

URBAN DESIGN PANEL MINUTES

DATE: June 19, 2013

TIME: 4.00 pm

PLACE: Town Hall Meeting Room, City Hall

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:
Ryan Bragg
Daryl Condon
Walter Francl (Excused Item #2)
Joseph Fry (left after 3rd Item)
Veronica Gillies (left after 3rd Item)
David Grigg
Phil Mondor
Goran Ostojic
Norm Shearing (Chair)
Peter Wreglesworth

REGRETS:
Vincent Dumoulin
Bruce Hemstock
Joseph Hruda

**RECORDING
SECRETARY:** Lorna Harvey

ITEMS REVIEWED AT THIS MEETING	
1.	1290 Burrard Street and 1281 Hornby Street (Burrard Gateway)
2.	4599 Cambie Street
3.	Marpole Community Plan
4.	2806-2850 Cambie Street and 454 West 12 th Avenue

BUSINESS MEETING

Chair Shearing called the business meeting to order at 4:05 p.m. and noted the presence of a quorum. After the business meeting the Panel considered applications as scheduled for presentation.

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| 1. Address: | 1290 Burrard Street and 1281 Hornby Street (Burrard Gateway) |
| DE: | N/A |
| Description: | Revised proposal to construct a 54-storey tower and a 36-storey tower with a 7-storey podium, providing retail, office and residential uses, including rental housing along Hornby Street. A 14-storey office tower, including a 3-storey automotive dealership along Burrard Street. An overall proposed floor space ratio (FSR) of 13.33 and a maximum height of 525.7 feet from base plane to top of parapet (the General Policy of Higher Buildings has identified this site as a location for a higher building). |
| Zoning: | DD to CD-1 |
| Application Status: | Rezoning |
| Review: | Third |
| Architect: | IBI Group and Bing Thom Architects |
| Owner: | Reliance Holdings |
| Delegation: | Martin Bruckner, IBI/HB Architects
Michael Heeney, Bing Tom Architects
Bing Tom, Bing Tom Architects
Peter Kruek, Durante Kruek Landscape Architects
Jon Stovell, Reliance Holdings
Daniel Roberts, Kane Consulting |
| Staff: | Karen Hoese and Anita Molaro |

EVALUATION: SUPPORT (8-1)

- **Introduction:** Anita Molaro, Development Planner, introduced the proposal for a site at the corner of Burrard and Hornby Streets. Ms. Molaro gave a brief history of the site noting that the rezoning proposal has been revised. The proposal is one of the High Building sites under the High Building Policy. She also noted the criteria that the proposal must achieve.

Ms. Molaro reminded the Panel that they had reviewed the proposal previously including a high building expanded panel back in April of 2011 and subsequently again in June 2011 where it received support. She said that the session was focusing on the fact that the rezoning application has come forward with some design changes. Some of these changes are in response to the Panel's comments while others are in response to issues that were raised through the rezoning process.

Advice from the Panel on this application is sought on the following revised rezoning submission:

1. The revised office building (Tower B) including:
 - a. Its overall form and development/building character
 - b. Proximity/relationship with adjacent residential buildings
 - c. Sustainability attributes
2. The overall public realm strategy and landscape treatments:
 - a. Midblock pedestrian connections (land to Burrard Street)
 - b. Midblock pedestrian and vehicle connection (land to Hornby Street)
 - c. Enhance public realm at the corner of Burrard and Drake Streets

3. The modest increase to the residential tower floor plates (Tower A and C) and resultant shadow impacts.

Ms. Hoese and Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Jon Stovell, Developer, noted that they were struggling with the final character of the office building and showroom after the last design Panel. They have since worked with IBI and the Bing Thom groups to rethink the design.

Bing Thom, Architect, said it was an interesting site and a main entry to the city with a challenge of a dealership. He described the design and noted that the cars are "floating" in the building in the corner element. The curve of the building is unique and to creates an opening into the project. He said they looked a different ways of using glass and elements of reflectivity on the tower.

Michael Heeney, Architect, further described the proposal and noted that the floor plates for the office space are a bit larger. The owner needed at least a 12,000 square foot plate with a centre core that allowed for much easier subdivision for office space. The car showroom is still very much a jewel that can be seen from below. The curl in the façade on Burrard Street also indicates the entry to the office building. It serves as a passive design feature as it shades the façade. There are three kinds of glazing on the facades and they have worked to get the right balance of insulated spandrel, fritted and vision glass and as well there will be operable windows in the office space. He added that they are investigating passive ventilation for the showroom due to the amount of glass. The waste heat will be used in the residential building. The ground floor plane is a bit smaller than at the previous review.

Peter Kreuk, Landscape Architect, said that they tried to use a ground plane patterning that brings the whole site together. They have been able to carve out nooks and crannies where they developed space for people to gather. On the corner of Drake and Burrard Streets they have created a plaza that is a forecourt to the showroom. There is a public art budget and the idea is to use the breezeway as a place for the art to help animate the space. On the ground plane there is a corner plaza, and a plaza that is the main entrance to the office building with a water feature. The breezeway, which is a pedestrian route through from Burrard Street to the lane, will have a café, outdoor plaza, seating area. On the adjacent building, which has a blank wall, the idea is to introduce a green wall system as well as a water element. In the lane there is a drop off/pickup area and loading and is a simple space that is paved. Along Hornby Street there are opportunities for retail to spill into the public realm. Every roof has been dealt with in a positive way with greenery, kid's play, urban agriculture, amenity space, green roofs and outdoor space.

Martin Bruckner, Architect, noted that the lane is a service lane but they wanted to make it more of a people place recognizing that there is a lot of vehicular traffic but wanted to give it an appearance to encourage people to use it as a pedestrian area. The top of the tower has been sculptured but there isn't any increase in shadowing.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to increase the distance between the office and residential towers;
 - Design development to improve the pedestrian connection to Burrard Street;
 - Design development to improve the mid-block pedestrian and vehicle connection;

- Design development to improve the showroom;
- Consider improving the sustainability strategy especially on the west and east facades.
- **Related Commentary:** The Panel supported the proposal and thought it was an improvement in terms of the composition.

The Panel supported the overall form of development and the building character. They thought there were some issues with the adjacency to the residential building with one Panel member suggesting easing the corners for a maximum distance between the buildings. As well most of the Panel did not have any issues with the increase to the residential tower floor plates. The Panel also noted that the design of the towers could be simplified.

The Panel thought there were some design development issues at the ground plane into the lane and the pedestrian connection to Burrard Street.

The Panel also thought the key to the success of the mid-block pedestrian connection needed further design development. The Panel felt the design of the space needed to be much bolder and provide a more desirable connection. The Panel felt strongly that where the connection passes below the Hornby block felt compressed and suggested an increase in height to improve the space.

The Panel appreciated the design direction the office Building B was taking. While the west and south elevations indicated a high level of design articulation the remaining elevations required additional design development. A number of Panel members noted that the car show room was the “bling” on the building and in order for it to be successful needed to have a clearer visual statement. It seems that the reverse slope of the showroom would make it difficult to see the cars inside the box. One Panel member suggested having a public art display at the corner of Burrard and Drake Streets that would reflect vehicle culture.

Regarding sustainability, some of the Panel thought there needed to be some improvement on the west and east façade. A couple of Panel members suggested using a geo thermal heat exchange process in order to effectively reduce heat gain. One Panel member thought the applicant should push the building towards LEED™ Platinum and to future proof the building.

- **Applicant’s Response:** Mr. Stovell thanked the Panel for their comments. He said they are not necessarily committed to a geothermal system since there are lots of other systems available. Mr. Roberts remarked that they will be able to meet the City’s targets regarding energy and expects the building to achieve a better performance. Mr. Bruckner noted that they are currently undertaking some engineering studies regarding different shading elements.

2. Address:	4599 Cambie Street
DE:	416752
Description:	To construct five new multiple dwelling buildings (three to six storey buildings and two townhouse buildings) over two levels of underground parking.
Zoning:	CD-1 pending
Application Status:	Complete
Review:	Second (first as Development Application)
Architect:	Ramsay Worden Architects
Owner:	Intergulf Development
Delegation:	Doug Ramsay, Ramsay Worden Architects Bruce Ramsay, Ramsay Worden Architects Rob Barnes, Perry + Associates Landscape Architecture
Staff:	Sailen Black

EVALUATION: SUPPORT (8-0)

- **Introduction:** Sailen Black, Development Planner, introduced the proposal for three buildings totaling 185 units with a height of 6-storeys. He described the context for the area noting the single-family homes to the north, west and south of the site. As well, he described the policy for the area and mentioned that CD-1 has established overall form of development for the site including sustainability goals in response to Rezoning Policy for Greener Buildings. The proposal has three 6-storey buildings with a stepped plan, arranged along the curve of Cambie Street. In response to suggestions made at the rezoning stage, the gap between the buildings has been increased and now has an opening of at least 36 feet flaring to 52 feet.

Advice from the Panel on this application is sought on the following:

1. Does this design address the comments of the Urban Design Panel from July, 2012?
2. How does the character and expression of the development respond to the unique character of this site, its adjacent context, and the Queen Elizabeth neighbourhood?

Mr. Black took questions from the Panel.

- **Applicant's Introductory Comments:** Doug Ramsay, Architect, further described the proposal and noted that one of the aspects of the site is that it is across the street from Queen Elizabeth Park. He mentioned that they have broken the building into a number of components with brick forming a 4-storey base. He also mentioned that they have increased the spacing between the buildings by a minimum of ten feet. This helped to enhance the circulation with glazed stairways that tie into the overall landscape. There is a midblock connection on the south side with a loading bay at the back. The middle building has been changed from a rental building to a market building and has a few less units than was seen at rezoning. As well the amenities have been enhanced with a large multi-purpose room with an adjacent play area on the outside. There has been some design development to the townhouses and they now have double fronted entries with an entry off the laneway and as well from the semi-public walkway.

Bruce Ramsay, Architect, described the sustainability strategy and noted the heating system is designed to be connectable to a future district energy system. A sewage heat recovery system is proposed and is projected to supply between 50-60% of heating the domestic hot water with gas boilers supplying the rest of the needs. In terms of solar heat gain, the building has a favorable orientation and as well there are overhangs and solar

screens on the facades. As well as green roofs, there will also be a storm water surge tank which will be used to recharge the ground water as well as reduce the peak storm water loads. He mentioned that they have committed to LEED™ Gold for the project. Mr. Ramsay described the colour and material palette for the proposal.

Rob Barnes, Landscape Architect, said they are inviting a bit of the park and the heritage boulevard into the site with the addition of some large trees along the streets. The buildings will have private patios at grade with layered planting and individual gates. There are some existing stone walls that will be extended using recycled material. One of the amenities they will be providing is a bicycle station with air and repair facilities as well as some seating and a drinking fountain. On the streetscape there will be a barrier free access to each of the lobbies and combination of stairs and seating steps at each of the main entries. A public right of way through the site will have some premium paving. And urban agriculture is planned

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

The Panel had no substantial aspects needing improvement.

- **Related Commentary:** The Panel supported the proposal and thought it was a well-handled project.

The Panel thought the applicant had adequately addressed the comments from the Panel's previous review. They liked the wider space between the buildings and as well thought the elevation along Cambie Street had been improved. One Panel member thought there could be more delight in the expression while another Panel member thought the entry canopies could be improved.

The Panel supported the landscaping plans and thought the setback between the townhouses and the 6-storey mass was successful.

The Panel also thought the character and expression of the proposal responded well to the unique character of the site and its adjacent context.

- **Applicant's Response:** Mr. Ramsay thanked the Panel for their comments.

3. Address:	Marpole Community Plan
DE:	N/A
Description:	Workshop to seek input and advice on the draft Land Use Plan and urban design directions.
Zoning:	N/A
Application Status:	Workshop
Review:	First
Architect:	N/A
Owner:	N/A
Delegation:	N/A
Staff:	Ann McLean and Lil Ronalds

EVALUATION: Non-Voting Workshop

- **Introduction:** Lil Ronalds, Planner, and Ann McLean, Development Planner, introduced the workshop regarding the Marpole Community Plan.

Marpole is made up of several distinct areas: Granville, Oak Lower Hudson and Cambie. The plan recognizes the character and works to overcome the challenges of the arterials that cross Marpole and connect the local areas together. Also the plan will re-establish the strong physical connections that this area once had to the Fraser River.

Lower Hudson

- Support the retention of the light industrial and cultural character in the existing mixed-use area.
- Facilitate delightful, safe and legible connections to the Fraser River.
- Allow an increase in height to key sites, to help retain and encourage commercial uses.
- Maintain the character of the residential apartment area while supporting an increase in height on the arterials.

Granville

- Enhance the mixed- use 'high street' by encouraging a mix of uses.
- Support additional height at the heart of the high street with the highest buildings at West 70th Avenue.
- Create a sawtooth pattern of higher buildings over a lower street wall of two and three storeys.
- Transition heights from the high-street into the lower scale residential areas.
- Support the high-street with mix of housing types in the surrounding neighbourhood.

Oak

- Overcome arterial traffic to create a high-quality, safe and engaging pedestrian environment that reflects the commercial or residential environment.
- Retain and enhance the local-serving mixed-use corner at West 67th Avenue.
- Transition heights down from Oak Street and West 67th Avenue to the lower scale residential areas.

Cambie

- Transition from the higher buildings near the Canada Line station to the lower buildings further from the station with variety of residential building types that support the transit hub.
 - Support building types that improve the vibrancy and interest of greenways and bikeways.
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- Create a high-quality, safe and engaging pedestrian environment that recognizes the diversity among in the residential, commercial, and the industrial areas.

The focus for pedestrian activity will be along West 67th Avenue which starts at Granville Street, in the centre of the traditional high street, passes schools, care facility, church and transitions into West 68th Avenue before arriving at the Canada Line station.

Connection to the Fraser River was an objective that was outlined in the last Marpole plan in 1979. The long term goal continues to be to connect to the river access points together with a continuous path both along and near the river, respecting the importance of river access to industry.

Draft Urban Design Principles:

1. Once Community, Distinct Neighbourhoods
Marpole is one community with several distinct neighbourhoods, each with their own characteristics and attributes.
2. Inter-connected Public Places
Marpole neighbourhoods will evolve to overcome the separation created, by the major arterials crossing the community. Marpole will be better connected by public realm and transportation improvements.
3. Connected Public Places
Public parks and community places will be connected by greenways and paths and enriched with new urban plazas and green spaces.
4. Connected to the River
Connection to the Fraser River is an important community and city amenity. Future improvements will seek connection to its historical, industrial and ecological values.
5. A Place of Welcome
As the southern entrance to the city, Marpole is a place of welcome that rises from the banks of the Fraser River.
6. Vibrant Neighbourhood Centres
The traditional Granville high street will complement other neighbourhood commercial areas as Oak, Hudson and Marine Landing.
7. Appropriately Located Form and Activity
Higher densities and a mix of uses will be located close to existing shopping districts, transit services and areas where significant sustainability gains are possible (i.e. district energy sources).
8. Special Places
Create special places to reinforce the hearts of the community and reflect their unique identity.
9. Incremental and Transitional Development
Development will support incremental building at a variety of scales, and recognize traditional patterns when appropriate. New developments in higher density areas provide respectful transitions to adjacent lower density neighbourhoods.
10. Building From the Past
Recognition of First Nations history in Marpole and the thoughtful integration and preservation of buildings of heritage and cultural significance are important.
11. Sustainable Implementation
Integration of sustainable design will be achieved in the creation of new buildings and open spaces.

Ms. Ronalds and Ms. McLean took questions from the Panel.

- **Related Commentary:** The Panel commended the City for taking on this project.
 - There seems to be a certain vision for the development from a sustainability perspective;
 - Possibility for a district energy system;
 - Should allow more infill, multiple small houses in remaining single family areas;
 - Good to have the streets connect to the riverfront;
 - Connections along the river are important;
 - Principles on accessibility should be included;
 - There needed to be greater clarity to the map regarding existing land uses that will remain unchanged;
 - Would like to see where the on-site amenity spaces will be located;
 - Would like to see something that identifies the unique characteristics of Marpole;
 - There are important linkages up through Cambie, Oak and Granville Streets and it is important to convey how this fits into a larger urban linkage;
 - On the land use map, could identify the streetwall or streetscapes along with connections down to the water;
 - Park space at the river could be subject to undesirable users - need to ensure it is safe and something the community can look after;
 - There will be more massing at West 57th Avenue and Cambie Street when that Canada Line Station is added and what will be the pedestrian experience;
 - When the station is added, Ash, Heather and Nunavut Street connections will become important;
 - Enhance the unique characteristics of the neighbourhoods within Marpole;
 - Concerned the plan is underestimating the need for more density, particularly along the arterials;
 - Could go bolder at the edges with more height and density and protect something in the middle such as parks;
 - Could be undifferentiated and flat;
 - Concerned with keeping some single-family areas - this is a long-range plan and needs to think about the need to absorb growth;
 - Protect the more pastoral elements that are on the smaller streets;
 - Need to be able to show what the population will be so it can be accommodated within the plan;
 - When the plan goes out to the public it will need to have a lot of clarity.

4. Address:	2806-2850 Cambie Street and 454 West 12 th Avenue
DE:	N/A
Description:	Workshop to discuss the development of this site.
Zoning:	CS-C, RT-6 to CD-1
Application Status:	Workshop
Review:	Third
Architect:	IBI/HB Group
Owner:	Shato Holdings
Delegation:	Jim Hancock, IBI/HB Group Derek Lee, PWL Partnership Landscape Architects Brent MacGregor, Consultant
Staff:	Janet Digby, Tim Potter and Anita Molaro

EVALUATION: Non-Voting Workshop

- **Introduction:** Anita Molaro, Development Planner, introduced the workshop. She noted that the Panel had previously seen two variations that didn't get support. There was a lot of commentary from the Panel so staff decided to have the applicant come back to the Panel as a workshop. They felt it would help find the right way to develop the site.

Consideration for rezoning this site from the base zoning C-2B, 4-storeys to CD-1 is based on the following form of development advice:

Support for increasing density and height to 6-storeys, with some 8-storey portions if other aspects of the urban design are addressed and the higher portions are located where the impact is minimized (neighbours, streetscape) and that the prominence of City Hall is maintained.

Areas for discussion:

- Building's relationship/response to existing neighbourhood context whereas the four sides of the site having different conditions, relationships and orientations;
 - 12th Avenue setback and building mass response:
 - Relationship with City Hall (civic, heritage context) across the streets;
 - Transition along 12th Avenue with RT-6 low density historical neighbourhood;
 - Public realm opportunities.
 - 13th Avenue setback and building mass response:
 - To the Cambie Street context to the south (4-storey apartment);
 - Public realm opportunities.
 - Cambie Street setback and building mass response:
 - Horizontality and Expression - what measures should be implemented to improve the grain of the streetscape and diminishing the sense that this is a block long building;
 - Public realm opportunities.
 - East property line setback/massing adjacency with the RT-6 low density historical neighbourhood.
- Overall built form within the broader context:
 - The building relationship with the views of City Hall from the downtown peninsula/Cambie Street Bridge that maintain the prominence of City Hall.

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Jim Hancock, Architect, introduced a Power Point presentation.
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Gwyn Vose, Architect, described the context for the area noting surrounding buildings. He mentioned that the lane is currently running through the site and are proposing to move it to come out to West 12th Avenue and move the house to the south side. This would help to create a transition to the residential homes. He described the setbacks around the property line noting the addition of retail along Cambie Street with a pedestrian mews between the house and the new building. They would also like to have an open space along Cambie Street.

The previous design had a 10-storey massing and stretched from the east to west property lines. They plan to push that massing down to 8-storeys and sculpting the south and north facades to provide a better transition to the buildings to the east and to City Hall. They are considering having some pop out boxes to add some interest along the Cambie Street façade. He said the question is how much of the building can be eight storeys as opposed to six storeys. He added that they are thinking of going down to five storeys.

Derek Lee, Landscape Architect, said that the important aspect is what the experience is like on the ground plane. Along West 12th and West 13th Avenue the setbacks are in line with the neighbouring residential. They provide a more relaxed interface between the north and south elevation of the building. The sidewalks have been widened along the Cambie Street elevation and within the public realm there is an opportunity to express itself with subtle terraces and places for interactive zones. There is a desire to have liveable roof top programs and places for dining and gathering as well as specific plays for children's play and urban agriculture.

The applicant team took questions from the Panel.

- **Related Commentary:**

Form and Character

- The Panel generally supported the 8-storey building height.
- The massing and final architectural expression should be simplified.
- Recognizing that buildings south of the site along Cambie Street will be developed to a maximum height of 6-storeys the applicant should consider making this the dominant expression with the two additional floors (7 and 8) playing a secondary role.
- The additional 2-storeys to be placed asymmetrically on the site.
- The building mass at 12th Avenue and Cambie Street should relate to the shoulder heights of City Hall (3 - 4 storeys).
- The building massing should step from 12th Avenue.
- Delete 9th floor amenity building.
- Provide some stepping on the south facade to acknowledge the scale of the immediate residential neighbourhood.
- Incorporate a lower form element along the east façade.

Setbacks

- The setbacks as indicated on the design material, was supported by the Panel.
- Provide a public outdoor space/plaza along Cambie Street.
- Simplify the sidewalk design along Cambie Street.
- The lane configuration as shown was supported.

Careful consideration should be given to:

- Public views to City Hall from the north.
- The design of the building should be considered a background building that does not competed or detract from the massing of City Hall.
- Review the location and retention of the heritage house.

Adjournment

There being no further business the meeting adjourned at 9:30 p.m.