

Federal election

MONEY AND PARTNERSHIPS

By Karenn Krangle

Canada's cities and towns want the federal government not only to commit more money for urban projects and infrastructure but also to work with municipalities as partners, **Federation of Canadian Municipalities** president **Raymond Louie** said last week.

He told a small session at last week's **Union of B.C. Municipalities** convention that the FCM's campaign to raise awareness of municipal issues is gaining momentum during the federal election through online tools and outreach to candidates.

"Our goals are to place municipal issues front and centre in the campaign and put pressure on federal parties to respond, change the framing of the coverage of municipalities with their hands out — because that was the refrain, 'We can't do it without you,' — but rather, we're offering our hands out in partnership," he told about 25 people at the session. "We need to keep making these political points to all the candidates in order to bring home the message and ultimately the resources at the government level.

"It's not us just asking for more money, we're asking to be partners with which ever federal government it happens to be and we're showing that we have the expertise, the willingness and the capacity to partner with them if they make the monies and the resources available to us.

CONTINUED PAGE 6 ▶

Transportation, land use planning

NEW METRO STUDY GROUP

Metro Vancouver's new transportation planning and governance review task force meets for the first time today to consider ways the governance structure for TransLink can be improved and to look at how transit can linked more effectively with the regional growth strategy.

The task force is a sub-group of Metro's inter-government and finance committee.

"The sub-committee will prepare a report that examines the role of transportation planning within the GVRD regional planning function and the role of transportation planning within TransLink governance structure," the terms of reference attached to the meeting agenda says. "The objective is to compare the two independent regional planning functions, to explore opportunities on how these two systems can be better integrated and aligned and to develop a set of recommendations that would propose a new regional transportation planning framework that would work within the existing governance structure for both organizations with the objective to improve the overall advancement of transportation planning within the Metro Vancouver region.

The Metro board agreed July 31 that the region needs to resume coordinating land-use and

CONTINUED PAGE 7 ▶

INSIDE

Urban design panel

Residential buildings get different responses

p 3 >

Municipal auditor-general

A waste, NDP leader Horgan says

p 4 >

Vancouver Art Galley

New building design revealed this week

p 8 >

UPCOMING DATES

SEPTEMBER 28

Vancouver park board, 7 p.m.

SEPTEMBER 29

Vancouver city council, 9:30 a.m.

SEPTEMBER 30

Vancouver city council planning, transportation and environment committee, 9:30 a.m.

OCTOBER 5

Vancouver heritage commission, 11 a.m.

Development permit board, 3 p.m.

OCTOBER 7

Vancouver city planning commission, 12:15

Urban design panel, 4 p.m.

OCTOBER 9

Metro Vancouver board, 9 a.m.

OCTOBER 19

Development permit board, 3 p.m.

OCTOBER 20

Vancouver city council, 9:30 a.m.

Public hearing, 6 p.m.

OCTOBER 21

Vancouver city council finance and services committee, 9:30 a.m.

Vancouver city planning commission, 12:15

Urban design panel, 4 p.m.

Vancouver park board, 7 p.m.

OCTOBER 24

Metro Vancouver council of councils meeting, 9 a.m.



Conditional OK for East Fraserlands project

DEVELOPMENT PERMIT BOARD

Vancouver's development permit board last week approved an East Fraserlands project that was twice not supported by the urban design panel, but it used a number of the panel's concerns as conditions of approval.

The board called for revised drawings and development information on **Raymond Letkeman Architects'** residential project at 3699 Marine Way for two, six-storey buildings with 273 dwelling units and a two-storey amenity building.

The project team has fully committed to responding to the conditions.

These include an improved connection between the west building and the courtyard to add more light and views; extension of a

glazed canted element; more contrast and bolder colour; more use of wood; extended balconies; better solar gain on the west side; an improved pathway; usable roof decks at the top level; design development to the base of the buildings; enhanced landscaping to the west building to mark it as the front of the project and other landscaping conditions.

The project, at the northeast corner of Marine Way and Boundary, is on the north side of Marine Way, which separates it from most of the new East Fraserlands district, which is divided into three neighbourhoods, with a large park.

Staff have said the new, 130-acre neighbourhood, formerly the

CONTINUED PAGE 5



Model of project at 3699 Marine Way, but revisions have been ordered.

NRU PHOTO

Ian A.R. Graham, Publisher, iang@nrupublishing.com

Karenn Krangle, Writer/Editor karennk@nrupublishing.com

Jeff Payette, Layout/Graphics jeffp@nrupublishing.com

Follow us on Twitter @NRUpublishing

CIRCULATION/ADVERTISING
irenak@nrupublishing.com
416.260.1304

Annual subscription rate is \$335 + GST(BC).

Complimentary trial subscriptions are available.

Advertising rates available upon request.

NRU Vancouver Edition is not to be redistributed without the written consent of the publisher.

NRU Vancouver Edition is published 45 times a year by NRU Publishing.

NRU Publishing Inc.
Vancouver Editorial Office
1350 Burrard Street, Suite 368
Vancouver, BC V6Z 0C2
T: 604.779.6135
F: 416.979.2707

Billings Department
34B McMurrich Street
Toronto, ON M5R 2A2
Tel: 416.440.0073
Fax: 416.440.0074



Mixed support for projects

URBAN DESIGN PANEL

By Karenn Krangle

Two residential projects in areas in transition received different responses last week from Vancouver’s urban design panel.

526-548 West King Edward

Most panel members were generally pleased with **Romses Architecture**’s design for a six-storey building with five townhouses, but had problems with the proposed courtyard and breezeway, the density and the lane treatment, and voted 5-3 not to support the project.

The application is to rezone the three-parcel site on King Edward near Cambie for the 69-unit project, which includes a number of three- and four-bedroom apartments.

Planner **Ann McLean** told the panel that, under the Cambie corridor policy, the western parcel has a lower height allowance than the two eastern lots, which allow for six storeys.

The project team responded by concentrating the building’s density on the eastern side by going taller there, but some panel members had issues with the massing.

Although the project includes five townhouses at the back lane, as specified in the corridor guidelines, McLean noted that the project is on a T-lane and suggested there be townhouses on two sides.

“We thought it would be interesting to see how it would work to activate both of the lane faces with two-storey massing,” she said.

Architect **Scott Romses** said the project team was not straying far from the policy with the overall building scheme but he did make comments about a “sameness” of the projects

now being built along the corridor.

“We should be looking to permit some departures,” he said, adding that the city should be looking for some “memorable moments” along the corridor. “Sometimes there’s a bit of fussiness and lack of clarity.”

He said he was aiming for a project with “good bones to it,” but which was “a little less predictable from what we see.”

The panel, which has often made similar comments about the corridor, agreed that the building was attractive but could use less volume and the courtyard was cramped.

“It’s a good piece of architecture but I think it could benefit from less density, frankly,” **Roger Hughes** said. “I think the courtyard is just too tight. Maybe the townhouses have to get smaller to help enlarge the courtyard.”

Panel chair **Jennifer Marshall** agreed: “I think the nut of is your architectural strategy is compelling and convincing but it is working against livability. There’s no breathing room in this project.”

Panel members had mixed feelings about the building’s setbacks and balconies in the front.

3289 Riverwalk

Cam Halkier of **Shift Architecture** had better luck with his revised design for a six-storey building in East Fraserlands.

The panel voted unanimously to support the development application for a 99-unit building on parcel 8B in the new neighbourhood after not supporting it in March, with concerns over its massing and legibility of the entrance. [CONTINUED PAGE 4](#) ▶



Model of project at 526-548 West King Edward.

NRU PHOTO



Model of project at 3289 Riverwalk.

NRU PHOTO

UBCM convention

AUDITOR A WASTE, HORGAN SAYS

By Chris Rose

Municipalities in Metro Vancouver and throughout British Columbia need a new provincial partner in Victoria to deal collaboratively with transit infrastructure problems, high housing costs and mental health challenges.

But they certainly do not require an auditor-general for local government which is a waste of money and time the taxpayers can do without.

Those were the statements made Thursday by provincial NDP leader **John Horgan** at the yearly **Union of B.C. Municipalities** conference in downtown Vancouver.

To several rounds of applause from the UBCM audience, Horgan criticized Premier **Christy Clark** and her B.C. Liberal government for not working with local governments on important issues affecting the province.

Real partnerships involve respect between different levels of government, Horgan said, citing the recent controversial transit referendum that was defeated after being forced on to Metro Vancouver municipalities without support from Victoria. That proposal would have raised \$7.5 billion for transit infrastructure with the help of a 0.5 per cent sales tax.

He said another example of a failed partnership between Victoria and municipal governments is housing affordability and homelessness that is prevalent in Metro Vancouver.

Horgan said the province has an abundance of land that it is not making available to local governments. As an example, he noted Victoria recently sold property in the Burke Mountain area of Coquitlam for \$85 million when it was appraised at \$128 million and could have been used for housing projects. “That’s wrong, that’s not partnership, that’s paternalism and we need to change that,” he said.

Horgan said an NDP government would help municipalities build affordable housing projects while working to reduce mental health and addiction issues.

The NDP would also shut down the failed and unnecessary auditor-general for local government office, which cost more than \$5 million in two years, he said.

After Horgan’s speech, UBCM delegates voted almost 55 per cent to ask Victoria to dismantle the AGLG.

The government terminated **Basia Ruta**, its first AGLG, in March after internal complaints.

A day earlier, Community, Sport and Cultural Development Minister **Peter Fassbender** admitted there had been problems with the AGLG office but said the Liberal government was committed to making it work properly.

Fassbender also named accountant **Gordon Ruth** as the new AGLG. [nru](#)

URBAN DESIGN PANEL

CONTINUED FROM PAGE 3

Halkier told the panel last week he has made substantial changes to the project, including a reduction in density and it’s about 12,500 square feet smaller in size; landscaping improvements, particularly to a park on one side; a smaller loading bay; and colours and materials reflecting the industrial zone/ working river theme of the new district.

“We’ve tried to hang the building together by bringing a stronger idea from the centre of the building,” he said.

Halkier noted that the U-shaped building for **Polygon** will be of wood frame construction, with brick, steel accents and glass in two colours.

Arno Matis said the contrasting colour palette is more successful than the previous red-brick one was, but he suggested there be further articulation of the roof.

The panel also approved of the building’s relocated entry, although Marshall said it could use more landscaping there. [nru](#)

UBCM convention

PREMIER TALKS ECONOMY, SMALL COMMUNITIES

By Chris Rose

In what sounded like an upbeat election campaign speech, Premier **Christy Clark** turned on the charm offensive at the annual Union of B.C. Municipalities convention Friday and told delegates good times are here again.

Clark also announced up to \$145 million in projects designed to reduce wildfire risk, help rural communities, expand high speed Internet service to remote areas, expand local infrastructure, and target violent gang-related offenders.

She was cheered when she announced up to \$75 million to assist rural communities struggling to diversify their local economies as the international resource economy goes through changes.

“It’s about sharing the wealth,” she said, calling the program a rural dividend.

Beginning next year, the government will spend up to \$25 million for three years on communities outside urban areas with populations of less than 25,000.

“As the global economy is in transition, some of the communities that contribute the most to B.C. are feeling the pinch,” Clark was quoted as saying in an accompanying media release. “The rural advisory council was set up to help identify opportunities for communities to diversify their economies.”

In announcing an additional \$5 million, over two years, to fight criminal activity, Clark told delegates that society has to

get tough on those who break laws and threaten citizens.

“Crime is like a weed in your garden,” she said. “Crime just keeps coming back and we have to keep on top of it.”

She also announced that more than 70 communities would benefit from the first eight projects approved under the \$10-million Connecting B.C. Program, which is expanding high-speed Internet service to rural areas of the province.

Paying tribute to those who fought this past summer’s difficult forest fires, Clark added the province would be adding an additional \$10 million to help local governments and First Nations reduce wildfire risks around their communities.

She also said the Small Communities Fund will soon be accepting applications for \$90 million in local infrastructure expansion throughout the province. B.C. will be paying \$45 million towards the fund, which will be equally matched by the federal government.

Throughout her speech, Clark emphasized that B.C. is now in good economic shape despite more turbulent times throughout most of the rest of Canada. She says the province — which has had three balanced budgets in a row — has successfully controlled spending, kept government small and begun paying off debt.

As a result, she said, “we’re starting to see economic growth really thrive in our province.” [nru](#)

DEVELOPMENT PERMIT BOARD

CONTINUED FROM PAGE 2

White Pine sawmill, at the north arm of the Fraser River, is expected to house 13,000 people at build-out.

The board approved the East Fraserlands town square, surrounded by four dense projects, earlier this year.

The design panel, which had issues with the the Letkeman project’s massing and said it was too conservative, felt that its location, across Boundary from Burnaby and at the southeastern entrance to Vancouver, was a gateway to the

district and therefore it should make a strong statement at the eastern end of East Fraserlands.

The city’s guidelines for the site, called parcel 43, had originally called for an 18-storey tower, but staff have said they approve of a six-storey wood-frame building, which would allow for more affordable housing, but had not been permitted under the building bylaw when the East Fraserlands plan was approved. [nru](#)

MONEY AND PARTNERSHIPS

CONTINUED FROM PAGE 1

Louie, a Vancouver city councillor, said municipal officials are in a position to explain to the feds how certain projects might be more efficient as a result of a lasting partnership.

He noted that municipalities own and control 60 per cent of the infrastructure but they often under-serve residents because of lack of resources. He added that the FCM has reinforced how little municipalities actually receive — only eight cents of every tax dollar collected in Canada — “and that has resonated well.”

“Our objective here is to talk about the issues, not favour any one party, making sure each party has a chance to really tell their story,” he said. “We can then use their words and hold them accountable after the election.

“This is not just an effort to win some commitments leading up to the federal election and walk away from the table. This is about an ongoing effort after Oct. 19 to make sure that we get implementation of the promises that they made during the election.”

Louie said the FCM found in polling done earlier this year that the urban issues most important to Canadians were transit (41.5 per cent), infrastructure (39.9 per cent) and housing (35.4 per cent).

Across B.C., he said, infrastructure was the top priority at 56 per cent, followed by traffic at 43 per cent and transit at 42 per cent.

Noting the tight race, Louie said B.C. is in a good position to determine the outcome “if we’re active enough.”

He said the hashtag #cdnmuni is being used to expose the public to what the FCM is doing.

Louie went through the FCM’s process and online tools for getting parties through their candidates to “make the #cdnmuni commitment,” which calls for: improvement of core municipal infrastructure; affordable housing; policing and disaster mitigation; environmentally sustainable, resilient and livable communities; and global municipal connections through partnerships at home and abroad.

One tool allows the user to type in a riding or postal code to see which individual candidates have signed on.

Louie said the FCM has had some traction with that. As of Saturday, it had received commitment from 210 candidates, but Louie noted that with 338 ridings and an average of four candidates each, “we have some work to do.

“If we can get enough people signed on in the next few

weeks, we will reach the tipping point,” he said.

The website shows that as of Sunday, three Conservative candidates have committed to the FCM agenda, 72 from the NDP, 44 from the Liberals and 91 from the Green Party, with none from the Bloc Quebecois.

(He also encouraged delegates to tweet candidates during the session.)

On Friday, the Big City Mayors caucus called on candidates to put a greater focus on housing affordability in the campaign.

Louie went through the three main parties’ commitments to infrastructure, transit and related projects, and indicated that the Liberals so far have made the most promises, but the FCM still wants more details from them and other parties.

The FCM’s site also has a policy tracker that shows where each party stands on jobs and the economy, livable hometowns, environmental sustainability, global connections and public safety.

“This is a good way for us to put the words of the parties directly on to our website,” he said. “We’ve taken what they’ve said, we’ve clipped some of their campaign material, posted it on to our website and for you to judge who’s actually making commitments that are important to you.

“This is an opportunity for us to showcase to the wider community as well what we think is important as local government and how and why we think it’s important.”

“The concepts of leveraging more from the federal government in turn creates jobs, helps our economy, improves the quality of life, but also generates more GDP as a result of that initial investment.”

Louie seemed optimistic that the campaign is having an effect, saying that when candidates see each other’s investments, “they in turn race for the top” and some call the FCM to confirm that the other party made that commitment.

“As a result of that I expect the parties are making adjustments to their party platforms as well.”

Louie also said that it’s not only the federal candidates who have a stake in this election.

“The more successful that we are during this election, in terms of resources and finding that partnership with the federal government, the more effective we can be in our local settings,” he told his fellow councillors. “It helps our re-election because we can deliver services more effectively.

CONTINUED PAGE 7 ▶

UBCM Briefs

Coastal marine strategy needed

The provincial government should develop a new coastal marine strategy that covers all municipalities that will be affected by sea-level rise, a UBCM session was told last week.

“Does it make sense for each local government one by one to have a separate plan for sea-level rise?” asked **Linda**

Nowlan, a lawyer with West Coast Environmental Law. “It makes sense for the provincial government to get involved.”

“People think the province doesn’t have a lot of control over coastal areas but they certainly do,” she said, using sea beds, floating homes and shellfish activity as examples. “The province has a much bigger role in protecting the coastline than most people think.”

Nowlan said some local governments have begun to use development permits to protect their foreshore. “Not all of them

use the tools they have.”

She said because so many jurisdictions are involved, it’s better to get all the parties in one place.

“It is such a shame the federal government isn’t involved,” she said. I believe they can come back to the table. I’m not sure how they can walk away from that legislative mandate.”

She said First Nations also play an important role jurisdictionally.

The session also discussed protection for heron rookeries and eagle nests, with some

suggesting some kind of tax reduction for developers willing to retain them.

New executive

The convention acclaimed **Al Richmond**, chair of the Cariboo regional district, as UBCM president, and Prince George Councillor **Murry Krause** was acclaimed first vice-president.

Wendy Booth, of the regional district of East Kootenay becomes second vice-president and the new third vice-president is Kamloops Councillor **Arjun Singh**. [nru](#)

MONEY AND PARTNERSHIPS

CONTINUED FROM PAGE 6

We can keep our taxes a little bit lower or spend the taxes that we’d have to direct towards a specific project or new projects or projects of priority of your choosing in your local community.

“So essentially that means that you have skin in this game.” The FCM’s site for tracking parties’ and candidates’ endorsement of the FCM agenda is hometownproud.fcm.ca [nru](#)

NEW METRO STUDY GROUP

CONTINUED FROM PAGE 1

transportation planning, a role that became diminished after the provincial government replaced the TransLink board of elected officials with provincially appointed ones in 2007.

The board passed two transportation-related motions: one directing staff to investigate options to increase the region’s role for advocacy and planning in transportation; and one asking staff to work with the mayors’ council to prepare a report investigating alternate governance structures for delivery of public transit, including a public utility model.

The task force, comprising most local mayors (but not Vancouver’s **Gregor Robertson**; Councillor **Geoff Meggs** will sub), will hold four weekly meetings throughout October with two reports due at the end of the month. A member of the TransLink board will be invited to observe.

“The task force will seek the input, advice and expertise of member local governments, TransLink, the mayors’ council, Metro Vancouver, and the Province of B.C. in the development of the two reports,” the terms of reference says.

For reference, the task force will use research from Metro, member municipalities and TransLink, including reports done in 2006 and ’07 preceding the last change in governance and reports by **Acuere Consulting** done for the mayors’ council in 2013 and ’14.

Meanwhile, TransLink held its first open board meeting Friday.

The board decided not to go ahead with a \$100-million plan for seismic upgrading of the Pattullo bridge and instead do short-term repairs, including a deck replacement. [nru](#)

VANCOUVER BRIEFS

[VAG unveiling](#)

The Vancouver Art Gallery unveils the conceptual design for its new building Tuesday.

The project, by Swiss architects **Herzog & de Meuron**, is to be built at Larwill Park, the city-owned site at Georgia and Cambie, now a parking lot, formerly a bus depot and once the place for protests and other gatherings.

However, funding for the project is far from secured. VAG was unable to meet the April 30 fundraising deadline imposed by the city, so far raising less than 20 per cent of the \$350-million-plus needed, and the project appears to be larger than planned.

As well, the project lacks support from some major players in the art community — notably collector and condo marketer **Bob Rennie**.

Meanwhile, the VAG's exhibit on Herzog & de Meuron's body of work ends Sunday at the gallery's current home in the old courthouse.

Tuesday's event, at the Queen Elizabeth Theatre, which starts at 6 p.m., requires tickets (\$5 for members, \$7 for non-members, plus processing fees).

For more information: <http://future.vanartgallery.bc.ca/?gclid=CKHGzLOmlcgCFY9cfgod2GEKvg>

[Budget preview](#)

Vancouver city council this week takes a first look at next year's \$2.2-billion budget, along with a preview of the city's books for the next five years.

At this point, property owners can expect a tax increase of about 2 per cent. A staff report on the budget outlook says while projected growth in revenues are expected to be consistent, expenses aren't, particularly employee wages.

"Keeping wage growth at levels affordable to taxpayers will be an important part of achieving a balanced five-year budget," it says.

Other costs come from inflation, regional utility and hydro costs, project operating costs, technology, fire-truck depreciation and less money from senior governments for housing, transportation and health- and crime-related services.

"Closure of the Kitsilano Coast Guard base [by the federal government] has put increased pressure on our fire and police deployments in the inner harbour and the waters around Vancouver,"

the report adds.

The city intends to start a public consultation program on the budget in October.

[Shaughnessy heritage decision due](#)

City council is finally expected to make a decision Tuesday on making Shaughnessy Vancouver's first heritage conservation area.

After three sessions of public hearing, council is expected to approve a staff recommendation to replace Shaughnessy's official development plan, a new zoning schedule, a heritage procedure bylaw and a new heritage property standards of maintenance bylaw. It will also allow for some forms of infill residential development on the properties.

The changes will protect houses built before 1940 by stopping their demolition and replacement with newer houses, which some residents have said do not fit the area's character.

Opponents to the change fear it will affect property values and take away their freedom. Others don't like the idea of the infill.

[Election and cities forum](#)

How the federal election will affect cities is the topic this week of Simon Fraser University's City Conversations series.

Mayor **Gregor Robertson**, chair of Canada's Big City Mayors' caucus, will open the forum, followed by a discussion among some local candidates from each party on their policies and vision for urban issues. The focus is expected to be on housing and transit.

Shauna Sylvester, director of the SFU Centre for Dialogue, will be moderator.

Note a different location and time for the forum: The Annex, 823 Seymour, second floor, from 1 to 2:30 p.m. Registration is required for the free event and it is now wait-listed.

Contact: www.eventbrite.ca.

[Knight-Marine improvements](#)

A \$2.5-million plan for safety improvements at the end of the Knight Street bridge and the intersection of Knight and Southeast Marine goes to city council for approval this week.

A report from the city engineering department

VANCOUVER BRIEFS

CONTINUED FROM PAGE 8

says the intersection is the highest crash location in the city and that the project would improve safety through design and signalization changes to the intersection and bridge ramps. There will also be bicycle and pedestrian connections, which were not included when the bridge was built in the 1970s.

“Currently there is no connection for westbound trucks on Marine Drive to turn north on to Knight Street, which are both key regional truck route,” it says. “The project would create that connection, which would greatly benefit goods movement and reduce the impact of trucks on more minor streets.”

Of the project costs, \$1 million to come from the federal government through the Asia-Pacific Gateway and Corridor Transportation Infrastructure fund, and additional cost sharing may come from TransLink and the Insurance Corp. of B.C., the report says.

[South False Creek seawall upgrades](#)

The city and park board hold the first of two open houses Sunday on plans to improve the False Creek seawall between Vanier Park and the

Cambie bridge.

The city’s website says some parts of the path are 40 years old and have uneven surfaces, poor sight lines and an inconsistent design, with conflicts between pedestrians and cyclists. It’s also crowded.

The city is looking to widen and separate paths, move street furniture, modify loading zones, resurface paths and restrict vehicle access.

Staff will seek user input and answer questions at the open houses, which are Sunday from 11 a.m. to 3 p.m. at the Granville Island Hotel and on Oct. 6 from 4 to 7 p.m. at the Maritime Museum.

For more information <http://vancouver.ca/streets-transportation/south-false-creek-seawall.aspx>

[Defamation lawsuit settled](#)

Mayor **Gregor Robertson** last week accepted an apology from mayoral election rival **Kirk LaPointe** and the civic Non Partisan Association over remarks made during last year’s campaign on a donation from the Canadian Union of Public Employees.

“The NPA and Mr. LaPointe accept this judgment, withdraw their

allegations, and apologize for any harm that may have been caused to the Mayor and Councillor Meggs,” Robertson’s lawyer’s statement said.

Robertson and Councillor **Geoff Meggs** launched a suit against LaPointe and the NPA during the election after accusing the two Vision Vancouver candidates of corruption. After the settlement announcement, the mayor tweeted that he was pleased to accept the apology and that he was hopeful “for a more civil politics in years ahead.”

The B.C. Supreme Court ruled in April that the mayor and Meggs were not in conflict of interest and that the money was a lawful political contribution.

[Westbank-Henriquez in Seattle](#)

Westbank and Henriquez Partners Architects, who have teamed up on a number of Vancouver projects, including Telus Garden, are planning a project in downtown Seattle. It consists of two, 38-storey residential towers on a podium, with 892 dwelling units, the Seattle Post-Intelligencer’s blog says. The project is in the emerging Denny Triangle area at 1200 Stewart

Street and Denny Way, at the highway exit into downtown on the site of a project that was planned before the 2008 recession but did not proceed.

[Transportation in Surrey](#)

Former premier **Mike Harcourt** and Surrey Mayor **Linda Hepner** are among the speakers at a panel discussion Wednesday on Surrey’s transportation future. Presented by the **Surrey Board of Trade**, the panel also includes **Gordon Price**, director of Simon Fraser University’s City Program, and **Bill Wehnert**, vice-president of sales and marketing for Fraser Surrey Docks and chair of the board of trade’s transportation team. The panel will discuss how to move ahead on transit south of the Fraser River since the failure of the provincial government’s plebiscite on transportation funding.

The event is 11:30 to 1:30 p.m. at Eaglequest Golf Course, 7778 152 Street. For more information and tickets: <http://www.busines-sinsurrey.com> 