

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Meeting of the Advisory Design Panel
Held at City Hall, 141 West 14th Street, North Vancouver, B.C.
in Conference Room A on Wednesday, January 16th, 2013

MINUTES

- Present:** B. Allen
K. Bracewell, R.C.M.P
B. Harrison
K. Kallweit Graham
Y. Khalighi
J. Marshall
S. McFarlane
M. Messer
M. Saii
- Staff:** E. Adin, Deputy Director, Community Development
F. Ducote, Assistant City Planner
C. Purvis, Development Planner
C. Perry, Supervisor, Engineering Services
S. Kimm-Jones, Committee Clerk
- Guests:** Karen Marler, Hughes Condon Marler Architects
Richard Henry, Richard Henry Architect
Derek Lee, PWL Partnership Landscape Architects
Alex Boston, Golder Associates
Paul Dorby, Bunt and Associates
Lisa Lock, Concert Properties
Farouk Babul, Concert Properties
Jonathan Meads, Concert Properties
- Absent:** J. O'Brien
Councillor Bell
-

A quorum being present, the Chair called the meeting to order at 5:35 p.m.

1. Minutes of Meeting of the Advisory Design Panel held November 21st, 2012

It was regularly moved and seconded

THAT the minutes of the meeting of the Advisory Design Panel held November 21st, 2012 be adopted.

Carried Unanimously

Business Arising

None.

Staff Update

It was announced that, due to work commitments, Jeanette O'Brien had resigned as the Business Representative.

The Panel expressed their appreciation to Karen Kallweit-Graham and Steve McFarlane for their service on the Panel, as they have completed their terms.

C. Purvis gave an overview of the projects and policies reviewed and approved at the November 19th, November 26th, December 3rd, 10th and 17th Council meetings, and answered questions from Panel members.

2. Energy Efficiency in Buildings – Higher Energy Standards

E. Adin, Deputy Director, Community Development, reviewed the proposed higher energy standards for construction of new multi-residential buildings:

- Y. Khalighi represents the Design Panel on the Energy Efficient Buildings Working Group (EEBWG).
- The City has done well on transportation; a large part of GHG emissions are in buildings; 85% of total life impacts for a typical office building is composed of heating, lighting and cooling energy use.
- Bylaw 8097 came into effect in January, 2011. The City is now looking at next steps.
- The City will be one of the leaders in BC, but the leaders in energy efficiency standards are European countries (Passivhaus) and, in Canada, the Province of Ontario.
- The City of Vancouver will be giving industry the choice of ASHRAE 90.1-2010 or NECB-2011. The Urban Development Institute (UDI) is in agreement with the choice.
- At Council's discretion the proposal will go to Public Hearing in April or May 2013.

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

- Residents in some buildings have to use a lot of water to get it hot; does the energy code take water consumption when heating water into account? **A:** I think so, but will have to confirm.
- Is there public input on the changes? **A:** Not yet; presentations are being given to the EEBWG and Advisory Bodies. There will be meetings with UDI and the BC construction Association.
- What are the cost savings? **A:** The results are not available yet: but studies have looked at seven different building types and carried out measurements on energy savings, costs etc.

J. Marshal joined the meeting at 6:05 p.m.

- Why this approach? **A:** It is very hard for the City to make prescriptive changes in the Zoning Bylaw; The City of Vancouver has more latitude.
- Why will the City offer a choice? Has a bias emerged towards ASHRAE or NECB? **A:** BC Hydro likes NECB as it generally results in higher energy savings and counts passive design resulting in a better building envelope and can be cheaper to build. EnerCan are the leaders in Canada. The ASHRAE standard is more understood by industry and relies much more on

mechanical solutions. It seems best to offer the choice as it is incremental and industry is comfortable with it.

- You should talk to green building associations.
- What would prevent a more radical approach like adopting Passivehaus? Another Panel member noted that Passivehaus may not be the best choice for B.C. due to the climate and construction materials used.
- There is nothing in the bylaws on solar gain and capitalizing on it with the orientation of buildings and façade differentiation. **A:** There is opportunity on the North Shore to maximize passive design principles by using a public education approach. Developers have suggested taking a performance bond.
- There is no good reason to offer a choice. **A:** Some developers are more familiar with ASHRAE; we do not want to make it too complicated so are using the Zoning Bylaw, which is unique to the Province of BC.
- Part of the problem is that not all developers do it; it is inequitable. **A:** That is why it would be best for the Province to take the lead.
- The problem is that it is developer-driven not building owner driven so developers do not care about cost savings apart from as a marketing tool.
- When we review projects it would be good to have a list of design guidelines so that we can give feedback to the applicants.
- I would be in favour of supporting NECB; it is irresponsible not to go there.
- If you are going to offer a range of standards, the lower standard will prevail. Supporting NECB will encourage other municipalities to follow suit. **A:** The good news in Part 9 buildings is that industry is surpassing EnerGuide 80.
- Do you get a sense that industry knows they are far behind countries like Germany? **A:** The large companies are aware. The good news in Part 9 buildings is that industry is surpassing EnerGuide 80.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the proposed higher energy standards for new construction and has the following comments:

The Panel is very supportive of the general direction being pursued by the City in moving to higher energy standards, however, the Panel strongly recommends to Council that NECB-2011 be adopted as the new standard for Part 3 buildings in the City of North Vancouver, rather than offering a choice of ASHRAE 90.1-2010 or NECB-2011 as this would result in a more comprehensive approach to sustainable construction.

The Panel would support a comprehensive review of the Zoning Bylaw to ensure that “green” buildings are being supported effectively by the City.

The Panel recommends consulting with the Cascadia Green Building Council as a source of expertise in this area in addition to consulting with construction and industry associations.

The Panel commends staff for the work to-date.

Carried Unanimously

3. Central Waterfront Study

Frank Ducote, Assistant City Planner, presented the Central Waterfront Concept Plan Options; the options are the result of the July Stakeholders workshop. It is early for a Design Panel to see the presentation as the project is still in the concept stage. The main purpose of the plan is to integrate the waterfront from Lonsdale Quay to the eastern residential.

On May 7, 2012 Council approved four directions: 1. That the Media Centre be located in the Cates Building, 2. Remediation/replacement of the deck at the foot of Lonsdale, 3. The marketing of Lot 3 (the Coppersmith Shop) and 4. That the museum be located on Lot 4 in the Pipeshop.

Urban design principles will be used to guide decisions on the development of the central waterfront including: complementarity of uses, a variety of experiences for all ages, a public space focus and active edges, building on rich maritime memory, maximizing solar access for comfort, creating a unique North Vancouver identity and sense of place, capable of being phased.

Three options for Lot 5 with development ranging from 50,000 sq. ft. to 150,000 sq. ft. were shown.

Staff will report back to Council with further evaluation and refined options for their consideration in 2013, and will seek direction from Council to proceed with more detailed design work for the Foot of Lonsdale (FOL), and a strategy for proceeding with Lot 5.

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

- I like the idea of a place for artists as opposed as public art, university component. It is really important to get people in there. The more development, the more urban, the better; the Pier is spectacular. Bring in as much as possible to engage people e.g. the aquarium.
- Why is there no discussion on re-enacting the streetcar and taking it up Lonsdale to 15th You need to get people to want to come here. Commerce component is missing; you are missing the boat. Flexibility is important with active edges, tents, water need to be endorsed. **A:** There was an extensive study on the viability of the streetcar; it is not possible. A big issue was the incline; the cost to make it work was enormous.
- It is important to allow people to step down and touch the water at the Foot of Lonsdale; there is nowhere to do it in the City. I encourage you to keep the FOL as visually open as possible; it is all about the connection to the water.
- How should the Spirit Trail be handled? Should people have to dismount because, no matter what you do, you cut people off? There should be lots of ways to cross. **A:** The commuter line is on Esplanade, hopefully it will be more for recreational users.
- It is critical to keep the FOL open and accessible. There is a real opportunity in the Media Centre; let the Spirit Trail engage with it.
- 50,000 sq. ft. and 75,000 sq. ft. on Lot 5 seems plausible; 75,000 sq. ft. would be better. The 150,000 sq. ft. option seems an awkward marriage of new buildings and old buildings. Maybe a 110,000 sq. ft. scheme.
- I wonder about the change in the geographical centre, moving away from Lonsdale Quay. Making it more of the terminus of the Seabus would infuse energy into the area and bring people into the heart of the community e.g. a small ferry. **A:** There is a small parcel of non-City owned property between Lonsdale Quay and the waterfront.
- Where's the space where people can gather?
- It would be perfect to have a marine research facility e.g. on the ecosystem tied into the aquarium; partner with UBC. Do something to tie the space to the water.

- The elevated street car might be in people's view.
- Do not forget about a large covered public space.

4. 2013 Design Awards

The Panel evaluated the seven submissions for the 2013 Design Awards and chose three projects for the Award of Excellence and one project for an Award of Merit.

5. Harbourside Waterfront (Rezoning Application)

Staff provided background on the project. Most members were at the December 12th presentation and were aware of the basics of the project. The Official Community Plan was amended to allow residential buildings and to set height limits. The proposed land use and density is: 1.35 FSR of Residential, 0.70 FSR of Commercial, and 0.15 FSR of Rental Housing. There will be a separate City planning process for Kings Mill Walk park. There will be multiple Development Permits submitted as part of the approval process. The project is still in flux in terms of park dedication for example and the staff recommendation on community amenity contributions is not yet ready.

A Panel member asked for clarification on what the Panel should comment on. **A:** ADP should focus on feedback on design responses to sea level rise, streetscape treatments, public realm guidelines for development permit, massing model. The project will be phased over 5-15 years so could change organically.

Another member asked if the density has been approved and whether handling traffic to and from the area has been resolved. **A:** Resolving traffic issues was a condition of the Official Community Plan Amendment. A lot of work has been done on the Traffic Demand Management Plan which was reviewed by the Integrated Transportation Committee just before the ADP meeting.

Richard Henry, Richard Henry Architects, reviewed the project to the Panel:

- The environmental, economic and social objectives of sustainability are balanced in the proposal. The project will be built to Concert's Gold Standard which goes beyond LEED Gold. They are researching supplementary low carbon energy mechanisms which would be compatible with the Lonsdale Energy Corporation's system.
- Designing to sea level rise has been a large part of the design for the project; there is no policy in place so they are engineering a site-specific solution which will raise the grade and ground floor levels of the buildings rather than building a seven foot dike. The new flood construction level at 5.34 metres (up from 3 metres) will be to 2021 levels. The objective is to raise the land as little as possible with the Spirit Trail at the highest terraced level. There will be a small dike to prevent wave overtopping.
- There will be a 5% slope on north south streets with an elevated walkway system wrapping buildings on Harbourside Drive.
- Site permeability and connectivity are very important in both north south and east west directions.
- Fell Avenue will be a one way street and could be closed for special days to work as a plaza.
- The central Mews will provide access to all underground parking, and buildings.
- At the end of Fell Avenue there will be a two level restaurant looking over the water with access to semi-public open space two stories above street level.
- Factors in orienting the buildings in a north south direction included allowing views through the buildings to the south to the water and to the north to the mountains, with a panoramic

view from the foot of Fell Avenue to the mountains, and access to daylight for units and public realm courtyards.

- The building form is appropriate for the industrial character of the area and will be embellished with setbacks at the upper floors, podium and wings, rooftops, interconnecting forms, and green roofs.
- Streets and building interfaces will vary in character e.g. the Mews will have garden courtyards with pedestrians having priority over cars, Harbourside Drive will have storefront offices, residential, an LEC mini-plant, a bike station, bus stop, and be the transportation hub, Harbourside Place will have views to south and porous commercial retail space, Lions Lane will be a laneway with shops, stairs leading up to individual flats, multipurpose commercial spaces

Derek Lee, PWL Partnership Landscape Architects reviewed the public realm concept:

- There is an existing Spirit Trail master plan on which to build.
- There will be an active use zone at Harbourside Place with more natural expressions as one moves further west
- The project will result in a net gain of open space with publicly-accessible open space on private development.
- Kings Mill Park is heavily used and will be maintained; a section of land to the east will be donated to the City to extend Kings Mill Walk.
- The intent is to embrace and celebrate sustainability with opportunities for education and learning e.g. urban agriculture, and an urban ecosystem integrated into the development.
- A strong sense of place will be created with Marine, Urban and Natural character elements e.g. pier and boardwalk elements connecting people to the water.
- The site will have universal access which is challenging in light of grade changes and sea level rise; all grade changes will less than 5%.
- Pedestrian movement is possible throughout the site with pedestrians and cyclists prioritised above vehicles.
- The design is for a unique destination with a highly accessible, animated waterfront with a perch beach, retail kiosk at the foot of Fell on a flexible plaza.
- The shoreline will be enhanced and restored with soft planting used in riparian areas.

Questions from the Panel included but were not limited to:

- What is the legal nature of the public rights of way bisecting privately held property? **A:** The Mews laneway would be an air parcel Right Of Way. There are four sub parcels on each block. **Staff:** We are still exploring the issue.
- What is semi-public space? **A:** There would be a glass elevator, to be controlled by the restaurant. The space would not be open 24 hours per day.
- Will it be managed by private interests? **A:** We would like it to be as public as possible.
- What is the existing floor elevation of the existing buildings to the north? **A:** 3-5 metres.
- What is the motivation for the peaks and valleys massing of the buildings? **A:** The objective is to create a variety of building forms to break up the uniformity of the blocks.
- How did you decide on the street characteristics? **A:** We started with distinct urban precincts but that meant trying to force too many categories; we want some continuity in the expression of the streets, so changed to character elements. The streets and relationships between the buildings are quite different and become character areas e.g. retail.
- It is a dense little community with different zones, commercial, strata, market rental; is there a zone for a school or recreation? **A:** No, nothing specific at the moment; we are still negotiating amenity considerations with the City.

- Harbourside will attract a lot of people; what discussion have there been on traffic? **A:** We are working through transportation planning; it is an employment-based area so there are no issues at weekends and less during the daytime.
- Where is the parking for the non-residents? **A:** Retail parking will be underground. We will be increasing the street parking by 50-80 spaces.
- Will the dock be open and accessible 24 hours a day or will people moor permanently there? **A:** There are logistics around the dock being feasible as it is quite shallow. It was originally envisioned as part of the hotel. We are not obligating ourselves to it as part of the rezoning. It would be accessible 24 hours.
- You have four properties with four separate buildings; will they be on a community loop or have their own energy? Will there be onsite sewage? **A:** We have not met with LEC; any alternate technologies have to be worked out with LEC. There will be a new sewage plant at the foot of Pemberton.
- How will storm water be handled given the scale and underground parking? **A:** The underground parking will be designed not to flood. There will be parcels in urban wetlands creating an urban watershed similar to False Creek.
- When will the building expression be available? **Staff:** It will be in the design guidelines. **Applicant:** The Guidelines are not intended to be overly prescriptive aside from the form boundaries; we want a variety of interpretations of industrial chic and "shiny". The Guidelines will cover a broad spectrum.

The Chair read the resolution moved by APC on Jan 9th.

Comments of the Panel included but were not limited to:

- One of the challenges of the project is that it is an isolated island. How will the development talk to North Vancouver? There is an opportunity for the "island" to have a sense of identity. What distinguishes it from anywhere else in North Vancouver?
- It is an instant City; how do you break up the scale of development so it does not all seem drawn by one hand. There can be real problems around sense of place. How do you work against the scale of development and create a rich and diverse place?
- You give Walter Hardwick Way as an example; it is not people-friendly with the buildings oriented parallel to the water. North south is the right orientation for the buildings.
- I have a concern about the terrace; is it a space for the privileged? I encourage the applicant to think about how it is managed.
- The dock could be fabulous. Make the aprons wide so you can have activity.
- There is a real challenge around sense of porosity and connectivity and how often the connectivity happens.
- With regard to the overall massing, my concern is the privatisation of the area east of Fell; it feels completely private and not part of anything; consider how it is incorporated into the rest of the development. The block should be set back in line with neighbouring properties.
- Incorporation of the natural character linking with nature will be a huge success of the project.
- Circulation priority with pedestrians first is really important. Permeability and connectivity are really important and how you define the public realm.
- The definition of community amenity is missing; the City should pursue a major amenity. There should be a school or community amenity e.g. daycare.
- I encourage at-grade parking opportunities.
- You should be obliged to build the dock with access on to or into the water.
- Porosity is key to the success of the project especially mid-block. Look at visual and pedestrian connections at grade with a connection to the open space and water. Harbourside

Drive and the Mews are very important as they will be the first thing visitors see. I agree with the Planning Commission about opening up at the end of Fell.

- Sense of place is about scale; if it does not work it will be avoided.
- How the density is dealt with on the site is extremely important and how the massing works for the liveability of the site is key.

E. Adin left the meeting at 10:05 p.m.

- I am supportive of the concept. Transportation and parking should not be underestimated; they are very important for success of the project.
- It is an exciting project. You have a good level of detail.
- I think the Mews should be more pedestrian.
- There should be enhanced engagement and soft access to the water without people having to walk on riprap.
- The development seems to be turning its back on what is already there; the north edge and relationship to Harbourside Drive should be treated appropriately.
- Good CPTED strategies presented. There has to be a definition of the difference between public, private, semi-public and semi-private so that people know where they can be, and to help the police.
- Overall the Panel recognises the breadth and complexity of the project. There are definitely several avenues encouraged for improvement e.g. how it addresses neighbours to the north, upper elevations, rather than being sea centric, there will be a challenge creating a sense of place. There are challenges around precedents reaching into Vancouver typology and an ambient challenge to make it about the North Vancouver setting rather than importing typologies.
- There is concern around the nature of public space; it needs to be clearly defined.
- Positive support has been expressed for sea level rise efforts but further exploration is required.
- Vehicular access, transit and transportation need further analysis.
- There should be a more developed storm water management strategy.
- The building massing does create a nice driver for the form.
- I encourage the continued development of a strong public realm.

Presenter's comments:

- We are proposing something very different to Walter Hardwick Way. The character of the street will be very different.
- "Instant city" is a good comment. We have to draw the basic lines and define how the buildings will be established. The project will be built out over 15 years so we do not want to be over-prescriptive to avoid uniformity.
- Part of our response to sea level rise is to build all the underground parking entrances to the flood plain level.
- We are tying into the LEC system and exploring how to lower GHG's .
- We are committed to look at storm water management in an integrated fashion: the functionality of roof run-off and how it will be dealt with in the streets.
- We want to have shoreline variety and access and are minimizing terracing in some areas and maximizing riparian habitat and pathways to the water's edge.
- Within the public realm it is important to have key points of variety in architecture; the streetscape is an opportunity to bring cohesion to the different parcels.
- We will find ways to communicate the results of our traffic studies.

It was regularly moved and seconded

THAT the Advisory Design Panel has reviewed the Rezoning Application for Harbourside Waterfront and supports the general concepts of the development. The Panel looks forward to future additional details on the following:

- Further design investigation into the treatment of the north wall along Harbourside Drive, with particular attention to creating a high quality pedestrian experience that also provides inviting and permeable gateways to the southern parts of the development;
- Continued development of the public realm and a clear definition of the nature of the public spaces e.g. semi-private vs. semi-public so that visitors understand where they are allowed to be;
- More defined community amenity(ies);
- Consideration of setting the easterly block back to be in line with neighbouring blocks to the west to integrate it more fully into the public realm.
- Further development of the storm water management strategy;
- Further details on enhanced engagement with the water;
- Specific details on the traffic demand management plan especially vehicular access and transit;

FURTHER, the Panel:

- Supports the north south orientation of the buildings
- Supports the sea level rise mitigation measures

The Panel encourages the applicant to continue to work on creating a sense of place emphasizing the North Vancouver context rather than importing typologies from other areas.

The Panel feels that creating a sense of place and continuing design refinement on maintaining links with nature, site permeability and porosity, especially at the pedestrian level will be critical to the success of the project.

The Panel recognizes the breadth and complexity of the project and commends the applicant for a thorough presentation.

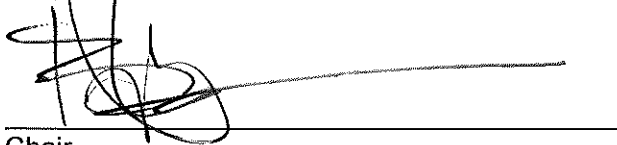
Carried Unanimously

6. Other Business

None.

There being no further business, the meeting adjourned at 10:40 p.m.

The next regular meeting of the Advisory Design Panel will be held on Wednesday, February 20th, 2013.



Chair