

## URBAN DESIGN PANEL MINUTES

**DATE:** June 2, 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 #2)  
Jeff Corbett  
Jane Durante  
David Godin  
Jim Huffman (Excused Item #2)  
Oliver Lang  
Steve McFarlane  
Maurice Pez (Excused Item #2)  
Scott Romses  
Alan Storey

**REGRETS:** Vladimir Mikler

**RECORDING  
SECRETARY:** Lorna Harvey

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ITEMS REVIEWED AT THIS MEETING	
1.	1418 East 41 <sup>st</sup> Avenue
2.	8430 Cambie Street (Marine Gateway)

**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.

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|---------------------|---|
| 1. Address:         | 1418 East 41 <sup>st</sup> Avenue   |
| DE:                 | RZ/DE413542   |
| Description:        | To rezone this site from C-1 to CD-1 allow for a 4-storey building with retail at grade and 34 rental units under the STIR program. |
| Zoning:             | C-1 to CD-1   |
| Application Status: | RZ/C  |
| Review:             | Second; first approved rezoning only  |
| Owner:              | Christa Vina Investment Ltd.  |
| Architect:          | Matthew Cheng Architects Inc.   |
| Delegation:         | Matthew Cheng, Matthew Cheng Architects Inc.<br>Bryan Marthaler, DMG Landscape Architects   |
| Staff:              | Ingrid Hwang and Sailen Black   |

**EVALUATION: SUPPORT (11-0)**

- Introduction:** Sailen Black, Development Planner, noted that the proposal generally follows the model of the C-2 development, which seeks to mitigate impacts to nearby residential while achieving viable commercial space at grade. He noted that the previous version featured a residential entry located at the eastern end of the building and was set back from the street. Also the interior sideyard adjacent to the residential has a proposed setback of five feet five inches and there are significant setbacks at the fourth floor to create a large outdoor deck area. Mr. Black also noted that the design goes beyond the existing C-2 zoning for the following: C-1 permits 1.20 FSR overall and 35 feet of height, conditionally. The proposal is asking for 2.33 FSR and 43 feet, 10 inches in height.

Ingrid Hwang, Rezoning Planner, noted that the proposal was for a concurrent rezoning and development permit application. The applicant is asking to rezone the site from C-1 to CD-1 to allow for an increase in density and height beyond that permitted under current zoning for a mixed-use development with retail on the ground floor and rental residential on floors two to four. The application is under the STIR program (Short Term Incentives for Rental) and will secure the provision of rental housing. The STIR incentives available and which are being requested by the applicant include: concurrent processing; a reduced parking standard; waived DCLs; rental property assessment through a Housing Agreement and a bonus density. Ms. Hwang noted that the site is at the southeast corner of East 41<sup>st</sup> Avenue and Knight Street. As well, the Victoria-Fraserview/Killarney (VFK) Vision is the policy for the site. Under the Vision Rezoning Policy, social and affordable housing projects are encouraged and additional area planning is not required.

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

Commentary on the architectural and landscape design proposed with specific comments on:

- Relationship to residential uses to the south in terms of privacy and overlook
- Visibility and expression of the apartment entry area
- Design of the transition to residential on the east side, in terms of form, landscaping and setbacks
- Design and landscaping of the rooftop decks, especially at the fourth floor

Mr. Black and Ms Hwang took question from the Panel.

- **Applicant's Introductory Comments:** Matthew Cheng, Architect, further described the proposal noting the interior staircase will be improved.

Bryan Marthaler, Landscape Architect, noted that most of the landscaping had stayed the same although they did try to soften the building edges by adding a large row of hedging. As well, to accommodate the railing restrictions, the patios have been sunken on the second floor. Gates have been added for maintenance between all patios.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to the east façade including reconsideration of materiality, lack of articulation and transparency, overlook, relocation of the exit stair and consideration of planting.
  - Design development to the ground floor to insure proper integration of signage coordination with the adjacent ground treatment and reconsideration of painted concrete as a material.
  - Design development to planting to ensure durability and year around effect.
  - Design development to the 45 degree corner.
- **Related Commentary:** The Panel supported the proposal and thanked the applicant for responding to their previous commentary.

The Panel supported the height and density and thought there was an improvement with the relationship to the residents on the east although a couple of Panel members thought the hedge seemed more like a wall and suggested the area be opened up to allow for views. Several Panel members thought the east façade could use some design development as it will be seen for some time with a couple of Panel members suggesting painting it the colour of the brick. Regarding the colour scheme for the building, several Panel members thought there could be more contrast and had some concerns regarding the choice of painted concrete.

Some Panel members thought the residential entry expression still needed some work to make it more distinctive and suggested adding a larger canopy and bringing the brick to the ground. One Panel member suggested the applicant include a signage strategy for the retail early in the design.

A couple of Panel members suggested adding windows to the bathroom and kitchens in the units at the back to take advantage of the deck. Regarding the exit stairs from the locker area, several Panel members didn't like that it emptied onto the street as they thought it ruined the façade as there are already two exists from the garage. They suggested moving the exit further away from the street front.

A couple of Panel members thought the wrap around deck on the 4<sup>th</sup> floor should be reconsidered for added privacy to the neighbours. Also, the roof top deck on the 4<sup>th</sup> floor was a bit of a concern to some Panel members as the relationship between the corner treatment and roof form seemed a bit awkward and that the 45 degree angle should be reconsidered.

The Panel had some concerns regarding the landscape treatment on the 4<sup>th</sup> floor being that it is a wood frame building and they thought planters might not be the right way to go. A couple of panel members had some concerns regarding maintenance and irrigation noting

that the plantings will need to be maintained. Also, a couple of Panel members suggested adding more durable plantings that would be available year round. Another Panel member suggested making the paving grid at the sidewalk work with the building grid.

- **Applicant's Response:** Mr. Cheng noted that the east side yard had an existing fence that was currently blocking the view from the neighbours and as well there would be a security issue if it was opened up.

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

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**EVALUATION: NON-SUPPORT (4-5)**

- **Introduction:** Jim Bailey, Lead Planner for Cambie Corridor, gave a presentation on the Cambie Corridor noting that in July 2009, Council approved the Cambie Corridor Planning Program Terms of Reference. The Cambie Corridor Planning Program is a major planning initiative that will develop a land use policy plan for the Cambie Corridor between 16th Avenue and the Fraser River.

The program is aimed at facilitating progress towards an environmentally sustainable city that responsibly responds to climate change. It will also foster livability and affordability through the integration of land use, sustainable mobility and renewable energy. Plan stresses prioritization of walking and cycling integrated with public transit - it recognizes that every transit trip starts and ends on your feet.

In approving the Terms of Reference, Council also established land use parameters for the South Vancouver Industrial Area and made specific reference to the subject site in their motion:

"... for the site at 8430 Cambie Street only (immediately adjacent to the Canada Line Station), limited and strategically located residential land use deemed to support Vancouver's Greenest City Initiative, development viability of higher density job space uses, a compact and complete community with diverse housing opportunities including market/rental, and increased transit ridership, may be considered as part of a rezoning process in accordance with the following conditions:

1. Residential land use should only be considered when supporting the above stated goals, and should be considered within the site so as to use distance, intervening land uses/buildings and other techniques to minimize the impact of residential complaints and expectations on surrounding industrial uses, and corresponding impacts to residential livability from existing and expected expanded industrial operations (dust, noise, truck traffic, smell and other nuisances). It is understood that:
  - nearby industrial uses are expected to expand in intensity and impact in the future,
  - new potentially incompatible industrial uses are desired in the area as there are increasingly fewer areas of the City where such uses can be contemplated, and
  - proper notice and warnings for residential owners and occupiers shall be ensured.

2. The site will be organized to maximize space for employment generating, job-intensive uses."

#### Phase One Deliverables

With respect to the Cambie Corridor Planning Program, it is organized in three phases. Phase One was completed in January 2010. It delivered:

1. Planning Principles to guide planning throughout the whole corridor.
2. Interim Rezoning Policy

This Interim Rezoning Policy delineates interim rezoning "areas" in strategic locations around stations and provides specific direction on land use, height and scale expectations. The Interim Rezoning Policy also outlines a set of enhanced requirements that an applicant would need to fulfill as part of a rezoning application:

1. Compliance with Principles
2. Urban design analysis
3. Transportation Demand Management Strategy
4. Green Building Strategy
5. Connectivity to district energy
6. Housing Choice - Affordability Strategy
7. Demonstrate space for jobs

The subject site is included in the Interim Rezoning Area for Marine Drive. Specific direction on the Marine Drive Area says:

"Proposed buildings are expected to be in higher forms (high-rise towers) with the highest tower at the station site (south-east corner of Cambie and Marine Drive), subject to a detailed review of built form, massing, and shadow impacts. Building design will be responsive, where reasonable, to the station area's role as a civic gateway entrance, the context of the surrounding neighbourhood (recognizing that the neighbourhood will evolve), connections to the Fraser River and the role and function of the industrial lands south of Marine Drive."

The interim policy notes that the site will include limited and strategically located residential land use and mixed employment space.

**Phase 2** work is underway and will produce a policy plan for key sites and arterials along the Cambie Corridor that includes detailed consideration of land use, density, built form, public realm improvements and an amenities strategy.

Mr. Bailey added that they have hosted several community meetings this spring and will be having two large public workshops on June 3<sup>rd</sup> and 5<sup>th</sup> to present their emerging ideas for the Corridor.

Matthew Roddis, Urban Designer, presented the following emerging plan for the Cambie Corridor. Using a large poster he described the draft building heights, anticipated land uses and key character areas that were developed out of Phase 2 of the Cambie Corridor program. He also noted the place-making strategies along the corridor, including built form character, public realm opportunities and street character. The evolving urban design strategy and rational also shows how each station will be treated as well as the area between the stations. The plan is generally proposing a mid-rise form of urbanism along the corridor with increasing heights around transit stations but also responding to the unique characteristics of each neighbourhood (i.e. King Edward Station's lower heights

than Oakridge). The Oakridge and Marine Drive Stations will include tower typologies (and the West 57<sup>th</sup> Avenue station with connections to Pearson Hospital redevelopment).

Anita Molaro, Development Planner, described the site plan and station design noting:

- the alignment of the portal;
- the location of the bus loop;
- the reduced Cambie street right-of-way south of Marine Drive and resultant minimal sidewalk width along the west side of the station;
- the 4m change in grade between Marine Drive and the bus loop elevation;
- the provision of a second entry on the east side of the station at the Marine Drive elevation, to be accessed via a public right-of-way to/from Marine Drive to serve pedestrians accessing station from the north side of Marine Drive with a further vertical circulation connection to the bus loop.

Circulation attributes of the site:

- buses circulate into the bus loop from Yukon Street and exit out both Yukon and Cambie Street;
- vehicular movement (loading and passengers vehicles) into the site is limited to the Yukon frontage;
- pedestrian movement is intended to move through the site at the Marine Drive elevation to/from the station entry and/or down through vertical circulation to the bus loop;
- cyclists currently (pre-development) access the station via on-street dedicated lanes on Cambie Street to the plaza associated with the bus loop.

Ms. Molaro described the existing context noting the I-2 Industrial area will remain including the rezoning policy to permit the Large Format Area to the east of Yukon Street along the Marine Drive frontage and the Transfer Station.

The proposal has a site area of 19,530 m<sup>2</sup> (4.83 acres gross) with 1.7 acres as transit easements (bus loop and Canada Line Station). The total floor area proposed is under a million square feet and creates an FSR of 4.45 on the whole site. The form of development is for two towers over a 99 foot podium. Residential uses (rental and market are combined in one residential tower) over four levels of underground parking. The buildings are organized around a pedestrian high street which will provide access between Marine Drive and the Bus Loop and Canada Line Station entry. The grade uses along this pedestrian connection and Marine Drive will be neighbourhood retail uses and will include a grocery store, banks and other services. The second floor will also include retail uses and will be connected across a pedestrian bridge. The third level is to contain a theatre and daycare also connected across a pedestrian bridge to the office floor plate. The fourth floor of the tower is the first level of residential and office on the other building component.

The proposed height of the office tower is 262 feet and the residential tower is 350 feet and includes the elevator overrun at 372 feet. The project is proposing to meet LEED™ Gold.

Ms. Molaro described the site planning and development criteria noting that there were some key criteria that had influenced how the proposal will be developed.

1. transit/pedestrian circulation needs;
2. how and where residential land uses could be accommodated on the site;
3. built form, height limits and resultant shadowing minimize impacts on local public open space;
4. response to urban design objective as a gateway site.

One of the basic site planning considerations was to address the transit riders/pedestrian circulation between riders coming from the north neighbourhood down through the site (discourage them from using Cambie Street frontage) and providing an animated pedestrian environment linking the pedestrian into the transit station and/or through to the bus loop.

The success of the configuration of this high street, not only as an animated retail environment but also as it needs to be perceived as a public connection that serves and facilitates the transit pedestrian movement is an important component of its functionality.

Council's directive with respect to this site is:

'However, for the site at 8430 Cambie Street only....., limited and strategically located residential land use deemed to support Vancouver's Greenest City Initiative, development viability of higher density job spaces uses, a compact and complete community with diverse housing opportunities including market/rental, and increased transit ridership, may be considered as part of a rezoning process.

This is an important condition in the Panel's urban design consideration on the form of development. As the basic site planning moves are to locate any residential component as far away in proximity from the noise and odour impacts associated with the transfer station but to locate the residential uses to the closest corner relative to the other residential uses in the neighbourhood.

The tower has been conceived as two buildings side by side interlocked by their independent circulation cores. The STIR rental residential tower on the east side with a market residential tower facing north west and south and wrapping around the east side. The total number of units is 577 with 187 rental and 390 market.

Ms. Molaro noted that through the Cambie Corridor work there will be a change in the zoning for more density and height to a number of sites in the area given the particular nature of local context, variety in site patterns and configurations, and site conditions. Ms. Molaro stated that staff anticipate a variety of heights that can be achieved in this area. In addition, to respond to the urban design principle for this site as a gateway site/identifier site for the station node would also suggest that this site should have the highest height within the neighbourhood node and thus the surrounding future context needs to respond to the height.

One of the key criteria attached to the built form and height performance not only for this site but for the other local sites is the amount of shadow impacts onto the local public open spaces, neighbourhood park and school. Using the context model, Ms. Molaro described the future massing noting that it is more challenging for the corner site to develop where the current gas station is located. Given the shadow impacts that would be generated and it is likely to be in the range of 150 feet to 170 feet. She added that the other corner site should see a tall slim tower with a similar floor plate as in Downtown South up to 275 to 300 feet in height and shorter than the proposal.

It is anticipated that there will be some changes to the Marine Gardens site. That site will probably have six to eight storeys providing a transition in scale developed down to the RS-1 neighbourhood.

In addition to height, the built form and associated Tower widths also affect the amount of shadowing. For example in Downtown South there are tower widths of up to 90 feet but with a tower separation of 80 feet to create gaps between buildings, allowing for visual access to light and air but also minimizing shadows widths as they transverse over an area in a relatively short time frame especially in a residential context.



While the tower has a slim profile on the north south elevations of 81 feet, the overall length of the towers varies from 240 feet on the lower floors, stepping the massing back and sliding forward reducing the floor plate lengths in 20 foot increments up to the shortest length of 160 feet at the uppermost floors. This generates floor plate areas ranging from 15,740 sq. ft. to 11,040 sq. ft. at the upper floors.

The applicant's shadow analysis between the typical times of assessment (Equinox: 10:00 am, noon and 2:00 pm) indicates that there is some shadow on the eastern portion of the school yard at 10:00 am. Given the nature of use associated with the elementary school, further to this typical analysis the applicant undertook a detailed look at before school time frame shadow impact and first recess shadow impact.

In March between 8:15 am and 8:45 am, the proposal will fully shadow the park and large area of the school yard (school yard shadow is from the office building but by recess time of 10:20 - 20 minutes after the equinox time of 10:00 am the shadow has passed over the school yard.

In the October time frame of 8:15 am to 8:45 am, the park and school yard remain in full shadow but during the recess time period the shadow has passed over the school yard.

Ms. Molaro noted that a building of this height and dimension was a departure from the scale of existing buildings seen within the nearby context (Langara Towers) but it is also proposes a tower scale and shaping that is also a departure from buildings seen even within a downtown context. She added that it would be fair to say that those towers might be similar in floor plate size (Fairmont Pacific Tower) are taller and slimmer. Those that are similar in longitudinal dimension, the Shangri-la and Woodwards, have a tower shaping on a smaller floor plate.

Ms. Molaro stated that this is an important moment in the city's development and the current proposal is a departure from how we think about many urban design responses throughout the city. The scale of what is being considered has the intensity and density of buildings that we certainly have not considered outside of the downtown area and certainly would be a change to the urban fabric of not only the local Marine Drive/Cambie neighbourhood but also the broader south slope of Vancouver.

While staff believe that a compelling, bold urban design and architectural statement is something that we should be striving to achieve on this gateway site, an important underlying question can this level of density be accommodated on this site and when is big too big?

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

Does the overall form of development including the

- proposed uses (retail, office and residential),
- density (4.5 FSR - total site area [6.8 net site area]),
- scale and massing (tower proportions as seen from key vantage points), and
- height (350 ft.)

A supportable urban design response taking into account;

- Cambie Corridor principles for TOD - Transit Oriented Development and Interim Rezoning Policy; and

- Council's specific directions on this site for *"limited and strategically located residential uses deemed to support Vancouver's Greenest City Initiative, development viability of higher density job spaces uses, a compact and complete community with diverse housing opportunities including market/rental, and increased transit ridership, may be considered as part of a rezoning process in accordance with the following conditions:*
  1. *Residential land use should only be considered when supporting the above stated goals, and should be considered within the site so as to use distance, intervening land uses/buildings and other techniques to minimize the impact of residential complaints and expectations on surrounding industrial uses, and corresponding impacts to residential livability from existing and expected expanded industrial operations (dust, noise, truck, traffic, smell and other nuisances). It is understood that:*
    - *nearby industrial uses are expected to expand in intensity and impact in the future,*
    - *new potentially incompatible industrial uses are desired in the area as there are increasingly fewer areas of the City where such uses can be contemplated, and*
    - *proper notice and warning for residential owners and occupiers shall be ensured.*
  2. *The site will be organized to maximize space for employment generating, job intensive uses."*
- the emerging built form context and urban design vision for this neighbourhood node and the building's architectural response for this gateway site including the building's massing, form and character, its effect on the site and surrounding buildings, streets, views, and shadow impacts;

Further to above, comments were requested on the following urban design aspects of the proposal;

- Architectural character including its pedestrian scale and resulting visual presence of the tower's cantilevered massing
- Resolution of the 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
- Proposed site planning and landscape, including on-site public, semi-public and private open space, contributing to the pedestrian amenity and livability;
- Design and livability of the dwelling units (orientation, noise and odour impacts)
- Sustainability attributes (LEED Gold)

Jim Bailey, Matthew Roddis and Anita Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Peter Busby, Architect, further described the proposal. He noted that at the previous review, the Panel gave some guidance about the public street and quality and animation of that street. The second element that was a concern for the Panel was the adjacency of the two towers and they encouraged the applicant to look for a way to change the form of the residential tower. Mr. Busby noted that have pulled the base of the residential tower away from the commercial tower to maximize the separation between the two and as well they thinned the building. He noted that they have taken into consideration the overshadowing of the park and school yard and have reduced the height and massing and some of the density on the project. Mr. Busby further described the project using the architectural drawings. He reviewed the architectural elements of the project noting the use of surfaces for landscape and the wide variety of treatment to the perimeter to deal with the solar shading. He noted that there

will be a medical office adjacent to the station as well as a theatre complex. Mr. Busby stated that there are about 500 buses coming to the site each day and they have created an open and direct station entrance at the mezzanine level to help integrate pedestrian movement. A mobility centre that supports the storage and maintenance of bicycles will be located on the site and accessed underneath the guideway. He noted that they will be targeting a high LEED™ Gold. The strategy will include a sophisticated approach to shading, landscaping with a cistern and grey water collection for irrigation. He added that they are part way through a district energy study for the project.

Bruce Hemstock, Landscape Architects, described the landscape plans for the site noting that all the pedestrian movement moves across Marine Drive and moves onto the high street. There will be a generous sidewalk along Marine Drive to accommodate a large number of people moving through the site to the Canada Line. The high street has been divided into movement spaces and places for people to pause or rest and will become a neighbourhood place. There will be a major entrance to the office and the residential towers off the high street and will have benches and bike racks.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to pedestrian routes and the public space strategy to better integrate the Marine Gateway site with adjoining sites that may be developed in the future and with the intersection of Marine Drive and Cambie Street. This integration strategy should account for pedestrian desire lines. This design development should include giving consideration to rotating the alignment of the proposed "High Street" to be 90 degrees from Marine Drive and/or creating a more complex high street plan form to move the northern high street entry closer to the intersection of Marine Drive and Cambie Street and enhance this intersection's visual and actual link with the "High Street".
  - Design development to the site edges to improve existing and future edge conditions and integrate these edges with the entire public realm strategy. This should include urban design diagramming of how the High Street and desire lines integrate with the adjacent context and also how the project anticipates integration and enhancing linkages with a future pattern of development within the area. This should include consideration of locating tower lobbies adjacent to Marine Drive.
  - Design development of the "High Street" in order to ensure it is less autonomous and reads as a fully public place.
  - Design development to the western site edge to better respect the transit station's architectural presence.
  - Design development to refine the residential tower massing to decrease bulk and the potential oppressiveness of the cantilever massing and as well design development to the office tower, including clarifying its architectural relationship to the residential tower.
  - These items should not be interpreted as the Panel's desire to reduce the architectural uniqueness of the proposal. The Panel strongly supported an outstanding and bold architectural solution on this site.

- **Related Commentary:** The Panel did not support the proposal but commended the team for their work on a very important project.

The Panel thought it was a tremendous opportunity for development in the area noting that there wasn't anything else like it in the city and had the capacity to be a visionary project and the beginning of a new neighbourhood. They noted that there was a number of positive attributes including a well thought out sustainability strategy. The Panel supported the height and the amount of density on the site and thought it was achievable. However, most of the Panel did not support the way the density was deployed on the site. They noted that it should have a bold expression; a landmark expression for this important site.

The Panel thought it would have been helpful to have had a better understanding of the project if the discussion went into the neighbouring projects that are to be developed. They noted that the other developments will have to work in concert with this project. One Panel member stated that it was a hindrance as it felt like the Panel was operating in a vacuum since they didn't know how the adjacencies would be designed.

The Panel had concerns with the location of the high street and felt it wasn't in the right location. They felt there needed to be a strong gesture that was not being followed through at the mid block and didn't feel significant. They suggested that it be perpendicular to Marine Drive and that the northern terminus needed to be closer to the intersection where the pedestrian thoroughfare ends. Several Panel members suggested that the sidewalk on the west side of the site was not sufficient in width. They felt that people would come west along Marine Drive and would cut the corner to the station.

The Panel felt the relationship of the transit station to the residential needed some work and suggested opening up the corner to present the station as a neighbourhood station. Several Panel members noted that there seemed to be too much bulk on the site and supported having a lobby for each of the towers on a public street. One Panel member noted that the office building was one level above the high street and didn't have a real street address. Also most of the Panel felt the views from the east were imposing and wondered if a taller, slender massing of the office tower would help from a visual perspective. Several Panel members thought the residential tower with its cantilevered expression was awkward with one Panel member calling it upsetting. They noted that seen from the narrow sides it worked but the width and length of it's side view seemed bulky and suggested it should be taller and thinner to reduce the "wall like" expression. Several Panel members suggested swapping the office tower with the residential tower as a way to overcome the shadowing problems.

The Panel generally supported the landscape plans but felt the site was lacking in amenity space for the residents. Most of the Panel supported the location for the daycare.

- **Applicant's Response:** Mr. Busby noted that the accessibility of the high street would come from the south, where the buses are located, to the transit station. There are approximately 500 buses coming out of the site each day. He noted that there is a sixteen foot drop along Cambie Street and they need to facilitate the grade level with respect to rain protection. He added that he felt people would not walk up Cambie Street to come down to the Canada Line Station.

### Adjournment

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