

URBAN DESIGN PANEL MINUTES

DATE: May 1, 2019

TIME: 3:00 pm

PLACE: Town Hall Meeting Room, City Hall

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:

Amela Brudar Item 1 & 2
Helen Avini Besharat
Colette Parsons
Derek Neale
Jim Huffman
Jennifer Stamp
Matt Younger
Grant Newfield
Susan Ockwell
Yinjin Wen
Derek Neale

REGRETS:

Jennifer Marshall
Adrian Rabhar
Matt Younger
Muneesh Sharma

RECORDING

SECRETARY: K. Cermeno

ITEMS REVIEWED AT THIS MEETING

- | | |
|----|--|
| 1. | 1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus) |
| 2. | 282 W 49 th Avenue (Langara Family YMCA) |
| 3. | 1717 Lorne Street (formerly 220 E 1 st Avenue) |
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BUSINESS MEETING

Chair Jim Huffman called the meeting to order at 3:00 p.m. and noted the presence of a quorum. The panel then considered applications as scheduled for presentation.

1. Address:	1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus)
Permit No.	RZ-2018-00025
Description:	To develop the 18.4 acre site with a new hospital and integrated health care campus, including a mix of commercial, office, institutional and limited residential uses with two child care facilities and a new road network throughout the site that would connect to existing adjacent streets. The proposed floor area is approximately 310,000 sq. m (3.34 million sq.ft) of development and the proposed building heights range from approximately 20 m (66 ft.) to 60 m (197 ft.). The application is being considered under the St. Paul's Hospital and Health Campus Policy Statement and the Rezoning Policy for Sustainable Large Developments.
Zoning:	I-3 to CD-1
Application Status:	Rezoning Application
Review:	Second (First as rezoning)
Architect:	IBI Group
Delegation:	Tony Gill, Architect, IBI Group Dani Yang, Landscape Architect, IBI Group Tim Tewsley, LEED Consultant, Recollective.
Owner/Developer	Marc Dagneau, Providence Healthcare Rhonda Lui, Providence Healthcare
Staff:	Racheal Harrison & Miguel Castillo Urena

EVALUATION: Resubmission Recommended (6/1)

- **Introduction:**

Rezoning Planner, Rachel Harrison, began by noting, this is a rezoning application for the new St. Paul's Hospital, located on an 18.4 acre site within the False Creek Flats area, and bordered by Station Street, National Avenue, Trillium Park, and by Prior Street.

The site is currently zoned I-3 and is a vacant lot. To the west, the area along Main Street is zoned FC-1 and CD-1. Buildings here are a mix of mid-rise and high-rise, including the City gate towers (approx. 25 storeys).

To the northwest, is the Georgia Viaduct (zoned M-1) and beyond that, Chinatown.

To the north and northeast, Strathcona is primarily composed of RT-3 zoning, with a number of CD-1 zoned sites. Buildings are primarily houses and low-rise buildings, with a few towers up to 12 storeys. To the south and southeast are Pacific Central Station (FC-1), Trillium Park and Thornton Park. Beyond that, the zoning is a mix of predominantly I-2 and I-3 sites.

There are also a number of approved policy areas around the subject site. False Creek Flats Plan applies to sites to the south and the intent is to allow higher-density buildings for numerous job generating uses, including innovation economy, health science and medical service sectors. Buildings are generally limited to conditional density of 5.0 FSR and building heights up to 150 ft. Under this policy, the site at 450 Prior is allowed to redevelop up to 3.0 FSR and 100 ft. (mix of retail, office, and rental housing).

To the north and west is the Downtown East Side Local Area Plan, which generally reinforces the existing character of each area.

The Georgia Viaducts are part of the Northeast False Creek (NEFC) Plan, which anticipates removal of the viaducts and redevelopment of these lands. This would include heights up to 90 ft. for buildings

fronting Main St. up to 150 ft. for buildings fronting Prior St. transitioning down to 60/65 ft. for buildings fronting Gore. (see additional board).

The proposal is for a new hospital and health care campus, as well as commercial, office, hotel, institutional, limited residential uses, and a 49 and 69-space childcare facilities. The hospital will be the tallest building on the site at 62 m, which is driven by view cone 22, which covers most of the site.

Both Malkin and Prior are still being considered for an east-west arterial route, and as you can see, the applicant is showing the Malkin option. Build out of the proposal will occur in three phases, with Phase I being the development of the hospital and health care campus.

The purpose of today's session is to vote on the New St. Paul's Hospital's Master Plan. We are asking the panel to use the key directions and intent statements to evaluate the Master Plan.

Development Planner Miguel Castillo Urena began by noting, this is comprised of 4 precincts, west, north, south, and a health campus precinct.

The form of development of the West precinct is comprised of 2 buildings (hotel and office), articulated by a plaza in between. The hotel is up to 17 storeys with retail at grade, and there is an office with retail at grade up to 15 and 13 storeys. There is also an orphan lot.

The north precinct is a 6 storey mixed use building with retail at grade and townhouses proposed to respond to the RT-3 interface to the north.

The health campus precinct is comprised of large floorplates of the hospital and offices up to 14 storeys. There is an extension of the research center that goes up to 12 storeys. Key open spaces are the St. Paul's plaza, the health boulevard to access the hospital, the healing corridor, and there is a wellness walk all around the perimeter for healing functions.

The South precinct is a 9 storey mixed use of office and retail at grade.

Staff then took questions from the panel.

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

OVERALL MASTERPLAN

Buildings(s) sitting, form and massing. Given the surrounding context and differing edge conditions, does the masterplan provide appropriate responses around the boundary of the site and beyond for:

- The most appropriate balance between new development and nearby buildings in terms of transition in scale and form, orientation, daylight and shadowing.
- The creation of legibility, permeability and openness in all senses, from the treatment of the different sections of perimeter wall, to visual connections into and out of the campus, to pedestrian routes and pathways through and around the site.
- Will the proposed form and massing create positive streetscapes on all fronting streets and a compatible "fit" with the immediate varied context?

Buildings(s) height and bulk

- Is the distribution of height throughout the Campus appropriate?

Density and distribution of uses

- Does the Panel support the proposed density? If so, comment on whether the amount of density has been successfully accommodated on this site and whether it has been incorporated into an overall form of development that is well integrated into the surrounding context?

WEST PRECINCT

- Contextual response to the Station Street and New High Street interfaces, including tower placement and separation.
- Does the development siting, including orientation, respond well to the existing grid?

NORTH PRECINCT

- Contextual response in use and form to the low-scale development to the north.

HEALTH CAMPUS PRECINCT

- Is the siting and massing of the hospital appropriate in terms of orientation and neighboring relationship?
- Contextual response to the existing low-scale buildings to the north and east.
- Massing response, including tower placement and separation at National Avenue.

SOUTH CAMPUS PRECINCT

- Contextual response in scale and form to heritage Pacific Station.

OPEN SPACE

Variety, nature and flexibility of open spaces proposed

- Is there sufficient and high-quality open space throughout the campus?
- Does the masterplan provide adequate open spaces to maximize outdoor comfort, including natural light?
- Are there appealing public spaces with optimal program use to foster social interaction and promote wellness and healing functions?
- Is the ground floor adequately programmed to actively engage the pedestrian activity at all edges?
- Does the building form achieve an adequate pedestrian scale and public realm interface?

Site circulation & integration with adjacent neighborhoods

- Is there a clear, intuitive and legible network of well-connect open space proposed?
- Integration with open space patterns of existing neighborhood including public connections through the site.
- Does the masterplan provide sufficient permeability through site from Thornton Park to Trillium Park;
- Healthcare Boulevard. Is there an appropriate balance between vehicular and pedestrian flows? Please comment on the exposed vehicular accesses.

St. Paul's Plaza

- Is the civic plaza size, uses and configuration successful to act as an intuitive hub for wayfinding with a welcoming sense of arrival?
- Does the plaza provide a proper visual and physical direct connection to the front door of the hospital?

Wellness Walk

- Is there sufficient space to accommodate the required program for a successful Wellness walk at full perimeter?

SUSTAINABILITY & NATURE

Sustainability

- Has there been a satisfactory response to sustainability?
- Will the proposed strategies for Sustainability advance the City's objectives for carbon neutrality in new buildings, demonstrating innovation in Green Building design for Vancouver?
- Are there additional opportunities/measures that should be considered to further express/enhance the building's architectural composition and sustainability performance (LEED Gold).

Nature & Urban Forest

- Considering the demonstrated benefits of nature for healing in healthcare environments, does the masterplan successfully integrate nature, including urban forest expansion?

- **Applicant's Introductory Comments:**

This is not your typical institutional campus or client. This is a health care campus. The idea is to bring together the elements so that research and care can be done at the same time.

What is unique about St. Paul's is the clinical support spaces and the links across with the inpatient side.

There is a research center and medical office buildings linked by a bridge.

The acute care tower has very large floorplates; the lower floor is the technical platform and has to be continuous. The acute care is placed to the north over more stable soil which was original uphill from the False Creek shoreline.

The grounds to our design development process are following policy statements that are part of the false creek plan. This includes connecting the roads and high-street through the site.

In regards to access and movement for patients, visitors, ambulances, deliveries, the intent is to limit crossing paths therefore there are many access points and various secondary paths.

With respect to staff, entry points are in the back side (east and south), where there are various accessible points so they can get to their destination easier.

At the center is the east/west health care boulevard. An important piece to the hospital is the main entry and the pick-ups and drop-offs. At this core there is also the ability for vehicles to exit the opposite, east side. There was a lot of studying done as to how these patterns and linkages would work out.

Considering the view cones, the limited heights impacted the design development.

Regards the parks, there is a good response with how much sun will it will get during the day. There are shadow studies completed to show how much shade and solar access the public spaces will be getting.

The west plaza is quite large. There are a number of linkage pathways for the public realm. There will be rest areas to stop and continue on. Landscape treatment will play a big part in the rest areas.

The connection of the West Plaza and St Paul's plaza will make for a very nice public realm. Getting vehicles out of the West Plaza is a concern that was brought up at the Workshop and we continue to look at resolving this.

It is noted that Malcolm Street appears totalitarian, however it does provide a function and we are looking into materiality and design development playing a large role in this area.

The applicant team then took questions from the panel.

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

Having reviewed the project it was moved by Ms. Parson and seconded by Ms. Stamp and was the decision of the Urban Design Panel:

THAT the Panel RECOMMENDS RESUBMISSION of the project to demonstrate the application responds to the design guidelines as established and to incorporate the panel today's comments, including the following recommendations;

- Health care boulevard needs to be celebrated;
- North south connection (from Malkin to National) within the site will be expected;
- Open space

- **Related Commentary from the panel:**

In general the panel found this was a difficult project to review and provide commentary. There was no change to the project or presentation materials from previous meeting.

The parameters and constraints that make this project are not visible and unclear. The panel noted it would be beneficial for the future to understand the parameters and constraints the applicant is dealing with. The world class facility concept is not obvious in the materials.

The masterplan is reacting to its constraints rather than creating a concept where open space is the key foundation. There is presently a problem with the organization of the site. The concept should start with the open space, not with the circulation nor the placement of the massing. Open space is currently leftover and spaces need to be linked together to tell the story.

With the current design, there are a lot of guidelines that the applicant will not be able to meet. The site planning does not address a large portion of the guidelines. The program of the buildings is not provided.

The panel noted it was very important for the applicant to refer to the commentaries made at the workshop in January.

The form and massing is challenging because hospitals have specific needs. Presently the form and massing are very intensive, there is an uncomfortable rigidity. Any way to break up the massing would be good. The mass is oppressed by the view cones. There are concerns about monolithic buildings, porosity and solar access to site. Sustainability (solar orientation); there is lot of façade oriented to the south.

The density is a struggle in regards to edges and articulation. Tower plates (massing) are being prioritized instead of open space.

The height distribution can be better. The panel suggested to staff to allow for flexibility in building height as this is critical. There is no skyline and roof exploration is needed.

To increase porosity, the overall consensus is that a north-south connection (Malkin-National Ave) is critical for this site and should be accommodated.

The massing is highly problematic and there is an overall unrelenting scale. Encourage massing sculpting as it is monolithic and very rigid. The massing would be more successful if the buildings stepped more from north to south. There is too much massing oppressed by the view cone. Two wings at the northern edge of the hospital are okay however the courtyards are shaded. There is unrelenting massing along Malkin St; therefore streetscape on Malkin requires design development.

Further design development is needed of the main entry location and access to the entry including the covered walkway.

The panel recommends removing the office buildings at the corner beside the station to assist with a better balance for density distribution and open space acknowledging the view cone issues, connecting to the project a lot better and providing more visual and pedestrian connections to the front door.

The panel has consensus that wayfinding can be much better and is needed through built form, in particular from the Skytrain station and Thornton Park (connect plaza to park). Due to the blocks being so big, wayfinding for individuals approaching and coming to the hospital needs to be clear, easy and functional.

The layout has maximized the site density at the detriment of the open spaces. The open spaces feel leftover and pinched. The spaces are small compared to the number of people that will be present. There needs to be a strong analysis done in regards to the open spaces and what is truly functional that is not vehicular. Once what is vehicular and what is open space is clearer this will be a better starting point. Open space is not sized well and spaces are not well connected to each other. Currently, it is very disorienting for pedestrians and legibility should be better. Porosity across the site is needed.

The plaza is too small and is still underwhelming. The western area has potential. The plaza is not connected to open spaces and it is hard to find the hospital entrance (legibility); the location of the entry is a problem as it is tucked in the center of the site and front entrance is primarily for cars. I might make sense to have a scramble intersection to the south/west intersection to get to the pedestrian plaza.

The wellness walkway is not compelling at all. Individuals who are infirm and unstable do not want to be on busy streets they seek for calmness, serenity and moments of pause. People won't want to walk on busy streets. Presently, individuals will be walking by doors, loading bays, emergencies areas (ambulances) and busy streets.

Refuge and grievance spaces are extremely important in a health care campus; this should occur in a variety of levels. Staff places are also important and need unique spaces to breakaway. Forest canopy is missing. Larger trees needed.

The Healthcare Boulevard is acceptable to be for both vehicle and pedestrian functions. However, it is too focused on vehicular movements and should be more adequate for pedestrian traffic. Space feels car-centric (i.e. could ramps be shortened?). It is important to have a covered canopy on Health Care Boulevard glass roof should extend to building facades (to prevent rain falling on the sidewalk). The boulevard area should be happily celebrated as most entries will be in this area. Separate circulation, vehicles from pedestrian flows clearly. Legibility for cars is also needed too. Healthcare boulevard is also very dark, always in shade. Design development required to get light into the interior.

The podium straddles between Station Street and new high street. Suggest further development of Station Street so that it feels less of a back lane. The towers above focus on the high-street but turn their back on the city. Suggest stepping on the west edge. On the north side it steps down to a green roof, which is a bit of a good transition. On level 5 three wings may be better than two.

The retail uses are spread out and broken up, more concentration on high-street would be better as high-street has potential because it runs north-south.

The emergency department access and placing loading at back of house off (and not too deep) of national is well handled and functional.

There is still a lot of shading on open spaces that needs to be addressed. Overshadowing of the courtyards is an issue, they are large but in constant shade, what is the function? Solar access should be positive at least 6-7 months of the year and at minimum 4 periods throughout the day. For improved solar orientation consider locating the buildings to different sides. Adequate outdoor space with solar access is needed.

There is minimal entrance into Chinatown. There is opportunity for passerby's to have a segment to Chinatown; this whole experience of coming into Chinatown from an old part of the City is completely ignored. Station St. should become more prominent to connect with Chinatown as a more pedestrian-friendly street.

There is no honoring of the history of National Avenue. There is no place when you one can look out and admire the history of the site. Consider the history of the railway line to the City. Consider having common areas that open up to the history and across the street.

There is no variety of open space provided and generally is not good at-grade. A children's play space at grade is important, most common amenities and traffic of hospital will be at grade.

This site is an urban space which means very little greenery, this need to be compensated by allowing greenery in other spaces at various levels. Most greenery presently provided is buffer from traffic however you need to provide continuous greenery. Plant the correct trees; planting native trees is not ideal.

- **Applicant's Response:** The applicant team thanked the panel for their comments.

2. Address:	282 W 49th Avenue (Langara Family YMCA)
Permit No.	RZ-2018-00063
Description:	To redevelop the existing YMCA facility site with a mixed-use development consisting of a 5-storey YMCA replacement facility, including childcare, recreation, community spaces and a cafe; a 13-storey non-market residential building with 70 units; and a 20-storey market residential building containing 158 strata units; all over three levels of underground parking. The proposed total floor area is 28,570 sq. m (307,520 sq. ft.) and the floor space ratio (FSR) is 3.53. This application is being considered under the Cambie Corridor Plan and the Rezoning Policy for Sustainable Large Developments.
Zoning:	Amendment to CD-1(103)
Application Status:	Rezoning Application
Review:	First
Architect:	Stantec
Owner:	YMCA of Greater Vancouver
Delegation:	Alan Endall, Architect, Stantec Architecture Bruce Hemstock, Landscape Architect, PWL Partnership
Staff:	Mateja Seaton & Kevin Spaans

EVALUATION: SUPPORT (7/0)

- **Introduction:**

Rezoning Planner, Mateja Seaton, began by noting that this application is being considered under the *Cambie Corridor Plan*.

The site is a single 2-acre lot on the SE corner of W 49th Avenue and Alberta Street. It has a frontage of 248 ft. on 49th Avenue and a depth of approx. 351 ft. along Alberta Street. The site is currently zoned CD-1 (103) and developed with a 3-storey YMCA recreational facility constructed in 1978 and in need of replacement. The existing facility is approximately 44,000 sq. ft. in size.

The site is located 250 m east of Langara-49th Skytrain Station, between the station and Langara College, directly adjacent to Langara Park to the east and directly north of the Langara Golf Course. It is also close to Langara Estates, a low-rise townhouse development comprised of 4 strata complexes just west of the site. This site would need to go through a Policy Statement process if it were to redevelop, and would likely include South Van Manor which is an existing site providing social housing site for seniors and persons with disabilities directly across Alberta Street to the west.

A 4-storey mixed-use form can be anticipated on the north side along 49th Avenue per the *Cambie Corridor Plan*

The *Cambie Corridor Plan* identifies this site, located in the Langara neighborhood, as one of several Unique Sites in the Cambie Corridor. The policy for the site anticipates that future development will support the renewal of the YMCA facility by introducing new housing options and on-site amenities within proximity of rapid transit and with strong pedestrian connections.

There is a specific housing requirement for the site to provide at least 20% of the housing in the form of turnkey social housing, with the remainder as strata housing at varying heights.

The site size (approx. 2 ac) also triggers the *Rezoning Policy for Sustainable Large Developments*, which requires the applicant to respond to eight criteria for enhanced sustainability, including green mobility, sustainable food systems, and rainwater/groundwater management.

The site is divided into two portions. The north portion, which will accommodate a new, larger 3-storey YMCA facility approximately 64,000 sq. ft. in size. This proposal also includes a future 2-storey addition to the recreational facility at Levels 4 and 5, which would be built at a later date but will be accounted for as part of the current application in terms of density, impact on parking calculations, and other

considerations. It will also include a childcare facility operated by the YMCA, and a 13-storey affordable housing tower containing 70 social units, starting at Level 3.

The south portion is comprised of a 20-storey market residential tower containing 158 strata units. The overall proposed FSR for the site is 3.53. The applicant has indicated that the site will be subdivided to sell off the strata housing tower as a separate parcel to a private developer.

Development Planner, Kevin Spaans, began by noting the context is characterized by its variety of building scales and uses. To the north, directly across W 49th Avenue, are small-scale single family homes anticipated to be redevelopment as four storey mixed use buildings in the future. To the West, across Alberta Street, is the three-storey South Van Manor complex. Across Langara Park to the east, Langara College campus is comprised of a variety of large-scale institutional buildings the closest of which is the new Science and Student Services building at five storeys.

The two proposed buildings are generally divided into four principal components:

- The “YMCA block” at 3 storeys (plus two additional future storeys);
- The “social housing tower block” at 13 storeys;
- The 20-storey “strata tower block”;
- The 6-storey “residential podium block.”

The *Cambie Corridor Plan* anticipates that greater building height and mass be oriented to the west end of the site along Alberta Street. It further provides for a higher tower form at the southwest corner of the site up to about 20 storeys as is being proposed here.

The *Plan* stipulates appropriate contextual fit for the site. From this high point the rest of the buildings are anticipated to scale down to lower scale residential forms at the northeast where the site borders Langara Park. The YMCA block, though not a residential form, extends the length of the site at W 49th Avenue. The bulk of the frontage (161 ft. from the northeast corner to the inset entry) is expressed as a two-storey form, with the third storey set approximately 50 ft. back from the front. The corner is expressed as a three storey mass which wraps at Alberta Street. The building is further set back in plan to accommodate the retention of mature trees at the northwest corner and at the east side of the site.

The social housing tower block sits atop this three storey mass, divided vertically by an approximately 3 ft. stepback above the third level. An indoor amenity room and outdoor amenity space with children's play area is provided at the roof level. The strata tower block at the southwest corner is expressed as a basic mass raising its full height at the Alberta Street frontage. The 6-storey residential podium block is set back at the fifth level at both the front and the back of the building.

The outdoor space is anticipated to link with Langara Park to the East and provide for pedestrian circulation along the edges of the property. The outdoor space is comprised of a linear plaza with outdoor bike parking in front of the bulk of the YMCA frontage at W 49th Avenue, a corner plaza at the intersection, a central pedestrian walkway, and a pedestrian walk along the south property line. A parking ramp is located off of Alberta St which serves both proposed buildings.

Per the plan, ground-oriented residential units are located at the north and south sides of the residential podium block. The main entry to the strata building is located directly off of Alberta Street with a shared indoor and outdoor amenity directly adjacent, wrapping the northwest corner of the main floor. The social housing entry is located directly to the north of the parkade ramp. The remainder of the main floor of the YMCA building is afforded to YMCA programming, with the exception of a café space at the corner off of the corner plaza. A single storey projection at the W 49th St frontage contains a whirlpool.

As previously mentioned, the development falls under the *Rezoning Policy for Sustainable Large Developments*. The policy stipulates that defined plans or studies be provided on sustainable site design; access to nature; sustainable food systems; green mobility; rainwater management; zero waste planning; affordable housing; and, low carbon energy supply. Buildings here are oriented to maximize solar

exposure for shared outdoor spaces, and are located and provided with setbacks to maximize permeability for storm water protection. Permeable pavers are specified throughout the site with gravel bands and rain gardens proposed for water catchment. Trees in the courtyard area are intended to provide passive solar shading of the gym during the summer months.

Advice from the Panel is sought on the following:

1. Please comment and advise on the overall height, massing, density, and character of the proposal with particular regard given to:
 - a. The contextual fit of the social housing and strata towers with South Van Manor and Langara Estates to the south;
 - b. The proposed YMCA block, including additional future massing, proposed at the north east corner of the site in lieu of the lower-scale residential massing anticipated by sentence 6.10.7 of the Cambie Corridor Plan (reproduced above for reference);
 - c. The interface of the proposed development to Langara Park to the east.
2. Please provide comment and advice on the following:
3.
 - a. The quality of outdoor spaces, public realm, and landscape design;
 - b. The sustainability strategies of the proposal.

- **Applicant's Introductory Comments:**

The approach to this site is a public community-oriented facility, which is the YMCA. This project is barely over the large site qualification.

The YMCA is a prescriptive program. There is an auditorium, with various pool elements. There is lots of transparency at grade. At the Middle, ground floor is all the changing areas. Second floor is conditioning areas.

On the third storey, there is a childcare facility; there is a main entrance and a central atrium. The pool animates the W 49th Avenue and Langara Park frontages. The gym is glazed to animate and provide transparency. Along W 49th Avenue, there is a corner plaza.

The footprint is manipulated above and below grade, to allow for the retention of several existing trees.

There is market residential on the south side to take advantage of views, sun and parks. The design intent to the residential towers was to avoid shadowing in the late afternoon.

For the affordable housing component, this was scaled so it did not cast a shadow on the north side sidewalk.

There is a portion of the site that has not been developed yet. On the south portion, there will be a walkway with a 16 ft. setback and terraces.

The ground plain, east-west-north-south permeability is really critical for the project. Whole notion is that the park come into the site, therefore found the park is more appropriately expressed as an urban space as you are in an urban location, there is a transition from the park inwards.

The YMCA has asked for the open outdoor space on the roof to remain an open space. This allows them to accommodate their year-round programs successfully. A light number of green planters have been added.

Many new trees will be planted in addition to saving existing trees. There is talk about creating wood decks around the trees. The project is proposing ping pong tables around the front door with a café, which will add to animating the street.

Bike storage is right up front.

Sustainability approach is following the *Green Buildings Policy for Rezonings*. All energy modeling reports have been completed.

- **Panel's Consensus on Key Aspects Needing Improvement:**
- Having reviewed the project, it was moved by Ms. Avini-Besharat and seconded by Ms. Brudar and was the decision of the Urban Design Panel:
- THAT the Panel **SUPPORT** the project with the following recommendation to be reviewed by City Staff:
 - Design development of the south townhouse landscape frontage;
 - Design development of the parking ramp.
- **Related Commentary:**

There was general support from the Panel. Many Panel members commented that it appears to be a well-handled scheme and that the project has a good contextual fit. The massing, character, density, and height of the proposal appear to be appropriate for the stage of development.

Many Panel members commented that the interface with Langara Park is appropriate.

Panel members noted that the quality of the public realm is nice.

Panel members noted that the FSR appears appropriate for the site and within the surrounding context.

The Panel commended the applicant for the renderings, graphic sand the overall quality of their presentation materials.

Some Panel members noted that in general landscaping is well done.

The Panel noted that the project is setting a precedent for future development; therefore, further design development of site edges is critical.

A panelist noted the future extra massing seems awkward and will create shading, it is not needed.

Some Panelists recommended a minor consideration to shift the townhouses north a bit or mitigate the small distance between townhouses and parking to the south to improve the interface at the south.

A Panelist recommended that the applicant explore raising the grade and setting back the ground floor more for the stacked townhouses, if possible to increase privacy.

A Panelist noted some concern with the orientation of the towers and an apparent lack of solar shading. The Panelist recommended that solar shading on both east and west should be dealt with at the Development Permit stage.

A Panelist recommended that more consideration could be given to the detailing of the market tower, despite this being only a suggested form of development for further development in future..The market residential buildings at minimum should have a row of trees.

Some panelists mentioned that the roof of the market residential building could be used as a common amenity space.

A panelist recommended reconsidering how the building hits the ground plain.

A panelist noted that facades facing the park appear relentless and that there is no character or articulation.

Some panelists recommended that the applicant and City staff work with the Vancouver Parks Board to introduce a row of trees on the east side of the property, particularly around the swimming pool which will really heat up with the morning sun. It is important to consider how privacy of the pool will be handled and activation of W 49th Avenue.

A panelist suggested that consideration be given to relocating the ramp.

The entrance to the parkade is really long, and consideration should be given to soften or shorten it. At the parkade entry there will be noise and lights, consider some kind of mitigation or vegetation that spills down. Parkade ramp in general needs more work.

Some panelists recommended more consideration be given to tanking for rain water management on site. Keep in mind the overlook views of the mechanical rooftop above the YMCA is large and should be addressed.

- **Applicant's Response:** The applicant team thanked the panel for their comments.

3. Address:	1717 Lorne Street (formerly 220 E 1 st Avenue)
Permit No.	DP-2019-00133
Description:	To develop the site with a mixed use development consisting of a 10- storey industrial & office building, and a 13- storey residential rental building containing 216 dwelling units; all over three levels of underground parking having access from the lane.
Zoning:	FC-2
Application Status:	Complete Development Application
Review:	First
Architect:	GBL Architects
Owner:	Steven Dejonckheere, Triovest
Delegation:	Andrew Emmerson, Architect, GBL Architects Derek Lee, Landscape Architect, PWL Partnership.
Staff:	Ji-Taek Park

EVALUATION: Support with Recommendations (6/0)

- **Introduction:**

Development planner, Ji-Taek Park, began by noting this is a proposed DP application to develop a mixed use development under the existing FC-2 district schedule, consisting of an office building (10 storeys) and a residential rental building (13 storeys) with 7 storey podium containing 216 secured market rental dwelling units; all over 3 levels of underground parking having access from the lane, and industrial use at grade. The proposed development is also subject to a view cone.

The design guideline for False Creek Flats identifies principals guiding the Building Massing including, but not limited to:

- Breaking up long frontages with significant facade articulation, setbacks or building separations to maintain quality open space and pedestrian interest.
- Separation of Tower elements (as identified by the Design Guidelines to be any portion of a building over 22.0 m (72 ft.) in height;
- Respect the importance of sunlight on the Network of Public Space.

In addition, design guideline also outlines the intent of architectural components and materials as to recognize the areas unique industrial heritage as well as other urban design considerations, such as high quality materials and detailing that enforces active public realm interface.

Existing FC-2 district schedule allows DP Board to relax the height and density for the site, with support of any advisory panel, among other conditions to be met.

The planning team then took questions from the panel.

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

4. Does the panel support the proposed relaxation of building height and density as outlined in district schedule?
5. Does the proposed form of development meet the intent of the building massing outlined in the "False Creek Flats Urban Design and Development Policies and Guidelines for FC-2 – The Innovation Hub"?
6. Does the proposed 25' separation of the 2 buildings successful in creating the quality open space with animated pedestrian interest and connection as part of new 'Art Walk'?
7. Is the proposed architectural expression, building materials and character successful in responding to the area's industrial nature while emphasizing the pedestrian scale and creating animated streetscape?

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

This is an interesting site with two different city grids; which created unique site geometry. What adds to the uniqueness was the ability to develop half a city block.

Aside from the view cone, a challenge as the height is a limiting factor; the site is very long and is only 99 feet in depth.

The main design drivers for this massing are the integration of the art walk. The laneway became a very active frontage.

Terms of massing concept consists of dissecting the art walk. Since this will be a busier more commercial street feel, found it to be appropriate to place for the commercial massing.

To the west there are more commercial uses, and then there is a residential building across the road. Along east 1 avenue, the massing is broken up from East to West.

There will be an introduction of industrial uses at grade. The project has kept a diverse mixed uses at grade. There will be a single level of industrial use above the grade level in the office building.

There are large facades to extenuate the verticality and create series of vertical fins. The first stepping occurs at the private amenity space. Stepped the upper levels reinforce the massing and distribute that street wall massing.

Along east 1st Ave there are modular pieces, industrial units, and versatile mezzanine locations.

At the back, the grading is higher, could not have mezzanines but there is a 16ft in clearance, however, and an opportunity to open the rear frontages, activate lane with transparency.

There is a public bike amenity and a small shared lobby in the pedestrian connection. Having the lobby perpendicular to Long Street creates distinctions. The intent is to retain the industrial feel to both entryways.

Landscape consists of the public realm and art walk.

The adjacent uses are quite important regarding how edge conditions are activated.

Looking to create a luminescence ceiling especially for the evening to mitigate the scale.

This project responds to prescient streetscape guidelines.

The applicant team then took questions from the panel.

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

- Having reviewed the project it was moved by Ms. Parsons and seconded by Ms. Stamp and was the decision of the Urban Design Panel:

- THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

- Design development of the loading dock area;
- Refinement of materials and articulation on the residential tower (Look at simplifying some of the residential detailing);
- Further introduction of an industrial theme at the lower level;
- Develop of industrial language at grade.
- Design development of the flat iron corner

- **Related Commentary:**

There was general support by the panel.
The massing appears to fit the context.
The height is supportable.
The 25 ft separation is adequate.

A challenge with the office tower is where the podium butts up against the towers; the tower feels heavy due to the height restriction.

The building designs are off to a good start, and handsomely designed.
There is a lot to go on, consider toning down the residential tower, consider materials. Relation of materials to the brick to the office is important. A panelist suggested with different colors of the metal screens. Pick up on the industrial vibe.

The verticality of the office buildings doesn't need to repeat on the blank walls of the residential buildings and do not fully understand the change of the façade on the south corner.

A panelist noted transparent and industrial characters is preferable at the residential buildings more so than at the office.

A concern was the high end industrial spaces; it is important for the applicant to consider who will pay these rents while designing.

The industrial use at grade is positive.
The industrial lane elements are nice.
The lane elevation is good and the selection of use.

The panel supported the idea of the Art walk and pedestrian connection. Concerns were at the side of the office buildings facing east; one will have to look up to see detailing. It may be more successful to incorporate an active piece every year, so that something different is seen.
Animation on the ground needs more thought, the trees will not be in a happy position.
Suggest more access doors to this area from the office building, concerned this will result in left over space; the idea is to have eyes on the street.
The setback at the lane limits room for people to walk on with anticipated vehicle traffic.

Consider having a kid's play area, this is an important element.
It is unfortunate the roof top area is not taken fully advantage of due to height restriction by View Cone.

Panel noted it was important for the applicant to consider further design development with the loading dock as presently there are issues and not working. The parking and loading off the office buildings will be highly visible from Main Street.

The panel noted to the applicant to speak with the client to ensure the bike amenity will be designated as a public bike amenity

- **Applicant's Response:** The applicant team thanked the panel for their comments, and confirmed the proposed bike amenity space at pedestrian connection is part of the proposed TDM measures.