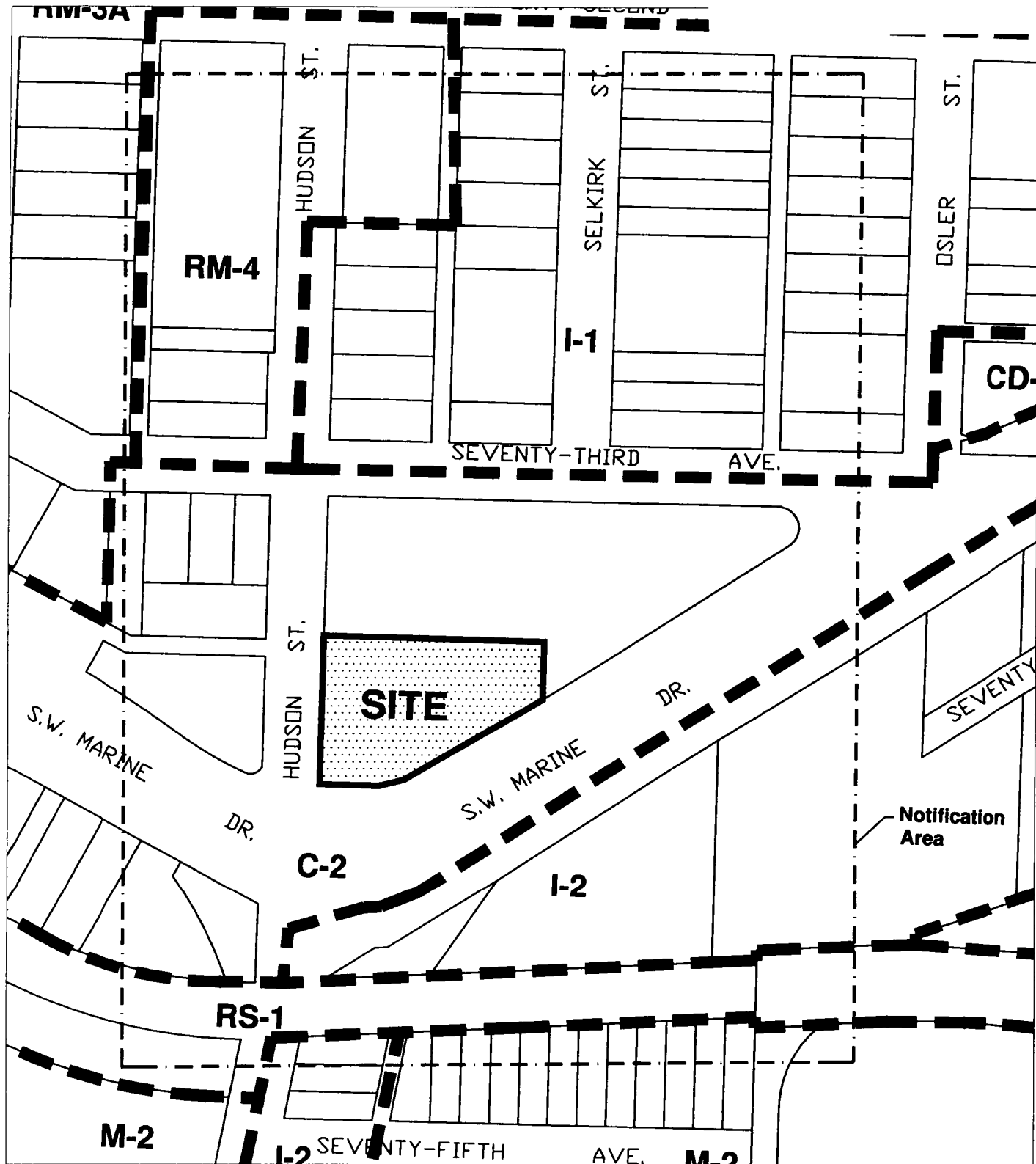


Site, Neighbourhood Context  
**8982 Hudson St.**





Site, Surrounding Zoning  
**8982 Hudson St.**



**City of Vancouver**





1000 North Main Street  
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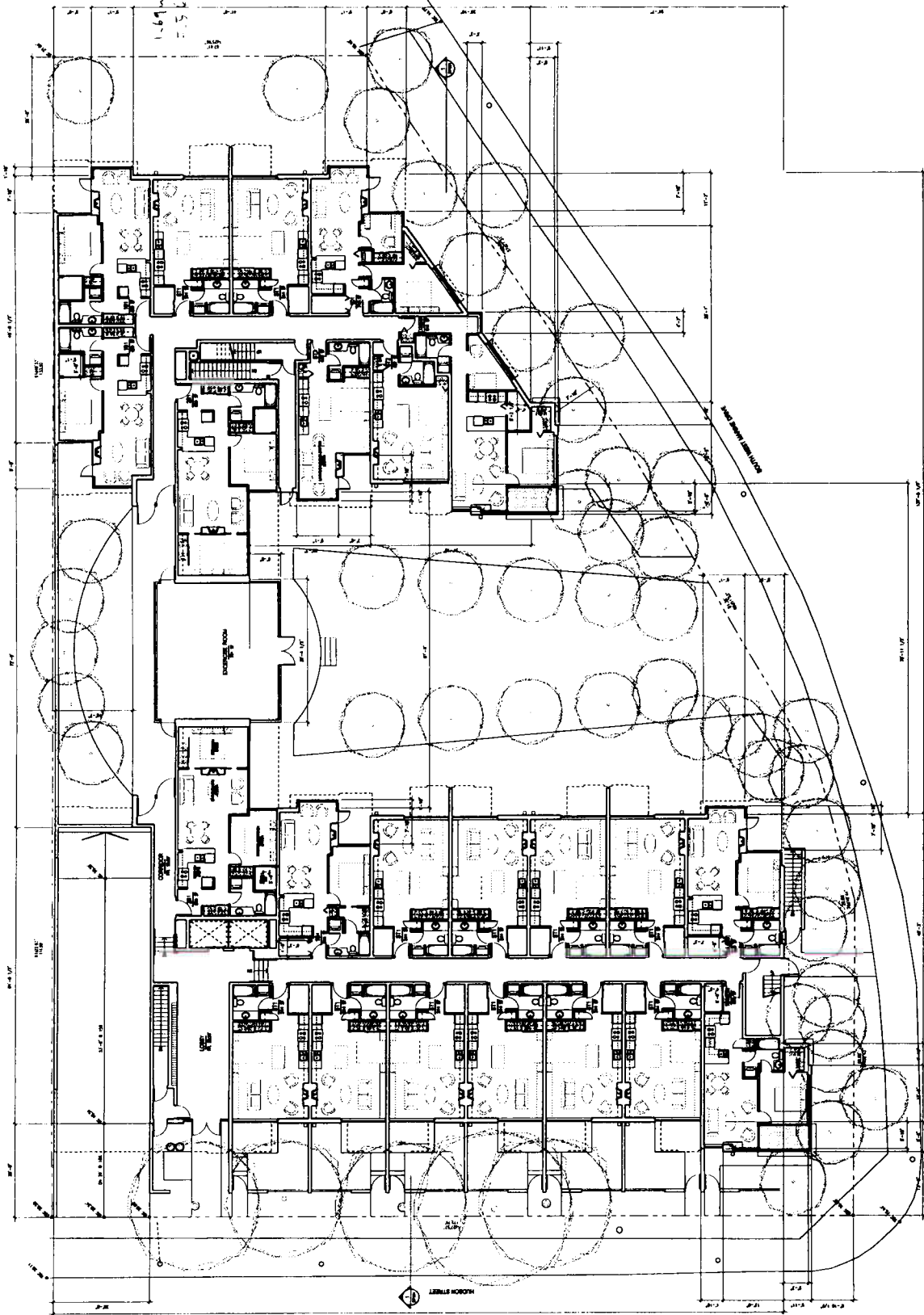
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1000 North Main Street

DP203

NIGEL BALDWIN ARCHITECTS



1-3  
4-5-6











100 Hudson Street, LLC  
 100 Hudson Street  
 New York, NY 10013  
 Tel: 212 354 1000  
 Fax: 212 354 1001

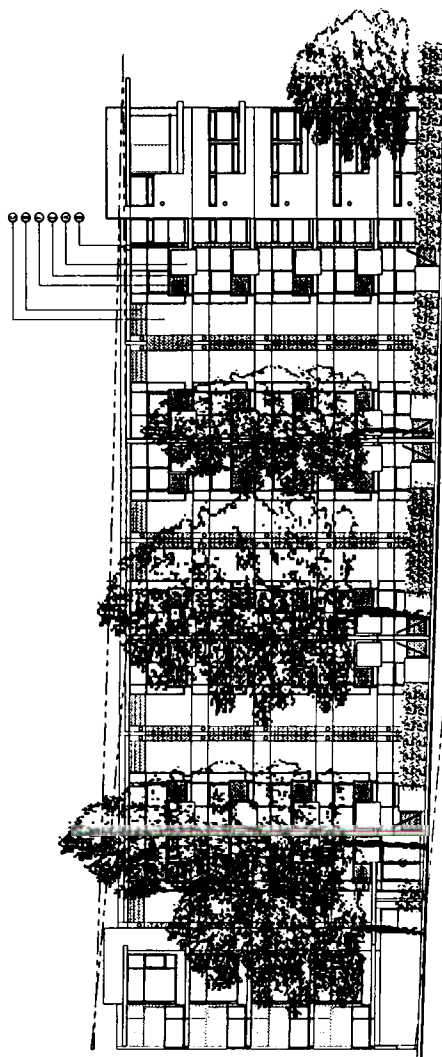
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 DATE: 08/11/11  
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SHEET NO.: 100-HS-11-001  
 OF 100-HS-11-001

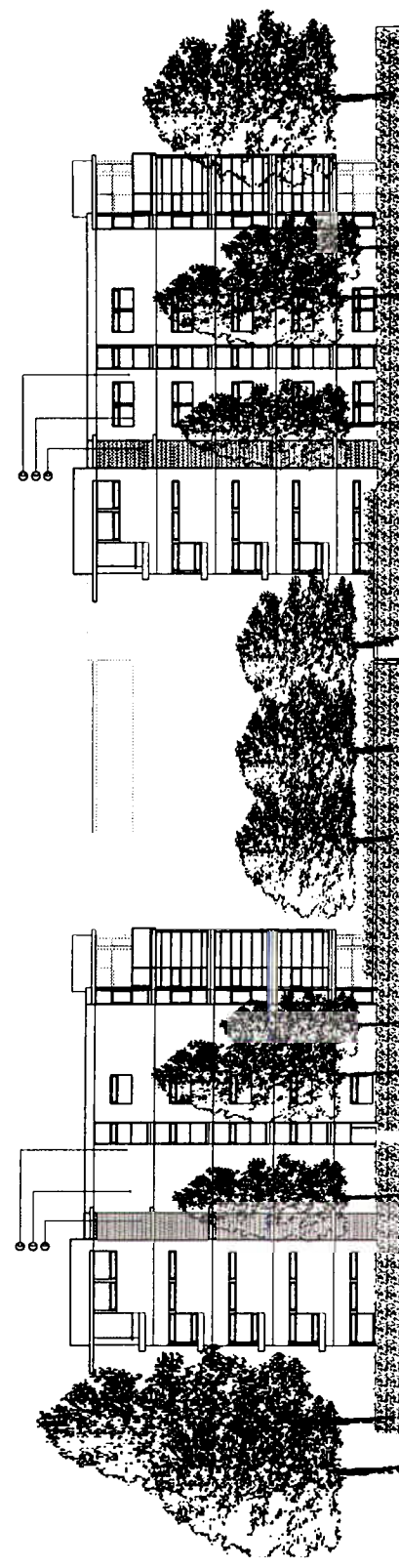
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 CHECKED BY: [Name]

PROJECT NO.: DP401

NIGEL BALDWIN ARCHITECTS

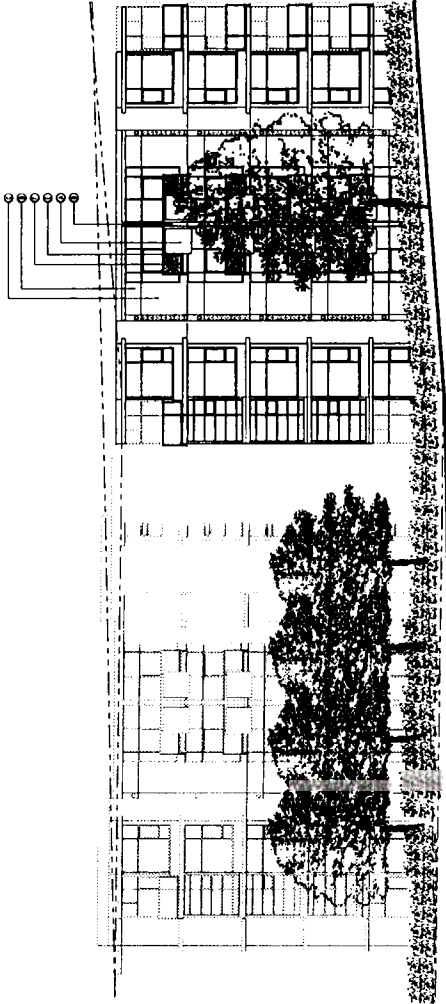


WEST ELEVATION (HUDSON STREET)



SOUTH ELEVATION (SOUTH WEST MARINE)

- LEGEND:  
 ○ CURTAIN WALL  
 ○ GLASS BALCONY  
 ○ 6" x 6" BALCONY  
 ○ 6" x 6" BALCONY  
 ○ 6" x 6" BALCONY



EAST ELEVATION



NORTH ELEVATION

- LEGEND
- ① FINISH
- ② WALL FINISH
- ③ FLOOR FINISH
- ④ 1/2" DIA.
- ⑤ 1/4" DIA.
- ⑥ 1/8" DIA.

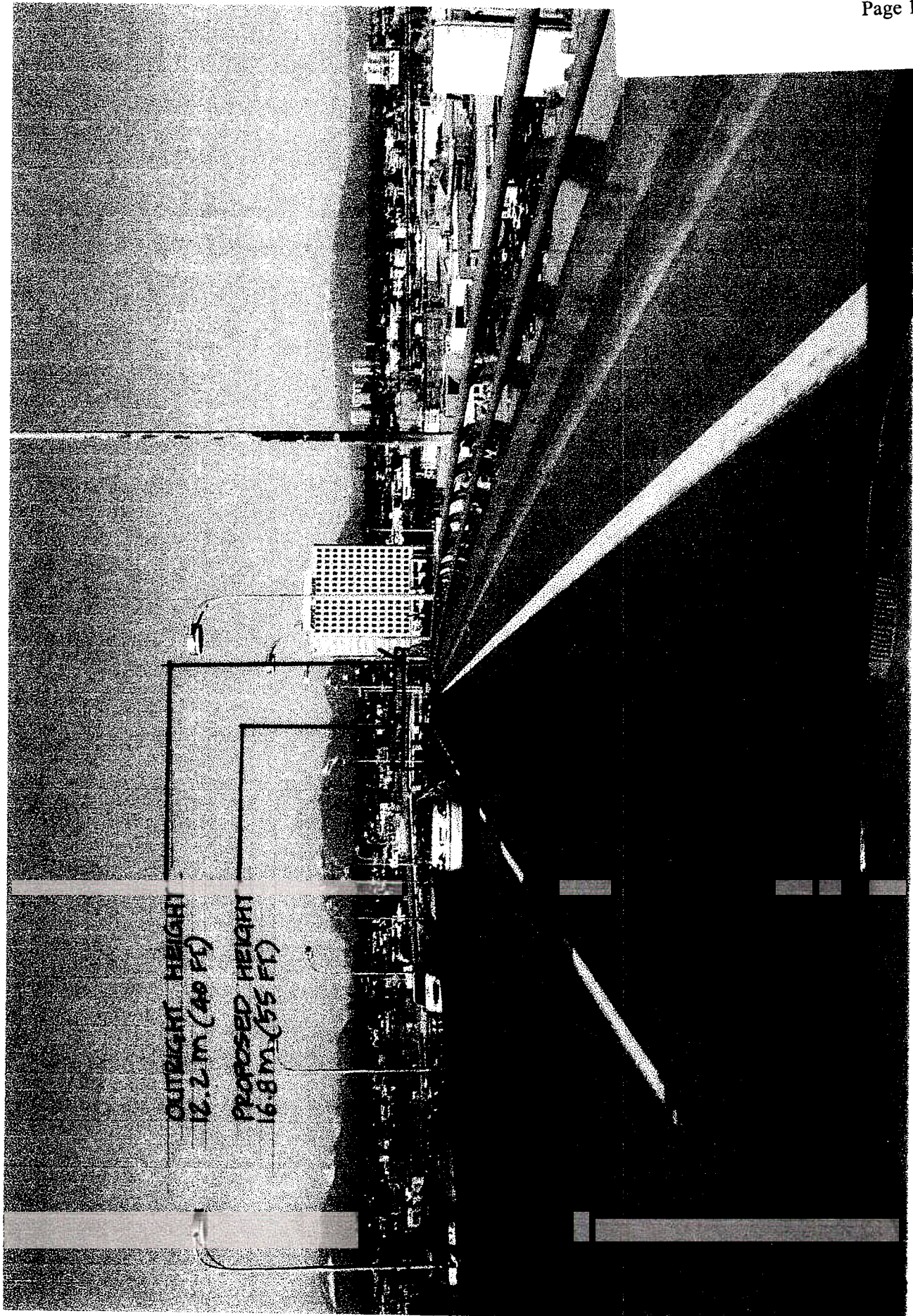
DATE: 10/1/2011

PROJECT NO: DP402

SCALE: 1/8" = 1'-0"

DP402

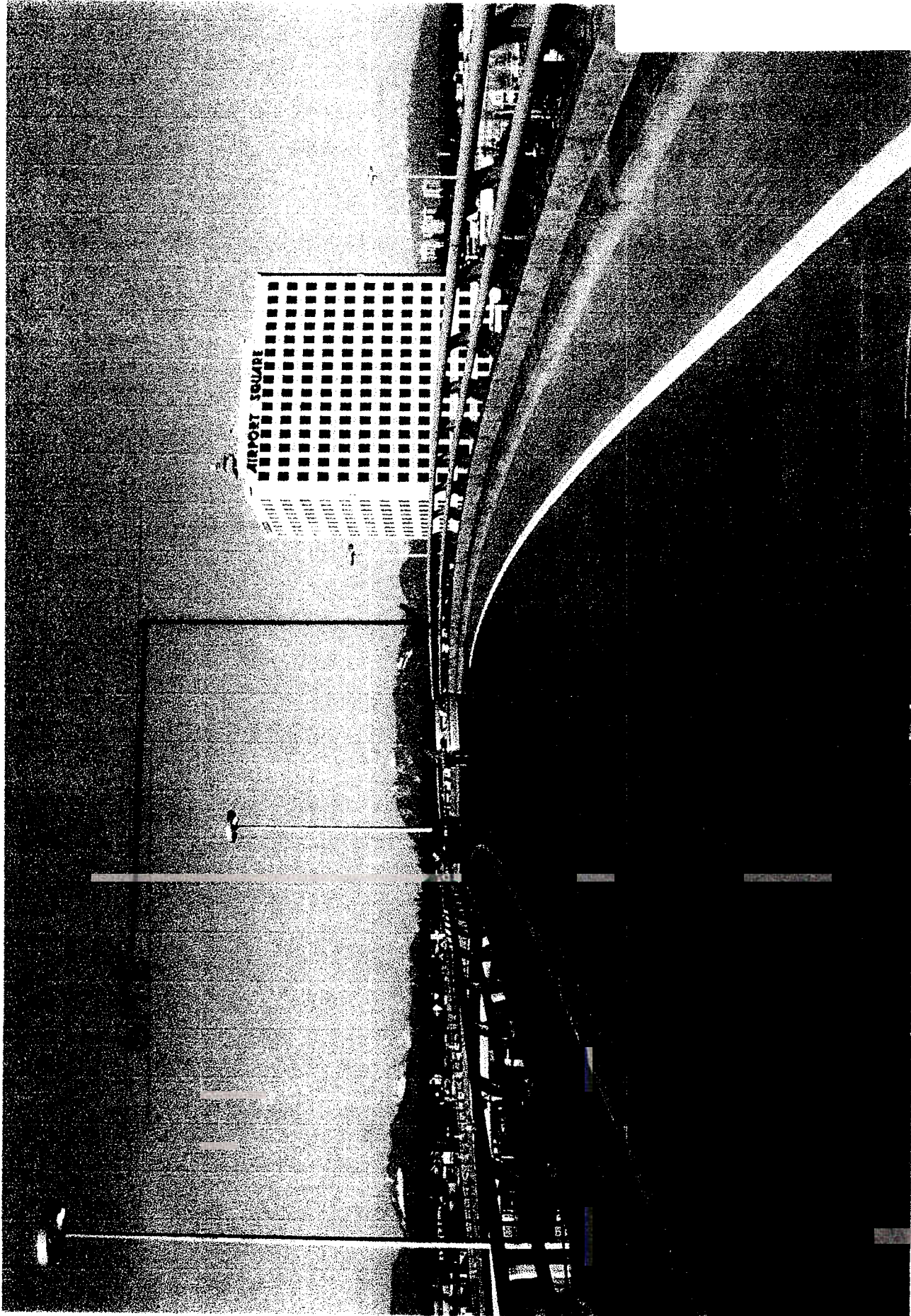
NIGEL BALDWIN ARCHITECTS



VIEW FROM HIGH POINT ON ARTHUR LANG BRIDGE

8982 HUDSON STREET

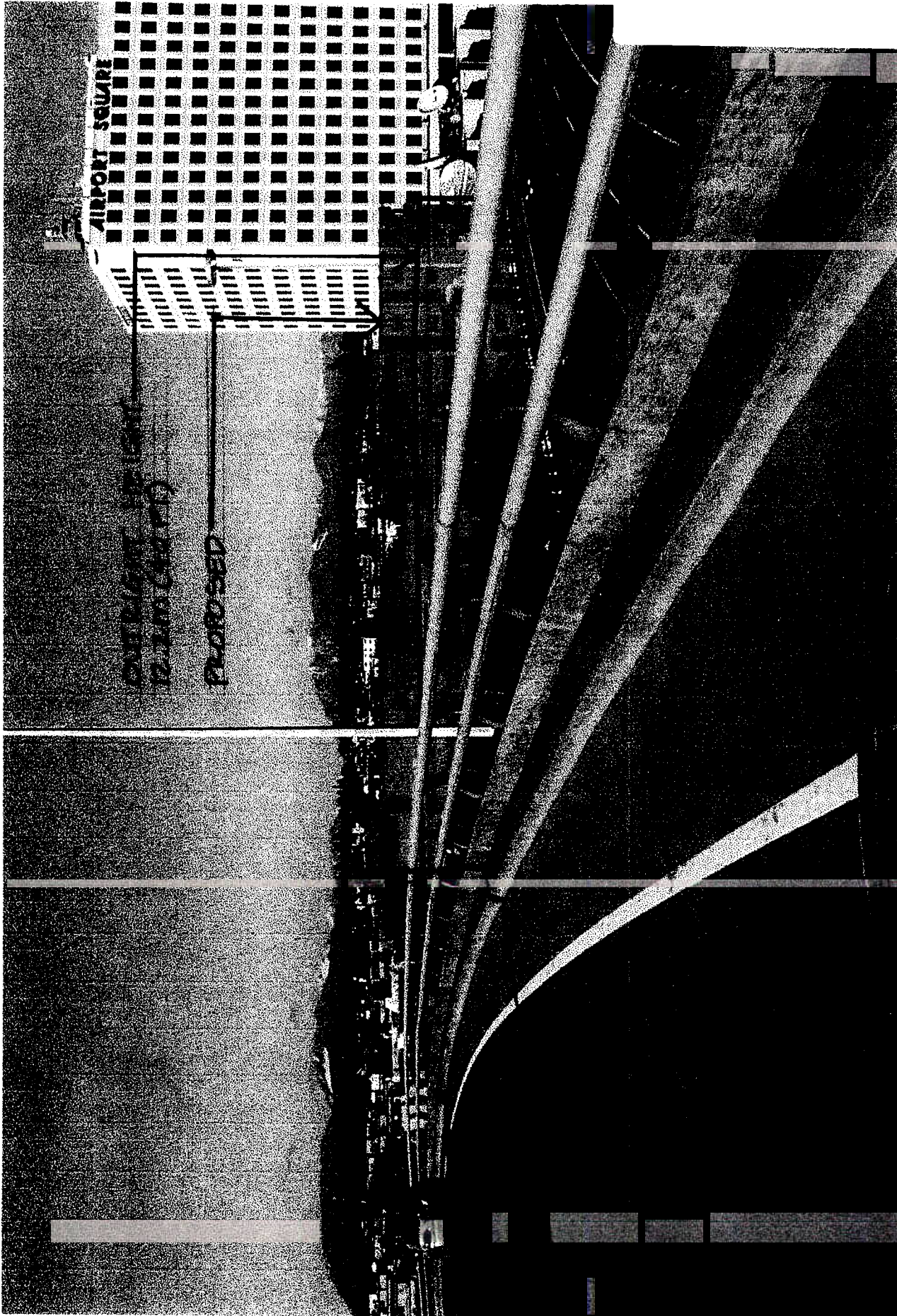
BRIDGE RAMP VIEW STUDY



VIEW FROM HIGH POINT OF GRANVILLE STREET OFF RAMP (BUILDING NOT VISIBLE)

8982 HUDSON STREET

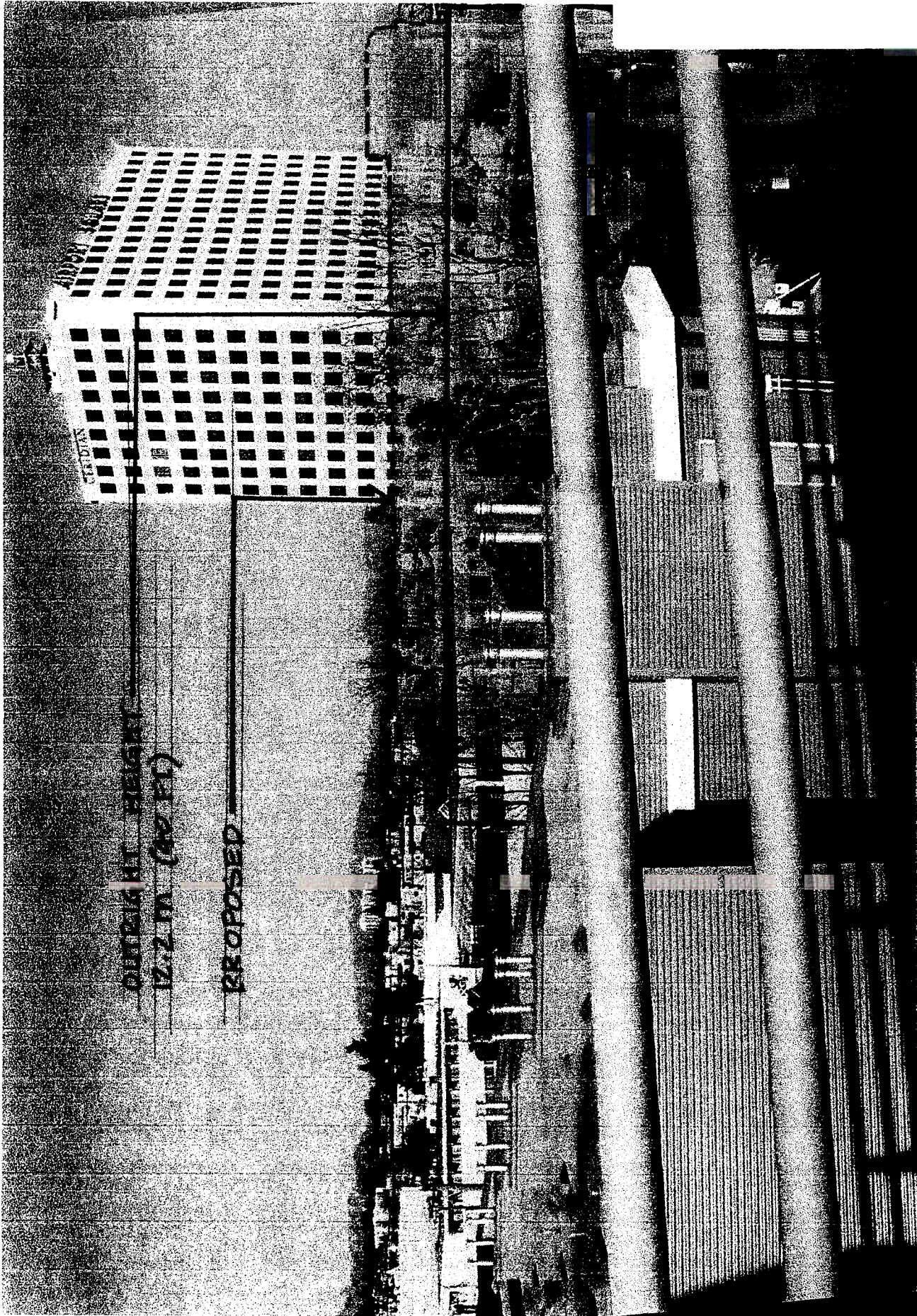
BRIDGE RAMP VIEW STUDY



VIEW FROM CURVE ON GRANVILLE STREET OFF RAMP

8982 HUDSON STREET

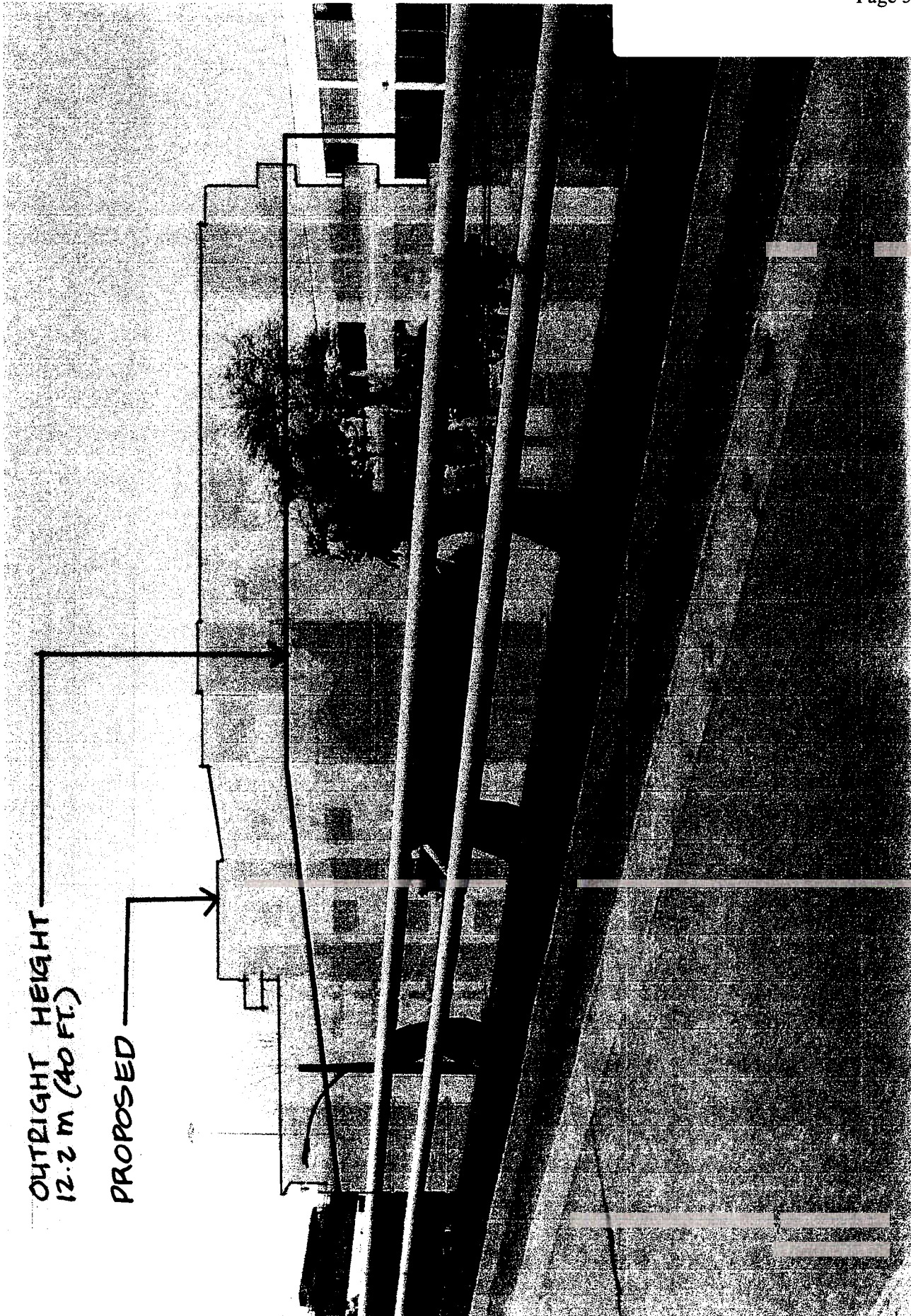
BRIDGE RAMP VIEW STUDY



SHOULDER CHECK FROM GRANVILLE STREET OFF RAMP

8982 HUDSON STREET

BRIDGE RAMP VIEW STUDY



VIEW FROM S W MARINE ON RAMP

8982 HUDSON STREET

BRIDGE RAMP VIEW STUDY



Former Nurses Residence - "B" Listed Heritage Building



## URBAN DESIGN PANEL MINUTES

January 9, 2002

**PRESENT:** MEMBERS OF THE URBAN DESIGN PANEL:  
Tom Bunting, Chair (present for Item 2 only)  
Walter Francl, Chair (Item 1)  
Jeffrey Corbett  
Lance Berelowitz  
Gerry Eckford (excused Item 2)  
Alan Endall  
Bruce Hemstock  
Richard Henry  
Joseph Hrudá  
Jack Lutsky  
Sorin Tatomir

**REGRETS:** Maurice Pez

**RECORDING SECRETARY:** Carol Hubbard

2. Address: 8982 Hudson Street  
DA: 406323  
Use: Residential (5 storeys)  
Zoning: C-2  
Application Status: Complete  
Architect: Nigel Baldwin  
Owner: Aragon Development Group  
Review: First  
Delegation: Nigel Baldwin, Thomas Woo, Gerry Eckford  
Staff: Eric Fiss

**EVALUATION: SUPPORT (9-0)**

**Introduction:** Eric Fiss, Development Planner, presented this C-2 application located at the foot of Hudson Street next to SW Marine Drive, adjacent to Airport Square and the Arthur Lang Bridge exit ramps. The proposal is for a multiple dwelling containing 134 residential units, all of which have 10 ft. high ceilings. There are two levels of parking accessed from Hudson Street. The main entrance is on Hudson Street. The site currently contains a stand of mature trees along Hudson Street and a setback is proposed to retain these trees. The site is a somewhat larger than typical C-2 sites. The building is U-shaped to capture southern light and there is a 70 ft. wide courtyard. The main issues on which the advice of the Panel is sought are:

- the appropriateness of an all-residential scheme in this harsh environment;
- height, noting that most of the building is at the 55 ft. height limit conditionally allowed in C-2;
- appropriateness of the 4-5 storey architectural expression;
- livability and usability of the outdoor open space;
- heritage.

There are currently three buildings on the site, one of which is a Heritage B structure, most recently used as a homeless shelter. While the applicant has determined it is not economically viable to retain the building, the Panel's opinion is sought on whether the site could accommodate more height if the building could be retained through a Heritage Revitalization Agreement.

**Applicant's Opening Comments:** Nigel Baldwin, Architect, said this is a very difficult and challenging site and noted he considers the existing trees to be of greater heritage value than any of the buildings on the site. He described his design rationale. He noted the C-2 residential guidelines allow consideration of 55 ft. height for exceptionally wide or deep sites. He said he has attempted to keep the building fairly simple. The key to making this site livable is the open space and this could not be achieved with retention

of the heritage B structure. He stressed they are not interested in pursuing an HRA. Gerry Eckford reviewed the landscape plan.

**Panel's Comments:** The Panel unanimously supported this application and commended the architect on a thoughtful design approach in a very difficult location.

Most Panel members supported the use but some members found the residential use questionable in this location. Nevertheless, it was considered to be a very good solution within the context of the C-2 zoning, and a very well designed building.

The strategy for addressing the livability - orienting most units east-west with virtually no openings to the south onto the busiest orientation - is exemplary. There was one recommendation to pay very close attention to the south-facing units where some rooms have windows directly facing the bridge. The suggestion was to consider having an operable window which is not directly facing the bridge and providing some kind of screening which partially covers the opening but allows the window to be opened a certain amount for natural ventilation.

The Panel had no concerns at all about the proposed height and several Panel members thought it could go much higher. There is certainly no benefit to lowering it. The H-shape configuration with the central courtyard is the correct solution and the additional height helps this to some extent because it results in reduced site coverage. The 10 ft. ceilings will also contribute to the livability of the units. It was noted that an outright 3.0 FSR, 40 ft. mixed use building would result in a building that is at least as bulky as this, if not bulkier. The 55 ft. height also ensures that it will not be a woodframe building even though this is affordable housing.

The materials and architectural expression were fully supported. It was not thought to be necessary to differentiate the expression of the top floor, in fact it would detract from the architectural expression sought to be achieved. There was a suggestion to cover the top floor access passage and to enclose the upper balconies to mitigate noise. One Panel member found the Marine Drive elevation somewhat severe and suggested something like corrugated panelling might be considered.

Some Panel members found the front entry to the building somewhat understated. As well, the Marine Drive elevation could have a little more substance given it is the front of the building and in the context of being somewhat of a gateway building in this location.

Given the relatively long distance from the end suites to the parking garage, one Panel member suggested consideration be given to having an elevator in each building element.

The Panel did not consider heritage to be an issue. The applicant's argument that retention is not a viable option was fully accepted and supported.

The Panel found the outdoor open space very well handled. It complements the primary objective of creating a more amenable and livable semi private open space in the central courtyard. There are some very thoughtful gestures in the treatment of the western and eastern edges of the site. The berm, the water feature and the trees along Marine Drive are all very commendable. One Panel member had a concern about the raised courtyard being able to accommodate the tree roots, suggesting consideration be given to having fairly substantial tree containment elements and a flush courtyard.

While fully supporting this application, one Panel member expressed regret that the City has not rezoned this site to allow 100 ft. height. It is on axis with the bridge and could have been a strong visual marker for the millions of people entering the city in this location.

**Applicant's Response:** Mr. Baldwin commented the Marine Drive elevation has been particularly challenging. He said he felt he had no other choice with the north facade given the C-2 setback regulations.