

## Community Planning Update

August 31, 2007

*The planning process initiated last fall by the False Creek South Neighbourhood Association continues to dress all the developments in and around the Cambie Street Bridge. Several interest group meetings have taken place and we*

As reported in early June, we have established 5 sub committees, most of which are off and running. Each of the committees coordinates their activities and reports back to the Planning Committee. Following is a brief update on their activities.

**Neighbourhood Energy Utility Negotiating Committee - Arthur Brock, chair [artbrock@telus.net](mailto:artbrock@telus.net) Members: Kathleen MacKinnon, Dave Osborne and John McBride**

Our first meeting was June 1<sup>st</sup> and we opened with our concern: the schedule of decisions that were to be made around a) the location of a NEU and b) the technology that would be used and if a stack was required and what emissions a plant would produce. We also stated we already had plans for a pedestrian way under the bridge and were interested in the interface with the new community to the east. We want to keep all this in mind when considering the specifics of the NEU.

Chris Baber recognized the need for pedestrian movement on both sides of the bridge. The bridge itself could provide a covered pedestrian way. Also, we have a clear commitment from the deputy city manager that the bldg will be a high quality design. It is the showcase piece for SEFC sustainability. This is the first municipal pump station in the world that recovers heat from sewage.

In response to the question are the decision makers at the table? Chris Baber said New Deputy City Manager is Jody Andrews who is committed to a consultative approach to development. He was previously the Manager of the SE False Creek Project. We asked that each of the people in the decision making process be identified. Such a list was promised and received.

Regarding the technology and the need for a stack: Arthur reported there are alternative technologies that inject emissions back into the system and a stack is not required. Baber said we are looking for a balance between innovation and proven technologies.

The City has awarded the design of the NEU to Sandwell Engineering. They will include on their team: - Walter Francl Architects, Eckford and Associates - Landscape Architects, Pechet and Robb Studio Ltd - Public Art, Recollective – Sustainability, Omni Engineering Ltd - Mechanical Pump Station Specialist, Brown Strachan Associates – Acoustics, Versacon Consultants Inc - Heat Recovery Specialist, RDH Group - Building Envelope, and EBA Engineering Consultants Ltd - Geotechnical and Environmental. FVB Energy Inc will continue to be involved.

We asked Chris Baber what would the “end-game” look like?

“The Communications department would like to hold a forum/press conference to present the design. If we have enough support and profile we expect to get money from the province for this concept. I would like it if the community would host a meeting for the neighbours and we would be

invited to present the design. All the neighbours or stakeholder comments are required to be passed on to the Development Permit Board.”

Our next meeting will be with Sandwell Engineering, September 12th, 2pm. We want to ensure that there is ample money in the contract to cover extensive technology exploration. We also want to establish that there is a reasonable amount of heat coming from the septic. If there isn't, there is no need to locate the plant in the middle of such a high density residential.

**Second meeting Sept 12<sup>th</sup>**, with all the firms listed above, was attended by the steering committee. All agreed it was a very good meeting. The professionals attending appear to have been there to listen. The following points were made by the community and recorded by Sandwell.

1. The NEU not be a barrier
2. Community ideas for space under and around the Cambie Bridge will be forwarded to Chris next week.
3. There will be a right time to remove the concrete barriers along Spyglass
4. We are looking for alternatives to a stack
5. Literature search on heat recovery, was promised
6. Identifying the capacity and the demands of the system will be reported
7. The site is not fixed within exact boundaries
8. We want the engineers to go beyond standards.
9. We want a broader view than just the NEU design

Some information was presented:

- 60% of energy will come from the sewage heat
- 40% will come from natural gas
- As the number of buildings drawing heat from the system, increases the percentage will vary,
- As required, additional capacity will be introduced into the NEU

Sandwell is involved in a similar district heat system in Sapperton, and will be visiting other projects to take the best technology from each.

Ian Smith, SEFC Project Office, senior planner of the area, has undertaken to step up the planning of the area and once the strike is over assemble the city professionals to address in a holistic way, the RAV station, the traffic connection patterns, the under the bridge design, and the area around the NEU building.

There was agreement to include the community people in the design stages, not just present them with the finished drawing. We anticipate meeting with Ian Smith before the end of September, to identify all the issues we need to address. We will then have the sub committees address the relevant topics. The timeline we anticipate is that the functional design stage will be complete about Oct 8. Information will be shared at this time. The concept design process would then begin and be completed by Nov. 9<sup>th</sup>. The Steering Committee would then convene a widely advertised public meeting a few days later, the professionals would present the ideas they developed with the input of the community, to probably 20 to 50 people, at the Spyglass location.

The minutes dutifully taken by Sandwell, will be shared with all of you when we receive them.

**Transportation Committee – John McBride chair, [john.mcbride@sfu.ca](mailto:john.mcbride@sfu.ca) Geoff Meggs, Jay Hendrickson, and Stan Clarke**

The transportation committee met July 3<sup>rd</sup>. and identified various questions we wanted to pursue. In no particular order, they are:

- connecting F.C. community with the station
- street car pedestrian link with station
- Wiley street extension north and connected into Spyglass
- #50 bus re-routing bike path location
- Safety considerations in building design
- Bike route
- Seawall design

On Aug 1,<sup>st</sup> we met with Danny Wong, city engineer responsible for the Canada Line Station. Danny went over some of the decisions they have made. The off-ramp south on the Cambie Bridge is going to end with a stop sign on 6<sup>th</sup>, there will be access to the station from our community by crossing the street car tracks, and this will connect up with a pedestrian way along the Cambie Bridge connecting with the seawall. The safety considerations on the site are the responsibility of Mary Beth Rondeau, and the Canada Line architect, Edward Leflufy.

We also looked at the possible location for density increase in our neighbourhood in a few years time. We believe the city is looking for a False Creek South make-over given how valuable the land has proven to be. We thought it might be better to begin to look at the changes now, possibly bring them on earlier and thereby provide some stability and the ability to plan our futures. This was thought to be outside the mandate of the planning exercise we are engaged in and will be taken up at the Sept. 5<sup>th</sup> False Creek South Neighbourhood Association meeting. Next Transportation Committee meeting to follow meeting with Ian Smith.

**The Under the Bridge Committee – Chair Dave Osborne, Coordinator Wes Knapp, [twoleos@telus.net](mailto:twoleos@telus.net) Earl Marsh, Tony Green, Margaret Mitchell**

A small group of residents met in late July to discuss procedures for gathering community ideas regarding the land under the Cambie Street Bridge. The land under the bridge is a crucial link with the new Olympic Village development, requiring careful consideration to ensure our community flows as seamlessly as possible into the new community to the east of us. The land under the bridge is not "wasted" space but a vital link to the seawall, the unfolding Cambie Street boulevard, the Canada Line station at 2nd Avenue, and the new residential neighbourhoods on the east side of the bridge. Consequently it is critical to begin discussions now about how this space is factored into the community plan.

The "Under the Bridge" committee is eager to hear from residents about ideas for this space. Ideally we would like to reach a consensus amongst residents in order to present a unified position

to the City planners. It is clear the wall now dividing our community from the new one has to go as it will only foster a sense of two solitudes.