

URBAN DESIGN PANEL MINUTES

DATE: October 19, 2011

TIME: N/A

PLACE: N/A

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:
Robert Barnes
Helen Besharat
Gregory Borowski (Excused Item #3)
Jeff Corbett
Jane Durante
Geoff McDonell
Scott Romses (Chair)
Norm Shearing
Alan Storey

REGRETS:
James Cheng
Alan Endall
Jim Huffman
Arno Matis

RECORDING SECRETARY: Lorna Harvey

ITEMS REVIEWED AT THIS MEETING	
1.	1870 East 1st Avenue and 1723 Victoria Drive
2.	2699 Kingsway
3.	1616 West 7th Avenue
4.	6301 Cambie Street

BUSINESS MEETING

The business meeting was called to order at 4:00 p.m. and the Panel discussed the situation affecting the neighbours by a recent public art installation placed upon the blank wall of the Pender Place tower. They also discussed whether the Panel should hold a special meeting with the Public Art Committee to try and assist in a solution to the matter. It was decided that Mr. Romses would write a letter to the Director of Planning stating that the Panel feel the City, the owner, the artist and the affected neighbours were the ones to find a solution.

Chair Romses then called the meeting to order at 4:30 p.m. and noted the presence of a quorum. The Panel considered applications as scheduled for presentation.

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| 1. | Address: | 1870 East 1st Avenue and 1723 Victoria Drive |
| | DE: | N/A |
| | Use: | To construct a 4-storey residential building with 26 units of supportive housing. A maximum density of 1.65 and a maximum height of 49.7 is proposed. |
| | Zoning: | RT-5 to CD-1 |
| | Application Status: | Rezoning |
| | Architect: | Neal Staniszki Doll Adams Architects |
| | Owner: | Salsbury Community Society |
| | Review: | First |
| | Delegation: | Larry Adams, Neal Staniszki Doll Adams Architects
Gavin Ramsay, Neal Staniszki Doll Adams Architects
Gerry Eckford, Gerry Eckford and Associates |
| | Staff: | Paul Cheng and Alison Higginson |

EVALUATION: SUPPORT (8-0)**Introduction:**

Alison Higginson, Rezoning Planner, introduced the proposal for a rezoning application for a site located at the southwest corner of East 1st Avenue and Victoria Drive. The site is currently vacant but contains landscaping, a community garden and surface parking which serves the Grandview Calvary Baptist Church across the street to the north side of East 1st Avenue. The rezoning application is being put forward by the Salsbury Community Society on behalf of the church. Ms. Higginson described the Council Policy for the area noting that the application can be considered under the Supportive Housing Strategy. The proposed housing model is for an "intentional community", which is similar to co-housing, a model that draws from the ideas of cooperative living while still offering people their own self-contained space. Ms. Higginson explained that the rezoning application is to allow an increase in the density and height beyond what is currently permitted in the zone. The development will include one level of underground parking, accessed from the lane, and will provide nineteen spaces. Ms. Higginson noted that in response to the City's notification an open house was held and Staff has received a fair amount of feedback from the neighbourhood. While there is general support for the use and provision of affordable rental housing, there are some concerns regarding the height and massing proposed.

Paul Cheng, Development Planner, described the proposal further stating that the building will include twenty-six residential units, of which 6 to 8 will house people who provide support for the other residents. These units (18 studios, 4 1-bedroom, 4 2-bedroom) will be configured in six pod-like groups sharing a common area, with space for a washer and dryer, some couches and access to a balcony. The proposal includes both indoor and outdoor amenity space. The indoor common space will be on the ground floor and will include a community kitchen, living

and dining areas, a computer room, a room for meditation and prayer, and a guestroom. The outdoor common space is to include raised planting beds, a small fruit tree orchard, and a BBQ area with a communal table.

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

- The current zoning places an emphasis on external design for all new buildings to be compatible with the historical character of the neighbourhood. While this proposal is larger in scale than what the current zoning intends, visual compatibility with the existing context is a desirable goal. Does the proposal successfully achieve visual compatibility with its historical context with respect to:
 - The residential nature of the neighbourhood;
 - The building height, form and massing;
 - The proposed material palette, fenestration, and the composition of these elements for each elevation.
- Given the current zoning places an emphasis on neighbourliness with respect to overlook, privacy, shadowing and views: Does the proposal successfully minimize its impact on neighbouring properties?
- In this vicinity, the overall pedestrian experience on East 1st Avenue and Victoria Drive is uncomfortable due to the high volume and velocity of vehicular traffic. The proposal attempts to improve this condition with the introduction of building and landscaping elements on both private and public property. What further design development, if any, can improve the pedestrian experience along East 1st Avenue and Victoria Drive for this proposal?
- The subject property is legally obliged to provide 20 parking spaces to serve the Grandview Calvary Baptist Church located one block west on the north side of East 1st Avenue. Users of the proposed underground parking lot will most likely access the church by crossing East 1st Avenue at the traffic-lit intersection of Victoria Drive and East 1st Avenue. Does the proposal provide a legible and convenient access path between the underground parking lot and this intersection?

Ms. Higginson and Mr. Cheng took questions from the Panel.

Applicant's Introductory Comments:

Larry Adams, Architect, further described the proposal and stated that the program is an intentional community established to provide housing support for a mixed demographic of vulnerable people in the community. He added that the society managing the program (Salsbury Community Society), are dedicated to environmental sustainability and they will be pursuing LEED™ Gold. One of their major areas of focus as an organization will be urban agriculture. The building has been pushed as far to the north as possible to get a large southern exposed outdoor area. Mr. Adams noted that the site has been vacant for many years and currently supports a community garden. Mr. Adams described the architectural plans and said they felt the orientation of the building on the site was the most appropriate response. It will be a 4-storey building with amenity space on the ground floor. At the end of each corridor will serve as a small social and meeting space with an outdoor balcony. Mr. Adams noted that there have been some comments from the community regarding the building design not being an appropriate heritage style. He said he wanted the building to be residential in character, and that East 1st Avenue has many different styles of architecture. He added that they are concerned with the acoustics because of the traffic noise from the street and have tried to restrict the window openings. Mr. Adams noted that it was a requirement that parking be made available for the church.

Gerry Eckford, Landscape Architect, noted that the plans are in direct response to environmental sustainability, community gardening and having a communal open outdoor space. Along East 1st Avenue there is an opportunity to have the site drainage on to a

proposed dry stream bed. A secondary row of trees will be provided for more interest away from the street. At the corner, they will be celebrating the peace park with a seating area. The front entry has a bridge element and the urban garden will be a significant portion of the site, and the idea is to take advantage of the sunny southern exposure. A small orchard is planned for the southeastern flank with an open space, and an arbor element to allow for a seating space. They have also introduced rainwater tanks that will provide water for irrigation.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to the north façade to improve the scale;
- Consider adding clear storey windows;
- Consider improving the entry experience.

Related Commentary:

The Panel supported the proposal and thought it was a well conceived project.

The Panel thought the proposal responded well to the residential context even though it is a larger building. The applicant seems to have mitigated the scale for the most part of the building and that shadowing is minimal. They noted that the proposal has many excellent aspects including the central spine, landscaping, community gardens, urban agriculture that aren't even found in high end condo projects. However several Panel members thought the north façade design was the weakest and could use some design development to improve the proportion and scale of the bedroom windows. They also thought more articulation was needed as the roof was somewhat over scaled given the scale of the surrounding context. A couple of Panel members suggested adding clear-storey lighting into some of the vaulted spaces through the flat roof area. Some Panel members found the height and scale of the bar along East 1st Avenue was too high although others thought it was strong in reducing the negative edge along the street. They added that they thought the design team had done a good job addressing the challenges of East 1st Avenue.

The Panel thought the applicant had done justice to the neighbourhood by departing from the craftsman character but was still respectful to the various architectural styles that can be found in the area. The Panel did not have an issue with the parking garage and thought it was a huge improvement over the surface parking lot that is there now. Most of the Panel thought there wasn't any issues with the wayfinding but a couple of Panel members thought there needed to be a more direct route out of the building from the underground parking level without having to go through the lobby. One Panel member thought there was an opportunity for the staircase and elevator to be located at the back of the underground parking for easier and more direct access.

The Panel thought the landscape approach was very well done and they liked the pedestrian experience along East 1st Avenue. They also thought the rain garden with the setbacks made for a nice refuse area on the corner. One Panel member thought the entry experience could be improved with respect to a more prominent canopy design. Another Panel member thought there was too many fences and suggested adding less fence and more plantings as it would soften the transition to the neighbour to the south. One Panel member hoped that street trees would be added.

Applicant's Response:

Mr. Adams thanked the Panel for their comments

2.	Address:	2699 Kingsway
	DE:	415099
	Use:	To permit a 12-storey mixed-use commercial and residential project in two buildings separated by a GVRD sewer right-of-way. The proposed height and density is supported by the Council adopted Norquay Norquay Neighbourhood Centre Plan.
	Zoning:	CD-1
	Application Status:	Complete
	Review:	Second
	Architect:	W.T. Leung Architects
	Owner:	Thind Holdings Ltd.
	Delegation:	Wing Ting Leung, W.T. Leung Architects Henning Knoetzele, W.T. Leung Architects Gerry Eckford, Gerry Eckford and Associates
	Staff:	Paul Cheng

EVALUATION: SUPPORT (7-1)**Introduction:**

Paul Cheng, Development Planner, introduced the proposal and reminded the Panel that this was the second review. It first came as a Rezoning application and received support and has come back as a development permit application. Mr. Cheng noted that the Norquay Neighbourhood Centre Plan was recently adopted by Council and calls for the introduction of new building typologies and higher variety of different types of buildings. There are four different typologies off Kingsway that will be introduced in Norquay ranging from 4-storey buildings, as well as stacked townhouses, traditional row houses and also small duplexes. On Kingsway the Norquay Neighbourhood Centre plan has a rezoning policy that allows for large sites to be rezoned up to a density of 3.8 FSR and also to typical height of 10-storeys. Some sites are identified to allow for more height but not density in exchange for an enhanced public realm contribution. This site is one of those sites which also straddles across an existing sewer line. As a result, there is a 20 foot no build zone above the sewer line, and the applicant has elected to have a plaza over this area. Mr. Cheng noted the applicant is staggering the frontages to allow for enhanced patios and sidewalk life. A new lit pedestrian crossing is planned across Kingsway with strong legibility from Norquay Park into the plaza area. The plaza should be activated to make it a great place where people will want to socialize. The landscaping needs to be welcoming and the edges as activated as possible. Mr. Cheng noted that there was some concern at rezoning with the design of the project.

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

1. is there a clear and legible sustainability strategy in particular to water and energy conservation since the Rezoning Policy does stress energy and water conservation;
2. is there a clear link between the crossing from Norquay Park to the plaza;
3. has the plaza been adequately programmed as an activated space;
4. is there sufficient visual interest that the building is creating as viewed from the sidewalk, from Norquay Park and from the Plaza.

Mr. Cheng took questions from the Panel.

Applicant's Introductory Comments:

Henning Knoetze, Architect, further described the proposal noting their sustainability strategy. The owner is considering having the project certified so they are treating it as a LEED™ Gold project. They are currently doing energy modeling and after that they will have a clearer idea what points they will need for Gold. The plaza has been widened between the two buildings and they have also stepped back the main floor for a clearer pedestrian transition into the plaza from the Kingsway crossing. The programming of the building and plaza space adjacencies has changed since the rezoning. The commercial still wraps around to the residential lobby. However, the commercial parking before was in both buildings and has now been combined in the low-rise building which allows the lane elevation to be cleaner with less garage doors. An amenity space is on the corner at the lane side. In terms of design development, depth has been added on the low rise and as well sun shades have been added along Kingsway. The 12-storey building has brick bands to emphasize the verticality of the building.

Gerry Eckford, Landscape Architect, described the landscape design and mentioned that Kingsway was at one time a streetcar line and they wanted to show the story of transportation in the landscaping. They have created a pattern representing the streetcar line which will become a continuous band in the Norquay area making it a unifying element. Trees are planned in the plaza outside of the sewer right-of-way. In order to create a sense of entry they are planning a piece of public art in the space. The lane was planned to have some texture with a green screen and planters as well as a terraced element. They are looking at urban agriculture on the roof decks and instead of planter boxes they are planning on introducing a green house.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to have a different expression on the tower from the low-rise building;
- Consider adding a canopy in the plaza;
- Consider making the diagonals the same geometry on the roof and the plaza;
- Consider a green roof on the low rise building;
- Consider a stronger sustainability strategy for the project.

Related Commentary:

The Panel supported the proposal and thought the building had improved since the rezoning.

The Panel thought the language between the tower and the low rise needed to be stronger with a simplification of the massing and as well the patterning and language needed to be different between them. One Panel member suggested taking the low-rise top band at the same plane as the brick and bringing it out and running it east at the same elevation as the tower. They also suggested a canopy should be added to animate the plaza space and offer weather protection.

Some of the Panel members thought it was unfortunate that the cross walk didn't match up with the plaza however they thought it would be clear and visible to pedestrians where the entrance to the plaza would be located. They also thought the diagonals on the plaza and on the roof were out of sync and needed to be matching in geometry.

Most of the Panel thought there were opportunities for green roofs on the low rise building and could express storm water management. There was also a suggestion to soften the termination of the plaza at the lane. They liked the description of the streetcar in the landscape plans with one Panel member suggesting it not be too subtle. There is a need for some sense of

enclosure at the rear of the plaza as it feels too open to traffic, especially in the interim when the rest of the ravine-way is not yet open.

The Panel thought the applicant needed to have a strong sustainability strategy and would like it to be more imbedded the project. They also thought sustainability should be expressed in the architecture with passive strategies and noted the tower's lacks a response to solar orientation.

Applicant's Response:

Mr. Leung thanked the Panel for their comments.

3.	Address:	1616 West 7th Avenue
	DE:	415127
	Use:	To develop an 11-storey residential building with underground parking off the rear lane.
	Zoning:	C-3A
	Application Status:	Complete
	Review:	First
	Architect:	IBI/HB Architects
	Owner:	Solterra Development
		Jim Hancock, IBI/HB Architects
	Delegation:	Senga Lindsay, S.L.A. Inc. Landscape Architects
		Craig Marcyniuk, Solterra Development
	Staff:	Dale Morgan

EVALUATION: NON-SUPPORT (2-5)

Introduction:

Dale Morgan, Development Planner, introduced the proposal for an 11-storey residential building with two levels of underground parking with 46 dwelling units. The applicant is seeking a discretionary increase in height from an outright of 30 feet to 108.5 feet, which is one floor higher than the recommended maximum. Mr. Morgan noted that the proposal will be reviewed by the Development Permit Board. He described the context for the area noting that there is a significant grade sloping down eleven feet from the lane to the street. As well there is a mix of residential, office and commercial uses in the area. Mr. Morgan also described the Policy Context and the applicant's response.

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

- Height:** The recommended maximum guideline height is 100 ft. The proposed height is 110.2 ft. Is the height increase, supportable?
- Density:** The proposed density includes a 10% transfer of heritage density for a total density of 3.3 FSR, not including enclosed balconies. Can the site adequately handle this extra density? Are there any recommendations for possible improvement?
- Massing:** The prevailing context of recent development is of a well defined street edge with ground oriented residential uses. The proposed massing is a tower form with variegated setbacks and without a strong base expression. The building does not meet the 75% street frontage along W 7th and exceeds in length the maximum guideline recommendation for the north/south dimension. Lastly, the mid and upper massing is 15 ft from the interior side yard shared with a potential future mid-rise residential development. Comments are requested on the benefits of redistribution of some of the mid & upper massing to the street level to better strengthen the street and reinforce the prevailing context and improve side yard relationships of the tower.
- Materiality:** Comments requested on the choice of materiality and pedestrian scale and interest at the street level, including at the lane edge.
- CPTED:** General comments requested on the exiting path in the interior side yard and the stand alone exit stair.

Mr. Morgan took questions from the Panel.

Applicant's Introductory Comments:

Jim Hancock, Architect, further described the proposal noting that it is a challenging site and has been largely shaped by external forces. One of the challenges was being able to get access down to the parking from the lane as it is ten feet higher than the street. The core is offset on one side, and they are planning on glazing the elevator core to create some interest as seen from the street. Mr. Hancock stated that they are planning two storey penthouses so the elevator penthouse doesn't project. He added that they are proposing five covered visitor parking spaces off the lane near the entrance to the underground parking.

Senga Lindsay, Landscape Architect, described the landscape plans and indicated there will be urban agriculture opportunities at the corner with an area to park bicycles. The plaza is the entrance piece into the building from West 7th Avenue and there is an outdoor amenity space off the indoor amenity space on the ground floor. There will also be a lounge area with a fireplace. The unit on the ground floor will have an outdoor patio area, and the penthouses will enjoy an outdoor dining /barbeque area with a fire pit.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to improve the architectural expression and material selection;
- Consider how the two textures of concrete will be detailed;
- Design development to the landscaping at the ground plane at the corner of West 7th Avenue and Fir Street;
- Consider more sustainability opportunities.

Related Commentary:

The Panel did not support the proposal.

The Panel thought the extra height was supportable given the context and the sloping topography. The Panel agreed that the departure from another townhouse podium tower project worked well within the surrounding context and they were generally comfortable with the density. However there was some concern regarding the architectural expression, as well as the detailing of the materials. Several Panel members mentioned that the massing on the upper floors could be cleaned up with one Panel members stating that it looked more like an office building rather than a residential building. The Panel felt that the building did not meet the criteria of architectural excellence that would support the added height and density.

With respect to the proposed materials, the Panel had concerns regarding the two textures of concrete coming together on the same plane and thought it should be improved. One Panel member mentioned that white concrete might be difficult to keep clean. One Panel member mentioned that the industrial history of the area was being lost, and it was suggested that it would be interesting to have the building take on a more industrial expression with the use of factory windows for instance to give it a personality of its own.

The Panel agreed that it was a challenge to try to provide parking access from the highest point on the site. One Panel member thought that having only one elevator for 46 units could be a challenge for the residents especially when people are moving in or out of the building.

The Panel appreciated the landscape plans for the ground plane, however several Panel members thought the corner of West 7th Avenue and Fir Street seemed a little confused with too much going on and needed to be simplified. One Panel member noted that the existing side yard needed some attention to soften the expression between the two buildings. Another Panel member suggested the landscaping could be helped by adding greenery up against the side wall of the building next door along the exit path which would also help deal with possible CPTED

issues. Most of the Panel members thought the landscape materials were rich and interesting with amenities like the fire pits. One Panel member suggested adding a seating edge to the ground plane, and thought that the urban agriculture was too complicated or not in appropriate locations.

The Panel thought the applicant could improve the sustainability strategy, as the project was lacking in passive solar response on all four sides of the building. Several Panel members thought the applicant should be pursuing LEED™ Gold instead of Silver.

Applicant's Response:

Mr. Hancock mentioned that the design was going to be highly industrial but the cost didn't work out. He agreed that the design development could be done with the concrete to make it work better. Ms. Lindsay added that landscaping would create a strong urban edge, and that with regards to urban agriculture, there are columnar apple trees and a lavender hedge planned at the ground plane on the West 7th Avenue side of the project.

4.	Address:	6301 Cambie Street
	DE:	415108
	Use:	To develop a 6-storey mixed-use building and two detached lane houses above 2 levels of underground parking with access off the lane.
	Zoning:	CD-1 pending
	Application Status:	Complete
	Review:	Second
	Architect:	GBL Architects
	Owner:	Cedar Developments (Cambie) Ltd.
	Delegation:	Andrew Emmerson, GBL Architects Gerry Eckford, Gerry Eckford and Associate
	Staff:	Pat St. Michel

EVALUATION: SUPPORT (8-0)

Introduction:

Pat St. Michel, Development Planner, introduced the proposal for a development applicant in the Cambie Corridor which came through under the interim rezoning policy prior to Council passing the corridor plan. It is located across the street and up a half block from the 49th Street Station (Canada Line). This proposal is for a 6-storey mixed-use development with 2-storey townhouses along the lane. There will be 52 units in the development with 4 retail units proposed along the Cambie Street frontage. Ms. St. Michel described the context for the area noting that the street is comprised of several duplexes. These sites are all part of the Cambie Corridor Plan and are identified as being eligible for 6-storey development to the north and 6 to 8-storey developments to the immediate south rising to 10-storeys at West 49th Avenue.

Ms. St. Michel stated that the project had been reviewed by the Panel at the rezoning stage was supported at the September 8, 2010 meeting. The Panel supported the proposal as well as the design for the building and felt it met the policy for the Cambie Corridor.

Ms. St Michel described the proposal noting that in accordance with the Cambie Corridor plan, the lower three floors of the main building will be built to the property line on the southern side. The upper three floors will be setback 8 feet from the adjacent properties providing opportunities for two bedroom units. The upper floor is to be setback an additional 5 feet or more from the building face along the north, east and west facades and is covered by an extension of the building frame that wraps the lower and mid-sections of the building. Along the north edge of the development a pedestrian route is proposed secured by a right-of-way connecting from Cambie Street to the lane. This route will be part of the mid-block pedestrian system facilitating pedestrian permeability and walkability that started in the recently constructed townhomes behind on Ash Street. The pedestrian connection is fronted by a 25 foot high 2-storey space, marked by varied concrete banding carried out to announce the passage in the lane. Ms. St. Michel noted that since rezoning the meter room has been added adjacent to the passage at the lane constricting the juncture somewhat.

With respect to sustainability, while both the Panel and City Council encouraged the applicants to aim for LEED™ Gold, the timing of the rezoning application as an interim rezoning enables the project to achieve LEED™ Silver.

Since the Panel saw this project at rezoning, both an extensive green roof and a common roof deck have been introduced. The townhouses along the lane have been setback 2 feet allowing

opportunities for greening the lane edge. Horizontal louvers have been added to the south façade, and vertical louvers to the west façade.

At rezoning, the ground level Cambie Street fronting units were noted as flex space. The development permit application proposes four commercial units, which is consistent with the Cambie Corridor plan.

Materials proposed are white metal panel cladding for the large frame features, clear glass balustrades, coloured spandrels on north and south facades, concrete columns, and steel and glass canopies along the Cambie retail frontage.

Ms. St. Michel also noted that at the previous Panel's review, the consensus on the key aspects needing improvement was:

- Enhance design continuity of the pedestrian pathway by engaging the lane with attention to the importance of creating a precedent for excellent lane design throughout the Cambie Corridor.
- Recommend LEED™ Gold registry.
- Design development to building and landscape to address possible present and future uses of the flex units and consequent effect on streetscape effect and architectural quality.
- Design development to allow the west facing ground level main block units enhanced access to the ground floor outdoor common space.

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

- how the proposal has addressed these key aspects, with particular focus on the building and landscape design of the Cambie Street retail frontage and the pedestrian corridor;
- the effect of the frame expression on upper level massing on the south elevation at the sixth floor.

Ms. St Michel took questions from the Panel.

Applicant's Introductory Comments:

Andrew Emmerson, Architect, further described the proposal noting that there were some challenges with the site with a sewer right-of-way running along the north edge and a pedestrian right-of-way that links Cambie Street with Tisdall Park. They tried to consolidate the two right-of-ways and form a broad penetration connection through the site that would act as a portal linking the lane to Cambie Street. Mr. Emmerson described the architecture noting that the building will have a double loaded corridor with three separate tiers. On the Cambie Street side, the ground floor will have double height commercial units, with four of them stepping down along the site. They will be mirrored on the back with double height loft spaces. Above that there are some single level units, and along Cambie Street they have married up the floor plans to create a single massing between the commercial and the residential. There was a challenge as to where the residential entry would be placed, but decided to have it in the right-of-way in order to allow for an unbroken commercial space along Cambie Street and to have a private access to the residential component. They are also using some extra density for some laneway housing. The penthouse level has large units with a communal garden on the roof. Mr. Emmerson described the material and colour palette stating that they wanted to keep it simple. In terms of sustainability, the green roof is not accessible but will wrap around the communal patio. There will be some vertical solar shading on the west side and on the south side there will be some horizontal louvers. The parkade will have a NEU room for future use.

Gerry Eckford, Landscape Architect, described the plans for the landscaping and indicated that the Cambie Street frontage is still being planned, as the City is coming up with a new strategy for landscaping along the Cambie Street corridor. There is a layered landscape along the edge that incorporate metal planters. The corner ground floor retail space is likely to be a small café, so they have allowed that to open up to the laneway corridor and incorporate a proposed street tree. They are planning to extend the patterning of the pedestrian corridor out into the lane. The pattern will play off the notion of a bar code to give some interest along the corridor. A green screen panel will be at the residential entry along with a water feature. Mr. Eckford added that they are trying to find another location for the gas meter. The central courtyard off the townhouses and laneway houses will be fairly simple. The bar code patterning will be carried through on the laneway houses roofs.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to strengthen the frame;
- Design development to the CRU's to make them more accessible from the sidewalk;
- Consider adding more red colour features on the building.

Related Commentary:

The Panel supported the proposal and thought it was an exciting project that would be a great addition to the street and future Cambie corridor developments.

Most of the Panel thought the design was a refreshing change for a residential building in the city and liked the proposed frame at the upper levels. However they thought the frame should cantilever out to the bays below to strengthen the expression. Also, they suggested pulling back the glass on the bottom tiers so it isn't flush to the rest of the building and edge of frame. The Panel liked the pedestrian connection to the lane. They also liked the water element and the scale of the columns at the residential entry. They thought the units on the lane were extremely well done and would compliment the west facing common area.

Most of the Panel thought the design fell apart slightly with the CRUs along Cambie Street. They thought the plantings were disruptive to pedestrian flow and in the way of getting into the retail units. There was some concern regarding the viability of the retail units due to the lack of parking available and lack of retail continuity in the area, and several Panel members suggested they could be used for other purposes, such as doctor's or accountant's office, or even live/work studios. One Panel member noted that the signage concept was missing in the presentation.

The Panel thought the landscaping was well done and they liked the material and colour palette, with a couple of Panel members suggesting the red be emphasized more on the building. One Panel member thought the large trees at the residential entry cut down the sight line to the entry.

One Panel member thought the pop-ups on the roof might be higher than the elevator overrun and they should be clad in the same material as the rest of the building. Another Panel member thought the gas meter could be turned parallel to the pathway and screened to make it less visible. Most of the Panel liked the roof top access and the use of a green roof and the patterning. One Panel member thought there should be light introduced into the ends of the corridors.

A couple of Panel member recommended the applicant pursue LEED™ Gold registry given that the site is the first new development in the updated Cambie Corridor.

Applicant's Response:

Mr. Emmerson thanked the Panel for their comments.

ADJOURNMENT

There being no further business the meeting adjourned at 9:06 p.m.