

URBAN DESIGN PANEL MINUTES

DATE: June 9, 2021

TIME: 4:00 pm

PLACE: WebEx

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:

Marie-Odile Marceau
Michael Henderson
Sydney Schwartz
Margot Long
Angela Enman
Adrien Rahbar
Jennifer Stamp (excused from item # 1)
Alan Davies
Walter Francl
Adrien Rahbar

REGRETS:

Brittany Coughlin

RECORDING SECRETARY: M.Sem

ITEMS REVIEWED AT THIS MEETING	
1.	5 W 2nd Avenue
2.	495 W 41st Avenue
3.	625-777 Pacific Street (Granville Loops)

BUSINESS MEETING Chair, MR. HENDERSON, called the meeting to order at 4:00 p.m. and noted the presence of a quorum.

1. **Address:** 5 W 2nd Avenue

Permit No. RZ-2020-00073

To develop an 18-storey mixed-use rental building with 122 rental units and commercial uses at grade; all over three levels of underground parking consisting of 53 vehicle spaces and 232 bicycle spaces. The building height is 55.17 m (181 ft.) and the floor space ratio (FSR) is 7.77. This application is being considered under the Southeast False Creek Official Development Plan and the Below-Market Rental Housing Policy for Rezonings.

Zoning: M-2 to CD-1

Application Status Rezoning Application

Review: First

Architect: MA+HG Architect

Delegation: Marianne Amodio
Harley Grusko
Peter Kreuk

Staff: Nicholas Danford & Miguel Castillo Urena

EVALUATION: Support with recommendations (7/2)

Rezoning Planner, Nick Danford introduced the project proposal at 5 W 2nd Avenue. The application proposes to rezone the site from M1 (industrial zoning) to CD-1 in order to allow for an 18-storey rental residential building, containing retail units at grade.

The proposal includes approximately 106,000 sq. ft. of floor area on 18-storeys resulting in a proposed FSR of 7.77 and a height of 181 feet. The proposal includes 122 rental units, of which 20% are reserved for residents with moderate income under \$80,000 per year.

The project is located in area 2B of the Southeast False Creek (SEFC) ODP. This area of the plan contemplates residential uses along 2nd Avenue that can reach a maximum height of 125 feet with provision to allow for an additional two storeys on top of this height with the SEFC Design Guidelines for additional penthouse storeys.

In addition to the SEFC ODP, the Below Market Rental Housing Policy for Rezonings, adopted by Council in late 2019 also applies to the application. Under this policy, Council may consider an additional three storeys for projects that include 100% of the residential floor area as secured rental housing and at least 20% of the residential floor area that is counted in the calculation of the floor space ratio as below market rental housing available to households earning below \$80,000 per year. The SEFC ODP combined with the Penthouse policy and the below market rental housing policy result in the total proposed height of 181 feet.

Development Planner, Miguel Castillo Ureña, began by noting that the site lays on the southeast corner of the block defined by W 2nd Avenue to the south, Manitoba Street to the west, W 1st Avenue to the north and Ontario St to the east. The block itself is configured into two U-shape building arrangement facing each other and dissected by the lane running east west. A pedestrian zigzag pathway connects W 1st and W 2nd.

The majority of the developments around are under the South East False Creek Plan, and include a 12 storey residential building to the north, an 8-storey mixed-use building to the west, a 12-storey mixed-use building to the east and 1-2 storeys industrial buildings to the south. A neighbourhood park and Railyards Park are located to the northeast of the site.

The form of development consists of an 18-storey tower that is broken down into three distinct stacked and shifted boxes, over the base, of six, six and five storeys that create several rooftops.

The applicant is seeking an increase of height from 38.1m (125') (30.5m allowed under the current M-2 zone) to 55.2m (181ft) for the overall 18 storeys.

The site is affected by View Cone 3, which caps the height to a maximum of 67.2 m.

As for the ground plane, the residential entry is located off Ontario Street and CRU's are located along both Ontario St and W 2nd Avenue. Parking and loading are off the lane. This application proposes a dedicated 5 ft. setback along W 2nd. At the lane, a Statutory Right of Way of 5 feet is provided while on Ontario Street a deeper setback in addition to the 5 feet setback is also accommodated on the ground floor.

Higher up, outdoor amenity spaces are spread across the development on the different rooftops, on levels 2, 8, 14 with the larger outdoor amenity communal space on the top.

Units' layouts are distributed around a central core as typical, facing all orientations, including interior side yard and the lane.

This relationship with the existing building can be seen here, including the tower separation that vary from around 25' to the west and 35' to the rear, along with the vertical distribution of the units, where the family units have been accommodated on the higher levels of the tower.

In terms of public realm, in addition to the setbacks indicated and, noting that Ontario Street is considered a greenway with a bike lane to the western side, the project proposes two pocket spaces, one at the corner and the other one as part of the existing pedestrian connection on the adjacent site towards the lane.

This space is meant to be used as patio of the CRU integrated with the existing pathway.

In terms of shadows, as presented, the proposal casts shadows onto the open space of the north-west property in the morning while the park would not be affected at the Equinoxes.

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

Height & Massing

1. Please comment on the massing and height, including the additional height sought from the 38.1m permitted in the SEFC ODP (30.5m under existing M-2) to 55.2m.

Density & Tower Separation

2. Does the Panel consider the proposed density has been successfully accommodated at various scales (site, block, neighbourhood and city)?
3. Does the Panel support the proposed tower separation to the west and north?

Public Realm

4. Overall provision of high-quality open space in relationship with the proposed height and density;
5. Please comment on the western interface.

Applicant's Comments

Presented site and family story.

This is a family project, family of the patriarch and his arrival to Vancouver and his story to maintain to site legacy of their father and contribution to the community.

This project takes direction from the City of Vancouver policies and guidelines:

1. Secured Market Rental Housing Policy (2012)
2. Rental Incentive Guidelines (2012, Updated 2018)
3. Below Market Rental Housing Policy for Rezonings (2019)
4. Southeast False Creek Plan
5. Green Buildings Policy for Rezonings (2018)
6. Southeast False Creek Green Building Strategy (2008)

The proposal will be adhering to the following rental housing policy items:

- 100% of residential floor area is secured rental housing for 60 years or the life of the building;
- 80% of residential floor area will adhere to the West Area DCL maximum average rents;
- 20% of residential floor area will be below-market rental housing made available to households earning below \$80,000 per year and targeted rents for below-market units.

The proposal seeks for three additional storeys and commensurate density for projects 12-storeys or more under existing plans.

Proposal exceeds min. 1.5m setback along 2nd Ave to increase pedestrian comfort and public realm on arterials.

Proposal requests a height relaxation from 44.35m in the SEFC Plan to approx. 55.2 m.

Proposal achieves a substantial street wall of seven storeys along 2nd Ave by setting back the massing at that level.

Proposal maintains pedestrian views to the park and Science World from West 2nd Ave y increasing ground floor setback.

To encourage unique east/west lane environments, the proposal has commercial frontage of the lane, and locates substantial outdoor amenity at the second floor overlooking the lane.

The proposal will adhere to the “Low Emissions Green Buildings” path for Rezoning. It will also adhere to any additional specific targets set out in the Southeast False Creek Green Building Strategy.

The proposal will follow Performance Limit targets for buildings connected to a City recognized low-carbon energy system (SEFC NEU).

It is located on a prominent corner, W. 2nd and Ontario, highly visible and connected. It is conceived as an in-fill site as it's surrounded by important context.

This site use to be an industrial area.

The South East False Creek Plan, used to be industrial area, saw that is something do not want to lose, document for understanding, with buildings to have this character.

Break building into manageable parts, in a way to speak to the height and massing to the buildings around it, as follows:

Step 1; showing the maximum anticipated building that could occupy this site;

Step 2; break up building horizontally to speak to the adjacent buildings;

Step 3; scale the building down, decrease the shadow as building moves up, slender the boxes from bottom up; and

Step 4; move the boxes to the adjoining context.

Height

The lowest block is the cru level that responds to having continuous street walls that can speak to the adjacent sites. , floor 2 -8 is mid block street wall is designed to speak to the building to the west.

The mid block tops out at 14, it speaks to building on the east and north, the remaining height of the building above 13 storey is a 5-storey penthouse.

Amenity Strategy

The vertical separation and shifting of massing results in multi-roof terraces that are to be used for a combination of shared outdoor amenity space and private patios, each with unique view and daylight opportunities. By providing multiple amenity spaces vertically throughout the building, no resident is more than 3 stories from an outdoor amenity space, accessible by elevator or stair.

This strategy enables each vertical block to have a unique indoor and outdoor amenity space, providing a variety of opportunities to establish community within each block. Neighbours share a lounge and kitchen, and an adjacent back yard, where the community can gather outside their individual suites.

Public Pocket

The SW corner of the building is setback from the street creating a new public pocket. This further strengthens the adjacent north-south walkway and enhances the public realm with the addition of an enhanced green wall, glazed canopy for weather protection, and generous storefront glazing for transparency and safety.

Balcony strategy

The project proposes a minimum of one balcony for all one, two and three bedroom dwellings at minimum 5 ft. dimensions for all the balconies.

Proposed Landscape site plan.

The ground planes is governed by the design guidelines of SEFC. Lane is partially upgraded.

On Level 2, podium space to the west, has indoor space to east and kids play area and gathering spaces for social events. On level 8 private patio spaces and shared amenity space.

Lane is upgraded. Stepping of the building, take advantage of shoulders. Podium space will get lots of light.

Level 14 is a combo of shared amenity space, and patio area at the corner, incorporating trees – strong expression of greenspace especially at the roof levels, outdoor spaces.

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 **MS. ENMAN** 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:

1. Design development to massing of the building to reduce shadowing on adjacent outdoor spaces, and maximizing separation to adjacent living spaces;
2. Reduce privacy and oversight concerns to the northern neighbor;
3. Improve urban realm of the lane by reducing or moving service areas below grade; and
4. Consider alternate location for the children's amenity play area.

Panel Commentary

There were mixed reviews from the Panel on the height and massing, some were supportive and others were concerned with proximity to existing buildings and over shadowing. Panel noted concerns with the density and tower separation. Some panelists expressed their non-support to the height proposed.

Panel noted the building to the north and roof deck will be in shadow from March to September and recommended sculpting to help with the shadow. Panel noted the setbacks and tower separation from the residential is creating privacy issues and should be increased.

Panel encouraged solutions to mitigate privacy issues. Panel suggested narrowing the planters on north and south side and make them deck spaces for livability of units. Some panelists recommended balconies for studios units as well. Panel noted that living spaces and balconies are minimum.

Panel noted the child play area on the amenity at level two facing west will be in shadow most of the day and suggesting moving it to the upper deck.

Panel noted the proposal presented limited sustainability information.

Some Panel members noted public realm for this project is minimal. Panel noted the resolution and programming at the storefront on the public realm. Consider sliding doors to open the interior space towards the exterior. Panel noted to address greater legibility of the entrance on the ground level. Panel suggested at the lane frontage to consolidate the loading and give more to the lane for a nicer experience. Panel noted appreciation for the public realm path, the node public park ahead, suggest giving it some setback along the path.

Panel members noted concerns with the lane and suggested improving livability to the lane. Panel recommended activating the laneway, encourage activation, and reduce the service nature of the north edge of the building. Panel noted concerns with the access of the lane in terms of loading. Panel recommended losing a bit of the commercial sq. ft. on ground floor and to take the loading bay down and garbage enclosure and have more landscape at the lane frontage; in addition, adding setback on the western edge, reducing the commercial activity space or garage space on the ground and have some relief on this western edge.

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

- 2. Address:** 495 W 41st Avenue

- Permit No.** RZ-2020-00072
To develop a 14-storey mixed-use building with additional height for a rooftop amenity space. The application includes 112 secured rental residential units and two floors of commercial office and retail space: all over three levels of underground parking consisting of 64 vehicle spaces and 221 bicycle spaces. The building height is 45.7 m (150 ft.), the floor area is 9,701 sq. m (104,434 sq. ft.), and the floor space ratio (FSR) is 6.59. This application is being considered under the Cambie Corridor Plan.
- Zoning:** C-2 to CD-1
- Application Status** Rezoning Application
- Review:** First
- Architect:** Perkins + Will
- Delegation:** Ryan Bragg, Perkins + Will
Eli Wolpin, Perkins + Will
Jeffrey Staates, PFS Studio
- Staff:** Scott Erdman & Omar Aljebouri

EVALUATION: Support with recommendations (9/0)

Rezoning Planner, Scott Erdman, began by noting this is a rezoning application to rezone 495 West 41st Avenue, which is being considered under the Cambie Corridor Plan.

The site is located at the northeast corner of Cambie Street and 41st Avenue, kitty-corner from Oakridge Centre and the Oakridge-41st Avenue Canada Line Station. The site is zoned C-2, and is currently an undeveloped lot.

At the north end of this block is an existing 4-storey mixed-use building with ground-floor retail and residential above, which is not part of this proposal.

While the Cambie Corridor Plan did anticipate that development would likely occur through full-block proposals, this site is only a partial-block at the southern end.

The site is located within the Oakridge Municipal Town Centre section of the Cambie Corridor Plan, and anticipates mixed-use developments at this location, as the neighbourhood transitions to a high-density, urban community.

This block is identified in the Plan as “Area D”, and requires:

- Active commercial-retail uses at grade
- Commercial uses in the podium, which should be between 50 and 60 ft. in height, as part of landing job space in the heart of Oakridge which is a regional town centre.
- Above that, a major tower at the north end with residential uses, up to 260 ft. in height
- A minor tower at the south end, that can be either commercial or rental residential uses, up to 150 ft. in height
- An additional partial storey on both towers may be considered for common rooftop indoor amenity spaces, if contiguous with common outdoor amenity space. Additional height should be stepped back from all building edges to minimize the appearance from ground level.
- A 7.0 m (23 ft.) setback will be required from the southern property line to accommodate significant pedestrian space and other future street requirements.
- Regarding density, there is no maximum limit provided in the Plan. Instead, it is site-specific and varies with building performance.
- This site is also required to provide an on-site public amenity, from a list of options in the Plan, which includes childcare, a youth centre, artist studios, and non-profit office space, to be delivered turn-key to the City.

The proposal before you is for a mixed-use development, and includes:

- A five-storey mixed-use podium, with Levels 1 and 2 for commercial space
- The remainder of the podium, and the 14-storey tower are residential, with 112 secured market rental units, at 150 ft. in height
- An additional partial storey is proposed for common indoor and outdoor rooftop amenity space
- The proposed density is 6.59 FSR
- No on-site public amenities are included in this proposal.

Development Planner, Omar Aljebouri, spoke on the form of development. He began by presenting the vision for the Neighbourhood. The Oakridge Municipal Town Centre, a regionally significant urban centre

that serves as an activity hub with a range of choices for jobs, retail, culture, public spaces and housing. The Plan's vision is to strengthen this neighbourhood as a new commercial core.

Overarching Urban Design Principles:

- Building design will signal a strong commercial presence on Cambie Street as the main "High Street".
- As seen in the diagram, the blocks between 39th Ave and 45th Ave will form this new commercial and employment core, through the on-arterial podiums.
- A variety of forms and heights will contribute to an "organic" evolution of forms.
- To enhance the sense of arrival at the "heart" of this key node, towers will step back from the intersection.

Built Form Guidance:

- The new commercial core is formed by a strong all-commercial podium with at-grade retail and a consistent 4-storey street wall.
- Above the podium, slim vertical towers will step back for an enhanced and comfortable public realm and pedestrian experience with an openness to the sky.
- Tower floor plates, typically in a square of approximately 80 ft., present a slender and vertical form with a high level of livability.
- An additional recessed partial storey above the prescribed height may be considered on the towers to for indoor amenity spaces adjacent to outdoor amenity space.
- The Plan recognizes that commercial towers may have a continuous vertical expression and align with the podium; residential towers however are expected to step back from the podium edges as the top diagram shows. This applies to both major and minor towers. It helps to think of the minor tower as a subordinate form.
- A stepped form at the rear, as shown in the bottom diagram, is intended for a gentle transition to the lane environment.
- Playful design elements and forms are encouraged to create a sense of place.
- Finally, the lane interface should contribute to the pedestrian experience.

Context:

- The anticipated context along Cambie is that of consistent 4-storey commercial podiums.
- Above the podiums, towers of varying heights are expected:
- To the north, completing the subject block, a tower of up to 260 ft.
- To the west, a tower of up to 350 ft.
- To the south, a tower of up to 150 ft.
- To the east, a tower of up to 22 storeys on a 6-storey podium.
- To the northeast, the off-arterial municipal town centre neighbourhood may accommodate 18-storey towers, 2 per block, for inclusionary affordable housing.
- To the southeast, is the Oakridge transit major plaza.

Proposal:

- In place of a 4-storey all-commercial podium, the proposal includes a five-storey podium with two levels of commercial use and three levels of residential use. A two-storey street wall.
- An east-west oriented rectangular floorplate of approximately 100 ft. length. The north and south elevations are marked with continuous balconies that project into the public realm.

- These diagrams show in red the Plan's anticipated form of a stepped-back residential tower, on a 4-storey commercial podium with a transition to the lane.
- Tower rooftop amenities are proposed and include child play and urban agriculture.
- A private courtyard is proposed within the podium's fifth floor.
- A portion of the lane is edged with a planter.

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

1. How well does the proposal meet the Plan's intent for a minor residential tower on a commercial podium to support the Corridor's new commercial and job core?
2. Height, density and massing, within the expectations of the Plan. In particular: the legibility of a commercial podium and street wall; the minor tower as a subordinate slender form; massing transitions.
3. Quality and functionality of the common amenities.
4. Any preliminary advice for consideration at the Development Permit stage such as architectural expression, public realm and sustainability approach.

Applicant's Comments

This project is being shaped by a number of things. It is a significant transportation node with Canada line directly kitty corner to proposed site, there is a significant bike infrastructure, there is cycling infrastructure on both W 41st as well as on Cambie Street, the skytrain, two major arterial Streets that have bus service on them. The entire length of Cambie for five blocks becomes a high street.

Because of the dramatic changes within the next five to ten years need to look at what is going to be built within the plan and the anticipated approach within the plan. the intent of the plan, which is to step down at the corners and provide light on the intersection, but it's an atypical scenario and one that really defines this site being half of the short block as a small, short tower, within the context of a very developed area,

From a housing point of view, we recognize this is a modest proposal, it's a modest site, but we have the ability to produce 112 purpose built rental units so this entire building will be purpose built rental and annual target of 2000 that's about 5% of the annual target in the city, in the year.

The approach was defined by the Cambie Corridor guidelines. The corner of W 41st Ave and Cambie encounter significant setbacks and these significant setbacks are predominantly to encourage much more active and greater response to the public realm. The largest is on the south side along W.41st Ave and then another one along Cambie, both of which are significant in the neighborhood of seven meters and two meters so these are big setbacks. We looked at Tower separation, this is an approved rezoning to the east and then at the potential of a building being built on the other half of this short block on Cambie, and ensuring that there's an 80 foot setback between these two buildings and preserving the ability for a tower to be built at approximately 260 feet left with very little space left. It pushes the form towards the corner of Cambie and West 41st. This is a modest building amongst very exuberant context and so we see this building as needing to come to the corner and to make a strong defined statement.

From an architectural point of view, the proposal is trying to be a counterpoint to some of the exuberance that exists within the area. There's an aesthetic clarity, which is defined by a restrained architectural language, as well as a modular grid reflecting what happens within the building. It is very simple building. In addition, as such, it's a simple expression for the building on the exteriors.

An important aspect of the design, and one that relates directly to the Cambie corridor plan is an engagement of commercial activity so a very strong engagement of the corner. An approach that wraps all the way along can be around W 41st and then back around the lane. The lanes and Cambie corridor are active spaces that will see pedestrian movement. It also introduces a human scale and a realistic approach to the commercial expression. The tenant will be the new home for the TD Bank. Another important component is opportunity for some privacy, transitioning from the active and public to calm and private, operable privacy screens and balconies for each dwelling.

The landscape of the building, tried to optimize the landscape to the greatest amount possible with communal rooftop space, variety of activity spaces and incorporate trees at street level.

From a statistical point of view. As noted, the proposal has a 14 storey building FSR is just over six and a half. There are 64 parking stalls provided and 221 bike parking stalls. The family housing and the requirement of 35% has been exceeded by over 10%.

The site plan, at the corner is the commercial entry to the commercial space, and then to the north is the residential entry. Around back, there is a shared loading bay, and a parkade entry.

On the south streetscape, there is stepping down towards the residential at the intersection. There is a current zoning application adjacent to proposal, which will replace the existing residential.

The west elevation on Cambie. There's a dialogue that starts to form at the intersection between the two opposing buildings. There are two levels of parking below this P2 and P3, which are largely parking at this level, and at P1 down the ramp, there's a series of loading spaces. Then there is some commercial bike parking and all the residential bike parking is on P1. It's a constrained site. The tower core is shifted to work with the parking. Moving up the building the tower core is shifted to the north to get it towards the residential entry. It's a shared core between commercial and residential to try to place it in the center of the plan and give the most freedom towards the commercial tenant.

On the second floor, there is a clear floor plan to try to provide flexibility for planning.

On the third and fourth level, there is storage in the back, and on the east and west there are we buried some storage in the back. On the east and west, there are inset balconies, which are quite large. On the south side, there are balconies that that will form and animate the elevation.

Onto level five the form of the building emerge at the north, there is a shared private courtyard and two sided two bedroom units.

On the sixth level, the glazing is continued at the core and at the north end of the site, looking down to the courtyard there are a variety of amenity spaces. Those various amenity spaces can be used by all members of the building.

Moving up the building, it can be seen the true form, where there are no balconies at the core, there is the inset and the glazed core side which lets light into the corridor, providing some animation inside,

On the north south side, there are balconies. At the rooftop, there is an indoor amenity space that setback from the edges to not make a large presence on the street front. There are also varieties of spaces for a shared amenity in the outdoors, including a barbecue space, an outdoor garden and children's play area.

On the east elevation there is the loading bay and the parkade entry. On the north, elevation glazing allows light into the core elevator lobby.

On the south side, privacy screens are added to allow shading elements.

On the north south elevation is the commercial. The Shadow studies show the future context but the building is fairly modest and doesn't overshadow significantly public space.

Proposal has defined as much as possible within the city plan for sustainable strategies. Project is past path B, at step three and has about 50% window to wall ratio. This is met through a variety of strategies, including high efficiency HRVs.

Applicant presenting the landscape plans for proposal.

The Cambie Street side incorporates the presence of the Heritage Boulevard, separating bike lanes on both frontages and transit stops on both frontages. There's a series of street trees that are integrated into that. Currently as shown the application of the Cambie corridor streetscape plan in terms of its materials and patterning associated with a station area, as is Oakridge Ridge across the street, those broad frontage is kind of wrapped around to the front of the building. There is a little bit of an overhang that wraps around the full frontage of the building, to kind of clear pedestrian realm on all frontages and wrapping into the lane.

There's some bike parking, Class B parking provided at both the west and south facades. The little planter on the east side along the lane, looking into making it part of the building stormwater management facilities.

On level five and six, on the northern portion of the plan, there's a little courtyard set to the center of the plan on level five, which has visual and garden access to the two suites nearby; As well as providing some visual connection from the tower. On level six on the two outside corners, there is an outdoor amenity space with a little bit of protection from its adjoining balconies and many spaces on the two corners.

The primary amenity space at the top of the tower, there are a series of planter elements to define subspaces for dining and seating. The south eastern corner is dedicated to children's play area.

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 **SUPPORTS** the project with the following recommendations to be reviewed by City Staff:

1. Design development to the tower podium relationship to clarify language and relationship.
2. Design development to the Cambie elevation enhance residential entrance.
3. Provide indoor amenity space to support outdoor amenity space to support level 5 and 6.
4. Increase planting and screening on level 5 to reduce privacy concern.

Panel Commentary

- General support from panel on the project with relationship to policy and guidelines.
- General support from panel on the height, density and massing.
- Panel noted there is an uncomfortable relationship in scale and proportion between the height of the tower and base.
- Panel noted courtyard space and private shared backyard between the two bedrooms would be dark and enclosed.
- Panel suggest the level 6 amenity to show a room connecting it rather than straight from the lobby.
- Panel noted design development to further study the tower and commercial podium. The tower reads blocky and would benefit from some articulation.
- Panel noted the relationship between podium and tower is well considered except on Cambie St.
- General support from panel on the tower resolution, the language and intent in the massing, some Panelists noted loosening rigidity of the balconies and gaps.
- Panel noted appreciation of the design of the rooftop. Some panel members suggest adding greenery and planting on the street level.
- Panel noted concerns for level 5 and level 6 green space, absent of indoor space and privacy concerns with level 5 suites.
- Panel suggest common amenity on the 6th floor.
- Panel noted consideration for DP, to review the articulation of the tower, loosen of the edges, further review design development of the residential lobby with respect to tower and podium expression.

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

3. **Address:** 625-777 Pacific Street (Granville Loops)

Permit No. RZ-2020-00069

To develop four residential towers on four adjacent sites, which will be created once the circular bridge ramps (the Loops) are removed and Continental and Rolston streets are extended south to Pacific Street. The proposal includes two strata residential towers at 120.4 m (395 ft.) in height, one mixed rental-residential and strata residential tower 76.2 m (250 ft.) in height, and one rental residential tower 76.2 m (250 ft.) in height to contain a childcare centre and social housing. The total floor area is 89,489 sq. m (920,266 sq. ft.). This application is being considered under the Granville Loops Policy Plan.

Zoning: DD to CD-1
Application Status Rezoning Application
Review: First
Architect: N/A
Delegation:

Anita Molaro, Assistant Director Real Estate Services, City of Vancouver
 Adrian Thompson, Property Development Officer II, City of Vancouver

Staff:

Brian Sears, Associate Director, Development, City of Vancouver
Paul Storer, Director of Engineering, City of Vancouver
Leifka Vissers, Jason Olinek, & Yuichi Watanabe

EVALUATION: Resubmission Recommended (5/1)

Jason Olinek, Assistant Director of Planning, introduced the proposal as an Application by the City of Vancouver lead by Real Estate and Facilities Management (REFM) Staff with Planning Urban Design and Sustainability (PDS) Staff having the regulatory function. This proposal is not a Director of Planning initiated Rezoning. The allowance for consideration for addition of height and density as proposed is enabled by the Granville Loops Policy Plan (GLPP).

There are four parcels on the site each one of which will be developed individually, with its own program and proponents. This process requires a degree of flexibility to allow for the future procurement process. Therefore the Panel is considering today an 'indicative' design, similar to a master plan process with guidelines informing future design flexibility.

Leifka Vissers, Rezoning Planner presented a summary of the rezoning proposal for four mixed-use buildings over four parcels with maximum heights ranging from 250 feet to 395 feet. The zoning would change from DD (Downtown) to a CD-1 (Comprehensive Development) By-Law. Project notes include:

- The enabling policy is the Granville Loops Policy Plan (GLPP) also noting Council's approval in 2002 to remove the northern loops of the Granville Bridge, under the Downtown Transportation Plan.
- The site includes the area currently occupied by the northern off-ramps or "loops" of the Granville Bridge.
- This site is proposed to be divided into four Sub-areas, A, B, C and D.
- The Loops Plan, adopted by Council in 2010 laid out a guide for redeveloping the area including both this site.
- The Plan called for new streets and improvements to the public realm as well as setting parameters for future development.
- The plan envisions 50,000 sq. ft. of affordable housing to replace the Old Continental Hotel, significant road dedications, removal of the physical loops and the funding for these works.
- The plan envisioned 682,000 sq. ft. of floor area to be predominantly strata residential with the exception of some ground floor commercial and the 50,000 sq. ft. social housing.
- The Plan made allowances for greater heights based on urban design performance and the provision of additional public benefits. This proposal includes:
 - 40-storey, 395 foot strata tower is planned for Site A,
 - 27-storey mixed rental and strata residential tower is planned for Site B with ground floor retail,
 - 27-storey, 250 foot social housing residential building for Site C with childcare, and
 - 40-storey, 395 sq. ft. strata tower for site C.

With respect to a comparison between what was envisioned under the Policy versus what is proposed in this application:

- The policy did not anticipated the added rental residential on-site.
- It did not envision 150, 000 sq. ft. of added social housing.

- It did not envision childcare on Parcel 'C'.

This application proposes the same strata floor area as was allowable under the Loop's Plan with the difference in added floor area comprising of rental and social housing equaling a total of 126,000 sq. ft. and 161,000 sq. ft. respectively.

Yuichi Watanabe, City Design Studio Planner presented the key aspects of the design guidelines particularly on public realm and built form.

- The Public Realm design is to recognize and celebrate the diverse culture and historic high street character of Granville Street and contribute to the network of open spaces.
- Noting the 'Higher Buildings' of Vancouver House and 601 Beach, the overall massing should form a "valley gateway" along Granville Street.
- The built form is to respond to Granville Street form and character with a the street wall reinforcing a sense of human scale as well as protecting solar access along Granville Street.
- Active commercial uses are required at grade fronting Granville Street and wrapping the corners along Neon Street and Pacific Street.
- Careful consideration should be given to framing the near view.
- Podium design should define the street edges and respond to the elevated street structure.
- Roof expression should contribute to the varied and unique skyline of downtown south.

Jason Olinek, Assistant Director of Planning, presented the form of development.

Highlighted the GLPP performance objectives include for:

- Improved connectivity.
- Improved form and character noting the gateway valley, the historic high street, the scale of Granville, and public realm.
- Road widening, bridge improvements, loop removal, and traffic calming which will improve and change the character of the neighbourhood.
- Improved public realm interfaces with consideration for light, shadow, network of open spaces and how they function.

Additional context and site design notes included:

- Significant site slope; the grade difference at the top of the bridge to Pacific St. below is approximately eight meters.
 - The Granville St. Policy Refresh – a comprehensive look at the street's cultural and heritage character and priority as a retail high street. (Schedule to be determined).
 - The planned removal of the loops creating a more regularized transportation network including multi-modal options for peds, bikes, cars and other means.
 - Planning staff have identified a desire for increased publicly accessible open space, in particular at the public realm along Pacific Street and potentially other locations on-site.
 - None of the proposed buildings penetrate any of the Council Protected Views overlaying the site.
 - Impacts of shadowing of the proposed towers is limited so that no new shadows fall upon the Granville St. past Drake to 4:00 on the fall equinoxes.
 - Commercial retail is proposed to wrap around from Granville onto Neon St. and then on to Pacific. This creates a public realm interface condition where the grade condition is drops a storey plus across the site.
 - Additional public open space in the form of packet parks is proposed on Pacific St against the proposed townhouses at the southeast and southwest corners.
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- The daycare on Parcel 'C' is a significant form driver and staff would like to hear Panel's comments on how the building architecture can help support that.

Advice and comments from the Panel on this application is sought in general and specifically on the following:

1. Form of Development: Height and density.
2. Guidelines: Urban design objectives and criteria for future design development of successive applications.
3. Formal Response: Massing, setbacks and step backs, and other site specific responses relating to:
 - anticipated new road geometry,
 - adjacent development, and
 - public realm and open spaces.

Applicant's Comments

Anita Molaro, Assistant Director Real Estate Services began by noting the 3 key massing changes that were done. First, was the site simplification for Parcels B and C to deliver greater public benefits than what was foreseen in the original policy plan to allow for the daycare. Then there was the increase in height and retaining the gateway valley massing, understanding the shadowing impacts and the care that needs to be taken with respect to Granville St.

Noted since the policy plan was developed Engineering has done quite a bit of detailed technical work on the road network and adjusting the road widths on Ralston St.

Real Estate would like to achieve a bylaw that describes the land use, heights and densities based on the package to planning. The Planning proposed guidelines are presented to help to inform, at the development permit stage, the built form and character.

Understanding the ground plane, the road network, and the setbacks is a critical piece for understanding how much density and the form of development that is going to be achieved. The guidelines provide that information for those future proponents that come forward for the individual parcels.

To accommodate the daycare, Parcel 'C' was tested because it is the only site left that can achieve the daylight requirements for daycare.

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 **MS. SCHWARTZ** and seconded by **MS. LONG** and was the decision of the Urban Design Panel:

THAT the Panel RECOMMEND RESUBMISSION of the project with the following recommendations to be reviewed by City Staff:

Design development to improve public realm, access to open space, livability and activation across the site and specifically along Pacific Ave. In addition, address concerns around sun exposure to the daycare.

Panel Commentary

Height and Density:

- There was mix of support and non-support from the Panel on height and density.
- Panel noted design development to consider redistributing density to ground plane.
- Panel noted city should establish heights, density limits, and the critical setbacks to avoid prescriptive architectural forms.
- Panel noted project should not be density driven but rather urban design and livability driven

Public Realm and Open Space:

- Panel noted the new alignment for Continental and Ralston connection through Neon St. would be a vast improvement over the loops that are currently there.
- The Panel noted to improve the quality of the public realm, open space and livability around the site, specifically on Pacific Ave. Open spaces on the south corners of the site are too small.
 - Panel suggest losing a townhouse on either corner to enhance the public open space and to explore recapturing some floor area in one of the towers.
- Panel noted concern for general lack of outdoor open space. Panel suggest greening all of the rooftops and making them more accessible.
- Panel noted new public and semi public open space alongside the off ramps is not well located and may be dark. Panel suggested exploring street and building design to shape the space to be more inviting for pedestrians and cyclists.

Building Design and Guidelines:

- Panel noted the guidelines should focus on ground plane public realm, traffic design standards, and mandating green roofs.
 - Panel noted there are opportunities that can be made on sculpting these parcels so they can be gateways/background buildings. Panel also noted towers are relatively small in plate size but further stepping back could help.
 - Panel noted the parking abutting Pacific St. limits retail opportunities along the frontage. Panel suggest making some adjustment to the parking inlet access off both Continental and Ralston Streets to improve this condition. Explore a more a viable option to give some retail area to tenants along Pacific St.
 - Panel questioned if daycare is in right place being 'shoehorned' in with the towers and being under cut. Suggest putting daycare on rooftop possibly. Panel noted there may be opportunity for two daycares and further consideration of daycare to get better light penetration.
 - Panel suggest getting more day light on the daycare roof deck by losing the north east corner of building C and dropping it off at 45 degrees; in addition adding another storey to B and C to make it up to ensure daylight exposure to day care.
 - Panel noted to Applicant to consider the broad range of housing tenure types with an eye to being more innovative.
 - Panel noted more needs to be done at the base of the tower along Pacific St.
 - Panel noted regarding the gateways, establishing connection to Granville St. is more important than connection what is seen travelling on a bridge in a car framed by two residential towers.
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- Panel to applicant: approach the next version with more imagination and innovation in all aspects.

Infrastructure and Road Network:

- Panel noted the underside of the Seymour off ramp and Howe St on ramp are under utilized and neglected spaces that need attention.
- Panel noted to make it a “great street “ it needs to be programmed by having a fine grain scale , small commercial units , comfortable for pedestrians to occupy .
- Panel suggested introducing an additional pedestrian connection between Granville Bridge on the north side of Pacific St.
- Panel noted it maybe transportation and bike driven but not pedestrian friendly. There needs to be a balance.

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