



DESIGN RATIONALE:

INTRODUCTION

The site is part of a comprehensive CD-1 rezoning for Parcel 3A and 3B in the Southeast Folsie Creek area on the south shore of Folsie Creek. It contains a proposal for one of five residential-only buildings for the area and is intended to be market strata ownership. It is the first of two buildings to be constructed as phase 1, along with a City-owned affordable rental building to the south.

EXISTING POLICY CONTEXT

In addition to the general direction created for the overall precinct illustrated in the rezoning application the following (and other) documents were used to guide the development of this proposal:

RELEVANCE TO REZONING PROPOSAL CRITERIA

The proposed addendum to the general criteria outlined in the original rezoning application including issues established by the new planning for the neighbourhood that amended the original ODP plan and become part of the CD-1-Below. In addition to the new plan the project conforms to the Design Principles and Placemaking objectives outlined in the proposal for the area of the development, as well as the Sites 3A & 3B Design Guidelines.

SITE DESCRIPTION

The site is the west of Quebec Street, one building parcel to the north of 151 Avenue. It is bounded by Quebec St. to the east, the extension of Swiftmen Street to the north, a proposed new pedestrian/vehicular laneway to the west, and a proposed extension to the south. The Lido residential building, and Cental are new residential and mixed-use neighbours to the east across Quebec Street and are nearing completion of the time of this application.

USE, DENSITY AND PARKING

expressly required as it allowed in the CD-1 (renting and provides for 174,000 sq ft of office space, 60,000 sq ft of retail space, 18,000 sq ft of restaurant space, and 1.8 million sq ft of bedroom configurations, occupying 35,920 sq ft of net lot area). Density for the parcel is within the maximum permitted as outlined in the CD-1 Bldg.. Area exclusions include up to 12% open balconies and storage units. Enclosed balconies are not being used as an exclusion. The number of family parking spaces proposed exceeds the minimum 575 required and stands at 446, 189 parking spaces, including stairs, are provided including 3 car stacks for public use. The parking ramp is located off the north/south driveway and will provide stacked access to buildings 2, 3 & 4.

FORM AND HEIGHT

The overall night proposed conforms to the C.D. Bylaw and is 139'-9" to below the 2 penthouse levels. It is 160'-7" to the top of the penthouse (no parapet) which is equal to the 160'-7" allowed. These heights are measured from the new Flood Construction Level datum of 4.6m (15.09') (see detail). The upper 2 Penthouse Levels are largely set back from the main building massing as suggested by the City SEFC Penthouse Guidelines.

The general form of the building is illustrated in the optical zoning application and CD-1. Below with minor refinements along Quebec Street as requested following the Urban Design Panel review, the tallest (115 storey) portion of the building is located at the Swiftmain Street end to the north and intended to maximize views through the site to the west from the neighborhood to the east and enhance daylight penetration. A Storey wing is intended to create a streetwall along Quebec and has its own 2 storey minimum level of rise. The lowest portion of the building is located at the east end of the site, likewise set back to soften the edge from the public realm and enhance daylight penetration to the street.

A smaller 2-storey townhome podium lines Switchmen Street and forms a welcoming and pedestrian-scaled entrance to the internal laneway.

Building setbacks conform to those indicated in the 3.6.2.38 Design Guidelines, and stair access locations to the underground parking have been relocated to private or semi-public areas of the site. Unit entries around the perimeter of the building from the street are as indicated in those guidelines as is the main entry to the complex from Quebec Street of Swiftmen.

ARCHITECTURAL EXPRESSION

As was noted in the Reasoning Application, the intention was to create a hierarchy of background to foreground expressions for this complex of buildings. Building 2 (the application) was deemed to be more background than the one along the park, which were then to be subsequently less foreground to the northernmost "apartment" structure. Architecturally the buildings along Qadeebah were to be "simply" named (office, residential buildings) making reference to some of the industrial use of the area in its previous incarnation.

Black and a white forms the base expression of the podiums in deep contrasting colors. The tower is a concrete mass-wall expression and will be clad to suit this contemporary industrial loft form. Playful "lightbox" elements show up randomly along Quebec Street and are also used to demarcate the street entrances to the grade level suites around the base of the project. These elements will be evenly lit so at night they will glow softly and become a kind of porch-light beacon for those units. Randomly placed operable windows further the idea and add a certain playfulness the Transition.

PUBLIC REALM AND AMENITY

Four very important components of the Public Realm will be constructed as part of this first phase of the neighbourhood: Switchmen Street, the central laneway, the central Courtyard, and the Railspur extension to the south.

Finally, Switchmen Street to the north will provide the principle vehicular and pedestrian entrance to the development as well as the new "East Portal" to the west. Two contrasting streets were developed in this neighbourhood with the Switchmen being the more formal and more "boulevard-like" with the central laneway system being much more intimate or informal. Bikes, people and cars all keep more separate along Switchmen while they are intended to blend and commingle along the central laneway.

In the Laneway unique paving patterns, edge treatments, seating and light fixtures, and a narrow right of way (similar to Walter Hardwick Ave in Athletes Village), define the intimate and informal nature of this street. Another pathway to the west (future phase) provides passage through to and from the Park further energizing this important pathway and intersection.

The Rialto, at the south end, creates a visual and physical connection for pedestrians out to Quebec Street and beyond where it extends to development to the east. Historical references to the "Walkway Precinct" of which this neighbourhood is a part of, are proposed and include embedded paths forming the curvature of the old tollgate, and rail-car bumper stops are placed to act as bollards at each end, to prevent cars from entering the pedestrian only route. Canyony overhead lighting is proposed here as well, to provide an intimate and unique character for this special passage.

A feature, fountain and plaza overlaid with these converging pathway systems at the heart of the development. The south portion forms a heavy timber plaza (again reflecting the heritage nature of the area) with access to relax and meet. A central fountain wall feature separates the wide public plaza from semi-public courtyard to the north. Both components act to decompress the tight confines of the laneway and add a lush green oasis in the project's center. The central wall feature is designed as a styling wall fountain from steel piping and forms the visual focus upon entering.

SUSTAINABILITY

Sustainable design elements have been incorporated into the plan and will continue to be a focal point during design development. The project is on track to achieve LEED Gold certification.

Green buildings should respond to their context and this building follows through on this imperative.

The dense urban location is well served by transit. The green mobility strategy encourages a shift from private motor vehicles through the provision of pedestrian and bicycle path networks that encourage walking and cycling as preferred options. The inclusion of well-designed and on-hip cycling facilities for building residents include ample covered parking and common hub space for repair, maintenance, and connection with other cyclists.

The building's siting strategy maximizes park and open space. Links to green space have been echoed and maximized at every level of the buildings, from main floor podium terraces, to roof top gardens and green roofs, including urban agriculture. Planting will be native/adaptative to provide habitat, minimize maintenance, and reduce irrigation demand.

Zero waste planning initiatives are developed to foster ongoing diversion of materials from the waste stream through re-use, composting and recycling. Onsite facilities will include storage and collection of: paper, cardboard, glass, plastics, metals and both kitchen and landscape organics.

The project will incorporate a number of energy saving measures not least of which is the connection to district energy. A great deal of attention is being given to performance of the envelope to meet the project's goals. The building has been designed to be low maintenance while providing durability, aesthetics, efficiency and a healthy environment for occupants.

Positive heat gain/loss reducing design elements are incorporated and include +7-50% window/wall ratio, operable windows to new LED and AirSense standards, horizontal shading devices over windows on the south elevation of the tower. A stepping facade, and horizontal and vertical shading devices on the west facade and high insulation values in the roofs and walls where there are no windows.

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DESIGN RATIONALE

Order:	Project No.
OCTOBER 2014	11-04

TG	0-2
File name:	EN11042005.PPT

