

URBAN DESIGN PANEL MINUTES

DATE: June 16, 2010

TIME: 4.00 pm

PLACE: Committee Room No. 1, City Hall

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:
Bruce Haden (Chair) (left at 7:15 PM)
Jeff Corbett
Jane Durante (left at 7:00 PM)
David Godin
Jim Huffman
Oliver Lang
Steve McFarlane (Chair)
Vladimir Mikler
Alan Storey

REGRETS:
Robert Barnes
James Cheng
Maurice Pez
Scott Romses

**RECORDING
SECRETARY:** Lorna Harvey

ITEMS REVIEWED AT THIS MEETING	
1.	Cambie Corridor Workshop
2.	Mt Pleasant Neighbourhood Centre Plan
3.	10 th and Kingsway (The Rize)

BUSINESS MEETING

Chair Haden called the meeting to order at 4:15 p.m. and noted the presence of a quorum. There being no New Business the meeting considered applications as scheduled for presentation.

1. Address: Cambie Corridor Workshop
DE: Non-Voting Workshop
Description: To seek input and advice as to the best options from an urban design perspective.
Zoning: N/A
Application Status: N/A
Review: First
Owner: N/A
Architect: N/A
Delegation: N/A
Staff: Jim Bailey and Matthew Roddis

EVALUATION: NON-VOTING WORKSHOP

- **Introduction:** Jim Bailey, Planner, introduced the proposal for the Cambie Corridor Program. He noted that the Terms of Reference were approved in July of 2009. The study area starts at West 16th Avenue to the Fraser River and is bounded by Heather and Manitoba Streets. The Canada Line was the catalyst for starting the work program. The plan seeks to integrate ideas of land use, transportation and energy to make for a sustainable corridor. The original planning was scoped back in 2006. The idea was to do one station at a time starting with the Marine Drive Station followed by Oakridge, Langara and then King Edward stations.

The approach has now become a corridor approach that seeks to coordinate things like infrastructure, transportation, amenities between the stations as opposed to a nodal approach. The plan reflects transportation priorities of the city putting walking and cycling ahead of private automobile and that they are well integrated with the Canada Line. It is a large study area and Council has a desire to move quickly on putting policy in place to enable development to occur at the stations.

Phase One which was adopted by Council in January provides interim rezoning policy and a set of principals to guide planning for the future of the corridor. Phase two has been started and a land use policy plan is being developed as well as an amenity and infrastructure strategy and a transportation plan for the arterials in the corridor. The plan in Phase Three will go back to Council to get some direction for the surrounding neighbourhoods. There are seven principles that guide planning in the corridor:

1. Provide land use that optimizes the investment in transit
2. Provide a complete community
3. Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public transit
4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity
5. Provide a range of housing choices and affordability
6. Balance city-wide and regional goals with the community and its context
7. Ensure job space and diversity

In addition in January, Council also approved the Interim Rezoning Policy. It identifies site where strategic variations are possible, sets land use, height and scale provisions within the Interim Rezoning Policy. It also set forth a number of requirements that an application would need to meet:

- Compliance with Principles
- Urban design analysis
- Transportation Demand Management Strategy
- Green Building Strategy
- Connectivity to district energy
- Housing Choice - Affordability Strategy
- Demonstrate space for jobs

Mr. Bailey noted that Phase Two has been started and the plan seeks to integrate urban design excellence. They are also trying to integrate the principle of urban design excellence with a sustainability performance. They are partnering with the School of Architecture and the School of Landscape Architecture at UBC. They will be helping inform in term of sustainability and the built form elements described in the plan. Through their analysis they can look at land use and intensity, transit intensity and energy density and make some informed decisions how the built form ideas and plans are measuring from sustainability perspective.

Mr. Bailey noted that they have undertaken significant public consultation with a number of open houses and workshops. Generally the message is very positive from the community. There is some concern about issues around King Edward Station.

Matthew Roddis, Planner, further described the proposal. Using the super poster, Mr. Roddis described the different mixed uses planned for the corridor. The focus of Phase 2 is on the properties adjacent to the corridor as well as properties along main arterials. He noted the focus area which are the properties directly adjacent to the corridor as well properties along the main arterials. Planned also are residential properties with some sort of institutional use given the proximity to Langara College. There will also be a mixed employment area, open areas for parks, large site rezonings such as Oakridge Centre and BC Women's. The overall vision for the corridor is one of a lush green, pastoral corridor that is punctuated with specific mixed use areas, neighbourhood serving retail space. The areas between the stations will need to be treated differently depending on the neighbourhood. The Cambie Village, the area between West 16th Avenue and King Edward, will be kept as a mixed use neighbourhood setting with active uses at grade and building upon the existing character with new shop fronts with additional residential uses above commercial to enhance the vitality of the village. The existing purpose built rental along Cambie Street will remain. The historic boulevard curves around Queen Elizabeth Park which provides a green experience. There is relationship between the stations at West 41st Avenue and West 49th Avenue that needs to be treated as one. This area is being called the Oakridge Village Urban Transit Precinct and the vision is to have a more urban environment with a continuous street wall condition with retail fronting Cambie Street. The next large area is the Marine Drive Station area and is considered the gateway into the city. Tower forms will frame the intersection with mixed uses and mixed employment areas provide key job opportunities and amenities while protecting adjacent industrial lands. Mr. Roddis noted that this is a first draft regarding building heights with a midrise form around six storeys but punctuated with certain higher elements at key locations most notably around stations. Generally in the precinct between West 16th and West 19th Avenues the plan is for six up to eight storeys built form. Between West 19th and West 24th Avenue no change is anticipated to the rental blocks. Six to eight storeys is planned immediately adjacent to the station. Looking east and west, they are exploring at a six storey built form feathering

down to four storeys further along King Edward. There is a distinct character difference south of King Edward with the beginning of the Heritage Boulevard all the way to Marine Drive. Higher buildings are planned around the stations with four to six storeys in between. Certain areas that will be immediately adjacent to the future stations at West 33rd Avenue and West 57th Avenue will have a higher density.

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

- Is the overall vision for the Cambie Corridor endorsable?
- Is there concurrence with the general heights presented for the whole Corridor (i.e. general form of 6-storey midrise with punctuation at various station areas)?
- Is there concurrence with the general heights presented for the arterials?
- Is there agreement with the character areas as identified to date (Cambie Village Neighbourhood, QE Park, Oakridge Village, Marine Station)?
- What special treatment/special consideration should be given to the built form/street at the key character areas (i.e. along Cambie Street at Queen Elizabeth Park)?

Mr. Bailey and Mr. Roddis took questions from the Panel.

- **Related Commentary:**

The Panel supported the height and density and thought the vision for the Cambie Corridor was supportable and had the potential for a fantastic area for the future. A couple of Panel members thought that there should be a sawtooth built form to keep the character of the neighbourhood especially in the Queen Elizabeth Park section of the corridor. They were also concerned that without the sawtooth built form the building heights would seem uniform. A couple of Panel members were concerned with the potential for long blocks of six-storey apartment buildings and suggested softening the roof lines. They noted that the heights get more interesting at Oakridge Centre where there seems to be more variety. A couple of Panel members thought there should be more mixed use in the way of commercial, office and residential to make the corridor more self sustainable. There was some concern from the Panel regarding the linear form and thought there should be nodes around the transit stations and that the King Edward Station section was not dense enough. Also, a couple of Panel members thought having a small piece of commercial in the area around Queen Elizabeth park would make for an unique connection to the park.

Several Panel members thought the building heights of between six and thirty-six storeys was a rather large range for the Marine Drive/Cambie Street section of the corridor. The Panel however, did agree that it was the furthest along in the vision and was headed in the right direction. Several Panel members noted that there should be a terminus at the river and that it needed to be given more focus and attention.

Regarding the arterials that connect to the established neighbourhoods, the Panel thought the connections were important and essential. A couple of Panel members thought the lanes could be improved and made more porous. Also it was suggested that there be more small scale activities to make the area more distinct.

A couple of Panel members thought there weren't any nodes for public or performance spaces as they thought they would add to the cultural fabric of the city. A couple of Panel members suggested adding a community art space or a theatre. The Panel also thought the Heritage Boulevard was pivotal to the character of the city. They noted that over time the small residential houses will disappear in terms of size and presence and thought that some gathering spaces, added in a discreet way should be planned for the boulevard.

The Panel agreed that one of the biggest successes of South East False Creek was the Neighbourhood Energy Utility (NEU) and thought one should be included in the plan from the beginning. One Panel member noted that the industrial area by the river would be the ideal place for a plant. Also it was noted, that there could be at least three different distinct energy locations along the corridor.

2. Address:	Mt. Pleasant Neighbourhood Centre Plan
DE:	N/A
Description:	To seek input and advice as to the best options from an urban design perspective.
Zoning:	N/A
Application Status:	N/A
Review:	First
Owner:	N/A
Architect:	N/A
Delegation:	N/A
Staff:	Scot Hein and Matthew Roddis

EVALUATION: NON-VOTING WORKSHOP

- **Introduction:** Scot Hein, Planner, introduced the proposal for the first neighbourhood centre implementation work. He noted that they are still in the early stages and are planning to report in the fall to Council. He added that it has been a robust conversation with the neighbourhood. He described the process in engaging with the community noting that it was a unique process.

Mr. Hein noted that the collective vision supports Mt. Pleasant as a hill town. A rapid transit station is planned with greater density. The community is going for density and they expect to see that when they go to Council in the fall. They also want to make sure that there isn't too much density included in the community plan and that East Broadway is addressed as a transit corridor. The plan for Main Street, south of East Broadway is for it to have a finer grain, and remain a locally serving street that continues to capture the spirit of Mt. Pleasant. Kingsway down to East 16th Avenue will have more density using different approaches on either side of the street. He noted that they are striving to keep the kind of character found in the neighbourhood with the new development. As well along Main Street between East 2nd Avenue to East 7th Avenue, there is an opportunity to do some intensification on the west and on the east side there is a view corridor to take into consideration.

Mr. Hein stated that there may be some redevelopment of the mall at the corner of East Broadway and Kingsway.

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

- Form of development at connector site;
- Form of development along Kingsway;
- Form of development at Kingsway Mall site;
- Remove of view cone from Main Street (View Cone #22).
- What should be done between the Rize site and the Stella

Mr. Hein took questions from the Panel.

- **Related Commentary:** The Panel was divided regarding the amount of residential planned for the East Broadway frontage.

The Panel thought Mt. Pleasant was a unique area and liked the idea of the town centre aspiration although they weren't convinced with respect to the hill town concept. The Panel thought it was a good idea to continue the interesting architectural expression of the area. They were not concerned with the view cone as they felt it would not affect future

development in the area as long as the mountains were still visible and they would support altering the view cone to increase density.

The Panel thought that having buildings slightly higher on the east side of Kingsway was not a problem but would need to be integrated in a sensible manner. One Panel member noted that there should be different shapes to the buildings and thought the flat iron shape was interesting. A couple of Panel members were concerned that there could be a canyon effect created if the buildings were all the same height and size. Regarding the proposed development at the corner of West 10th Avenue and Kingsway, several Panel were not sure that the proposed tower was located on the site in the right location noting that Broadway and Kingsway was the dominate corner.

A couple of Panel members acknowledged that Mt Pleasant was a distinct neighbourhood and was in some ways the closest thing to a brownstone community. They wanted to see ways to acknowledge the unique character of the area. They also noted that it has a distinct center even before any redevelopment. The retail in the area is unique and fascinating especially between Main and Cambie Streets and along Broadway. They also noted that in many ways it is an artist's community which should be persevered and they were concerned that some of that uniqueness could be lost with the redevelopment of the area.

Several Panel members would like to see something that takes advantage of the street grid south of the Rize site with one Panel member noting that the Rize site could funnel and distribute adjacencies. Another Panel member noted that a rapid transit station would shift how the area was viewed changing the movement in the area.

3. Address:	10 th and Kingsway (The Rize)
DE:	Non-Voting Workshop
Description:	To explore the site's specific use density and form of development in the context of emerging thinking for the Broadway and Kingsway corridors.
Zoning:	Proposed CD-1
Application Status:	N/A
Review:	First
Architect:	Acton Ostry Architects
Delegation:	Mark Ostry, Acton Ostry Architects Russell Acton, Acton Ostry Architects Gerry Eckford, Eckford and Associates Eesmyal Santos-Brault, Recollective
Staff:	Scot Hein and Matthew Roddis

EVALUATION: NON-VOTING WORKSHOP

- **Introduction:** Scot Hein, Development Planner, did an overview of the Mt. Pleasant Neighbourhood Centre Plan. His presentation is contained in the minutes for June 16, 2010, Mt. Pleasant Neighbourhood Centre Plan (#1 on the agenda).

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

Proposed form of dev

- scale given the types of topology
- general form of development
- use

Mr. Hein took questions from the Panel.

- **Applicant's Introductory Comments:** Mark Ostry, Architect, noted that they have been working on the project for over two years following the community planning program and the proposal is a response to that planning program. He added that they are planning on making the application before the end of June. He noted that consideration was given to the heritage buildings in the area. Mr. Ostry described the neighbourhood massing and context for the area. There is a lot of transit around the site and as well there is a proposed future alignment with a rapid transit station either on East Broadway or on East 10th Avenue. Two levels of retail are planned for the ground and second floors. A farmer's market or grocery store is proposed for the retail on East 10th Avenue. Parking and loading access is planned for Watson Street and the residential entries are planned for both East 10th Avenue and Watson Street. Brewery Creek runs underground through the site and Mr. Ostry mentioned that they plan to give some recognition to the creek on the site. He said they had explored a number of residential types for the site and then described the different massings that were discussed. Their objective was to minimize shadowing on East Broadway and Kingsway. The current scheme is based on a single loaded street wall building fronting Kingsway, East Broadway and Watson Street with a triangular shaped tower form on the corner to East 10th Avenue and Kingsway. Mr. Ostry described the uses noting the retail, townhouses and amenity at the roof garden level. The tower will contain some rental units which will be brought in under the STIR program.

Gerry Eckford, Landscape Architect, described the landscape plans for the site noting that most of the landscaping takes place on the podium level and folds down to East Broadway, Kingsway, Watson Street and East 10th Avenue. They are planning to add some interest in

the streetscape including a public art element. They are also considering including space for a community garden.

Eesmyal Santos-Brault, Sustainability Consultant, noted that the project will be a green building and will meet the EcoDensity requirements. They will also be exploring the social sustainability and plan to use simple technology to overcome “phantom” loads. There plan is to engage the occupants so they behave in a more sustainable way.

Russell Acton, Architect, described the architectural plans for the buildings noting that they wanted to come up with the right expression that would exemplify the Mt. Pleasant neighbourhood. They want to mark the pinnacle of Mt Pleasant through the use of colour, layering and transparency. Mr. Acton also described the colour palette and materials planned for the project.

The applicant team took questions from the Panel.

- **Panel’s Consensus on Key Aspects Needing Improvement:**
 - Design development to the residential entries;
 - Consider the livability of the residential on East Broadway and Kingsway;
 - Consider other uses including office use;
 - Consider more public amenities be included in the project;
- **Related Commentary:** The Panel was in support of the scheme under consideration and supported a general stepping of the massing, height, density, form of development and use. They also appreciated the level of detail in the applicant’s presentation.

Some of the Panel were concerned with the residential use on East Broadway and suggested there be only commercial uses on that side of the project. A couple of Panel members thought the tower might be too high and would stand out if the surrounding sites didn’t get developed with similar heights although one Panel member pointed out that there are many buildings that are higher than the neighbourhood around them as communities develop. It was suggested by one Panel member that more mass could be added to the East Broadway and Main Street corner to make it more significant.

Several Panel members were concerned with the livability on the four sides noting that the townhouses on East Broadway and Kingsway could be a problem. One Panel member suggested moving them up a floor to get away from the traffic noise. A couple of Panel members would like to see the residential entry on Watson Street made more interesting so that it reads more like the front door.

A couple of Panel members suggested adding a job component into the project due to the location and the amount of transit available. Also, there was a suggestion for having more of a connection to the arts community by a couple of the Panel members and they also suggested there be more public cultural/artistic amenities rather than just the rental units that would pick up the artistic component of the neighbourhood.

Regarding sustainability, several Panel members thought the project should be brought in under LEED™ Gold. They thought the triangular form of the project worked best for the passive energy geometry with the facades naturally mitigating any solar gain in the afternoon.

- **Applicants Response:** Mr. Ostry thanked the Panel for their comments. He noted that the idea of the dome for the area came out of the study with the City and it just happened that because of the location of the site, it will be under the apex of the dome.

Adjournment

There being no further business the meeting adjourned at 7:45 p.m.