

The following is set of summary points of the Green Team discussion on scale and massing, followed by a full set of notes.

### ***Complete notes from Discussion***

Exercise 1: Evaluation of the following development scenarios:

**1. Current zoning: Sites A1, A2 and C are NC3P-40(65), sites B1 and B2 are NC3P-40, site D split between NC3P-40(65) and MIO 105**

- Set backs above 40 feet
- patios, decks, open space on ground level if heights are increased
- How can the station entries be differentiated from the rest of the development if not by height? Consider a finer grain of scale as one approaches the station entries (smaller store fronts, more architectural detail, etc)
- Station entries should be part of building mass, not single story stand alones next to the TOD
- Measure by stories/floors, not by feet – would allow more gracious first floors
- Look for a variety of rooflines to break up mass
- Broadway is a slim commercial strip through a largely residential neighborhood
- Skepticism expressed about building a tower

**2. Raise heights on sites A, B and C. Sites A1 and A2 to NC3P-85, A2, sites B1 and B2 to NC3-65, site C to NC3P-85**

What do we care about?

- Solar Access: Park, Nagle Plaza, street
- Buildability
- Varied massing
- Setting the tone of future development
- Length of street wall more important than height
- Broadway as High Street
- Trees and Canopy
- Streetscape
- Parcelization - Real differentiation between storefronts, not a 'visual swindle'
- Detail
- Important of station - hierarchy of uses with development should be expressed architecturally
- Concentrate prominent Broadway entry at Broadway and John
- Concern about level of activity on Nagle Place – how to keep plaza activated but not too active so as to disrupt residences
- Use street trees and differentiate articulation of buildings along Broadway so as to avoid the 'Canyon-ization" of Broadway. Length of continuous building façades is problematic.
- Visibility of station entries is important – how to make them more prominent?

- In any upzone scenario, Parcel C needs to be sensitive to proximity to the Park.
  - Consider pulling the mass on site B2 back from the Park's edge.
  - Create a system and hierarchy of open spaces – from the more intimate scale, to the Park. Don't forget the in between spaces.
  - Consider a removable translucent panel over a part or all of the station plaza to make it more usable in inclement weather.
  - Consider breaking up the mass of the A/B block by having different height limits within the block
  - Height is ok on smaller parcels, on larger parcels it's worrisome from a perspective of bulk and potential loss of finer grain design of development.
  - You can't make a 4 story building pencil (non-profit developer perspective)
3. **Move heights and mass around the sites. A1 to NC3P-125, A2 to NC3P-85, B1 to NC3P-65, B2 with 3 story cap, site C to NC3P-85.**
- B2 at a lower height makes sense to house a community center on the ground floor.
  - Consider a 3 story community cultural space on the first three floors of B2 with a hostel above.
  - How economically feasible is a lower height on site B2?
  - Pull additional height on A2 back away from E Denny and Park.
  - Lower height on A2 instead of higher height on B2.
  - B2 is the most desirable site for residential uses.
  - A1 at a higher height helps 'mark'/make more prominent the station entry at Broadway and John.
  - Is NC240 along 10<sup>th</sup> Avenue appropriate? Should the ground level use be residential or commercial?
  - Townhomes along 10<sup>th</sup> on site B1 make sense – create a strong connection at the street level with apartments above the townhomes, articulate the individual townhomes on 10<sup>th</sup> so as to create/reinforce a strong residential character along 10<sup>th</sup>.
  - Is 85 feet high enough on site C given it is across Broadway from site D which under current zoning sits half on a MIO 105 foot zone?
  - Pedestrian movement from corner to Broadway and John to Park is awkward – could there be a visual and physical connection from Broadway and John through plaza to park?
4. **Sites A2 and C remain at existing zoning – NC3P-40(65). Site B2 is limited to 3 stories. Height limits are raised on sites Site B1 and A1. B1 to NC3P-65, A1 to NC3P-160' with a maximum tower floor plate.**

*Insufficient time to discuss this option in any depth*

- Tower is on A1 is ok, helps mark the station entry, but should not set a precedent for other towers along Broadway.

## Exercise 2: Evaluation and design of options: Streetscape, Public Realm and Design Quality

**Complete notes of Discussion***Related to building facades and design*

- Extend the building facades that face the station plaza with awnings or other types of convertible coverings
- Create a comfortable and inviting pedestrian passageway/promenade along the west facade of sites B1 and B2 from John to E Denny– consider a continuous generous awning that distinguishes the pedestrian environment from the vehicular access off John
- Maximize live/work uses along Nagle Place and station plaza
- Green space on west side of B sites facing station plaza does not make sense – better to have stoops on east side of B sites – an alternative would be to shift B sites west to provide more of a setback from 10<sup>th</sup> on the east side of the B sites.
- The east façade of site C is not the back of the building – it is a backdrop for the station entry and will be a significant visual element viewed from the Park.
- Semitransparent facades at the ground level facing the plaza will be important to activate the plaza.
- Remember that site A 2 has 4 distinct facades, meeting the ground level in 4 different, but related environments.
- Don't worry about the setbacks and modulation, worry about the activities.
- Look for ways to connect the indoor and outdoor activities.
- Bring design elements of facades at ground level around the corner into the mid block passageways.
- Small storefronts of complementary design facing E Denny make sense to help create a pedestrian environment along the Festival Street.

*Related to the pedestrian environment and streetscapes*

- Green street design elements along E Denny and 10<sup>th</sup> are desirable as an "invitation" to the park and plaza
- Consider atriums for the passages between sites A1 and A2, and B1 and B2 instead of alleys
- Translucent awnings both break down the space of the buildings but also provide overhead weather protection
- If Nagle Place were to curve to the east at E Denny (roadway redesign) there is concern that traffic would go faster as opposed to slower.
- Consider a roof over the passageway from Broadway to the plaza
- Consider moving the passageway between Broadway and the plaza to inside the ground floor of site A1
- In any case, don't create a passageway that gets closed (like the Jewel at the N end of Broadway)
- Consider a minimum closing time of 11 pm for ground floor uses facing the plaza – but what about the residential units above?

*Related to plaza elements*

- Re-evaluate Nagle Plaza, Nagle Place and potential E Denny materials between John and Nagle Place so they match and provide visual cues to pedestrian continuity
- Consider developing a stage/band shell on the south side of the vent shaft in the station plaza
- Hope for food carts and other daily activation as opposed to just weekly farmer's market.
- Plan for pole foundations and or buckles in plaza and abutting building facade designs so it is easy to set up temporary structures to provide shelter from rain
- Don't waste the space
- Put out tables and chairs and chess games in plaza
- B2 is a great location for a community/cultural gathering space on the ground floor.
- Look to Yaletown in Vancouver BC for ideas on how to address the grade change from Broadway to the plaza.
- Food and culture are natural activity and gathering generators
- Where do the 'back of house' functions occur if not on the plaza? How to graciously accommodate back of house functions and active plaza
- Roll up doors facing the plaza would help activity spill out onto plaza
- Scale the spaces that face the plaza with care so there are a number of them - don't rely on one large storefront.

*Related to E Denny*

- Designing the street to allow short term occasional closures may be preferred to permanently closing E Denny between Broadway and Nagle Place
- Concern about car access to parking from Nagle Place only – discussed need for parking access from Denny and John
- If E Denny is closed permanently, will there be too much paving?
- Festival Street is preferred – sometimes open, sometimes closed.

*Related to Uses*

- Locate the larger retail at Broadway and John, scale down the size of retail as the storefronts move south