

URBAN DESIGN PANEL MINUTES

DATE: September 18, 2019

TIME: 3:00 pm

PLACE: Town Hall Meeting Room, City Hall

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:

Helen Avini Besharat
Yinjin Wen
Colette Parsons
Karenn Krangle
Derek Neale
Adrien Rahbar Item 2 & 3
Amela Brudar
Jennifer Stamp
Matt Younger Item 1 & 2
Muneesh Sharma Item 1 & 2

REGRETS: Susan Ockwell
Jim Huffman

RECORDING
SECRETARY: K. Cen

ITEMS REVIEWED AT THIS MEETING

- | | |
|----|--------------------|
| 1. | 1980 Foley St |
| 2. | 5740 Cambie Street |
| 3. | 1111-1123 Kingsway |
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BUSINESS MEETING

Chair Colette Parsons called the meeting to order at 3:15 p.m. and noted the presence of a quorum. The panel then considered applications as scheduled for presentation.

1. Address: 1980 Foley St
 Permit No. RZ-2019-00054
 Description: To amend the CD-1 (402) District By-law to allow for an office building with retail and café/restaurant use on the ground floor. The proposal includes an increase to the existing maximum height from 36.6 m (120 ft.) to 65.5 m (215 ft.). This application is being considered under the False Creek Flats Plan.
 Zoning: CD-1
 Application Status: Rezoning Application
 Review: First
 Architect: Francl Architecture
 Delegation: Walter Francl (Architect), Arne Emerson (Architect), Kelty McKinnon (Landscape Architect), and Megan Wrote (LEED Consultant)
 Owners: Greg Brumley
 Staff: Leifka Vissers & Patrick Chan

EVALUATION: Support with Recommendations (8-0)

- **Introduction:**

Rezoning Planner, Leifka Vissers, began by noting that 1980 Foley St, is within the Great Northern Way Campus under the False Creek Flats Area Plan.

The application proposes a text amendment to an existing CD-1 district (CD-1-402) to permit a 13-storey office building to include:

- 48,157 square meters or 518,175 square feet of floorspace
- Building height of 215 feet
- Ground-floor retail and restaurant space
- 840 vehicle parking spaces, 338 bicycle parking spaces

The site area is 10,561 square meters (113,648 square feet) and currently contains a walking path, basketball hoop and surface parking lot.

The Great Northern Way Campus, which includes the 1980 Foley Street site, was rezoned CD-1 in 1999 setting density, use and height restrictions for each sub-area of the campus. This policy set a floor-area limit of 48,158 m² for the subject site, as well as a height limit of 36.6m or 120 feet.

The Broadway Skytrain extension is planned to run along the North side of the site, necessitating a right of way. A planned 15-meter landscaped right of way along the East side of the site will commemorate China Creek and rights of way along Great Northern Way to the South and Foley Street to the West for walking and cycling connections also limit the site.

Plans and Policies: Under the False Creek Flats Area Plan, approved in 2017, no major changes were made to the height and density limits of the Great Northern Way Campus given the existing CD-1 zone already in place.

In July of 2018 Council approved the terms of reference for the Broadway Planning Program and a complementary interim rezoning policy requiring council approval for consideration of rezoning applications within the study area, including this site, while the Broadway Planning Process is underway.

Council, at their April 23, 2019 meeting, directed staff to consider a rezoning text amendment application for 1980 Foley St. in advance of the completion of the Broadway Planning Process.

The Green Building Policy (2009, updated in 2017) requires that all rezoning projects achieve either near zero emissions buildings or low emissions green building standards.

Development Planner Patrick Chan began by describing the site – it is relatively flat and adjacent to lots with current height allowances of six-storey. The Canadian Pacific Railways to the north is also mentioned. Chan then listed some relevant policies and guidelines that may affect the subject site. The CD-1 (402) caps the height at 120 ft. There is also the Great Northern Way Design Guidelines, which although is crafted specifically for the Emily Carr University site to the west, contain elements that can be referenced for this project given the similar site conditions and relations to adjacent buildings. In particular, those guidelines speak to referencing the area's industrial history and arts activities in the architecture, preserving views, improving pedestrian movement, and breaking up excessively horizontal buildings to smaller sections to enhance visual interest. The buildings should also maintain a degree of transparency to activate the ground-plane. Lastly attention to energy efficiency should be observed.

Constraints overlaid onto the site were then discussed. Mostly, this involves additional Statutory-Right-of-Way and setbacks for the Great Northern Way bike lane, China-Creek daylighting and the sky train extension. The SRWs and setbacks reduced the buildable footprint. However, the CD-1 had no corresponding changes to the allowed-height and density. This means the same 583,000 sq-ft floor-area had to be squeezed into a smaller footprint. Containing all the floor-area within the reduced parameters would make for deep floor-plates of around 67,000 sq-ft; this in turn produces inhospitable working environment due to lack of natural light.

Chan then noted this rezoning proposal is in part an architectural response to these constraints. And that it is a matter of finding balance between Lululemon's programmatic needs and the City's wider urban design objectives to preserve views, improve public realm, and express formal continuity with the surrounding built fabric.

The proposed key design gesture is this gathering of the north-half of the building upwards into a funnel which is shifted away from Great Northern Way. This funnel brings the building to an average of 215 ft. The funnel's hollowed centre is a ground-to-top atrium that brings daylight into the interior to improve the livability and usability of the offices. Lastly, a series of interlocking but not continuous shading-fins floats over the structure.

The abovementioned moves generally address the recommendations in the Great Northern Way Design Guidelines. By shifting the massing northward, some views to the Northshore Mountains and open-skies are preserved, especially when viewed from the top of the escarpment. This also pushes the heavy bulk away from Great Northern Way to make it feel less “canyon-like”. This in turn can help make the plazas along Great Northern Way and China-Creek more inviting, without tall wall-faces dwarfing them. Pushing mass northwards also brings some extra swaths of sunlight onto China Creek during the solstices.

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

Massing and Urban Design:

- Its height and massing (including negative volumes like the atrium and recessed-plazas) in responding to adjacent buildings and topography.
- The sculpting, especially along Great Northern Way, in preserving views of the mountains and open skies.

Public Realm:

- The interface between the plazas and the building and general interior-exterior connection.
- The wayfinding strategies.

Sustainability:

- The atrium’s and solar fins’ role in providing sustainable comfortable working spaces.

- **Applicant’s Introductory Comments:**

The applicant started by noting that the goal of the project was to unite all Vancouver Lululemon Office staff to one location. The proposed building enables a 24/7 work and life balance of office space and amenities for staff. The project was to embrace Lululemon’s values and vision to develop connectivity between the building and the surrounding environment and other community elements.

There are many green spaces and terraces on the ground level of the development as well as strong landscaping on the sides of the building.

To protect pedestrians and staff from fast moving traffic noise, there is a double row of street trees as well as seating benches scattered around the site. Furthermore, the project embraces the current bike lane and overall cycling network and culture by locating end-of-trip facilities for employees who cycle to work.

The applicant utilized an atrium opening in the middle of the building to bring daylight into the building; this helps reduce energy usage as well as provide quality light and ventilation to the working environment

The applicant added that on the ground floor there are retail, café, and yoga spaces. And these spaces are accessible to the public and employees. These spaces will also help animate Great Northern Way.

The applicant team then took questions from the panel.

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

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

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

- Reconsider the east façade to increase the porosity of the interior to the exterior on the ground-plane given the adjacency to the China Creek open space.
- Consideration of the introduction of a child care.

- **Related Commentary:**

There was general support for the project, including height, massing and density.

Panel member supported the design of the proposed project as it will become a precedent landmark to buildings around the area.

Many panel members supported the atrium opening in the building.

Many panel members supported the public realm available to the neighborhood.

Panel members supported the sustainability elements that the project provides.

Many panel members recommended an introduction of a child care facility.

Some panel members recommended a connecting element could be made for the southern and western plaza.

Some panel members recommended further enhancement towards the bike lanes and building entrances.

Some panel members expressed the need to carefully consider the brise-soliel element, its design on its various facades (solar orientation), its sinuousness to assist with breaking down the massing and its maintenance.

The retail and café were seen as positive additions.

Careful thought will need to be given to the planting, irrigation and maintenance of the planting on the building.

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

2. Address:	5740 Cambie Street
Permit No.	RZ-2019-00032
Description:	To develop a mixed-use building with a 14-storey rental tower and a 27-storey market strata tower consisting of 80 rental units and 133 strata units on a 4-storey podium with commercial retail space at grade, and office space (including non-profit office space) above; all over four levels of underground parking with 274 parking spaces and 559 bicycle spaces. The maximum building height is 84.7 m (278 ft.), the floor area is 29,495 sq.m. (317,101 sq. ft.), and the floor space ratio (FSR) is 8.61. This application is being considered under the Cambie Corridor Plan.
Zoning:	C-2 to CD-1
Application Status:	Rezoning Application
Review:	First
Architect:	Dialog
Delegation:	Owen Craig (Architect), Brady Ounlop (Architect), Lindsey Jerke (Landscape Architect), Eoghan Hayes (LEED Consultant)
Owners:	Chris Ho, Polygon
Staff:	Scott Erdman & Miguel Castillo Urena

EVALUATION: Support with Recommendations (9-0)

- **Introduction:**

Rezoning Planner, Scott Erdman, began by noting that this application is to rezone a site at 5740 Cambie Street under the Cambie Corridor Plan. The site is located on the east side of Cambie Street, spanning the full block between 41st and 42nd Avenues. The site is directly across the street from Oakridge Centre and Oakridge-41st Avenue Canada Line Station. The site is zoned C-2, currently developed with 2, 3-storey office buildings. The site measures approx. 284 feet wide and 120 feet deep.

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 neighborhood transitions to a high-density, 'urban', mixed use community.

This block is identified in the Plan as "Area E", and requires:

- Active commercial-retail uses at grade
- Commercial uses in the podium, which should be between 50 and 60 ft. in height
- Above that, a major tower at the south end with residential uses, up to 278 ft. in height
- A minor tower, that can be either commercial or rental uses, at 120 or 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.
- 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 community amenity, from a list of options in the Plan which includes childcare, a youth center, artist studios, and non-profit office space, to be delivered turn-key to the City.

The proposal before you is the first application received for this neighborhood, and is for a mixed-use development, and includes:

- A four-storey commercial podium, with commercial-retail spaces on the ground floor, approximately 30,000 sq. ft. of non-profit office space on floors 2 and 3 as the community amenity to be delivered, and office space on the 4th floor.
- Above the podium are two towers.
- At the south end is a 27-storey residential tower with 133 strata units, at 278 ft. in height.
- At the north end is a 14-storey residential tower with 80 secured market rental units, at 150 ft. in height.
- Below grade are 4 levels of underground parking with 274 parking spaces and 559 bicycle spaces.
- The proposed density in total is 8.61 FSR.

Development Planner, Miguel Castillo Urena began by explaining the context of the site noting that to the west, there is an existing 6 storey office space and to the south-west, another existing 6-storey (residential) building in place, both are part of the Oakridge redevelopment. To the north-west, the Cambie Corridor Plan anticipates a 305 foot tower and to north, a similar form of development as presented, with a tower of 120ft at the intersection of W41st Ave and Cambie St. with potential of higher tower up to 150 ft. Further north, this site would include a 260 ft tower. To the north-east, two towers of 22-storeys and 16-storeys are anticipated. To the east, there is an existing 6-storey apartment building with a 2-storey building at the rear. An 18-storey tower may be developed next to it. Across the lane to the south-east, a combination of 4-storey podium and 18-storey tower may be accommodated. South of the site, another development with a 4 storey podium and two towers up to 150 ft and 330ft are anticipated.

The site presents a significant slope of about 2.8m along Cambie St. The project consists of a mix-used development with retail at grade consisting of one 150 ft (15-storey) and one 278 (28-storey) ft tower over a 4-storey podium. Amenity spaces are located at the top of the towers. At grade, a pocket plaza half block on Cambie St. is proposed. Residential entries are off the flanking streets.

Advice from the Panel is sought on the following:

Building Form, Height and Density, considering the anticipated built form, particularly:

- The Cambie Corridor Plan envisions a 120 ft. tall building for the northern tower. How successful the proposal is in terms of the desired visual openness at W 41st Ave and to the anticipated built form at the intersection?

Please consider: Proposed 150 ft. tall northern tower and its absence of residential tower setbacks above the podium.

- Please comment on the massing and height of the building crown.

- Ground level spatial planning, including residential entries.

Public Realm at full perimeter, including:

- At-grade interface along Cambie Street, including at the north-west corner.

Please consider: Topography (approx. 2.80m decline along Cambie Street)

- How successful is the proposed mid-block plaza in lieu of the corner plaza at W 42nd Ave?
- Lane connector interface.

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The applicant began by noting that the project is under the Cambie Corridor Plan. The project contains a 10 story of rental building and 27 story market housing building on top of a 4 story podium.

There are three sidewalk plazas and a mid-block plaza space containing seating areas, retail, and café spaces.

The roof top amenity space will be shared between the rental and market units.

The lane is designed to be pedestrian and bike focused.

The project contains roof top interior and exterior lounge area.

The project contains a large courtyard to join the two connected building.

The project will have solar shading system with public art.

The project meets sustainability guidelines.

The applicant team then took questions from the panel.

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

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

THAT the Panel SUPPORTS the project with the following recommendation to be reviewed by City Staff:

- Design development of the building crown.
- Further exploration of the lane treatment to enhance pedestrian friendliness.
- Pursue further design development of the west side street public realm especially in relation to transit elements (venting etc.).

- Explore the relocation of the mid-block plaza to 42nd Ave or consider expanding the mid-block plaza to allow a more public expression.
- Explore the clarity of the building expression at the ground plane in relation to the different uses (retail, residential, or commercial)

- **Related Commentary:**

There was general support for the project, including density and height.

Panel members supported the placement of the residential entries.

Some panel members supported the interface on Cambie St. and recommended careful attention to how the building comes down ensuring the corner does not become too crowded.

Some panel members recognized that the building provided a backdrop expression and supported the simplistic design of the project. Others felt that consideration should be given to the context and with the Oakridge design the towers could be a little less sedate.

Many panel members supported the podium of the project.

Panel members supported the shared amenity spaces.

Some panel members recommended relocating the mid-block plaza to the south where the solar orientation is better and to enhance and capitalize foot traffic from the park and residential area to the mall.

Many panel members suggested a larger plaza area to support the amount of pedestrians and to ensure it is not privatized by the building.

Panel members noted the reference to the previous building through the horizontal element and mentioned that integration of art should be further considered.

Panel members recommended further design development of the building crown.

Some panel members recommended further improvement and enhancement of the lane treatment.

Applicant's Response: The applicant team thanked the panel for their comments and will take the comments into consideration for further improvement.

A consideration to Planning was noted – that prescriptive projects like those in the Cambie and Marpole areas only come to the Urban Design Panel at the Development Permit stage.

3. Address: 1111-1123 Kingsway
Permit No. RZ-2019-00048
Description: To develop a 13-storey mixed-use building with commercial spaces at grade and 128 secured rental housing units above (with 20% of residential floor area assigned to moderate income households); all over two levels of underground parking with 97 parking spaces and 260 bicycle spaces. The maximum building height is 40.5 m (133 ft.), the total floor area is 9,618 sq. m (103,530 sq. ft.), and the floor space ratio (FSR) is 5.39. This application is being considered under the Moderate Income Rental Housing Pilot Program.
- Zoning: C-2 to CD-1
Application Status: Rezoning Application
Review: First
Architect: MCM
Delegation: Peter Odegaard (Architect), Aaron Petrvic (Architect), and Rod Maruyama (Landscape Architect)
Staff: Chee Chan & Grace Jiang

EVALUATION: Support with Recommendations (7/0)

- **Introduction:**

Rezoning Planner, Chee Chan, began by noting that this is a rezoning application for two lots at 1111-1123 Kingsway, located in the Kensington-Cedar Cottage Community Vision Area. It is located directly on the 19 Kingsway bus line, part of TransLink's Frequent Transit Network.

The development site is zoned C-2, and this zoning extends along Kingsway to the east and west. This irregular shaped site has a frontage of approximately 115 ft. along Kingsway, 148 ft. along Glen Drive, a local street, and 200 ft. along the rear lane. The lot is 120 ft. deep, and the total site area is 19,200 sq. ft.

The site is currently developed as single storey automotive repair shops. The C-2 properties along Kingsway are developed with predominantly as 1 – 2 storey commercial retail uses and some mixed use. There is an older (1978) 3 storey mixed use building with 2 storeys of residential above a commercial ground floor across Glen Drive. A similar 3 storey mixed use building also occupies the corner lot across Kingsway.

The properties to the north of the site were zoned RM-1 and RT-10 (max height 10.7 m) under the Kingsway and Knight Neighbourhood Centre Housing Area plan in 2004, permitting courtyard rowhouses, duplexes, small houses and suites, although the current uses are still predominantly one family dwellings. This rezoning also applies to properties to the south side of Kingsway, just behind the C-2 zoned properties.

Finally, there is a current rezoning application for a 12 storey social housing project at Windsor and Kingsway, just 1 block to the northwest.

This application is in response to the Moderate Income Rental Housing Pilot Program or MIRHPP, which is a limited pilot program that enables up to 20 rezonings city-wide for new

buildings that provide 100% secured market rental housing, with a minimum of 20% of the residential floor area permanently secured for moderate income households earning between \$30 and \$80K / year.

As part of the process, early proposals were considered during an initial pre-enquiry application period in early 2018. This proposal proceeded through the standard rezoning enquiry process before a formal rezoning application was received in July 2019. The program outlines location criteria for projects, and allows for consideration of 6 – 14 storeys at arterial intersections. Corner sites not at the intersection of two arterials are eligible for additional height and density, commensurate with site size, context and other considerations, which is the case for this project. Neighborhood context is an important consideration, and all projects must consider and respect transitions to surrounding areas and homes.

This proposal is to rezone from C-2 to CD-1 for a 13 storeys mixed use building with 128 secured rental housing units, with approximately 23 moderate income rental units. It proposes an FSR of 5.39 and a height of 40.5 m (133 ft.), and includes: 97 underground vehicle parking spaces and 260 bicycle parking spaces. The applicant has requested a reduction in parking requirements by approximately 20-30%, credits gained from secured rental units, as well as proximity to transit.

Development Planner, Grace Jiang began by noting that the site is irregular shaped with an obtuse angle at the corner. The overall street frontage is relatively long, particularly along Glen Drive. The site is generally flat on both streets but slope uphill along the lane by approx. 10 ft.

The site is on the north side of Kingsway, and in the middle of two major arterial intersections - Fraser St and Knight St. On both sides of Kingsway, the base zone is C-2. The anticipated developments are generally in a form of 4-storey mixed use building. Currently there are a few approved rezoning applications within couple of blocks which are rezoned to 6-storey secured rental. The area to the north is zoned RM-1 permitting 3 storey courtyard rowhouse development. The only existing tall building in this area is a 17 storey mixed use tower at Knight and Kingsway.

For this C-2 site located at an intersection of an arterial street and a local road, it may eligible for some additional height and density from 6 to 14 storeys under MIRHPP rezoning policy subject to the site size, context, and other considerations.

The application proposes a 13 storey tower at the corner and a 6 storey podium on Kingsway with 5 storey street-wall expression. On Glen Dr, the podium steps down from 5-storey to 2 storey when approaching to the north lane. The tower plate is approximately 4,900 s.f. with a bump-out at the lower portion. The tower has a generous setback from the east side, and is built to the SRW line on the Glen Drive. The distance from the building face to the centre line of the street is slightly shorter than 40 ft. which generally is asked for tower separation.

Under C-2 zoning, the rear massing is required to stepping down towards the lane as shown on the section in red dash line. The application proposes transition setbacks and heights on the back of the building. A two storey podium is at the lane with ground-oriented townhouse

units on the eastern side. The primary 6 storey podium is further setback with a wing extended on Glen Drive.

The proposed form does cast additional shadows on the neighbouring areas, particularly on the triangle block to the north and the north sidewalk of E 19th as comparing to the shadows of development conforming to C2 zoning.

On the ground plane, the commercial is proposed fronting Kingsway and wrapping the corner. The residential entrance and ground-oriented townhouses are on Glen Dr. A pocket public open space is proposed at the north triangle corner of the site as a transition to the residential area. Indoor and outdoor amenity spaces are co-located on the podium level.

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

1. Given the existing context and future potential developments in this area, does the panel support the proposed height and density (13-storey tower and 6-storey podium)?
2. Under the MIRHPP Policy, projects must consider and respect transitions to surrounding areas and homes. Has the proposed transition heights and setbacks successfully mitigated impacts to the neighbouring low density area in terms of shadowing, overlook, views, and lane interface?
3. Take into account the nature of Kingsway, the angle of the intersection, and the anticipated future developments in the context, does the proposal contribute an appropriate streetscape on Kingsway? In particular comment on street-wall expression and the presence of the tower at the corner.
4. Please provide preliminary comment on the architectural expression and materiality to inform the development application.

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The applicant began by noting the main building sits on a podium where retail spaces are allocated and town homes in the back laneway area.

The applicant noted that the tower expresses itself as an individual entity to the rest of the building and fits in contextually towards Kingsway.

The loading and parkade entrance is located to mid-site of the lane.

Amenity is on the 7th floor with a covered barbeque station area. Also on the 7th floor, there are seating areas, a fire pit and a children's play area.

The applicant embraces the innovative storm water management system on the 2nd floor that acts as a rain water retention pond.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

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

THAT the Panel SUPPORT of the project with the following recommendation to be reviewed by City Staff:

- Design development of the façades in terms of streamlining the form and the materiality of the building with consideration given to the articulation of building.
- Design development of the second level roof space to provide better outlook and landscape for adjacent units
- Consider the treatment of all roof spaces.
- Design Development of the building streetwall at the ground level including the canopy.

Related Commentary: In general the panel supported the project at the rezoning stage.

Panel members noted that the massing and stepping of the building is suitable.

Some panel members recommended design development of tower to provide a cleaner tower form, distinguish it from the podium, and to improve the proportionality of the building.

Some panel members suggested that a taller tower, removal of 6th floor stepback on Kingsway, could simplify and improve building form while maintaining density.

Panel members supported the placement of the townhomes and the usage of the lane.

Some panel members recommended consideration of smaller commercial units to support smaller retail typical of Kingsway.

Some panel members recommended design development of streetscape to provide an expression more reflective of Kingsway vocabulary.

Some panel members recommended further detailing and better materiality for the project.

Panel members recommended further design development of the entrance and façade.

Many panel members recommended further design development of livability on all lower units.

Panel members recommended the town houses to have the stairs on the high side.

Many panel members recommended for better utilization of the roof level.

One panel member requested that the "Stan's Transmission sign and wall be integrated into the building somehow.

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