



Welcome to the East of Lonsdale Open House

Purpose:

This Open House presents a preferred option for the development of lands on the north side of the 100 block East 1st Street and for road design and streetscapes in the 100 and 200 blocks of East 1st and East 2nd Street. The option presented is the synthesis of public, advisory body, professional staff and consultant input received over the past year since this review began. Once public comments and further advisory body input is received, Staff anticipate forwarding this option and recommendations for timing and construction impact mitigation to City Council for consideration and referral to a Public Hearing potentially this Fall. An option description and comment sheet is available for you to provide your comments. Public input regarding detailed design of the park will occur at a later date.



Study Area



Background

The City of North Vancouver endorsed a development plan for the central portion of Lower Lonsdale in 1997. Since then, sites west of Lonsdale have proceeded with development and the City intends to proceed with marketing of its lands east of Lonsdale as the next stage of development. In November 2003 due to concerns raised by the community, City Council directed Staff to review the approved 1997 development option for the lands in the 100 Block of East 1st Street. Over the past year, numerous public consultations, workshops, and surveys have taken place to receive input on the plan. An Urban Design Consultant was retained to lead the second phase of input and presented three refined development options to the public in April 2005.

With the development of these lands, the 100 Block East 1st Street design will be upgraded to reflect the changing land use and increase in number of pedestrians. In addition, the City-owned parking lot located in the 100 block East 1st Street will be re-developed. To provide an acceptable level of parking in the future, the City is exploring various road design options to achieve “no net loss” of combined on-street parking in the 100 and 200 blocks of East 1st and 2nd Streets, and off-street parking.

Process:

1997	Development Plan for central portion of Lower Lonsdale endorsed by Council
Fall 2003	Public requests review of 1997 development plan for East of Lonsdale development sites – Council directs staff to undertake this review.
Summer-Fall 2004	The Lower Lonsdale Planning Office is opened. Surveys and workshops are done to identify issues. Public consultation to seek input on development, transportation options
Winter 2005	Council resolves to continue study of development and transportation options in 2005 and identify components to be included in a preferred option. An Urban Design Consultant is retained.
April 2005	Public consultation to seek input on 3 refined site development options
May 2005	Public consultation to seek input on road options and streetscape concepts
July 2005	Public Open House to present a preferred option based on input to date for development and street design. Further advisory body input
	Recommendations presented to Council for possible referral to a Public Hearing
Fall 2005	Earliest potential time for a Public Hearing
To be determined	Final Adoption
To be determined	Marketing of lands. Public input regarding detailed Park design.

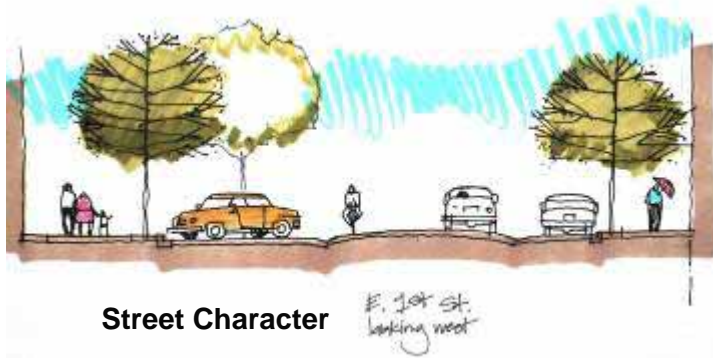
We are here



Concept Sketches

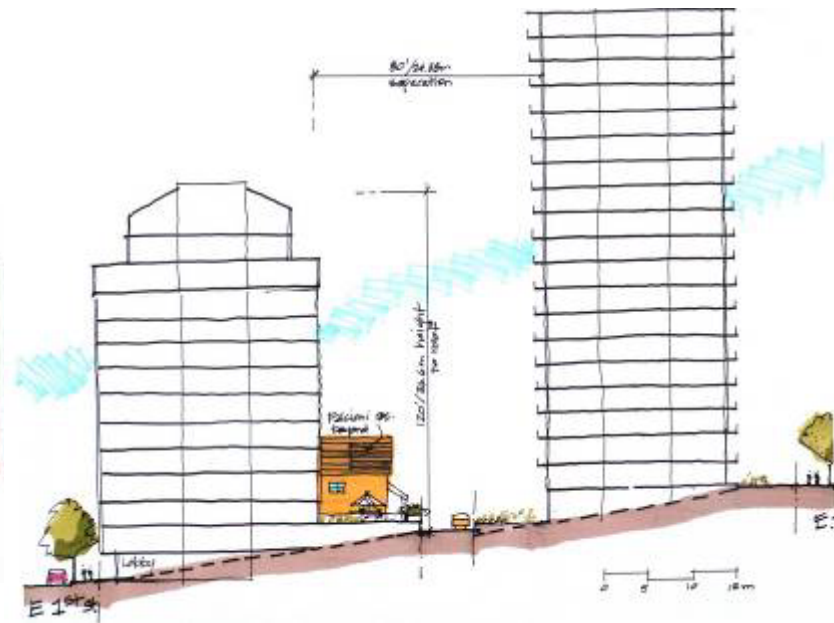


Option Details

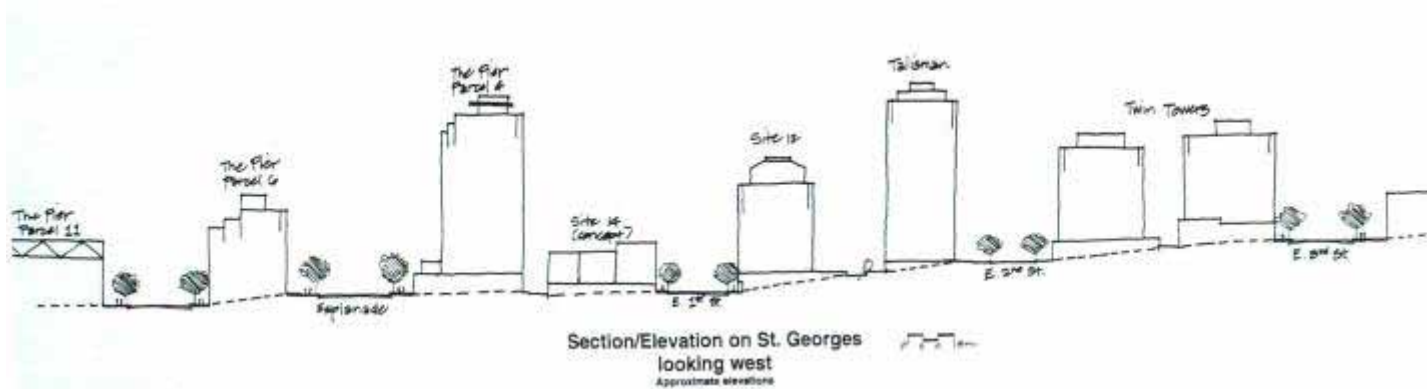


Street Character

E. 1st St.
looking west



Building Separation



Section/Elevation on St. Georges
looking west
Approximate elevations

Section / Elevation



Recommended Option Model Photos



← View Looking South



View from waterfront ↑

View Looking East



Previous Development Options (presented in April 2005)

SITES	OPTION 1			OPTION 2			OPTION 3		
	Site Area	Bldg. Height +/-	Gross Floor Area +/-	Site Area	Bldg. Height +/-	Gross Floor Area +/-	Site Area	Bldg. Height +/-	Gross Floor Area +/-
9	250'x120' = 30,000 sf	75.5 ft	78,000 sf (2.6FSR)	250'x120' = 30,000 sf	75.5 ft	78,000 sf (2.6FSR)	250'x120' = 30,000 sf	75.5 ft	78,000 sf (2.6FSR)
10a	160'x120' = 19,200 sf	120 ft	90,800 sf (2.6 FSR)	200'x120' = 24,000 sf	180 ft	130,000 sf	200'x120' = 24,000 sf	180 ft	133,000 sf (2.6 FSR)
10b Open Space	120'x120' = 14,400 sf	n/a	n/a	165'x120' = 19,800 sf	n.a.	n.a.	225'x120' = 27,000 sf	n/a	n/a
11	160'x120' = 19,200 sf	52.5 ft	43,900 sf (2.3 FSR)	nil	nil	nil	nil	nil	nil
12	250'x120' = 30,000 sf	52.5 ft	69,000 sf (2.3FSR)	250'x120' = 30,000 sf	52.5 ft	69,000 sf (2.3 FSR)	200'x120' = 30,000 sf	120 ft	78,000 sf (2.6 FSR)-
Comments	<p>Option 1 develops all of sites 9, 10a, 11, and 12 with low and midrise buildings... Of the three options, it creates the smallest park on E. 1st Street. No changes in OCP heights would be required to achieve this option.</p>			<p>Option 2 This option increases the size of the park, and eliminates development on site 11. It requires an increase of the OCP height limit for site 10A.</p>			<p>Option 3 provides the largest park area with no structure beneath it, and the widest space between buildings on the north side of East 1st Street. Water views are provided to more uphill units. This option requires an increase in the OCP height limit for sites 10A and 12.</p>		

Recommended Development Option (Option 3 revised)



SITES	Recommended Option (Option 3 Revised)		
	Site Area	Bldg. Height +/-	Gross Floor Area +/-
9	250'x120' = 30,000 sf	75.5 ft	78,000 sf
10a	200'x120' = 24,000 sf	160 ft	122,000 sf
10b Open Space	250'x120' = 30,000 sf	n/a	n/a
11 (merged with open space and Site 12)	Nil	Nil	Nil
12	200'x120' = 24,000 sf	120 ft	78,000 sf
Comments	Total development does not exceed the OCP maximum density of 2.6 times the lot area.		

Changes from Previous Option 3:

The results of the public consultation were mixed with an equal number of proponents for option 1 and 3. The advisory bodies overwhelmingly supported Option 3. The Urban Planning consultant and Staff have taken your comments, the Advisory Bodies comments and refined Option 3 in the following ways:

On Site 10:

Reduced the height of the building on Site 10;

Shifted the tower to the west into the view shadow of the Tower under construction on E. Esplanade;

Added Townhouses to the base of the building on Site 10;

Provided for additional commercial space on the second storey in the building on site 10;

34 Public Parking spaces directly accessed from lanes.

On Site 12:

Removed the four storey portion of the building on the north side site 12 that were closest to the Talisman Tower;

Moved building slightly to the west into the view shadow of the approved tower at the corner of E. Esplanade and St. George's (Parcel 4)



Key Development Issues

Issue	Response
<i>View Protection</i>	
<p>Many existing residents are concerned about potential impacts on private views.</p>	<p>Public and private views are of great interest to many City residents. The City does not guarantee that any view will be preserved. This proposal attempts to find a balance between near, distant, public and private views. Specifically, the tower forms of this option do the following:</p> <ul style="list-style-type: none"> - open views of lower floor residences; - place new towers in the “shadows” of approved towers on Esplanade to preserve oblique views; - Acknowledge the higher priority placed on views to the west from existing buildings; - Provide an open area between towers for street level and distant views; - Propose slender towers (less bulky than those west of Lonsdale and on Esplanade) to minimize view impacts; - Deck roofs will be green to provide a greater sense of Open Space.
<i>Interface between Buildings and Uses</i>	
<p>Proximity of buildings can create issues of privacy and noise conflict between uses</p>	<p>The distance between towers meets the standard set in the Zoning Bylaw. Privacy issues will be addressed through building design by orienting units away from other buildings. Noise issues can be addressed by requiring air-conditioning to allow residents or businesses to operate without open windows and glazing that acts as soundproofing. Non-residential uses such as amenity spaces will be located in areas of close proximity to other non-residential uses where potential conflicts may occur.</p>
<i>Tree Retention and Park Space</i>	
<p>Protection of existing trees was identified originally as an important aspect of the development</p>	<p>Protecting important existing trees on the site was considered when this development was first presented at the Public Hearing in 2003. Balancing tree retention with other issues has resulted in the inability to retain the majority of existing trees, however replanting of large scale deciduous and coniferous trees and allowing full growth will compensate for this loss.</p>



SUMMARY OF COMMENTS -STREET DESIGN

Comment	Response
North/South Lane	
Businesses and residents expressed concerns with the potential closure of the north/south lane.	The lane will remain open (Council endorsed resolution).
One-Way vs. Two-way Traffic Circulation	
<p>Fall 2004: Businesses and residents were split in favouring/not favouring the one-way concept, with the two-way concept receiving the highest preference. In respect to the direction, residents and businesses favouring one-way concept expressed preference for the eastbound direction on 1st Street and the westbound direction on 2nd Street. North Shore Neighbourhood House expressed preference for the eastbound direction on 2nd Street.</p> <p>Spring 2005: Public responses split in favouring/not favouring one-way concept, with a two-way concept still receiving the highest preference (55%). Advisory Planning Commission indicated preference for one-way concept on 2nd Street in the eastbound direction.</p>	Preferred road design option includes two-way traffic circulation.
Off-Street Parking (100 Block East 1st Street)	
Fall 2004 and Spring 2005: Residents and businesses expressed concerns with the loss of off-street parking and utilization of streets to accommodate this loss. Preference is to maintain off-street parking as is today, being at the most convenient location for business patrons. Advisory Planning Commission recommended maintaining at least 25 off-street parking stalls.	Preferred road design option includes 34 off-street parking stalls, of which 19 stalls are provided along north/south lane and 15 stalls are provided at the back of the building at Site 10.
On-street Parking (100 and 200 Blocks 1st and 2nd Streets)	
<p>Residents comments regarding widening streets to accommodate angle parking:</p> <ul style="list-style-type: none"> - it will reduce the width of the sidewalk, making streets less attractive for pedestrians; - angle parking is less safe due to need to back out; - it will calm streets and slow down traffic; - cost to provide angle parking is transferred from private development to taxpayers; - commercial parking will transfer into the residential areas. 	<p>Preferred road design option includes:</p> <ul style="list-style-type: none"> - angle parking on the south side of 100 Block East 1st Street (north side is sunny, more commercial properties on the south side, and higher traffic from Lonsdale); - west end of 200 Blocks have angle parking on north side. On 200 Block East 2nd street angle parking is provided to support needs of the North Shore Neighbourhood House. In 200 Block of 1st Street, angle parking is proposed to support parking needs of businesses of that block and 100 Block 1st Street east end; - moderate to high off-street parking provision and moderate street changes to increase on-street parking.
Businesses support widening streets to accommodate angle parking if that means increased on-street parking and in general they do not see benefit of providing angle parking in 200 blocks since it is too far from the main commercial area.	
<p>Advisory Planning Commission recommended that:</p> <ul style="list-style-type: none"> - 100 Blocks and west end of 200 Blocks of both 1st and 2nd Streets have angle parking on one side; - 100 Block 1st Street has angle parking on the north side; - Any parking deficiency is located off-street close to Lonsdale. 	
Streetscape	
Residents support maximum change (various pavement treatments, landscaping, brickworks). Businesses in general support less streetscape work if that reduced on-street parking. Advisory Planning Commission expressed preference for moderate level of streetscape as an extension of the Lonsdale type amenities existing in the general area.	Preferred streetscape option includes moderate level of streetscape so both 100 Blocks of 1 st and 2 nd Streets are brought to the same standard. Pedestrian level street lighting is included in the cost. 200 Blocks include minimal roadworks to accommodate additional parking.
Other	
Concerns were expressed in respect to the parking loss and disruptions during construction period.	It will be required to prepare a Traffic Management Plan prior to the road and building construction to minimize parking loss and disruptions.



PREFERRED STREETScape OPTION



Lonsdale & 2nd Street Intersection
Example for Corner Bulges



East 2nd Street

Lonsdale Avenue



100 Blocks East 1st and 2nd Streets
Example for sidewalk treatment
(includes new street lighting and public art)



St. Georges Avenue



St. George's & 1st and 2nd Intersections
Examples for Corner Bulges



St. Andrews Avenue



Lonsdale & 1st Street Intersection
Example for Corner Bulges (Same as on the west side of the intersection)



East 1st Street



100 Blocks of East 1st and 2nd Streets
Example for Mid-Block Crossings



100 Blocks of East 1st and 2nd Streets
Example of the sidewalk treatment





PREFERRED STREET DESIGN OPTION FEATURES (Parking & Cost)

Table 1 Estimated Number of Parking Spaces

Street Block	Existing Condition	Preferred Option
On-Street		
100 Block East 1st Street	78	69
200 Block East 1st Street	49	57
100 Block East 2nd Street	46	57
200 Block East 2nd Street	47	57
Off-Street		
100 Block East 1st Street	48	34
TOTAL ON&OFF STREET	268	274

Table 2 Estimated Cost

Street Block	Total Estimated Cost	City Cost	Development Cost
Street Changes (Parking&Streetscape)			
100 Block East 1st Street	\$ 700,000	\$ 500,000	\$ 200,000
200 Block East 1st Street	\$ 90,000	\$ 90,000	\$ -
100 Block East 2nd Street	\$ 570,000	\$ 400,000	\$ 170,000
200 Block East 2nd Street	\$ 90,000	\$ 90,000	\$ -
Off-Street Parking			
Total Cost for Off-Street Parking	\$210,000	\$0	\$210,000
TOTAL COST FOR PARKING&STREETSCAPE	\$ 1,660,000	\$ 1,080,000	\$ 580,000