



Minutes

Advisory Urban Design Panel

Date:	November 2, 2017
Time:	4:15 PM
Location:	Policy Lab A+B, CIRS building, 2260 West Mall
Attendees:	MEMBERS OF THE ADVISORY URBAN DESIGN PANEL: Arno Matis (Chair), Nigel Baldwin, Ron Kellett, Rob McCarthy, Kelty McKinnon, Pam Ratner
Regrets:	Karen Marler (Vice-Chair)
Staff:	Scot Hein, Linda Nielsen (Recorder)
Presenters:	David Dove, Perkins+Will Canada Joseph Fry, Hapa Collaborative Sarah Siegel, Hapa Collaborative

1.0 Call to Order

The chair called the meeting to order at 4:15 PM and noted the presence of a quorum.

2.0 Welcome Panel Members

The members of the panel and staff welcomed incoming panel members Kelty McKinnon and Rob McCarthy.

3.0 Approval of Agenda and Previous Meeting Minutes

It was moved and seconded: That the agenda be approved.

MOTION CARRIED

It was moved and seconded: That the September 7, 2017, meeting minutes be approved.

MOTION CARRIED

4.0 Application:

4.1 Lot 8, Wesbrook Place, South Campus

Application Status:	Pre-Application
Location:	Lot 8, Wesbrook Place, South Campus
Applicants:	The Wall Group Perkins+Will Canada Hapa Collaborative

Scot Hein, C+CP, asked the panel to advise on the form of development, positioning of the high-rise, access down to parking from the east edge, the distribution of density on the site and sustainability considerations with respect to the proposed form of the development, placement and orientation of the high-rise which maximizes views. As well as, landscape

systems including ground plane programming given an interest to serve the UBC community.

Commentary:

The panel acknowledged the developers preference for two-storey townhouses. The distribution of density is resulting in very large and challenging floorplates to design livable homes. Consider if there is a way to transfer more density to the north and west side of the high-rise while modulating the height. Consider more density in the townhouses as a full or partial third storey.

The proposed orientation of the high-rise appears to be primarily based on maximizing occupant views and revenue. At the upper floors of the high-rise, the prime views are south and west. The northeast face of the high-rise could be developed to take advantage of that view. There is extensive glazing on the southwest exposure which will require managing solar heat gain.

Explore ways for the ground-level of the high-rise to engage and strengthen the street edges with greater frontage on Binning Road. While two panel members thought the notion of breaking up the orthogonal siting of the high-rises along the forest edge was supportable as a strategy to open views of the adjacent forest - other panel members strongly objected to the move and thought the high-rise should be sited as easterly as possible and rotated to a more urban frontage to be consistent with adjacent developments. The degree of rotation has created spaces between the high-rise and the townhouses that have little or no relationship to one another at the ground plane. The high-rise corner units are inefficient.

Clarity is needed on the relationship of the townhouses to the high-rise and what aspects of the landscape are private-public and shared-not shared. The front entrances of the townhouse rows adjacent to Village Lane and McCrae Lane do not have street edge access. Pick up and drop off and walking out to the street edge from these townhouses might create some difficulties.

Consider extending the row of townhouses along Birney Avenue to define the street edge and strengthen the relationship of the high rise to Binning Avenue.

Consider different height and shapes at the skyline. The "crew cut" design on the roof deck of the townhouses was not supported.

Create more useable outdoor shared space for families by making the backyards of the townhouses larger. Other desirable features may include light wells in the stairs and the ability to see green from living areas.

Explore ways for the townhouses to contribute greater frontage to Khorna Park.

Consider how the parking level bike rooms will work for families with bike trailers and strollers. Safety concerns of how children with bikes will enter/exit the parking level area given the shared use with vehicles.

The exterior bike racks are located behind a wall in front of the drive court, raising concerns over bike security.

The edges of the landscape have a suburban approach. Explore ways to express continuity with the forest landscape in a more cohesive way.

Shared courtyard oriented urban agriculture plots are a good way to make connections with the community while creating more vibrancy. There is already a lot of passive, non-programmed open space in the adjacent parks.

Rethink the amount of passive green and passive planting and program in a more interesting way. The understory plants need to be more cohesive with the spaces and articulated in the design so not lost by too much diffusion.

Related Commentary:

UBC is a leader in urban design. Given the market trend toward car-share services and driverless cars, consider future utilization studies for parkades and look at the ability to adapt underutilized spaces to other uses.

Chair Summary:

The distribution of density is resulting in very large and challenging floorplates to design livable homes. The high-rise corner units are inefficient. Solar gain is a concern given the extensive glazing on the southwest exposure.

The angle of rotation of the high-rise has created passive spaces between the high-rise and the townhouses that are largely disconnected at the ground plane. Reconsider the disposition of the program across the site and test other options for high-rise siting/orientation and related townhouse position/frontage for a more coherent urban design response.

Clarity is needed on the relationship of the townhouses to the tower and what aspects of the landscape are private-public and shared-not shared. Some front entrances of the townhouses are on the street side and both front and back entrances are on the lawn court. Having access to the street for the townhouses is needed for pick up and drop off and walking out to the street edge. Reconsider the high-rise vehicle entry, possibly introducing a layby along Birney Avenue.

Consider extending the row of townhouses along Birney Avenue to define the street edge and strengthen the relationship of the high-rise to Binning Avenue.

Security and safety concerns around the bike storage locations.

Revisit the suburban verses urban expression of the project. Improve the relationship of the lawn court and some edge conditions. Reconsider what are passive verses active spaces and design for clarity.

Relocate the urban agriculture plots to a visible area to create more opportunity for social exchange while introducing vibrancy.

5.0 Adjournment

There being no further business the meeting adjourned at 5:14 PM.