

URBAN DESIGN PANEL MINUTES

DATE: July 28, 2010

TIME: 4.00 pm

PLACE: Committee Room No. 1, City Hall

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:
Bruce Haden (Chair)
Robert Barnes
James Cheng (Excused Item #1)
Jane Durante (Excused Item #3)
David Godin
Jim Huffman (Excused Item #1)
Oliver Lang
Steve McFarlane
Vladimir Mikler
Maurice Pez (Excused Item #1)
Scott Romses
Alan Storey (Item #1 only)

REGRETS: Jeff Corbett

RECORDING SECRETARY: Lorna Harvey

ITEMS REVIEWED AT THIS MEETING	
1.	8430 Cambie Street (Marine Gateway)
2.	777 Pacific Boulevard (BC Place)
3.	60 West Cordova Street

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: 8430 Cambie Street (Marine Gateway)
 DE: Rezoning
 Description: To seek support for the current design of a mixed residential, office, retail development at Marine Drive Station.
 Zoning: CD-1
 Application Status: RZ
 Review: Third
 Architect: Busby Perkins + Will
 Delegation: Peter Busby, Busby Perkins + Will
 Ryan Bragg, Busby Perkins + Will
 Bruce Hemstock, PWL Partnership Landscape Architects
 Staff: Michael Naylor, Anita Molaro and Jim Bailey

EVALUATION: SUPPORT (7-1)

- **Introduction:** Ms. Molaro, Senior Development Planner, noted that the last time the Panel saw the proposal they asked for more information about how the neighbouring projects in the area were going to be developed. Staff have developed a draft concept plan that envisions the built form at this transit node. Given the particular nature of the local context, the variety and site patterns and configurations and site conditions staff are anticipating a variety of heights and building patterns that can be achieved in this area.

Staff had previously focused on the four corners sites but realized that they needed to take a broader view of the area. One of the features of the node is the elevated guideway which bisects the intersection. The two sides of Cambie Street, west and east, have to be considered somewhat differently, not only because of the guideway but because of the nature of the lot patterns and the opportunities that they present. On the west there is a height and scale sensitivity that has been recognized because of its relationship to the park and the school yard and the potential shadowing impacts. On the east side the existing parcelization and consolidation generates opportunities. To date, Intercorp has secured the whole Cambie Street frontage from West 64th Avenue down to Marine Drive. The Marine Gardens is a large site and could be redeveloped, noting that any new development on this site would be subject to the Rate of Change Bylaw.

With the broader context up to West 64th Avenue there is potential for development from Marine Drive to West 64th Avenue. A potential development pattern might see a series of paired buildings in a north-south orientation beginning with the PCI site as it transitions down into the neighbourhood. Further to the tower placement is a hierarchy of heights with the key urban design principle for the highest height being within the neighbourhood node on the Gateway site.

This formulates a hierarchy elevation relationship between the buildings. On the east side, the Intercorp site is second in hierarchy at the corner with the remaining higher building opportunities transitioning in scale down towards the neighbourhood. Other aspects of the basic urban design concept are the visual and physical linkages through the neighbourhoods. On the west side there are opportunities to improve the physical linkage between the park and Cambie Street. On the east side opportunities to facilitate

pedestrian links through the large blocks to the intersection but to also enhance the visual link of the high street across Marine Drive from the north side to the south side. Further to this notion is a development of a public open space plaza with opportunities on both sides of Marine Drive.

This would further enhance the green link, the notion of extending the green Cambie Street median down through narrower right-of-way width of Cambie Street both on the street and facilitating the pedestrian connection through the PCI site down to the Fraser River.

Ms. Molaro summarized some of the commentary and discussion from the last Panel's review. She noted that the location of the bus loop can not be changed and as well Planning can not support switching the residential with commercial on the site. Council directed staff to minimize the residential interface with the negative attributes of the industrial lands. It is on this basis that residential has been encouraged to be located on the northwest corner of the site. The station straddles both property line and is half sitting in the street right-of-way of Cambie Street.

The proposal has been revised with the total floor area being reduced from the previous 935,000 square feet (4.5 FSR) to 852,000 (4.05 FSR). The total reduction of floor area is 75,000 square feet since the previous review. Of that, 48,000 square feet has been reduced in the residential tower and 27,000 in the commercial floor area. The overall tower of the commercial component is generally the same with some minor refinements. There have been some major adjustments on the ground plane as part of the high street and there are revisions in the tower. The project is continuing to propose LEED™ Gold. With respect to some of the key comments raised by the Panel, one of the basic site considerations was to address the transit rider and pedestrian circulation and the relationship of the high street to the neighbourhood. The response has been to open up and make a stronger gesture to the corner creating a more substantial openness and entry into the site and to the station entry. Staff believe this measure is a significant improvement. The total residential in the previous review was 392,000 and has been reduced to 344,000 square feet. The STIR residential component was composed in a secondary tower and attached on the back of the main tower. That has been removed and the STIR has been reduced 122,000 square feet down to 26,000 square feet and is located in the lower two floors of the tower. The total number of residential units on the site has been reduced from 577 to 452; that is 187 rentals to 31 rentals and the market has been reduced from 421 to 319 units.

To address the Panel's concern to refine the residential tower massing to decrease its bulk and potential oppressiveness of the cantilever massing, the tower height has remained the same but the tower itself has been revised dimensionally. The width of the dimension in the east west direction has been reduced from 81 feet to 73 feet and the overall length of the tower has been reduced to 219 up to 127 feet in length and generating floor plates from 13,700 square feet at the lower floors to 8,000 at the upper floor. Previously the tower dimensions were 160 feet at the top and 240 at the bottom. The lower floor plate was 15,700 square feet and the upper floor plate was 11,000. As a result of the reduced length of the building there is a modest improvement to the shadow impacts on the local park and school yard.

At the previous Panel session, the Panel thought the project was a tremendous opportunity for development in the area noting that there wasn't anything else like it in the city. Panel and staff also concur that the project should have a bold expression for this landmark site.

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

Does the Panel support the rezoning and subsequent form of development including:

1. height (350 ft. including shadow impacts on the park and school yard - Panel previously supported);
2. distribution of uses (retail, office and residential);
3. deployment of density on the site - proposed density 4.05 FSR total site area [6.25 FSR net site area];
4. scale and massing (tower proportions as seen from key vantage points)

In addition to the above, staff are requesting the Panel's comments on:

1. the proposed built form as an outstanding and bold architectural statement for this gateway site;
2. the proposed refinements to the tower massing to decrease its bulk and its overall expression to address concerns related to the cantilevered massing;
3. the architectural relationship between the office tower and the residential tower;
4. the resolution of the high street as a public pedestrian connection, with particular consideration given to its public purpose for accommodating/facilitating transit users pedestrian flow between the Marine Drive intersection, Station and bus loop;
5. the integration of the pedestrian routes and public space strategy with the broader context.

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Peter Busby, Architect, noted that they have changed the architecture to improve strength and clarity of the scheme particularly how it relates to public open spaces in the high street and the residential tower. The density has been reduced and they narrowed the tower. With respect to the deployment of density on site, it remains the same with the change in the amount of residential density.

Ryan Bragg, Architect, noted that they are looking into the future to give an indication of what type of development pattern they expect and what type of pedestrian activity to inform their decisions regarding pedestrian movement and linkages to the station. They see a north-south development along Cambie Street and an east-west along Marine Drive. Predominately in the north-south they see a pedestrian and cycling based movement. That allows for the potential of the green space running down Cambie Street to the river with a commercial frontage along Marine Drive. There are three public spaces being considered on the east side of the guideway. There is currently a relatively low population that will grow over time in the area. They have provided a clear opening into the public space to the variety of retail and residential on the site. The plaza is being considered as a strong public amenity.

Bruce Hemstock, Landscape Architect, discussed the public realm noting that they have made a stronger pedestrian connection. They looked at the shadowing on the plaza noting that there will be sun at noon and four o'clock. The plaza is about the edges and animation and how do they made it work. There is a grocery store, bistro, café and coffee shops around the plaza. They also wanted to make sure the edges were landscaped to include walking spaces and that there is a lot of planned activity in the plaza. They are planning to have things such as Busker festivals and moon festivals, Chinese New Years' celebration, pumpkin parties, etc. The mews will be the place for public art, with sitting areas on the edges. At the south end of the site is the grand stairs which will include trees and sitting areas. The transit plaza will need animation and a restaurant is proposed for the edge and as well trees and benches are planned for the area. This is the jumping off place for the future green space to the river.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to the east office tower component to reduce the boxiness and increase the overall architectural distinction.
 - Design development to the actual and perceived publicness of the high street.
 - Design development to the retail podium and the Yukon Street elevation.
 - Design development to the southeast corner of the west block, lower level as to decrease the sense of a pinch point in the pedestrian flow.
 - Consider including additional rental relative to the current scheme without increasing the overall density.
 - Design development to enhance the Cambie Street pedestrian experience and specifically the sidewalk width.
- **Related Commentary:** The Panel agreed that the design had improved significantly since the previous review.

The Panel also agreed that height had never been an issue and that the site will create a new node and gateway for the city. They noted that there will be a strong vertical marker and that the future massings were appropriate. The Panel supported the height, distribution of the uses and density.

The Panel thought for the most part the scale and massing was greatly improved although they felt the design was still not bold or artful enough. They thought the residential tower was bolder with the double height and that the design was softened in the single height although they did feel that the proportion was better as the tower was looking bulky in the early design. It was noted that if the residential building was poorly detailed it would be a failure.

They also thought the office tower was less successful and that the materiality could be more exciting especially on Marine Drive. Several Panel members described the office tower as having a 1970's or 1980's feeling and rather boxy in design. One Panel member suggested terracing the office tower down to the bus loop.

The Panel was very disappointed that the STIR rental had taken the greatest hit when the height was reduced. They noted that rental is needed in the city and would contribute to the rich mix of uses in the area.

The Panel thought the plaza area would be a tremendous addition to the entry sequence and as well could be used as flex space. They agreed that there was a great mix of commercial uses but thought there could be more amenities provided. They also thought there should be more park space that could contribute to a richer experience.

Most of the Panel was still disappointed with the Cambie Street and Marine Drive corner and encouraged the applicant and City to look for ways to improve the pedestrian access along Cambie Street. They stated that people are likely to use Cambie Street to get to the transit station. A couple of Panel members noted that the pinch point to the south end next to the bus station needed some refinement. One Panel member noted that the relationship between the station and bus loops still needs some attention to make it a better connection.

A couple of Panel members noted that the ground plane and the green roofs had been improved giving more possibilities to how they will be used.

- **Applicant's Response:** Mr. Busby acknowledged the changes noting that they did not work on the office tower but will do so before it gets to the development permit stage. He thanked the Panel stating that they had made some valid points.

2. Address:	777 Pacific Boulevard (BC Place)
DE:	Rezoning
Description:	To construct a mixed-use entertainment complex including two hotel towers and a 4-storey podium that has a casino and other commercial uses.
Zoning:	BCPED to CD-1
Application Status:	RZ
Review:	First
Architect:	IBI/HB Architects
Delegation:	Martin Bruckner, IBI/HB Architects Daniel Soleski, Rockwell Group Chris Phillips, Phillips Farevaag Smallenberg Landscape Architects Peter Wreglesworth, Paco
Staff:	Dwayne Drobot and Ralph Segal

EVALUATION: SUPPORT (6-4)

- Introduction:** Dwayne Drobot, Rezoning Planner, introduced the project for a mixed-use entertainment complex. The policy supporting this application is the North East False Creek (NEFC) - Direction for the Future, and was approved by Council in November 2009. The proposal meets the policies contained in the document. The project will provide a significant amount of job space in NEFC and will contribute to over 700,000 square feet towards achieving the target of 1.4 million square feet.

In addition, the proposed casino use is in agreement with the Direction to "Enhance NEFC as a vibrant city and regional focus of sports, entertainment, community and cultural events and facilities." The policy also states that "*The proximity of the Stadium, GM Place, and Science World, and their ready access to public transit, reinforces the role of the area as a centre for entertainment, sports, and cultural and public events, serving the city and region.*" To enhance this role, Council may allow sub-area zonings to include other cultural and recreational facilities, including a major art gallery and a major casino that will also serve the city and region.

The development of this site (in conjunction with the site adjacent) will allow for the development of the Smythe Street extension. The design of the extension features a cul-de-sac abutting Expo Boulevard and will not allow for vehicle connections across Expo Boulevard. However, the extension will provide an important pedestrian and bicycle route connecting the downtown to the waterfront and features a plaza at the north end adjacent to Expo Boulevard. This will be a beneficial addition to the public realm and provides a vital link to the proposed new stairway along the Expo edge of the casino/hotel complex connecting to the stadium concourse level two.

Ralph Segal, Development Planner, further described the proposal noting that there is an official development plan for the BC Place site and sits within the context of North East False Creek. The site has a couple of view cones running across the site which resulted in the proposal contains two massing elements above a podium. Mr. Segal described the context for the surrounding area noting that the plan is for North East False Creek to have up to 4 million square feet of development with 1.4 million of which can occur around BC Place. It will become a very high density neighbourhood with intensive uses which will focus on sports, entertainment, cultural events and residential. Mr. Segal noted that there will be a new Smythe Street which carries on the alignment and is expected to complete a very strong connection from the downtown straight through to the water although a vehicular connection to Expo Boulevard is not possible. There are plans for a future

downtown streetcar and the City is negotiating with land owners for dedication in order to accommodate the streetcar. The streetcar will travel along Pacific Boulevard with a stop to occur near the Cambie Bridge. Mr. Segal reminded the Panel that the form of development and massing is an evolution from the original ODP and he added that staff are supportive of the direction that has been taken with the proposal. Mr. Segal added that the entire ground floor in the proposal is taken up by retail, restaurant and hotel lobbies. He also noted that LEED™ Gold is proposed.

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

1. Is the proposed overall massing appropriate, taking into account the illustrative Form of Development presented in the BC Place ODP?
2. Does the proposed Public Realm interface on the three streets (Pacific Blvd, Expo Blvd and new Smithe Street) respond appropriately on these frontages?
3. Does the open space and streetscape design for the new Smithe Street right-of-way contribute positively to the Public Realm?
4. Does the proposed architectural expression respond to this site's high visibility and contribute to NEFC's desired image as a sports, entertainment, special cultural events and residential neighbourhood?

Mr. Drobot and Mr. Segal took questions from the Panel.

- **Applicant's Introductory Comments:** Peter Wreglesworth noted that when the site went through the ODP it was quite specific in terms of uses, density and the form of development was very generic. The site is constrained by the view cone heights and although they were hoping for some relaxation Council has decided to not review the view cone heights at this time. Mr. Wreglesworth described further the changes that have been made since the original ODP. He noted the site will add to the existing entertainment district while completing the pedestrian grid.

Martin Bruckner, Architect, noted that it was an ideal site for the uses particularly the casino and conference facility for the hotel. The building and its massing will offer a good transition from the large scale of BC Place to the smaller scale surrounding the stadium. Each of the hotels addresses the street wall on both Pacific and Expo Boulevards. There are some constraints on the site particularly the view cones which limit the height of the massing. However they have been able to break down the massing on what would have been a very long building. Mr. Bruckner noted that they are planning to have public meetings in the late fall and to break ground in the spring of next year. He described some of the sustainability strategies noting that they plan to achieve LEED™ Gold equivalent with the focus on energy reduction.

Chris Philips, Landscape Architects, described the plans for the public realm which included three key objectives. They plan to reconnect the city to the waterfront and allow for more pedestrian circulation. They are also trying to develop a character precinct that relates more to the entertainment district. As well from a sustainability point of view there is a whole series of initiatives but the big one is the addition of green roofs with both intense and extensive green roofs with some being accessible. He added that one of the restaurants is planning a kitchen garden on one of the roofs.

Daniel Soleski, Sustainability Consultant, further described the plans for sustainability noting their plans were to use the natural environment to influence the architecture. The southern facades are treated either by balcony overhangs or sun shading devices. They have tried to activate the edges of the site and added a lot of indoor and out door spaces including a large operable glass roof. Mr. Soleski also described the rationale for the material choices.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to the ground plane and building façade along the Smithe Street public space to reduce the cul-de-sac affect and support a vibrant and comfortable pedestrian realm. This should include consideration of relocating the parking access. Design consideration should be given as well to the interface with the Concorde Parcel
 - Design development to Pacific Boulevard to enhance the pedestrian realm particularly in terms of use.
 - Design development to the Gate G entry to enhance its spatial and architectural quality. This should include consideration of improvements to both the BC Place façade and project adjoining façade.
 - Design development to the south tower to enhance the architectural expression. This should include consideration of the façade enhancing sustainability and expressing the façade's role in enhancing sustainability.
 - Consider an overall design simplification and application of rigor to enhance the authenticity of the architectural expression.
- **Related Commentary:** The Panel supported the proposal and thought the massing and configuration was a significant improvement over the original ODP massing.

The Panel liked the excitement of the architecture and the general uniqueness of the buildings but felt some work was needed on how the buildings met the ground. They felt the architecture created a positive relationship between the buildings on the site and commended the applicant for creating an interesting group of buildings. The Panel noted that they were not familiar and predictable and with good detailing they could become a piece of public art. They also felt the architectural expression on the hotel and casino facing Expo Boulevard was bold and was a major move forward for Vancouver.

The Panel felt the BC Place entry had to be thought of as an anteroom to the building and as well be thought of in terms of all of its four sides with a couple of Panel members suggesting the addition of a ground level entrance into the stadium.

Several Panel members noted that the view cones were hampering the design somewhat, especially on the south tower, and as well the east side tower seemed too close to the new BC place roof support structures.

A couple of Panel members thought there was a piece missing in the complex. They would like to see more entertainment venues such as a show theatre which would appeal to people who aren't interested in gambling. This would help to broaden the breath of the clientele.

The Panel thought the public realm was more successful on the Expo Boulevard and Smithe Street sides but needed more attention on Pacific Boulevard as there wasn't enough animation. It was suggested that Pacific Boulevard could be made a walkable street. One Panel member noted that there could be some improvement at the Cambie Street on ramp too. Also, the turnaround to Expo Boulevard could be improved to make it feel more like a

street. They were also unsure of the degree of permeability at the hotel lobby and what the experience will be for pedestrians at the entrance.

Several Panel members noted that there was a lack of commercial or retail and didn't make for a successful streetscape. The Panel appreciated that there won't be a connection to the new Smithe Street as they felt it would not have been successful and agreed that the cul-de-sac was preferable.

A couple of Panel members thought the pedestrian and bike lane could go further especially at the corner of Expo Boulevard and Smithe Street.

A couple of Panel members thought another row of trees could be added along Smithe Street to give a tree lined boulevard to help break up the surface of the plaza. They felt it should not be treated as a left over space as a result of the turning circle as it could be made a space that people would use.

Regarding sustainability, several panel members noted the use of green roofs but wanted to see them added to both of the hotels. It was also noted that the south tower overhang and the size of the glazing would not be affective for passive design. The applicant was acknowledged for their sustainability objectives but was encouraged to go for LEED™ Gold and six energy points.

- **Applicant's Response:** Mr. Wreglesworth thanked the Panel for their comments and noted that they are looking at making some changes to the gates around BC Place but will depend on the availability of funding. The Province has given all the money they are going to give to the project. He added that there is a potential for an entrance to BC Place from Pacific Boulevard but he wasn't able to make a commitment that will be done at this stage.

3. Address:	60 West Cordova Street
DE:	414003
Description:	To construct a 10-storey mixed-use building on this site.
Zoning:	HA-2
Application Status:	Complete
Review:	First
Owner:	Westbank
Architect:	Henriquez Partners Architects
Delegation:	Gregory Henriquez, Henriquez Partners Architects Jennifer Stamp, Durante Kreuk Landscape Architects Ian Gillespie, Westbank
Staff:	Anita Molaro

EVALUATION: SUPPORT (9-0)

- **Introduction:** Anita Molaro, Development Planner, introduced the proposal for a mixed-use development containing retail, amenity areas and a mix of residential housing types. The site is located in the HA-2 district, downtown neighbourhood and is located just west of the Woodward's development. Presently the site is a vacant parking lot. Ms. Molaro described the surrounding context noting the height limit is sixty feet in Victory Square. She noted that there is also a vacant site next door and that applicant had provided context for what could be built on that site.

The proposal is for a new 10-storey building with ground floor retail and housing is to be a mixed affordable ownership model. There is to be 108 units with 12 designated for affordable ownership and four of those to be for families. The balance (96 units) will be market housing and affordability for these units is based on part on the reduction in the parking requirements and a financing arrangement. The maximum height in Gastown is 75 feet although the Development Permit Board can increase the height. The intent of the guidelines that are applicable to the proposal is to conserve the authentic heritage character and fabric of Gastown and to insure that new development is supportive of and harmonious with the area's heritage character. The guidelines also provide guidance not only the rehabilitation of heritage buildings but also for contextual design of new structures.

The proposed materials are architectural concrete, aluminum window wall systems, spandrel glass and a zinc panel system. The guidelines also state that new buildings should not be designed in a pseudo historic style or replicate existing buildings but have a new architectural vocabulary that compliments the original heritage character of Gastown.

The Development Permit Board has supported increases in height beyond 75 feet in order to allow for smaller upper floor additions to support the retention and rehabilitation of the heritage building. Often this is done by setting the upper floor massing back to preserve the visual integrity of the streetscape and heritage façade. Ms. Molaro described buildings in the area that have been approved with heights over 75 feet.

There was a recent historic area height review approved by City Council in January of 2010 that reaffirmed 75 feet is the maximum height in Gastown in order to affirm the historic area for social, cultural, economic and built form value contributing to Vancouver's civic identity. Gastown was given national heritage designation in April 2009.

Advice from the Panel on this application is sought on the following:
Does the Panel support the urban design response developed for the site:

- Increase in building height above 75 feet to the proposed height to 100 feet;
- Building's overall design including its streetwall scale and proportion including its compatibility with the heritage character of Gastown
- Design and livability of the dwelling uses (orientation of courtyard and relationship with adjacent properties);
- Articulation of facades and material treatments;
- Landscape treatments;
- Sustainability attributes (LEED Silver).

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Gregory Henriquez, Architect, further described the proposal. He noted that the project is a prototype to deal with affordable ownership. In order to keep the units as affordable as possible, they have reduced the parking and they have also made arrangements with VanCity for loan applications. There are two components to the affordable housing. Twelve of the units will be at cost and going to groups in the community such as Habitat for Humanity and Pinnacle Housing Foundation to help families in need. The rest of the units have to be owner occupied.

In terms of the height, Mr. Henriquez said he believes the height respects the nature of the location. The proposal will not replicate the surrounding buildings but will use contemporary materials such as zinc that has the colours palette of the area. As well, there will be a public art feature included on the façade of the building.

Mr. Henriquez described the architectural features noting the punched façade with Juliette balconies. The units are fairly small so they used as much glass as possible so they feel open and the overhangs will deal with some of the solar issues. In terms of sustainability, it will be a hot water baseboard heated building and they are planning to have 70% of the units under \$300,000. He noted that they took the storage lockers and added bicycle storage so everyone gets a dedicated locker and bike stall.

Jennifer Stamp, Landscape Architect, noted that in terms of liveability and amenity there will be a roof garden with a small children's play area and outdoor dining and kitchen area. There will also be roof top garden plots.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to the retail façade to ensure a high design quality at the pedestrian level.
 - Consider expanding the amenity space and careful programming of the space with the intent of supporting activities unique to the building, such as maintenance and laundry.
 - Design development to enhance the extent and flexibility of uses of the roof amenity space.
- **Related Commentary:** The Panel supported the proposal and thought it was a good model for affordable housing and as well supported the reduction in the parking.

The Panel supported the increase in height and thought the proportions were well handled. One Panel member noted that it was important to have different heights across Gastown. They also supported the overall approach to the streetwall and thought the material selection was appropriate and fit with the rest of the neighbourhood. Several Panel

members wanted to see the retail have some richness which could be added in the canopies and lighting.

The Panel agreed that the liveability aspects of the units was supportable and met all the minimum dimensions which allowed for appropriate furniture placement. A couple of Panel members had some concern regarding light penetration into the units. The Panel thought the courtyard relationship worked and they thought the art piece gave the project some dimension. One Panel member would like to see a more three dimensional piece so that it could be more visible down the street. The applicant was commended for including more bike storage in the basement.

The Panel supported the landscaping plans and commended the applicant for making the roof useable for the residents. One Panel member suggested including edible landscaping and wrapping the useable roof top closer to the solar collectors. A couple of Panel member would like to see a larger amenity to create a sense of community as well to have a place to support the kinds of activities seen in the building.

The Panel supported the sustainability strategy with one Panel member noting that social sustainability was as important as environmental sustainability. The Panel appreciated the applicant going for LEED™ Silver but encouraged them to go further.

- **Applicant's Response:** Mr. Henriquez thanked the Panel and thought they had contributed some great ideas.

Adjournment

There being no further business the meeting adjourned at 9:00 p.m.