonsdale Quay and Pier development have a more urban use. The waterfront along the west side of Lonsdale is mostly fill. The City owns very little waterfront on the west side. A land use study was done on the Fullerton site which concluded commercial/industrial use was needed and a 64-acre development was created.

The City began looking to connect people and industrial developments through neighbourhoods and the potential for economic development. On the west side, the City is hoping to get the harbour walk from the Pier to the Harbourside development and possibly further. The walk on the east side would be more passive with destinations such as Park & Tilford Gardens and Harbourview Park at the end of Lynn Creek.

The North Shore Spirit Trail, endorsed by the three municipalities, was created through an Olympic Committee for the North Shore. The route design, extending from Deep Cove to Horseshoe Bay, was endorsed by Council last July. A provincial grant of \$1 Million was provided to the City to help with construction of a pedestrian overpass and another provincial grant has been requested for consideration next year for 50% of the cost to upgrade the Kings Mill Walk. Construction by Forbes over to the marina building is being completed.

Future plans at the Waterfront include the Seabus Gateway upgrades taking place with TransLink, potential walkway and sidewalk improvements through Carrie Cates Court, the Pier Project and National Maritime Centre. On the east side, the trail will go along the bluff connecting with Haywood Avenue, and tendering for this work is currently taking place. Connections to Vancouver include the potential water system along various North Shore sites to possibly Coal Harbour.

Streetcar 153 is the City's 1908 vintage streetcar, which is about 70% refurbished and is currently being stored. The City is looking at possible uses for it along the waterfront.

The Whistler Mountaineer has approached the City about running their operation from the Waterfront Park area instead of its current location at Pemberton Avenue.

Overall, the vision is to create a dynamic waterfront that supports industry. The west side harbour walk would be urban and economic based. The east side harbour walk would be off the waterfront with strategic points of waterfront access.

Next steps include a Waterfront Forum in February/March 2009, stakeholder group meetings, followed by a report to Council for endorsement.

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

- How would Site 8 tie into the improvements being made at the Lonsdale Quay?
- What is the progress on the Spirit Trail with the District of North Vancouver and West Vancouver?
- Is private funding factoring into the funds needed for the Spirit Trail?
- Good presentation. Historical content was interesting as well.
- Key areas for economic development are fundamental to the success of the trail.
- The Seabus and terminal work well the way it is. The quality of the commercial building outside of the Seabus terminal is poor.
- Would encourage the City to look at water taxi sites further east in Vancouver.

Presenter's comments:

- Site 8 will be reviewed by City Staff in the New Year. The improvements being made at the Lonsdale Quay, eg. widening the walk, are temporary improvements.
- The City is quite far along in the components of the Spirit Trail being implemented. The other two municipalities are different and their economic situations are different.
- Private funding is not yet being factored into funding, except the National Maritime Centre will be a P3.

It was regularly moved and seconded:

THAT the Advisory Design Panel, has reviewed the presentation of the "Waterfront Project – Vision, Goals & Objectives", and supports the overall vision, goals and objectives and looks forward to further details on the implementation of the component parts.

Unanimously Carried

5. Western Avenue Planning Study & Affordable Housing – Pt 2

Gloria Venczel, Development Planner, provided a detailed review of the sketches on Page 1 – 4 of the Part 2 submission of the Western Avenue Planning Study & Affordable Housing.

Questions from the Panel included, but were not limited to:

- How are the lock off units affected in this area?
- How is the density bonus calculated for the lock off unit?
- Questions have been answered, that were not clear in the last presentation.

Presenter's comments:

- The access to light at the ground level is an issue. Need ground level access.
- There is a sliding scale in the Development Design Guidelines which calculates the density bonus for lock off units. It is not a scientific formula.
- Changes have been made in the Development Design Guidelines for lock off units and as development applications comes through the City, we will adapt them if need be.

It was regularly moved and seconded

THAT the Advisory Design Panel, has reviewed the presentation of the “Western Avenue Planning and Affordable Housing Study – Part 2”, and supports the proposed changes to the low density and garden apartment guidelines and commends staff on the presentation.

Unanimously Carried

6. 1501 Lonsdale (Building Permit)

The Development Planner provided the context of the project. The application is for a Building Permit for a Lonsdale property, C1A Zoning.

Hugh Cochlin, Principal with Proscenium Architecture, reviewed the property context. The property had a fire in 2006. The lot is non-conforming to the zoning. Currently, there are two lots on this property. The development proposal includes demolishing the burned out building and building a horizontal addition to the Bank of Montreal building, opening up the parkade level to add another ten stalls and three surface parking stalls and a loading bay. On grade, the tenants of the three buildings have been offered a mezzanine level.

The architect reviewed in detail the elevation plan and front façade. Concrete up to the suspended slab, then steel frame construction. The look and materials are contemporary – glass, curtainwall, concrete. The front is cast in place architectural concrete as part of the envelope. A metal cladding system is proposed with darker grey randomly disbursed. The back lane has retail as well.

The glass is recyclable and the metal cladding system can come off and be reused. There is the potential to develop the property beside this lot with the same idea. The owner is considering joining the Lonsdale Energy Corp, if it makes economic sense.

The applicants were asked by City staff to look at the sidewalk treatment along Lonsdale to the corner of 15th Street and following to the lane. The Bank of Montreal wants to sprinkler the building, so a new sidewalk will be developed to a mid-point. When the sprinklering is complete and other work finished, the sidewalk would be completed.

Stormwater management was reviewed. Permeable paving in the back area is proposed, or a grass grid system.

Questions from the Panel included, but were not limited to:

- Is the Bank of Montreal façade going to be renovated or upgraded?
- What security measures are at the rear of the building?
- Is there any rain protection over the rear exit?
- What are the implications on the design if the second floor goes in?
- What is the elevation on the canopy compared to the one on HSBC?

Comments from the Panel included, but were not limited to:

- There may be an opportunity to promote the lane culture.
- Planter beds or rock systems to collect groundwater would be acceptable stormwater management in the rear lane. Grass grids and pavers are not favoured by Engineering Dept.
- Rear elevation could be more carefully done so its more friendly, and stormwater management issues would be resolved.
- The illuminated signage running up the concrete element adjacent to the entry doors of the CRUs could be really nice.
- 8" of concrete for the conduit? Would have to be recessed.
- Supportive of the proposal.
- Think the new façade is reminiscent of some of the newer buildings on West 4th Avenue.
- The vertical portion of the façade is handled very well.
- Surprising to use concrete in such an elegant fashion.
- Good to see, great proposal for the area.
- Suggest increasing the contrast in colour tones on face of building.

Applicant's Comments:

- Currently there is no plan to upgrade or renovate the Bank of Montreal building.
- Security measures in the rear lane include a window beside the door to look out. Everything is above the lane. There will be lighting and a canopy similar to the one in the front.
- A second floor could be added on this site if the additional property next to it was built.
- The flashing cap at the top is missing from the rendering.
- The connection between the CRUs and the new parking would be through the stairwell at the side. There is no elevator from the parking to the CRUs.
- The signage by the entry doors is an electrical illuminated box. It is canopy mounted, pin letter sign, one third out from the canopy. Wanted to avoid typical Lonsdale signage treatments.
- The elevation of the canopy is 13 feet. HSBC has a sloped canopy from 15 feet down to 11 feet.
- The concrete is supporting itself.
- The Panel's comments are valid and will be reviewed by the architect.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Building Permit Application for 1501 Lonsdale (Proscenium Architecture) and commends the applicant for a thorough presentation and recommends approval subject to the approval, by the Development Planner, of the following:

- **Further details clarifying the size of the concrete elements on the Lonsdale façade**
- **Further details of the signage on the façade (on the vertical concrete elements adjacent to the entries)**
- **Further development of the stormwater management strategy in the rear lane**
- **Consideration of increasing the colour contrast between the cladding materials (metal and concrete)**
- **Further development of the lane elevation and landscape treatment including consideration of increasing the percentage of glazing**

Unanimously Carried

7. Other Business

None.

There being no further business, the meeting adjourned at 8:18 pm

The next regular meeting of the Advisory Design Panel will be held on Wednesday, January 21, 2008.

Chair

S:\COMMITTEES\ADP 35302420\MINUTES\2008\2008 12 10.doc