

## URBAN DESIGN PANEL MINUTES

**DATE:** February 10, 2016

**TIME:** 3:00 pm

**PLACE:** Town Hall Meeting Room, City Hall

**PRESENT:** MEMBERS OF THE URBAN DESIGN PANEL:

Roger Hughes (Chair)  
Stefan Aepli (excused for item #2)  
Meghan Cree-Smith (excused for item #2 & 3)  
Stuart Hood (excused for item #1)  
Ken Larsson  
Muneesh Sharma  
Neil LaMontagne  
Derek Neale  
David Jerke (excused for item #3)  
James Cheng (excused for item #2 & 3)  
Russell Acton  
Jim Huffman (excused for item #1)

**REGRETS:** Julien Fagnan

**RECORDING  
SECRETARY:** Lidia McLeod

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### ITEMS REVIEWED AT THIS MEETING

- |    |   |
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| 1. | 688 Cambie Street (Vancouver Art Gallery) |
| 2. | 725-747 SE Marine Drive                   |
| 3. | 2805 E Hastings Street                    |
| 4. | Zero Emissions New Buildings              |
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**BUSINESS MEETING**

Chair Hughes called the meeting to order at 3:00 p.m. and noted the presence of a quorum. There being no new business, the panel considered applications as scheduled for presentation.

1. Address: 688 Cambie Street (Vancouver Art Gallery)  
 DE: N/A  
 Description: Discussion on the proposed design for the Vancouver Art Gallery.  
 Zoning: DD  
 Application Status: Workshop  
 Review: N/A  
 Architect: Herzog and de Meuron, Perkins + Will (David Dove)  
 Owner: Vancouver Art Gallery  
 Delegation: David Dove, Perkins + Will  
 Simon Demeuse, Herzog and de Meuron  
 Michael Belder, Herzog and de Meuron  
 Rob Brown, Vancouver Art Gallery  
 Paul Larocque, Vancouver Art Gallery  
 Staff: Anita Molaro

**EVALUATION: NON-VOTING WORKSHOP**

- **Introduction:** Anita Molaro, Assistant Director of Planning, summarized the history of the projects and the major characteristics of the proposal.

Advice from the Panel on this proposal is sought on the draft design principles and the applicant's responses to them and the context.

The application exists in an area known informally as the City's Cultural precinct. This is because it contains the Vancouver Public Library, the Canadian Broadcasting Corporation (CBC) building, the Queen Elizabeth Theatre, and a number of other cultural facilities. The new Vancouver Art Gallery (VAG) will be a component of this.

The City and the VAG have an agreement for a 1/3, 2/3 parcelization of the site. So the smaller portion of the site will remain under City ownership, and that portion of the site will contain approximately 600,000 sq. ft. of commercial floor area. The remaining 2/3 of the parcel will be for developing the VAG building.

The City is also willing to consider modifications to the Queen Elizabeth (QE) Plaza as part of the application. This includes the removal of the little pavilion, and normalizing or integrating the elevated plaza with the Georgia Street elevation.

Due to the Georgia Viaduct modifications, the Georgia Street frontage will have two-way vehicle movement instead of one-way movement as is current. Cambie Street could have a narrowed functionality to limit traffic, but will still provide bus movements and loading functions for the theatre. The hope for this option is that it would knit the Queen Elizabeth Theatre and the VAG together a bit better. Dunsmuir Street and Beatty Street are also anticipated to have two-way vehicle movement; however, Beatty Street will also have bicycle facilities.

- **Applicant's Introductory Comments:** The applicant team gave a PowerPoint presentation summarizing the concepts and rationale around the design of the proposed building, and noting their response to the City design concepts.

The proposal is to create a cultural square, and integrate it with the QE Plaza to create a new heart for this district.

The Urban Design Principles being proposed for this site are as follows:

- Enhance the new cultural precinct with an art gallery that contributes to the life of the city through design, programming, amenities and uses such as gift shops, restaurants and public programming and outdoor exhibitions spaces.
- Establish a significant and recognizable new benchmark for architectural creativity and excellence, contributing to the beauty and memorability of the city. Design should embrace that the citizens' collection of the art as being accessible to all.
- Create a unified and meaningful public open space along the Georgia Street frontage that is an integral link in the sequence of Georgia Street public plazas. The primary spaces in this chain of open spaces include the Queen Elizabeth Theatre plaza and the future plaza in front of the existing Post Office building. At a minimum, a portion of the plaza should align with the setback of the existing Post Office building
- Engage the street by working with and transition the grades inviting people into the space.
- Explore opportunities to better integrate with the QE plaza through partial street closures and renovation of the QE plaza, including the removal of QE pavilion to facilitate improved grade transitions.
- Recognize and enhance Georgia Street as one of the city's ceremonial boulevards and the possible reconfiguration of the eastern extension of Georgia Street associated with the potential removal of the viaduct.
- Reinforce the concept of an arrival and departure experience to/from the downtown for pedestrians, bicycles, transit and automobiles approaching the site from the east and west along Georgia Street.
- Integrate the development into the city by defining the street at grade with active, permeable and transparent edges and integrate grade changes across the site into the development.
- Provide for outdoor exhibitions and programming space.
- Provide a high degree of transparency into the building and gallery activities from the street.
- All building massing including elevator and mechanical penthouses and any architectural features are to be located within the maximum building heights that have been established based on City of Vancouver adopted view cones.
- Building heights and locations should minimize shadows on existing public spaces.
- Emphasize walking and transit pedestrian connections along Georgia and Beatty Street in addition to access to/from the Stadium Skytrain Station and the Vancouver City Centre Canada Line Station.

- An expanded pedestrian public realm at grade is to be provided along Beatty Street to allow for possible future road dedication (3m) for bicycles.
- Landscape/open space(s) should be used as a unifying element, linking the development with adjacent streetscapes and plazas and emphasize Vancouver's image as a 'green city'.
- Use of roofscapes for public access and green space opportunities should be considered.
- Night lighting should be an integral design consideration of the building and its' public places. Lighting should be a thread which links the series of public spaces along Georgia Street.
- Ensure that public access to the site is fully accessible; providing for all people, including the old, young and physically challenged.
- Gallery's proposal is to build the most sustainable art museum in Canada, building with a minimum of LEED Gold certification or equivalent. Design to connectable to District Energy.
- Ensure an efficient and well integrated relationship with the future development on the remainder of the block.
- Consider shared parking and loading facilities with the adjoining development.
- Minimize vehicle crossings across future bike lane on Beatty Street.

The applicant team took questions from the panel members.

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

- None.

- **Related Commentary:** The Panel thought that architecturally the proposal is a great piece of work. However, the building will only be successful if it accentuates the cultural nature of the area. The Georgia and Cambie corner has an important relationship to the broader urban context, and needs to have a sense of public openness. Keep in mind that this is the centre of the city, not the end.

The street wall of café is a valiant attempt to bring energy to the area, but a bit more rigor in street activity is needed. Cambie Street needs to be looked at in combination with Beatty Street. Currently they are being treated as the same value, but this is not the reality. Consider the movement through the site given the interface with Cambie Street. Pulling people in through the outside with cafes is a good idea, and the art gallery itself invites people in as a public institution. However, one panel member thought that the setback off Cambie would itself lend better to having cafes than Beatty Street. The interface with Queen Elizabeth plaza is critical to the project and was a strongly supported, but could use further design development to reinforce that connection.

The perimeter enclosure creates a lot of opportunity however the proposed symmetry fences the building in on all sides. This makes the project suffer by forcing entrances where they are not the most logical. The design should Go further with the idea of implied directionality, but all four sides need not be equal.

There is a lot of drama for the expression of patrons moving up to the upper floors, but not to the galleries and lobby below. As so much of the programming is at the lower levels, this is not a good feature. Consider creating more drama to draw people down into this space. As well, express the dynamics of people moving vertically to the upper levels in a stronger fashion.

The use of wood in the design looks interesting, and the building actually seems quite impressive. However there are many layers of concrete soffits pressing down, and the experience is one of habitability not transience through the plaza space. Lighting will be critical to mitigating this.

The sunken plaza seems to block the existing character of Georgia Street heading down towards the water, and seems like it will be quite dark overall. As a typology you need to think about how the sunken plaza will fair in the Vancouver climate in terms of light, air and access. Lots of lighting may be needed to illuminate the space as much as possible and keep it activated. As well, the plaza could be a natural gathering space, so think of the potential to integrate a screen or media mediums to hold public events. Also consider how live art pieces or dance groups could use the space.

The courtyard seems very private, and maybe a might awkward. Think about how much enclosure there should be surrounding this space, and take a strong position on how the public/private interface should play out. As well, think of the evening ambiance inside the courtyard, and how it will lend itself to the nighttime experience.

The landscape experience seems to be miss-scaled and needs a better dialog with the building. Currently it is underdone and is begging for more.

Symmetry is a very powerful design tool and depending on the use of materials could be the ideal expression of the place the VAG will hold at the centre of the future core of Vancouver. Therefore alternate cladding materials should be investigated especially considering the scale of the walls of the upper volumes of the gallery.

- **Applicant's Response:** The applicant team thanked the panel and noted that the widened sidewalk along Cambie is just a concept and may not be the right approach. Cambie is an important street and means many things. The proposed design is a response to the high-traffic status of the street. If there are plans to lessen traffic then the widened sidewalk might not be the right approach. Overall this design should be tested further and re-designed if need be.

If a wood building is able to be pulled off, then the courtyard and façade will be a good part of the streetscape despite the climate.

Vancouver is a grid City, which is unlike European cities. The building towards Queen Elizabeth Theatre is meant to feed activity towards the square and sidewalk. Modifying this would create a more windswept, open plaza without programming or activation.

All of the streets are being treated equally, with symmetrical entries for each. There are no ceremonial entrances with large stairs into a museum. But a more dominant entry could be looked at.

The entrance on Georgia Street is based on the easiest access into the courtyard. The other entrances are based far more on architectural concepts and the reading of the site. The axial quality of the entries can definitely be looked at though.

The intent of the courtyard is to have street furniture and make it very much a habitable space with a rotating art program. The comments about scale and the four pillars with regards to the cover space and the courtyard are well-taken and will be considered. It is important to note that the current renderings do not do justice to the scale of the space though.

Half of the programming is available on the ground and sub-ground floors. The other programming is accessed by vertically travelling up via elevators and escalators. This style of gallery is widely used, and the museum will function well despite the verticality. Stairs will also allow travel through the space should the escalators cease function. Currently the lines dividing ticketed versus non-ticketed areas still need to be worked out, and this will affect the traffic flow.

In terms of the program, the gallery will be generous enough to deal with the volume of people expected.

The art gallery is trying to break down cultural attitudes with regards to art by using the street in an active way while still responding to the buildings around it.

From Queen Elizabeth, the openness is increased quite a bit through the directionality of the courtyard and pillar placement. If you want to go under the building from Cambie Street you almost need to change direction, while from Georgia Street there is a relaxed entrance into the space. While the Urban Design principles are important, it changes the functionality and perceived openness to change this significantly.

2. Address:	725-747 SE Marine Drive
DE:	N/A
Description:	To develop four buildings, including one 22-storey building, one 12-storey building, and two five-storey buildings. The proposal includes 368 residential dwelling units, retail space at grade and a 37-space childcare facility. This application is being considered under the Sunset Community Vision.
Zoning:	CD-1 Revised
Application Status:	RZ
Review:	First
Architect:	Francl Architecture (Mahbod Biazi)
Owner:	Serradan Properties
Delegation:	Walter Francl, Francl Architecture Mahbod Biazi, Francl Architecture Joseph Fry, Hapa Collaborative John Conicella, Serradan Properties
Staff:	Cynthia Lau and Allan Moorey

#### EVALUATION: SUPPORT (8-0)

- **Introduction:** Cynthia Lau, Rezoning Planner, and Allan Moorey, Development Planner, introduced the site for this rezoning as consisting of a 1.77 acre parcel on the north side of SE Marine Drive at the corner of Fraser Street

To the north are sites zoned RT-2 with a mix of duplexes and single-family properties. To the east are single-family properties zoned RS-1. Directly across Fraser Street is three-storey rental apartment building, north west are C-1 zoned properties and a recently approved 4-storey rental building. To the south are properties zoned I-2 and include a variety of commercial, retail and industrial uses in one- and two- storey buildings.

Nearby the site are 2 elementary schools and 2 parks, as well as the Moberly Arts and Culture Centre. The site is well served by transit being located on two frequent bus routes

This site is located in the Sunset Community Vision area, Council endorsed a set of draft planning and development principles in March 2015 and directed staff to conduct additional planning regarding potential redevelopment of the site as per the Vision, including undertaking an enhanced public consultation process.

Planning and Development Principles were prepared based on City and local community planning objectives for the site, these principles were presented to the public for feedback prior to submission of the rezoning application and are shown in the UDP package and

The intent of the policy is to enhance and revitalize this important local shopping area with a variety of commercial services through varying building forms and heights and housing choices, and green space at various levels while respecting the local scale and context connecting to the surrounding community

The application proposal was developed based on the option that received the most community support

The application before us proposes to rezone the site to permit four mixed-use buildings with over 15,000 sq. ft. of neighbourhood servicing retail space and a 37-space childcare facility. The proposal includes 368 residential units, 43% being family units of 2-3 bedrooms. Total proposed floor area is 3.98 FSR

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

1. Could the Panel comment on the transition in scale along the lane, between the 5-storey form of development and RS-1 pattern of residential to the north.
  2. Does the panel support the proposed height, massing, density and form of development?
- **Applicant's Introductory Comments:** The applicant team noted that the community involvement surrounding this project goes back two and a half years. Multiple public opens houses have been conducted, and several different options have been explored. There is a pretty strong feeling in the community that the current hotel does not contribute happily to the ongoing livelihood of the neighbourhood.

The community expressed a preference for more protected green space and a daycare. So the proposed density is to support this daycare.

They also expressed a preference for more neighbourhood-serving small-scale retail in the neighbourhood, and an increased diversity in housing types. This diversity should include family housing and condominiums to allow for down-sizing.

In light of all this the proposal is for a building massing surrounds a greenspace and is open at the north elevation. The site is handicap-accessible throughout the space, and pedestrian-accessible at all times to allow for travel through the space. Streetwalls also allow for shelter from the noise projected off of the adjacent arterial roadways.

The tallest building does not cast much shadow, and really only covers the adjacent property at the equinox according to the shadow analysis. The massing steps down in response to the massing in the neighbourhood. It is anticipated that there will be something other than single-family residential in the neighbourhood at some point in the future, and other buildings will be developed on both sides of Fraser Street going north.

Vehicular circulation has been kept to an absolute minimum within the site itself. There are six drop-off spots for the daycare as the daycare is at grade. There is also some loading. There is also underground parking for both commercial and residential.

The vocabulary of the building is one of a variegated panel system which responds to the envelope and energy concerns which will ultimately drive the sustainability performance of the building. There is a fairly good envelope solution. There will be projections which will provide minimal solar screening on the southern exposure as a language for the building, and as an expression of the architectural massing as it steps up and down the building.

The open space is designed around providing a public route through the site. So 5% of it is devoted to the pathway which allows for a fully accessible universal route. There is also an elevator core and a set of stairs in the site to provide a lot of transparency and permeability throughout the site. The green space next to the daycare is being played around with, and may grow in the future.

Finally the auto-court is really a pedestrian-priority space. The only traffic movements through it are loading, and pick-up or drop-off activities for the daycare. Thus there will be very intermittent traffic movements through it, and visual cues will be used to reinforce this through design development. So there are no curbs, lots of texture paving, and planting.

The townhouse façade will step-down to the lower levels, and there is a very small retail response.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - The upper floors facing the lane could be set back, and the blank walls could be dealt with a bit better
  - Consider how the drop-off area works and its relationship to the lane
  - The shadowing does not work well for the courtyard; there is over-shadowing of the daycare in the morning
  - Livability is an issue along Marine; mitigate this by increasing the height of the retail or locating residential above the retail
  - There are CPTED issues along Marine by the stair
- **Related Commentary:** The panel thanked the applicants for their presentation. They also noted that, as the building will have a bus connection to the Canada Line, it will be quite attractive to a lot of people.

The transition and scale along the lane seems appropriate, and nothing stands out as being odd with the height as the massing steps down appropriately to the neighbourhood. However, special attention should be paid to the shadowing around the daycare and play spaces. Also consider setting back the upper stories a bit more.

The towers are quite thin, and could be fatter without impacting anything. The north wall also looks a little sliced off, and could have a bit more to it while still being mindful of overlook conditions.

Overall the height, massing and form of development seem supportable, but there is a bit of room to play with the massing.

There is concern about the drop-off for the daycare and how easy it will be for cars to access and use it. The pedestrian auto court would work if the site was bigger, but the site is too precious to give over to parking stalls. Create more functional hard space or enhanced greenspace to improve livability and access to daylight. The parking should be moved to add more greenery as currently it breaks up the space too much.

There is an issue along the south-east Marine Drive with the residential units. The lower residential floors seem inappropriate considering the noise and traffic. Raise up the residential units by giving more height to the retail below, 20 feet retail floor to residential floor over. Or there could also be office space above the retail to raise the residential up even more.

Sustainability seems fine, but the tower seems to have a bit too much glass. Consideration should be given to thermal bridging.

Delineate space for pedestrians along Marine to make them feel separate and safe from the cars. There also needs to be strong retail which reads well from the street. Consider raising the retail height to make it more legible.

At the grand stair at Marine Drive there is an area beside the access which will not be successful. Consider enclosing it to better embody CPTED principles.

- **Applicant's Response:** The applicant team thanked the panel and noted that the comments were good.

3. Address:	2805 E Hastings Street
DE:	DE419720
Description:	Concurrent application to construct a six-storey mixed-use building including 92 secured market rental units and commercial at grade over two levels of parking accessed from the lane. This application is being considered under the Secured Market Rental Housing (Rental 100) Program.
Zoning:	C-2 to CD-1
Application Status:	RZ/DE
Review:	First
Architect:	Burrowes Huggins Architects (Mike Huggins)
Owner:	PCI Developments
Delegation:	Mike Huggins, Burrowes Huggins Architects Duff Herrs, Burrowes Huggins Architects Mark Vanderzalm, VDZ + Associates Inc. Tim Grant, PCI Developments Jared Stern, PCI Developments Veronica Owens, Light House
Staff:	Rachel Harrison and Tim Potter

#### EVALUATION: SUPPORT (5-3)

- **Introduction:** Rachel Harrison, Rezoning Planner, introduced the proposal as a concurrent rezoning and DE application for the north-east corner of East Hastings Street and Kaslo Street in the Hastings Sunrise Community. The site is zoned C-2C1 and is currently occupied by Burger King with a drive through and surface parking.

East Hastings Street is currently a mixture of 1-4 storey buildings zoned C-2C1. Next door to the site is a 4-storey hotel and a mixed-use strata building at Renfrew Street. Single family houses exist to the north and south. Within walking distance are Hastings Park, the Vancouver Public Library (Hastings Branch), Hastings Community Centre, and two elementary schools. Additionally, Kaslo Street is also a bike route.

This proposal is to rezone to allow for a six-storey (21.4 m, 70.2 ft.) mixed-use building with commercial at grade and 93 units of rental units above. Of these units 43% are two- and three-bedroom family units. The proposed FSR is 3.72.

This rezoning is coming in under Rental 100, also known as the Secured Market Rental Housing Policy. For C-2C1 zones, the policy supports up to 6 storeys and commensurate achievable density. C-2C1 District Schedule and Guidelines allows up to 3.0 FSR with a max height of 13.8 m (45 ft.), or approximately four storeys. Requested Rental 100 incentives including density increase, DCL waiver and parking reduction.

Tim Potter, development Planner, continued the introduction by stating that this is a relatively flat site with single family context across the lane. The proposal is to rezone the site, with a concurrent Development Application pursuant to the Rental 100 Policy.

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

1. Please comment the proposed additional proposed height as it relates to the following:
  - a. the solar performance of the internal courtyard;
  - b. solar performance of the courtyard and its landscape design;
  - c. effect on neighbouring sites in terms of shadowing;

- d. visual scale along Hastings Street;
2. In consideration of the proximity to the single family context across the lane, please comment on the project's composition at the lane;
3. Does the Panel have any advice on the overall design with respect to:
  - a. Open spaces and landscape design overall;
  - b. LEED Gold strategies and Rezoning Policy for Greener Buildings
  - c. Materials and composition.
4. Does the panel support the proposed massing, density, and height?

- **Applicant's Introductory Comments:** The applicant team acknowledged that Kaslo Street is unique because it is a 100 ft. right-of-way, and the neighbouring building is not stepped to adjust to grade. These created challenges for the context. So initially a re-examination was needed to imagine what could make a rental project unique; especially considering the limits of the unit size under the Rental 100 policy.

The minimum number of family units is 25% which is exceeded by providing 43% family units. The courtyard creates a home for the residents, rather than a network of corridors. The 6-storey building is consistent with the context by contrasting the 4-storey expression and the 2-storey penthouse. This building stepped massing mitigates the equinox shadowing at noon.

The ground floor has only commercial uses whether for a major tenant or small CRUs to break up the massing. Only a 10 m vehicle will fit in the lane for loading, so it is unknown if this would serve the needs of a single, large tenant.

A full brick veneer is being used, along with hardy panel and metal. Brighter colours are being used on the Hastings façade, along with fins and cloister elements to mitigate the vertical massing element and stop this from being another tower.

The massing tapers off at the lane to open up the view as soon as possible. There are some limitations as the roof cannot be morphed into a storey. There is a new building line on Hastings Street which this building meets.

The building will be LEED Gold compliant.

There is a relentless urban jungle moving east-ward, but there has been an introduction of paving and street trees. Moving around to Kaslo there is a unique opportunity. Currently there is gravel, and a planting pocket is being added to create an appropriate transition to the north.

On the second floor there is a narrow space, but there is also cross ventilation. At the east and west there are 'front porches' which act as a meeting space. There are planting pockets with proposed artificial turf to create a dry-sitting space. There is also an amenity space with flows out onto a rooftop garden with an outdoor cooking area. At the parapet wall there is planting with small trees. On the roof of the sixth floor there is a space for urban agriculture, and some edible trees are being proposed.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - The courtyard creates a unique scheme, but there will be some maintenance issues and the turf needs to be re-considered

- The courtyard should use lighter elements to increase light, and the columns appear to be too heavy; there is a brutal quality to the court which needs to be lightened and improved
  - The curved canopy is architecturally misleading in light of the number of CRUs it is currently related to
  - The columns along the lane elevation seem harsh; take the columns out and change the overhang while bringing down planters to make the lane elevation less foreboding.
  - Animate the end and develop the landscape at Kaslo Street better
  - There is too much articulation on the scheme overall; simplify it a bit
- **Related Commentary:** While the Panel thought that the overall composition of the building is lively and fun, it could be improved further. They also noted that there are two different paving types and two different slab depths which will be problematic.

While the building uses too many formal devices to break down the massing and façade, the overall massing, density and height seem supportable. The curved canopy seems to imply one Commercial Retail Unit (CRU), so it will be odd if there is more than one.

In terms of landscape the planting at the front entry is only four feet, which is not an acceptable tree-experience. The planting also looks out of place , and needs to be designed to suit lowlight.

There needs to be a more rigorous evaluation of courtyard types, uses and functions. Astroturf is not a livable solution. The courtyard also needs to be more than just a piece of green, and the cross-ventilation is not worth the likely under-performance. Currently it is not a courtyard, it is a turfed slab with some planters. It is too narrow-- more width is needed in whatever way it can be shaped. More air and light is needed to improve this space.

The amenity room at the sixth floor seems like it will be quite pleasant for the residents.

The arching element on the first floor does not need to be there, and the line could be broken up more.

More work is needed to animate and beautify the lane. It could be improved by adding brick planters.

The setback at Column A [gridline] looks like a staging area for hauling away recycling; it could be more interesting and better animated. There are no issues with shadowing, and the stepping seems to make the building perform well. While the Hastings corridor will develop over time this is not much worse than any other 4-storey building, and thus is supportable.

Design development is needed to make this a more natural fit with the streetscape, and more East-van quirkiness would be appreciated. A lot of work has gone into improving the standard sidewalk, but it could use more work.

The materials look good, but minimize the hardy panel. As well, there is a bit too much colour variation.

If possible, aim for a higher standard than LEED Gold.

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

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4. Address:	Zero Emissions New Buildings
DE:	N/A
Description:	Presentation on the design implications of Zero Emissions Buildings.
Zoning:	N/A
Application Status:	Workshop
Review:	N/A
Architect:	N/A
Owner:	City of Vancouver
Delegation:	Sean Pander
Staff:	Anita Molaro and Sean Pander

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#### EVALUATION: NON-VOTING WORKSHOP

- **Introduction:** Sean Pander, Assistant Director of Sustainability, gave a PowerPoint presentation to the panel on the proposed Zero Emissions New (ZEN) Building Plan and its potential implications for Urban Design.

The Greenest City 2020 will require all buildings constructed from 2020 to be carbon neutral in operations. The Renewable City Strategy will require all buildings to use only renewable energy by 2030 or sooner.

It is important to note that GHG emissions in residential are largely from space heating. ASHRAE emphasizes mechanical solutions, but design energy performance is not achieved and/or maintained in these solutions. As envelopes are difficult to improve post-occupancy, consideration to energy performance should be given right at the start. Envelope focus maximizes occupant comfort and local job creation.

Exposed concrete slab ends and cantilevered concrete balconies cause serious thermal bridging. Thus designs should not include exposed slab ends and move to modest balconies sizes and/or thermally “broken” balconies. Thermally broken balconies include engineered thermal breaks for cantilevered concrete balconies and pinned connections. Energy performance can be achieved by improved wall details/no exposed slabs but essential to start encouraging and enabling better balconies.

Windows are also a weak link, so reduced window-to-wall ratios are being encouraged. Achieving ZEN will require reduced window area and high performing windows.

New York City is creating a Passive House High-Rise MURB as a Cornell Student Residence. The building will be 270 ft. tall and contain 350 student housing units. It will include R-18 prefab wall panels and prefab metal cladding. It will also feature R-7 triple-pane punch windows.

In addition to the challenges posed for all building types by exposed concrete (slab ends and balconies), for low-rise buildings (6 stories and under generally) high amounts of building articulation also creates challenges in limiting heat loss due to the increased wall to floor area ratio.

Clarification was provided that staff will ensure buildings comply with policy and code requirements; the Panel was encouraged to consider these issues when providing feedback to proponents.

- **Related Commentary:** The Panel provided general feedback on the PowerPoint presentation. They also asked questions about the policy, which were answered by Sean Pander. As this was a presentation to the panel rather than a typical workshop or application, a round-table discussion was not conducted.

**Adjournment**

There being no further business the meeting adjourned at 8:36 p.m.