

## URBAN DESIGN PANEL MINUTES

**DATE:** Nov 27, 2019

**TIME:** 3:00 pm

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

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

Jim Huffman	Excused Item 1
Jennifer Stamp	Excused Item 3
Colette Parsons	Excused Item 1 & 2
Yinjin Wen	Excused Item 1
Helen Avini Besharat	
Susan Ockwell	
Muneesh Sharma	
Amela Brudar	Chair item 1, Excused item 2
Derek Neale	Excused item 1
Matt Younger	

**REGRETS:** Grant Newfield  
Adrian Rahbar

### RECORDING

**SECRETARY:** K. Cermeno

### ITEMS REVIEWED AT THIS MEETING

1. 949 W 41st Avenue & 5469-5507 Willow Street (Oakridge Transit Centre)
2. 2406-2488 Garden Drive
3. 1616 W 7th Avenue

**BUSINESS MEETING**

Chair Amela Brudar 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: 949 W 41st Avenue & 5469-5507 Willow Street (Oakridge Transit Centre)
- Permit No. RZ-2019-00061
- Description: To develop the site with 17 buildings between 3 and 23 storeys including a childcare facility, retail space, social housing, and a 2.34-acre public park and open space. The proposal consists of approximately 1,149 market residential units, 180 secured market rental units (including 45 Moderate Income Rental Units), and 300 social housing units. The maximum building height is 70.1 m (230 ft.) and the floor space ratio (FSR) is 2.30. This application is being considered under the Oakridge Transit Centre and Adjacent Sites Policy Statement. The site is also subject to the Rezoning Policy for Sustainable Large Developments and Green Buildings Policy for Rezoning.
- Zoning: RS-1 to CD-1
- Application Status: Rezoning Application
- Review: Second
- Architect: James Cheng Architects
- Staff: Zachary Bennett & Haizea Aguirre

**EVALUATION: Support (6/0)**

- **Introduction:**

Rezoning Planner, Zachary Bennett, noted this is a rezoning application for the Oakridge Transit Centre (OTC) site. It is a rectangular site, with a small addition on the eastern edge, facing Willow Street. A workshop session with UDP was held during the policy statement planning stage in June 2015.

The site is currently zoned RS-1. The majority of the site is undeveloped, with the exception of three single-family houses along Willow Street. It is approximately:

- 14.3 acres, or 623,675 sq. ft.,
- The frontage along 38th and 41st Avenues is approx. 650 ft.
- The site is approximately 930 ft. deep
- The three lots fronting on Willow Street are 180 ft.

The existing zoning in the area is complex and varied, which reflects that it is an area of ongoing transition. Along Oak these are a mixture of older CD-1s and new townhouses considered under the Oakridge Langara Policy Statement. On 41st, there are a number of six storey residential buildings from the earlier version of the Cambie Corridor Plan.

The remaining sites are a mixture of C-1 (at the intersection of Oak/41st) and RS-1 in the surrounding neighbourhoods, with a handful of CD-1 sites to the east and west of the site developed with townhouses.

Adjacent sites are included within the OTC Policy Statement. The JCC is directly to the south, with recent approval of a rezoning for 26- and 24-storey social housing buildings and a 9-storey replacement JCC.

The OTC Policy Statement also includes the Oakmont Medical building and allows up to 6 storeys with choice of use at grade and the Petro-Canada station at 41<sup>st</sup> and Oak, at up to 8 storeys with commercial at grade.

The site is also close to Oak Meadow Park and Vandusen Garden. Within a 10-15 minute walk of the site are the Oakridge-41st Canada Line station, Oakridge Centre, Heather Lands, and Queen Elizabeth Park. There are also a number of approved policy areas around the subject site.

Oakridge Centre Mall, at the intersection of 41st and Cambie, is a 28-acre site that received rezoning approval in 2014.

Heather Lands, northeast of the subject site, is a 21-acre site with an anticipated density of 2.50 gross FSR. It will include 4 acres of public green space, a new MST cultural centre, childcare, and a mix of residential and commercial space in buildings up to 24 storeys.

The recently approved Cambie Corridor Plan allows consideration of buildings within the Oakridge Municipal Town Centre (MTC) between townhouses (adjacent to OTC) to 18-storeys to 33-storeys near Oakridge on Cambie.

All of these policies, taken together, constitute the ongoing and intentional transformation of the area around 41<sup>st</sup>/Cambie and including the OTC site, from suburban neighbourhoods into a dense urban town centre.

There are two policies that provide guidance for the OTC site: the Oakridge Transit Centre and Adjacent Sites Policy Statement and the July 23, 2019 Issues Report entitled "Direction for Intensification of Large Sites to include Moderate Income Rental Housing".

The OTC Policy Statement, approved in 2015, establishes a vision for the site, including a significant neighbourhood park of at least two acres, a variety of building forms from townhouses to mid-rise buildings and towers, a minimum of 20% of the units for affordable housing with a priority on City-owned social housing, and shops and services to serve the local population. Connections to the site are intended to tie it into the surrounding neighbourhood and invite people in.

The OTC Policy Statement was developed over a year and a half through a comprehensive process including public engagement and review by Council committees, technical staff review and consideration for landowner aspirations. As part of the process, staff held a workshop with UDP to seek advice on development of the plan. The Policy Statement had strong public support and was unanimously approved by Council in December 2015.

A policy statement sets a high-level framework and requirements which are used to evaluate a rezoning application. The concept contained in the OTC policy statement illustrates how the policies and requirements within the policy can be achieved.

The July 2019 Issues Report allows consideration of additional height and density (up to 10%) to enable the addition of moderate income rental housing. This is in response to direction from Council and in recognition of the ongoing housing affordability crisis within Vancouver. Direction from the Issues Report includes up to 10% additional density for rental housing, including moderate income rental, as well as consideration of additional height. The rezoning proposal before us incorporates the Issues Report.

The proposal is for a phased development with an approximate 12 year buildout. It includes new residential and mixed-use buildings, 2.34 acres of public park and open space, and a 69-space childcare. The rezoning proposal is consistent with the Council-approved policy statement and the July 2019 issues report.

There are two key changes to note:

- The addition of 3 lots facing Willow Street, allowing for an extension of 39<sup>th</sup> Avenue into the OTC and facilitating greater connectivity with the surrounding area, in spite of the lack of a full grid.
- The inclusion of additional density and height to accommodate the addition of secured rental housing.

Development planner, Haizea Aguirre, noted this application is to rezone from RS-1 to CD-1 to permit development of 17 buildings between 3 and 23 storeys including a childcare facility, retail space, rental housing, social housing, and a public park and open space. The proposal consist of approximately 1,149 market residential units, 180 secured market rental units (including 45 Moderate Income rental Units), and 300 social housing units.

This is a master plan rezoning and as such is at a lower level of resolution than we have typically been seeing for smaller site specific rezoning applications. The reason for that is that this master plan is intended to act as an indicative framework for the future design development of the site.

All parcels will be returning to the Urban Design Panel as part of their individual Development Permit applications, where staff will seek more nuanced direction on matters related to architectural expression, materiality, quality of the public realm, design and sustainability strategies, and fit within the overall Master Plan.

There are 2 policies informing this rezoning.

Firstly the Policy Statement reviewed and approved by City Council in December 2015.

This Policy Statement set the general framework for the form of development on the new OTC site including:

- Mix of uses
- Density and height
- The parcelization of the site
- Building forms
- Parks and public spaces
- Road network, pedestrian circulation and movement
- Facilities to serve the new and existing community

The OTC will be primarily residential and designed to accommodate a range of housing types and incomes. To ensure transitions to surrounding single family dwellings and townhouses, along the northern, eastern and western edges of the site a mix of ground-oriented row and stacked townhouses (up to 3 storeys) and low-rise apartments (up to 6 storeys) units are proposed along these edges. Mid-rise buildings (up to 12 storeys) and the tallest towers (up to 23 storeys) are located centrally or along 41<sup>st</sup> Avenue to reduce impacts to the surrounding neighbourhood and shadowing on open public spaces. Local-serving shops and services will be located primarily along 41<sup>st</sup> Avenue. Except a 1,750 sf coffee shop that will be located fronting the park and the linear green boulevard. A total of 15,000 sf of commercial uses are proposed.

Two of the important principles of the Policy Statement are green spaces (the location and configuration of the public park and other open spaces) and community connections (the idea is to empathize the sense of porosity to integrate the OTC site into the neighbourhood by providing new connections that prioritize walking and cycling over cars, while connecting the new community to existing and anticipated public transit systems).

Based on these two principles the redevelopment proposes a new public park that is prominently located in the center of the site, with the north edge fronting 38<sup>th</sup> Avenue to ensure a sense of ownership by the whole surrounding community. This is a 2.34-acre park, which includes a childcare facility and its associated outdoor play space. The proposed park has highly-public edges and will facilitate views across the site to the North Shore Mountains, while maximizing the number of residences overlooking the park. The intent is to provide flexibility for a variety of park programming

(active and passive activities such as under-12 soccer field) while contributing to a larger network of parks that include sensitive ecological areas in Queen Elizabeth Park, VanDusen Botanical Garden, and Oak Meadows Park.

To the west, the park is bounded by a new central north-south roadway connecting 38<sup>th</sup> Avenue with 41<sup>st</sup> Avenue. This connection will provide a new linear green open boulevard with significant amount of trees and pedestrian paths, the park will be visible from the 41<sup>st</sup> Avenue inviting the public into the site and reinforcing the ecological connections in the neighborhood. To the east, the park is bounded by a secondary public street connected to the primary one to the south of the park. These new streets, dedicated to the City, will prioritize people walking and cycling over motorized vehicles. The site will be comfortably and safely accessed by people of all ages and abilities. Traffic will be highly calmed; the intent is that any vehicles on the site have a purpose in being there, not simply short-cutting. To ensure permeability, ungated public paths connecting between buildings and through development parcels will be provided, as well as additional diagonal movement possibilities through the site.

The Policy Statement established a maximum gross density of 2.1 FSR over the entire site (including roads, open space and the park). The predominant building form being mid-rise (up to 12 storeys), with two opportunities for 15 storey buildings on 41<sup>st</sup> Avenue or the site's interior.

Related to density and height, as Zak previously explained, the second more recent policy direction informing this rezoning is the Issues Report entitled "Direction for Intensification of Large Sites to include Moderate Income Rental Housing".

In July this year Council approved direction for staff to accept and evaluate rezoning applications to add MIR housing to major project sites (specifically OTC and Pearson) with a priority on opportunities that can be delivered within the near term. This allows consideration of an additional 10% residential floor area and additional height.

Staff worked closely with the applicant in terms of locating the additional density and height mostly along 41<sup>st</sup> Avenue and the center of the site to meet the intent and principles of the Policy Statement.

There have been a number of changes from the Policy Statement to the rezoning application:

- Extra FSR and Height
  - An additional 10% residential floor area (approx. 125,000 sq. ft.) beyond the approved Policy Statement to add moderate income rental housing has been proposed to a total of 2.3 FSR.
  - A single, 23-storey affordable rental building of approximately 11,600 m<sup>2</sup> (125,000 sq. ft.) has been proposed to be located on 41<sup>st</sup> Avenue. This moderate-income rental building is located within the proposed first phase of the development and could be delivered within the next 5 years.
  - The market density will be retained and shifted to other parcels within the OTC site.
  - To accommodate the additional density, building heights have increased on several parcels exceeding the height maximums established in the policy statement (12 storeys with two buildings up to 15 storeys). The rezoning proposes three towers of 23, 22 and 18 storeys respectively.
- 39<sup>th</sup> Avenue connection
  - Three new lots fronting Willow Street have been added at the rezoning stage to facilitate a new east/west pedestrian connection aligned with W. 39<sup>th</sup> Avenue that will fully connect Oak Street to Willow Street through the site.
- Shifting of the primary roadway
  - The main roadway has been shifted to align it with the Jewish Community Centre driveway between the two buildings to the south.

- A new entry plaza along 41<sup>st</sup> Avenue has been created as the main entry to the site, now connected to the public park.
- Commercial mews parallel to 41<sup>st</sup> Avenue
  - In addition to the 39<sup>th</sup> Avenue connection, a second pedestrian mews has been provided on the north side of the buildings along 41<sup>st</sup> Avenue, in which commercial tenants could provide for outdoor café and restaurant seating away from the noise and traffic of 41<sup>st</sup> Avenue.

**Advice from the Panel on this application is sought on the following questions.**

1. Does the Panel support the proposed additional 10% density and the distribution of additional height?  
*Please consider: Direction from the OTC Policy Statement, contextual response to adjacent neighborhoods, building typology including the separation between buildings, livability, daylight and shadowing*
2. Adjustments to the vehicular-pedestrian connections and the resultant changes to the built form (i.e. parcel D and E)
3. Further design development and changes to the public realm interface, with particular regard given to the following:
  - a. Introduction of commercial mews to the rear of buildings along 41<sup>st</sup> Avenue and new entry plaza at 41<sup>st</sup> Avenue
  - b. East-West 39<sup>th</sup> Avenue connection
4. Please provide feedback to inform the design development of the OTC site during future phase(s)

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The applicant noted their direction with the site is improving the concept as previously presented. The applicant noted previous comments suggest a stronger conceptual framework, more connection with the surrounding neighbourhood, and a centerpiece park for the new development.

The applicant noted they folded the site back to allow for a left turn lane along 41<sup>st</sup> Avenue.

The curving road reflects the curving road on 41<sup>st</sup> and of streets to the south.

The policy suggests the highest point be at 41<sup>st</sup> Ave, therefore from here the site tapers down to the park. This also reflects the approved rezoning heights at the Jewish Community Centre to the south. The applicant noted their goal is to invite the neighbourhood in.

The site has a new alignment that allows a vista to the park from a distance, with a clear visual link between 41<sup>st</sup> Avenue intended to invite pedestrians and others in, There will also be a coffee shop near the park for social gathering and respite.

The plan now offers more generous open spaces and daylight access to the buildings fronting the primary north-south street and facing the green boulevard.

The applicant noted they have created a pedestrian mews parallel to 41<sup>st</sup> where the retail is double fronted. This allows for additional pedestrian space removed from the noise and dust of 41<sup>st</sup> Avenue and for better circulation through the site.

There is a 5-storey datum line for the building podiums that encircle the park and along the primary road from 41<sup>st</sup> to the park. Inspiration for this element includes the Royal Crescent in Bath. This creates both a defined green space and a formal entry to the site.

The park will ultimately be designed with by the Park Board and will include a soccer field, gathering space and child care. The design will be finalized at a future stage as part of a separate public process

The main street through the site will be green, including additional 5m greenbelt along the eastern edge of the main road.

The project has a lot more openings and is more permeable than before, providing better connections for pedestrians, bikes, and vehicles.

Lanes and their interface with the existing context is one the key urban design factors of the master plan. While the east lane behind Oak Street has numerous townhouse entrances facing it, the west lane behind Willow Street has a more suburban appearance marked by garage entries. This may generate different design strategies and responses to the public realm interface along the western and eastern edges of the site.

All the garbage pick-up and loading has been contained within the projects.

There is a green strip for rain water infiltration demarcated by parkade setbacks of at least 1.5 m from the property lines.

The energy strategy will be responsive to changes in policy over time, with ultimate standards determined at the development permit stage for each building. This allows for the increase of sustainability standards over the build out of the site.

A positive feature is that the precise use of each parcel retains flexibility, allowing for adaptation as needed over buildout. Social housing will be provided per policy requirements and the applicant is proposing a form senior housing that is not yet fully defined. The most adequate location will be explored during the development process to place these key uses within the best parcel and surrounding context

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. Ockwell and Ms. Avini-Besharat and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project.

- **Related Commentary:**

The panel supported the project.

The panel noted it is a well-considered and developed masterplan with many positive improvements from the policy statement workshop.

The entire project is sensitive to its adjacency and context.

The changes over the policy statement are subtle however important.

The number of social units and inclusion of MIRHPP units are great.

The panel noted the height transition to the lower density surrounding areas is nice.

The breakdown of the unrelenting city grid within the site provides a great respite.

The added porosity, new bike lanes, and visual alignment from 41<sup>st</sup> to the park are very welcoming.

The panel supports the proposed network of paths, mews and ungated semi-public courtyards to reinforce the connection to the neighborhood.

The pedestrian mews with adjacent commercial space is an excellent additional feature. Strategies should be explored to maximize solar access.

The water infiltration feature and moving the parking back is good.

The panel commended the commitment of client to a flexible sustainability strategy that can adapt over time.

The panel supported the additional 10 percent density, and noted that the project could consider more density and height while still achieving all the project goals.

A panelist suggested including accessibility-ready units.

The panel suggested working with Engineering to create an innovative approach to the lanes so pedestrians feel more comfortable through paving treatments or sidewalk/paths. The goal is to promote active laneways to make them places to walk, live and work, while still serving commercial loading/unloading and waste management routes similar to what Mount Pleasant Public Realm Plan proposes.

In addition to the east and west mews consider an additional node running north and south, aligning with the existing lanes, connecting to the park and creating a network of pedestrian streets/mews for different manifestation without affecting traffic.

Panelists noted consideration of unstructured play areas in addition to the structured areas when the park design is further resolved.

Presently the daycare is underwhelming. Consider more programming and opportunities to work with the City to create a demonstration program, including integration of park facilities, such as equipment storage or public washrooms. Additionally consider roof accessibility for the daycare.

Consider future use of the streets for bikes and ride share queuing and loading spaces.

Consider the underground parkades and how these may be converted into other spaces in the future. Consider options to introduce natural light going into the parking garage.

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



2. Address:	2406-2488 Garden Drive
Permit No.	RZ-2019-00062
Description:	To develop two 6-storey mixed-use buildings consisting of 109 residential strata units and commercial retail space at grade fronting Broadway, all over two levels of underground parking with 118 parking spaces and 261 bicycle spaces. The maximum building height is 21.5 m (70.6 sq. ft.), the total floor area is 8,982 sq. m (96,686 sq. ft.), and the floor space ratio (FSR) is 2.83. This application is being considered under the Grandview-Woodland Community Plan.
Zoning:	RS-1 to CD-1
Application Status:	Rezoning Application
Review:	First
Architect:	Integra Architecture
Staff:	Kent MacDougall & Omar Aljebouri

### EVALUATION: Support with Recommendations (8/0)

- **Introduction:**

Rezoning Planner, Kent MacDougall, began by providing a general overview of the proposed application that is being considered under the **Grandview-Woodland Community Plan** (adopted July 2016). He then described the site in terms of immediate and broader contexts, both existing and envisioned under current policy. He then explained the two policies applicable to the site, as well as their respective transitional areas in terms of the expected form of development, densities, and use.

Development Planner, Omar Aljebouri, began by noting that in general, the subject site is located at the intersection of two policy areas and their respective transitional areas. As a result, any proposed development is envisioned to respond to an eclectic context. He then gave an overview of the built form policies under the two policy areas and their transitional areas. Following that, Omar described the proposed development in terms of the layout of the two buildings; the connecting amenity space at grade; typologies of the form; transition of massing to context; adherence to the View Cone; as well as amenities provided on site and the at-grade commercial use.

Advice from the Panel is sought on the following:

1. Overall massing and transition to surrounding context, especially to the residential low-density (3-Storey) to the West and North-West.
2. The proposed amenities, including the forecourts of the H-shaped building (North) and the shared indoor and outdoor amenities between the two buildings. Please consider factors such as size, location, solar access, and landscape.
3. The proposal's character and contextual fit. Please consider the juxtaposition of existing townhomes and single-family dwellings, as well as the anticipated row-houses, commercial and apartments.
4. Any preliminary comments for consideration at the DP stage. Please consider factors such as landscape, architectural expression, character, principle building facades (e.g. Broadway-fronting South Elevation), and commercial frontage.

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The applicant noted there is a change in elevation from Broadway to 8th on Garden drive and Broadway to the lane. The commercial units are on grade on Broadway.

The applicant noted it was encouraged by staff to have a two building concept, for there is better daylight and opportunities for courtyard and landscaping.

The ground floor units all have private patios to connections to the street. All units are approximately 2 ft. above the street. The courtyards have 24 ft. dimensions. The applicant noted they tried to free up as much space as possible to the courtyard. The commercial units are 40 ft. deep. This will be one Strata.

The applicant noted they were encouraged to produce an 'L' shape with the south building, this was difficult with the clients intent to increase the FSR.

There are connections that create two separate outdoor spaces.

The indoor amenities will be a gym and lounge.

There are private patios on the building perimeter.

Access to parking is covered from the lane, and bike parking is all underground.

The character and materiality is contemporary and similar to the Cambie corridor. There is more of urban appeal that ties in with the commercial and hard edge.

There are existing trees along East 8th and Garden Drive, and a handful of trees inside the site. The trees inside the site have all been removed and the street trees will remain and be protected.

At the east side outdoor amenity to the small courtyard there is some raised planting, seating, and patio furniture. Additionally, there is a decorative fence all around.

Sustainability is following lots of standard solutions, HRV units, and CRU air conditioned. The applicant noted they are proposing a small green roof.

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. Wen and seconded by Mr. Sharma and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the project as a rezoning with the following recommendation to be reviewed by City Staff:

- Revisit the indoor and outdoor amenity spaces to improve solar access and overlook issues;
- Design Development to improve the level 4 roof overhang to reduce solar concern and to deal with the appearance of the roof from level 5 and 6;
- Design Development of loading and exiting;
- Design Development of a reasonable access to bike storage from grade;
- Design Development to simplify massing and materials where possible;
- Design Development to enhance the Broadway commercial façade.

- **Related Commentary:**

The panel generally supported the application.

There were mixed comments regarding the massing. Some panelists felt the massing was supportable others noted it did not fit with the neighborhood. The panel agreed that at the DP stage the project would need to be defined further. There were a few panelists that suggested one building rather than two. With a one building approach, the elevator will work a lot better, as well as circulation and exiting; the mass distribution will improve the overall design. It was noted, however, that although the current massing might be imposing, it might be helpful in the future with the coming change in context.

The north end of the site should be pulled back further from East 8th Avenue to make for a more graceful transition to the residential. A suggestion to the City was to consider a lawn boulevard to make the transition to the residential more garden-like. A panelist noted that the general setting back of the top two stories all the way around brings a lot of technical issues for a wood frame building, especially with that amount of deck space over living space. Rooftop hatches and overhangs contribute to bulk, and should be looked into. Shoulder setback along the Broadway should be revisited to relieve the project from added problems of massing and sustainability.

The panel noted concerns regarding the indoor and outdoor amenities. They appear to have limited solar access, so relocation may be beneficial. The roof may be a more appropriate location. The single room that is accessed from both ends for each building might not be working. Having kids play area facing Garden Drive. can be problematic with regards to proximity to adjacent uses/dwelling units. A panelist noted the amenity spaces could be bigger.

Concerns were expressed regarding solar access and privacy between the two buildings, especially with the units opening up to the amenity courtyards. For instance, the north facing units on the south building will always be in shade. The panel suggested increasing the distance between the two buildings and reducing the overhang to allow for more sunlight.

The north-east forecourt can be developed, as now it only accommodates a single deck.

A panelist noted that it was an odd design to have a nice big entry to the amenity from the street, separate to the residential. The panelist suggested making the central piece an entry to both the amenity and building. Presently there are too many entries.

A panelist noted the commercial frontage along Broadway looks flat, consider adding more landscaping or define the CRU's some more. Consider more canopies along the commercial. More durable materials should be used for the commercial level.

A panelist noted to have more landscape on the roof. Vegetation on the roof will also contribute to a successful rain water management system. A green roof is needed, as it is unacceptable for patios to look out to a bare roof. A panelist noted to consider future climate change issues and suggested partial cooling mechanisms. Also, excessive overhangs are not sustainable.

The buildings are fairly busy and do not complement each other. They seem too similar in appearance. The panel noted to revisit the materiality of the upper levels and to consider not using dark materials as they do not add lightness to the concept. Character refinement of the buildings is needed. More humble and simplified material palette is suggested.

The panel noted to revisit the loading access. It works for the commercial use but not the residential. Consider internal circulation.

The panel noted bikes using the present ramp are not acceptable. It was suggested that the bikes be moved up to level one.

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

3. Address:	1616 W 7th Avenue
Permit No.	DP-2019-00407
Description:	To develop the site with an 11-storey mixed-use building consisting of 43 residential units, two levels of community amenity spaces at grade, as well as four 2-storey townhomes along W 7th Avenue. The proposed building height is 36.5 m (119.7 ft.), the total floor area is 4717 sq. m (50,783 sq. ft.) and the floor space ratio (FSR) is 5.4.
Zoning:	C-3A
Application Status:	Complete Development Application
Review:	Second
Architect:	IBI Group
Staff:	Carl Stanford

### **EVALUATION: SUPPORT with Recommendations (9-0)**

- **Introduction:**

Development Planner, Carl Stanford, began by noting the Urban Design Panel originally reviewed this application on August 21, 2019 and a resubmission was recommended.

The project is located on a site zoned C3A in the Burrard slopes Sub Area and is located at the 1600 block on the south-west corner at Fir Street and W 7th Avenue. The site is approximately square in shape and has an area of 874m<sup>2</sup>/ 9,406sf. The West 7th Avenue frontage measures 28m/ 92' and 34m/110.7' along Fir Street. West 7th Avenue is a Greenway and a City Bike Route. There is significant sloping grade, falling approximately 3.35m/ 11' from the lane.

The application proposes to develop an 11-storey multiple-dwelling building with 47 market strata dwelling units, a cultural facility, and a heritage density transfer of 10% (0.3FSR) all over 4 levels of underground parking accessed from the lane.

The community amenity is located at the southeast corner of the podium accessed off Fir street. There are 4 two-storey townhomes located at grade with entrances off West 7<sup>th</sup>. The entrance for the strata units above is off Fir.

The addition of the community amenity use at grade on Fir Street comprises two levels of amenity space above the entry that wraps around the lane, creating a 3-storey massing. The tower floor plates step out gradually following sloped glazing to accommodate the additional density. The tower leans towards the east off ramp.

The zoning to the south, east and west is also C3-A with two CD- 1 sites to the north east off west 6th Avenue and one CD-1 site a block away to the east. The site is presently occupied by a small 2 storey commercial structure with parking at grade and vehicle access from Fir Street and the lane. It is directly west of the Granville Street Bridge vehicle off ramp. The built environment is a mix of older low rise commercial buildings and more recent residential development. Immediate neighbors to the site are;

- to the north a 9 storey social housing (111') building,
- to the East, 'The Terraces' a 13 storey mixed use tower, (32.6m/ 107'),
- to the South 'The 'Fircrest' 'a 12 storey residential tower (34.13 m /112') and
- to the West 'The Virtue' an 11-storey residential tower (30.48m /100').

They are all within a 10 to 12 storey range in height with the Granville Bridge connector directly on the east side.

Governing policy includes the C-3A District Schedule, C-3A Urban Design Guidelines- Burrard Slopes Sub-area, the Bridgehead Guidelines, and the Central Area Plan: Goals and Land Use Policy C-3A · Central Broadway.

The outright density permitted is 1.0 FSR with a maximum conditional density of 3.0 FSR in accordance with Section 4.7 of the C-3A District Schedule. A transfer of heritage density up to 10 percent of the maximum permitted density is permitted and sought under Section 4.7.5 of the C-3A District Schedule. Additional bonus residential density is also sought in return for the provision of the public amenity. This amenity area is excluded from FSR yielding a net 4.77 FSR.

The C-3A district schedule calculates front, side and rear setbacks as 3.7m (12') ,3.7m (12') and 4.5m (14.92') respectively.

The outright height under the C3A district schedule is 9.2 m (30.2'). Towers should have a maximum height of 30.5 m (100 ft) under C3-a Burrard slopes guidelines. The applicant is requesting a relaxation to increase the height limit from the outright height of 9.2 m. (30 ft.) beyond the guidelines recommended 30.5m/ 100' to 36.5 m (119'-8") because of the technical and program requirements for the music studio cultural amenity space.

As a corner location, this site qualifies as a tower site, i.e.: heights above 72 ft. The proposed sideyard setback is less than the recommended 41 ft. sideyard for tower elements adjacent to undeveloped lots. The intent of this large setback is to maintain adequate separation between buildings higher than 72 ft. In this instance, the adjacent site is too small to enable a tower development and staff therefore recommend the proposed setback of 15 ft, is acceptable.

Tower elements are considered to be any portion of a building over 22.0 m (72') in height and should be separated from other existing residential tower elements by at least 25.0 m (82'). Where adjacent sites are not fully developed, the proposed tower should maintain a distance of 12.5 m (41') from the interior side and rear property lines however, where the rear of the site abuts a lane, this required minimum should be decreased by half of the lane width. As a corner location, this site qualifies as a tower site, i.e.: heights above 22m/ 72'.

- On the site west of the immediate west adjacent site by 34.7m/ 114'
- On the north site, across West 7th Avenue by 27.2m/ 89.5'; and
- On the south site, across the lane by 21.7m 71.2'.

Materials include metal cladding, painted concrete and window wall. The cultural amenity space has vertical metal panels.

Revisions From last UDP include:

- Development to the ground plane and entrances
- Alterations at upper levels with removal of fins
- Alterations to glazing and material treatment
- Additional indoor amenity and revised outdoor amenity
- The applicant will speak further to the details of these changes as set out in pages 3-7 of their UDP booklet.

Advice from the Panel is sought on the following:

1. Has the submission satisfied the recommendation for a more coherent and consistent design approach to the perimeter expression of the building at its base and its upper stories with improved articulation of the form of development on all four sides and appropriately detailed information for review?

2. Has the submission satisfied the recommendation for design development of the public realm interface of the building to develop a more persuasive approach that better addresses the treatment of the entries (with canopies, gates, additional design development), lobby spaces (more spatially appropriate/ functional) and an improved public realm in general?
3. Has the submission satisfied the recommendation for design development of the amenity space with a co-located outdoor space and additional improvements including consideration of roof top amenity?

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The applicant noted they took the comments from last Panel, simplified the expressions, and unified around the building. At the west elevation they introduced a window wall metal panel, simplified the concrete core, and edited the design of the elevations to make for a more coherent design.

At the south elevation, where the building leans out toward the adjacent off-ramp, the balconies now step out in a more consistent way. A similar approach was pursued at the north elevation as well. The expression of the penthouse and roof level has been simplified, as well.

The biggest change is on the lower floors: the elevations here have been given a more distinctive expression, and there is a public amenity for the production of music. Access to this cultural amenity space is tied in with the residential entrance. Altogether, the building is more transparent at grade now. The applicant noted they removed the ramp at the residential entrance, with the result being a more open interface. More landscaping may be added adjacent the ramp wall.

The applicant noted they tried to co locate the indoor and outdoor amenity on the same level but was difficult to do without giving up some floor area, which was something they wanted to avoid.

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

- Having reviewed the project it was moved by Ms. Avini-Besharat and seconded by Ms. Parsons 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 intake exhaust elements;
  - Design Development to enhance the building façades.

- **Related Commentary:**

The panel supported the project.

The entry to the residential has improved.

A panelist found this project to be a good contribution to balance out the neighbourhood.

A panelist noted the architectural expression is more coherent and consistent now.

The Panel noted this is prominent site; avoid the building looking too much like a background building. This project could be a statement building.

The Panel noted intake of the north east corner and the south east needed further design development as it is a quite noticeable location to strengthen its iconic character.

A panelist noted the massing is good but it is more in the detail, it is not too simple.

A panelist noted the applicant has done a good attempt at simplifying the 'partie' but appears they went too far and the building could now use more texture.

A panelist noted the north east corner could use some step down planting or built in seating to provide more attention.

Some enhancement of the blank wall on the west façade is needed.

Panelists noted that the music box entry area feels tight.

A panelist noted that the design of the canopy appears to compete with other elements of the design.

A panelist noted that there should be added weather protection on the top floor balconies will make the units more useable.

The Panel noted that an important element was to co locate the indoor and outdoor amenity spaces, whether on level 4 or on the roof. Presently the amenity rooms feel like storage and a lost opportunity.

A panelist noted to be aware that the lane venting is very close to the entry.

A panelist noted to be aware that the mechanical venting is on an interesting corner at Fir and 7<sup>th</sup>. Both mechanical venting locations should be enhanced with art to mask their appearance.

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