

URBAN DESIGN PANEL MINUTES

DATE: Wednesday April 28, 2021

TIME: 4:00 pm

PLACE: WebEx

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:

Michael Henderson Excused Item 3
Muneesh Sharma
Adrien Rahbar
Walter Francl
Karenn Krangle
Margot Long Excused Item 1&2
Alan Davies
Jennifer Stamp
Marie-Odile Marceau

REGRETS: Brittany Coughlin
Angela Enman
Sydney Schwartz

RECORDING SECRETARY: K. Cermeno

ITEMS REVIEWED AT THIS MEETING

1. 750 SW Marine Drive
2. 622 SW Marine Drive
3. 720 Beatty Street

1. Address:	750 SW Marine Drive
Permit No.	RZ-2020-00050
Description:	To develop an 8-storey building that includes office, light industrial, and at-grade retail uses; all over three levels of underground parking consisting of 99 vehicle spaces and 62 bicycle spaces. The proposed building height is 35.48 m (116.4 ft.), the floor space ratio (FSR) is 4.94. This application is being considered under the Marpole Community Plan and the Employment Lands & Economy Review Phase 2 Report.
Application Status:	Rezoning Application
Review:	First
Architect:	Proscenium Architecture + Interiors Inc.
Staff:	Joseph Tohill & Omar Aljebouri

EVALUATION: Support with Recommendations (8/0)

- **Introduction:**

Rezoning Planner, Joseph Tohill, began by noting the subject of today's presentation is a rezoning application the City received at 750 SW Marine Dr. The proposal is a for an eight-storey mixed-employment development that include ground floor commercial, light industrial space and office uses under the Marpole Community Plan and the Employment Lands and Economy Review Phase 2 Report.

The site is a single lot located on the southeast corner of SW Marine Drive and Aisne St. The Marine Drive Canada Line station is located approximately 500 meters to the northeast. Since the completion of the Canada Line in 2009, a mixed-use hub has emerged around Marine Drive Station as envisioned by the Cambie Corridor Plan and the Marpole Community Plan, with recent developments providing a variety of new jobs space, shopping and entertainment uses, and housing options. Most recently, the City has received rezoning applications for two nearby social/inclusionary housing site, which are being considered under the Marpole Plan and the Ashley Mar Issues Report.

The site is zoned I-2 which allows for a range of light industrial uses and some office uses as a conditional use. It is currently developed with a single-storey furniture store. Sites directly to the south, east and west are also zoned I-2, and are similarly developed with light industrial uses. The site across SW Marine Dr to the North is a CD-1 Zone that currently has a gas station.

The site is identified as part of the "Intensive Employment Area" in the Cambie Sub-Area under the Marpole Community Plan. The intent under the Plan is to encourage high-intensive employment uses such as office or institutional, while continuing to permit traditional industrial uses.

Other non-industrial uses such as grocery stores or at-grade retail can be supported when in combination with high intensity employment uses. Residential uses are not permitted. The Plan provides direction for height up to 100 ft. and an FSR up to 3.0 for this site.

Additional direction for this site is provided under the Employment Lands & Economy Review (ELER) Phase 2 Report.

The ELER is a major research and stakeholder engagement initiative designed to inform the economic foundations of the Vancouver Plan process. The ELER Phase 2 report was approved

by council in 2020, and outlined a series of quick start actions, including direction to review policies for intensification of job space in key areas for consideration in upcoming rezonings.

One of the directions from the ELER Report is to consider heights and densities above those set out in the Marpole Plan for sites that include multi-storey industrial space as part of developments that deliver 100% job space. Because of the direction from the ELER Report and the Ashley Mar Issues Report (directed towards housing objectives), staff have undertaken a coordinated analysis to support a growing population and employment hub in the Marine Landing Area. The Marine Landing Review will deliver new guidelines to inform future rezoning enquiries, in the context of considering additional height and density for delivering social housing under the Ashley Mar Issues Report, and for delivering intensive employment space under the ELER Report. Staff have been coordinating their review of this rezoning application with the Marine Landing Study that is currently underway.

The applicant for 750 SW Marine is proposing an eight-storey mixed employment building, with commercial uses located at-grade, light industrial space on levels 1 and 2, office space on levels 3 to 7 and a rooftop amenity space on level 8. A height of 116 feet is proposed with a density of 4.94. 99 vehicle parking and 62 bicycle spaces are proposed as part of this development.

Development Planner, Omar Aljebouri, began the presentation by explaining that in reviewing intensive employment applications, Staff are looking to the emerging guidelines under the ongoing Marine Landing Review, which expand on the direction of the Marpole Community Plan. These guidelines are being developed with in-stream applications in mind.

- Emerging Urban Design Vision under the Marine Landing Review
 - Marine Landing is envisioned as a walkable urban node centered on high-quality rapid transit at Marine Drive Station and on a renewed relationship and blue-green network connectivity to the Fraser River. The area will transition to higher intensity residential and employment uses, with high-rise forms concentrated around the station and a general pattern of descending heights moving west, east, and south in the Marine Landing area. The focus of the built form guidelines is the future renewal of the several affordable housing sites in the area and the intensification of employment sites along Marine Drive.
- Overarching Built Form Principles
 - Make a Good First Impression
 - Marine Landing is a unique gateway to the City of Vancouver. It is the first and last view and impression of the city. New buildings are expected to recognize this unique and important role.
 - Enhance Transitions, Connections and Relationships to the Surrounding Neighbourhood
 - Thoughtful transitions, connections and relationships to the surrounding neighbourhood are expected. Buildings should consider sunlight on public places, spaces and streets, and the pedestrian experience in the public realm. Developments will can enhance the public life through the diversity of homes, shops, restaurants, facilities, and services.
 - Shape, Animate and Support the Public Realm
 - New developments will build on the public realm with activated ground floor adjacencies including retail frontages, residential front doors, and common areas. Industrial uses should open up their internal functions to adjacent

- public spaces and pathways to build awareness and celebrate the area's industrial character.
- Design Livable and Social Buildings
 - Quality of life is greatly improved by access to fresh air and outdoor spaces, as well as visual and physical connections to nature and each other. Natural daylight and ventilation, protection from noise and particulate pollution, access to shared private outdoor spaces, and areas designed for social interaction between neighbours all contribute to livable building design. Buildings should be designed with both livability and sociability elements at the forefront to create healthy, socially cohesive living and working spaces.
 - Maximize Flexibility and Encourage Industrial Stacking
 - Key to a successful employment hub is ensuring that buildings can adapt and evolve to accommodate changes in economic production. Flexibility in design ensures a resilient supply of employment spaces. High architectural quality and adaptive planning can support future innovations in industrial spaces and urban design. Intensification of the existing employment lands close to rapid transit ensures keeping up with future population growth. New forms of stacked industrial and production businesses can support the City's competitive advantage.
 - Encourage Green Rooftops
 - With many industries and businesses requiring open space to test new products, grow food, or spread out, there are opportunities to expand economic functions to the roof tops of buildings where feasible. Local and sustainable food also fuels healthy and vibrant communities and supports inclusive neighbourhoods. Rooftop spaces are envisioned as social shared spaces, urban agriculture, tree canopy, alternative energy elements and for rain water management wherever possible.
 - Built Form Principles: Intensive Employment
 - The intent of the guidelines is to expand and intensify the range and extent of employment spaces while ensuring the needs for more traditional industrial uses are met. Flexibility is key to a successful economic district that accommodates the evolving economic production and nature of employment.
 - An additional partial storey may be permitted for a common rooftop amenity space if contiguous with common outdoor amenity space.
 - Rooftops and partial roof storeys can be architecturally significant elements that add visual interest to a diversely shaped roofline.
 - A 12.1 m (40 ft.) landscape setback along SW Marine Drive is intended for:
 - planting of large trees to enhance the urban forest canopy; and
 - sufficient underground parking setbacks to accommodate healthy tree planting, green rainwater infrastructure and water infiltration.
 - Variation in street wall heights is encouraged for visual interest and sunlight access while contributing to a cohesive context with a strong street wall identify.
 - At the zero lot-line, a minimum 3.0 m (10 ft.) shoulder setback for the upper levels above 21.3 m (70 ft.). This will introduce additional building outlook, as well as accessible and useable rooftops.
 - Floor levels should be designed to adapt to, and reflect, changing conditions along sloping street frontages.

- Context
 - Immediately to the east and west of the site, along SW Marine Drive, similar change is anticipated to accommodate intensive employment uses of up to 100 ft. in height.
 - To the rear, I-2 zoning is anticipated to remain, with up to 100 ft. in height.
 - The height for affordable housing sites identified under the concurrent and ongoing Marine Landing Review to the north and northeast are anticipated to be determined through an iterative process and in relation to the transit node at Marine Gateway, with the intention of buildings stepping down as one moves away from the node.

- Proposal
 - The corner site slopes down from SW Marine drive to the rear with a cross fall of approximately 4 m (14 ft.) in the southwest direction.
 - The ground level includes commercial spaces along SW Marine Drive, separated by the main building entrance.
 - A stacked light industrial space faces Aisne St. and is elevated from the public realm due to the site's slope, resulting in a blank pedestrian interface of up to approximately 4 m (13 ft.)
 - A front setback treatment includes planters, paths, steps and underground transformer.
 - Above the second level are office spaces.
 - The top of the building includes a partial storey of indoor amenity adjacent to outdoor terraces.
 - Additional terraces are located on Level 7 adjacent to office spaces.

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

1. Height and density.
2. Public realm and pedestrian interface, in particular the buildings at grade interface along Aisne Street: the front setback treatment and activation.
3. The quality of the indoor and outdoor amenities, in particular the suitability to support intensive employment use.
4. Any preliminary advice for consideration at the Development Permit Stage.

Applicant's Introductory Comments:

The project goals are to provide a diverse mix of employment spaces, preserve existing industrial space and maximize job space in close proximity to a transit mode. The project proposes an 8 storey mixed use development to support these goals.

The site is a major east west arterial and located two blocks from the SW Marine Drive sky train station and a major bike path.

The development of massing involved looking at the envelope box that could be worked within. Looked at pulling in the podium to have a box that floats over a lighter podium. Lowered the west façade to the street edge. Worked towards the idea of creating a series of tubes that are opening to the north and south and pushed up to create an accessible amenity space and deck space. The applicant noted they chose a punched window system to bring in play to the west façade and

help with the building envelope. There is a pulled back plaza and multiple entries to create for a positive pedestrian movement.

The existing site is a mix of retail and industrial use.

The project is working with the I-2 massing with the exception of the amenity space up above.

There is a stepping of density as it moves towards the Cambie St node.

The industrial portions have larger floor plates.

The mechanical and amenity has been extended above of the project.

There is retail and light industrial on the ground level and light industrial above and office stacking up above levels.

The applicant noted the site will have lots of landscape.

The sustainability goals of the project is targeting Leed gold. The landscape setbacks allowed increased green space and storm water management. The site location makes is ideal for multiple transportation alternatives. There is an excellent envelope energy efficiency while providing ample daylighting for occupants.

The staff and applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by **MR. FRANCL** and seconded by **MR. DAVIES** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project with the following recommendations to be reviewed by City staff:

- Design Development to the north plaza and relationship of plaza and landscape to the building entry and retail units;
- Design development along Aisne Street at the interface of the building and public realm;
- Consider passive strategies, solar, ventilation and rain water management as the project moves forward.

Related Commentary:

The panel noted it is an attractive building

The panel supported the densities and heights of the project and there was a lot of appreciation for the amount of landscape provided and the density of that.

The panel appreciated the amount of amenities this will support the life of the building and it is distributed across the project successfully.

The panel noted consider further design development of the relationship of the building to the north plaza, Aisne Street elevation and the public realm such as the entry to the retail units. The nuance of the retail to the critical areas of the plaza can support each other better. The front plaza there is a missed opportunity here to utilize the space by the uses at grade and provide good seating or some useable frontages. The stairs are too narrow. Drop the corner retail down to create some plaza space that wraps around the corner, with glazing that wraps around too.

Take more advantage of the rooftop. Better to have greenery along the edges instead of balustrade

A panelist noted the Aisne Street interface can be softened consider proportions and what the elements are. Along the west side street, the building can be dropped here to allow for a meaningful use at grade, instead of windows into the bike rooms.

The circulation from sidewalk to plaza does not feel open feels secluded and not accessible to the plaza.

The height of the second floor might be better similar to the ground floor light industrial.

The panel noted moving forward in development the relationship of the external areas of the building should support the spaces within the building.

The panel commented on the architectural expression to consider further development. The west façade seems out of sorts with the language of the rest of the building, they stand in contrast. The lower part of west façade appears plain consider planting or bricks to animate the area. Lane elevation needs tidying up. There is a lot going on there, even with the services. Recommend more rain screening at the patios or top amenity areas. Consider a patio area to service the retail area at the front.

The panel noted the sustainability strategies on the passive side could be improved and further considered. A panelist noted should explore passive strategies even when not required to meet the energy modeling. Consider opportunities for solar shading and natural ventilation.

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

2. Address:	622 SW Marine Drive
Permit No.	RZ-2020-00074
Description:	To develop the site with two residential towers at 28 and 32 storeys on top of two 6-storey podiums separated with a mid-block break; all over four levels of underground parking consisting of 276 vehicle spaces and 1096 bicycle spaces. The proposal includes 573 secured market rental units with 20% of floor space allocated to below-market rental, 35% of the below-market rental floor space operated by the YWCA and provided at deeper levels of affordability, commercial uses at grade, and a private daycare on level 2. The maximum building height is 102.2 m (335.3 sq. ft.), the site area is 6,175.6 sq. m (66,474 sq. ft.), and the floor space ratio (FSR) is 6.68. This application is being considered under the Marpole Community Plan and the Ashley Mar Issues Report (February 11, 2020).
Application Status:	Rezoning Application
Review:	First
Architect:	MCM Architects
Staff:	Joseph Tohill & Derek Robinson

EVALUATION: Support with Recommendations (7/1)

- **Introduction:**

Rezoning Planner, Joseph Tohill, began by noting the subject of today's presentation is a rezoning application we received at 622 SW Marine Drive. The proposal is for a mixed use development with two towers at 28 and 32 storeys on two 6-storey podiums under the Marpole Plan and the Ashley Mar Issues Report.

The site is a triangular shaped lot bounded by SW Marine Drive to the northwest, West 70th avenue to the south and Ash Street to the East. Currently on-site is one single storey restaurant, a two-storey commercial building, and a vacant single-storey commercial building.

The site is currently zoned CD-1. Properties to the south are currently developed with single-dwelling units. Under the Marpole Plan, direction for these sites is for apartment up to 6-storey with choice of use at-grade

Directly to the East is the Ashley Mar Housing Coop. The City is currently reviewing a rezoning application for the Ashley Mar site, which was brought to the Urban Design Panel on March 3rd of this year. The Marine Drive Canada Line Station is located 1 block to the east and the Ash Park is located approximately 150 meters to the North.

The Site is located within the Cambie Sub-Area under the Marpole Plan. Under the Marpole Plan, direction for the site is for two towers at 12 and 16 storeys, with choice-of-use at-grade along SW Marine Drive. The Plan indicates that towers should be sited to respond to the pattern of higher buildings in the area, while minimize shadows on public spaces and maximizing privacy and livability. The Plan specified a maximum tower floor plate of 6300 sq. ft. for this site.

As noted, the site is being considered under the Marpole Plan and the Ashley Mar Issues Report. In terms background on that report: Council approved the Ashley Mar Issues Report in February of 2020, which directed staff to consider a rezoning application for redevelopment of

the Ashley Mar Housing site with building heights beyond those envisioned under the Plan. The report also directed staff to consider rezoning enquiries for other social and inclusionary housing sites in the area through updated area analyses to determine their appropriateness and capacity for accommodating additional height beyond those envisioned under the Plan to address Council's housing priorities. And the issues report identified a list of housing affordability and other criteria to help evaluate proposal for redevelopment of social and inclusionary housing sites. Since that time, staff have also commenced work on analysis for the larger Marine Landing area to support a growing population and employment hub. This work will deliver new guidelines which will help inform future rezoning enquiries on the sites on the map indicated here, for social housing or intensive employment uses. Staff have been coordinating their review of this rezoning application in conjunction with the Marine Landing Study currently underway.

The applicant for 622 SW Marine is proposing a mixed-use development with 2 towers at 28 and 32 storeys on top of two 6 storey podiums, separated by a mid-block break. Commercial uses are located at grade along SW Marine, with private daycare on level 2. 573 market rental units are proposed, with 20% of floor space for below-market rental. Of the 20% of floor space for below-market rental, 35% is operated by YWCA directed at providing deeper levels of affordability. A density of 6.68 is proposed with a height of 304 ft.

Development Planner Derek Robinson began by noting this proposal represents a relatively new model for the City. Delivering social housing or below-market rent controlled units within a market rental project inherently requires some greater height and density, with implications on urban design. We don't yet have too many examples of this type of development in the City, though many recent examples are currently being considered.

The site has approximately 520 ft. of frontage on Marine Drive, 303 ft. on Ash Street and 428 ft. on 70th Avenue. The site slopes down approximately 6 metres as you move eastward along 70th Avenue.

The Council Issues Report allows staff to consider the additional height on this site, in order to maximize the delivery of non-market and below-market housing. The Issues Report laid out some general criteria for consideration of additional height, which was presented to the Panel.

The Marpole plan anticipated two towers on this site at 12 and 16 storeys and so the primary relaxations being considered are the increase in height beyond the Plan, along with an increase in tower plate size from a maximum 6300 sq. ft. to 6500 sq. ft.

Several emerging directions coming out of the Marine Landing Guidelines were noted, including:

- Marine Landing as a unique gateway into the City of Vancouver.
- A general recognition that the area is deficient in public open space and infiltrating green space.
- The Marine Landing Guidelines will not set maximum heights or densities for the Housing sites, however, Marine Gateway tower is still intended to be the tallest point, at approximately 394 ft. in geodetic elevation.
- No net new shadowing will be permitted on Ash Park between 10am and 4pm on either equinox for any site seeking additional height beyond the Plan.

An overview of the adjacent Ashley Mar proposal was then presented, followed by the anticipated future public realm upgrades.

In connection with these two proposals, several public realm upgrades are expected. The lower plaza will be connected to Cambie St and the Skytrain via a mid-block connection. Ash Street is identified as a Park connector street and will be upgraded with stormwater infrastructure and pedestrian improvements, in addition to mature tree retention on both sites.

Staff provided an overview of the shadow studies, noting the higher proposal will have some incremental shadow impacts on properties and sidewalks to the north. A key consideration is to have no additional shadow impacts on Ash Park to the north during either equinox. The podiums have also been shaped to avoid shadowing the north sidewalk of Marine Drive during the equinox.

A comparison of the elevations for this proposal, Ashley Mar and the existing Marine Gateway towers was presented, noting the Marine Landing area is a unique gateway to the City of Vancouver that is the first and last view and impression of the city for people arriving by air and travelling to Vancouver on the Canada Line.

An overview of the proposal included:

- Partial podium step backs along Marine Drive above level 4
- A 35 ft. clear mid-block connection, which opens up to 55-60 ft. in width at-grade
- Towers expressed as mid-block rectilinear forms with floor plates of approximately 6500 sq. ft. achieving an 80 ft. separation from any other existing, proposed or anticipated future tower
- Buildings connected below grade with parking, loading and waste all accessed via a consolidated ramp off of 70th Avenue
- An overview of amenities proposed including an at-grade gymnasium
- Level 2 daycare accessed from dedicated elevator at the top and bottom of the plaza stairs

By considering additional height on the towers, it allows the ground plane to remain open, creating new public space for the neighbourhood. Behind the gym, a 3 storey mass fronts Ash Street with four ground-oriented units. The parkade is also pulled back in anticipation of future green infrastructure on Ash Street.

Finally, the questions to the Panel were presented.

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

Height + Massing

In the context of Council directing staff to consider additional height and density beyond what the Marpole Plan prescribes in order to maximize delivery of social and below market housing:

- Does the Panel support the proposed massing, height and density and its relationship to the Marine Gateway towers?
- Do the towers and podiums successfully respond to the unique geometry of the site?
- Please comment on the scale, proportion, articulation and expression of both podiums and towers.

Public Realm

- Does the proposal contribute to a successful public realm, which serves the existing and future neighborhood?
- Please comments on the proportion, enclosure and programming of the mid-block connection and lower plaza.
- Please comment on the activation and animation at grade adjacent to the mid-block connection and lower plaza.

Sustainability + Livability

- To inform future design development, please provide any preliminary comments with regard to sustainability strategies proposed and the overall livability of the development.

Applicant's Introductory Comments:

The vision of the project is to create an inclusive and livable rental community. The project proposes 573 rental units with 20 per cent below market rental units. The proposal includes significant indoor and outdoor amenities that are accessible by all the tenants.

To adhere to the demand of below market and support units, the towers are proposed to go beyond the height suggested in the Marpole plan.

The site is triangular with the longest edge along Main St. The podium is bifurcated by a midblock path and plaza. The articulation of the podium creates a finer grain detail and mitigates the length of the podium. The architectural expression results in two towers that are pulled up and framed by the podium expression.

The intent is to express a flat iron nature with the 6-storey podium massing. The intent is to include natural materials with a pacific northwest coast colour scheme. The materials reflect the industrial nature of the history of the area.

The applicant noted the midblock connection adds another layer of experience to the public realm. There is a large plaza on the south of the site that is lower and as you rise up you enter a more intimate midblock pedestrian path, it allows for a sequence of experience.

The ground floor has retail along marine drive; the daycare entrance is accessible from the lower and upper plaza. There is a café with outdoor seating. All sides of the site is designed to be flexible open space that is pedestrian friendly.

There is an elevator that connects the daycare to the upper and lower plaza and the underground parking.

There will be a significant amount of new trees and landscape around the site. With a few green spaces for gathering. The upper deck has an outdoor amenity with shared tables and outdoor eating/lounge spaces. Left side level 7 has outdoor and amenity deck. Level 3 there is a standalone outdoor deck for the supportive housing. On level 7 there are also some private patios. There will also be spaces for pets.

The ground floor is made up of a variety of materials and canopies so that it is not one long continuous monotonous path.

A dry-tech water feature is proposed to create some ambience and soft sounds and can be turned off.

There is an opportunity on the south for successful rain water management system.

The staff and applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by **MR. FRANCL** and seconded by **MR. DAVIES** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project with the following recommendations to be reviewed by City staff:

- Design Development to the architectural expression of the towers and podiums;
- Design Development to the series of plazas relative to one another and in particular the internal programming related to the lower plaza;
- Greater distinction to the tower lobbies and their presentation to the respective streets (Ash and 70th).

Related Commentary:

There were varying comments in regarding the height and density of the tower.

Many were supportive of the height, massing and density of the relationship to the gateway towers.

No concerns with the expression of the podium itself.

No issues with the scale and proportions of the towers.

Others expressed concern with the height and how it is not following the policy.

A panelist noted the tower heights pose some issues with shadowing and suggested terracing the north side of the towers. Consider finding ways to bring back a bit of the rooftop height.

There is a struggle with the clarity of the podium and white frame elements they seem to be in different plane then the vertical terra cottas.

The white frames create a monolithic street presence. There is a flatness to the facades on Marine drive

Struggling with the framed angles on the corner.

Define whether the podium is an extension of the tower or different from the tower.

The towers need to stand clear of the podiums itself

The podium will benefit from expressing more of the brickwork or reddish finishing giving interest the retails that will be there.

The tower top has been sculpted nicely however consider how it reads with the mechanical, elevator over run and amenity component, the tower top needs tidying up and attention to all the elements.

The entry to the towers consider further recognition and definition.

A few panelists noted concern with the livability of units, especially the ones on the east side of the west tower.

Some commentary on the livability issues, from podium to podium and podium to plazas.

Some comments regarding the layout of suites, suggest reviewing those elements.

The panel overall supported the amount of public realm around this project as many elements were successful and applauded the applicant regarding the active edges and the public realm done well.

Midblock connection is also an excellent amenity.

Some commentary on the ways to enhance the connections of the plazas to one another.

Further development of how those areas will relate to each other.

Feels restaurant components are a bit disconnected to each other, suggest more connection to the plaza and ground will be great at activating the plaza and adjacent restaurants.

A panelist noted regarding the wayfinding consider individuals with strollers and mobility issues.

Look at some sort of outdoor rain screening so amenities can be used all year long

Consider further development of the sustainability measures.

A significant green buffer on southwest marine would be beneficial.

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

3. Address:	720 Beatty Street
Permit No.	DP-2021-00168
Description:	To develop a 17-storey office building with retail at grade facing Beatty Street with four levels of underground parking and 6-storey commercial building (entertainment pavilion) fronting West Georgia Street. The proposed total gross floor area is 59,219 sq. m (637,448 sq. ft.), the height is 63.54 m (208.5 ft) and the floor space ratio (FSR) is 8.62. The application is being considered under the Rezoning Policy for the Central Business District.
Application Status:	Complete Development Application
Review:	Second (First as DP)
Architect:	HCMA Architecture
Staff:	Hamid Shayan

EVALUATION: Support with Recommendations (5/1)

- **Introduction:**

Development planner, Hamid Shayan, began by noting this is a proposed DP application after rezoning to develop a 17-storey office building with retail at grade facing Beatty Street and West Georgia Street and 6-storey commercial building (entertainment pavilion) fronting West Georgia Street; all over four levels of underground parking and loading having access from Beatty St. and Expo. Blvd. This is the second panel and the first one as DP. This presentation is aiming to highlight design modifications from rezoning to DP subject of addressing the panel's previous comments.

The site is comprised of two lots; a rectangular shaped one at 720 Beatty Street, zoned Downtown District (DD) and is within Area "C1 and a triangular-shaped lot addressed as 701 Expo Boulevard, is zoned B.C. Place/Expo District (BCPED) and is located in the False Creek North Official Development Plan.

The proposal at rezoning was reviewed and supported by the Urban Design Panel on April 17, 2019. The Panel suggested that the public realm design at Beatty and Georgia Streets be expanded to include an increased and more purposeful public space near the intersection. Additionally, the Panel sought design development to the rooftop massing.

The proposed application addressed the previous UDP concerns as follows:

- extending the office plaza to the both corners to increase the indoor visibility to the entire frontage;
- providing more setbacks from Beatty St. and W. Georgia St. to entertain public space in the form of a timber seating feature which allows pedestrian flow along the corner;
- the steam headers have been re-routed to allow for maximum possible pedestrian flow underneath also can be treated as public art features;
- This new facade will take the materiality of the building at grade and apply it along Expo Boulevard; also, this application is providing localized openings at the BC Place Concourse level to provide direct visual connection between Expo. Blvd. and the Plaza space above;
- a series of landscape modifications have been proposed in DP stage as:
 - o An organic floor of crushed stone aggregate,
 - o Lighting including Linear inlay lighting
 - o Gardens with integrated seating and gathering area

- Roof garden
- Streetscape
- new design still maintained the pedestrian linkage from the plaza and the rest of the city including Georgia Street along the new retail pavilion, Beatty St through breezeway and the retail frontage and the BC place. In addition, the connection from Terry Fox plaza and the new plaza has been entertained through Beatty St. passing existing heritage “B” building and the existing BC place concourse.
- the breezeway maintains a 6 meter minimum width (one meter wider than rezoning application), with no door swing encroachments. Some other changes including the bridge massing and materiality modifications, illuminated pavers and overhead lighting have been entertained to address panel’s concerns.
- at the rooftop, more protections for mechanical equipment and energy stacks such as screening and landscape is proposed which are integrated with three roof terraces provide views across Vancouver’s skyline. Wood terraces and a perimeter running track looping around the building support recreation and gathering areas.
- with all the design changes there is no change of shadowing impact on the future Vancouver Art Gallery;
- more materiality and details refinements have been proposed in DP application.

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

Public Realm

1. Please provide feedback on the overall evolution between rezoning and development permit on the following:
 - a. The quality of the public realm and building interface at Beatty St., W. Georgia St, and Expo. Blvd;
 - b. The overall performance of introduced plaza area and breezeway connector as an active and inviting pedestrian link.

Overall Design Development and Materiality

1. Please comment on the overall evolution of the proposed building design between rezoning and development permit, particularly at :
 - a. Recognize prominence of the corner at W. Georgia & Beatty St. as an increased and more purposeful public space near the intersection;
 - b. Architectural and landscape distinctive design elements of roof top massing;
2. Does the proposed material palette serve to enhance the overall design concept demonstrated at the time of the rezoning application?

Applicant’s Introductory Comments:

The applicant noted there is new realignment of Georgia to connect to Pacific and False creek to create a new gateway into downtown.

The concept of the massing looks like multiple volumes, while accommodating large floorplates for work use and taking advantage of daylight and use.

The big changes is plans have been shifted quite a bit with main focus of keeping ground plain as active as possible so there is a lot of retail place. The entry lobbies are on Beatty street and majority of loading and car access happens on expo boulevard.

The façade is largely the same as the rezoning, pleated facade frames of wide metal with iridescent surface that slightly changes color with angles of panel.

The façades are more open at the lower levels. Façade on Expo Boulevard developed on same principle as main building but replacing glazing with grill.

There are some openings on top of the plazas to bring in some lighting.
The entertainment pavilion has been developed further into a rose gold material that is in contrast with the office building.

There is a widening of the breezeway the bridges connecting the lower levels have been changed a bit.
Working with weather protection at the entries. With canopies connected to a continuous weather protection.

From the lobby elevators can look into boiler room.
Garage entry is from Beatty street (new elements) designed as a big light box, pedestrians can look straight through to the retail space behind and BC place beyond.

There is a bike path that goes through the building to the other side of the site where the bike facilities are.

A lot of changes with the landscape.

The public realm is about creating porosity and fluid connectivity, created flows at every scale.
Created a synergy between stadium and downtown.
Within the landscape, there is a patterning and lights to guide the pedestrian, there is a sequence of gardens that begin at the welcoming plaza.
There will be a showcase of Cedar and Douglas fir trees.
There are passages and garden like paces that lead you to these quiet spaces.
There are outdoor terraces and office rooftops to use as amenities.

The staff and applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by **MR. DAVIES** and seconded by **MR. FRANCL** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT WITH RECOMMENDATIONS** the project with the following recommendations to be reviewed by City staff:

- Review needs to further increase width of the breezeway and the public realm and the public realm in relation to the building;
- Design Development to maximize open space and flexible uses plaza spaces;
- Design development to the rooftop forms to better relate to the curvature nature architecture of the building and rooftop landscape elements.

Related Commentary:

In general the panel noted the project is attractive, a magnificent addition to the city.

It is a sensitive and ambitious project

The rooftop massing and design are successful.

The panel noted the interface and what the building is doing at the ground edge, it still feels very tight consider the nature of the civic events in this area.

Performance of the plaza and breezeway, many members felt increasing the width is welcomed. In general the panel found the the proportions of the breezeway are much improved; the extension and plaza will be well used

Public realm is quite inviting especially along Georgia

The timber gardens will be a successful gathering space.

The panel suggested considering a less contained seating form and consider larger options.

The pavilion has an excellent program on the site, will be social engine into the space.

The panel supported the material pallet for the building. The materials and accent enhance the design in both the main building and the pavilion, the contrast is well done.

The building form and palette compliments the street well.

A few concerns with the material palette with the landscape elements. The landscape design of the rooftop could use further design development to consider the elements of the whole building.

A panelist noted as a potential iconic building the project would benefit from further detail.

There is a disconnect with the project, the serrated timber forest at all different angles will not be very usable. This building deserves major plaza space, as it is a gateway to the city. The public realm needs to be all-usable and a lot of it is not. The materiality is not clear or resolved. How individuals feel in these spaces is just as important as the visual aesthetics.

The panel suggested more art treatment would help the project.

A panellist noted it is important to detail how the public art will work with the project.

Additional comments noted the windows into the steam plant are a good idea.

Like how the landscape reintroduces the heritage Th existing pipes along Georgia will make it feel much more narrow.

Treatment of ground plain looks very clear-cut, the expression of wood doesn't look appropriate. Wood materials need to be extremely durable.

Place gas meter down on expo.

Handrail on level 4 roof decks appear strange encourage more design development.

Consider impact angular nature of the build form of apartments on the rooftop

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