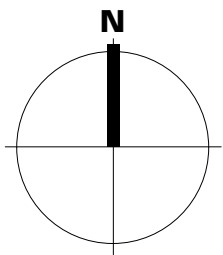


5079-5161 Ash Street



Design Rationale

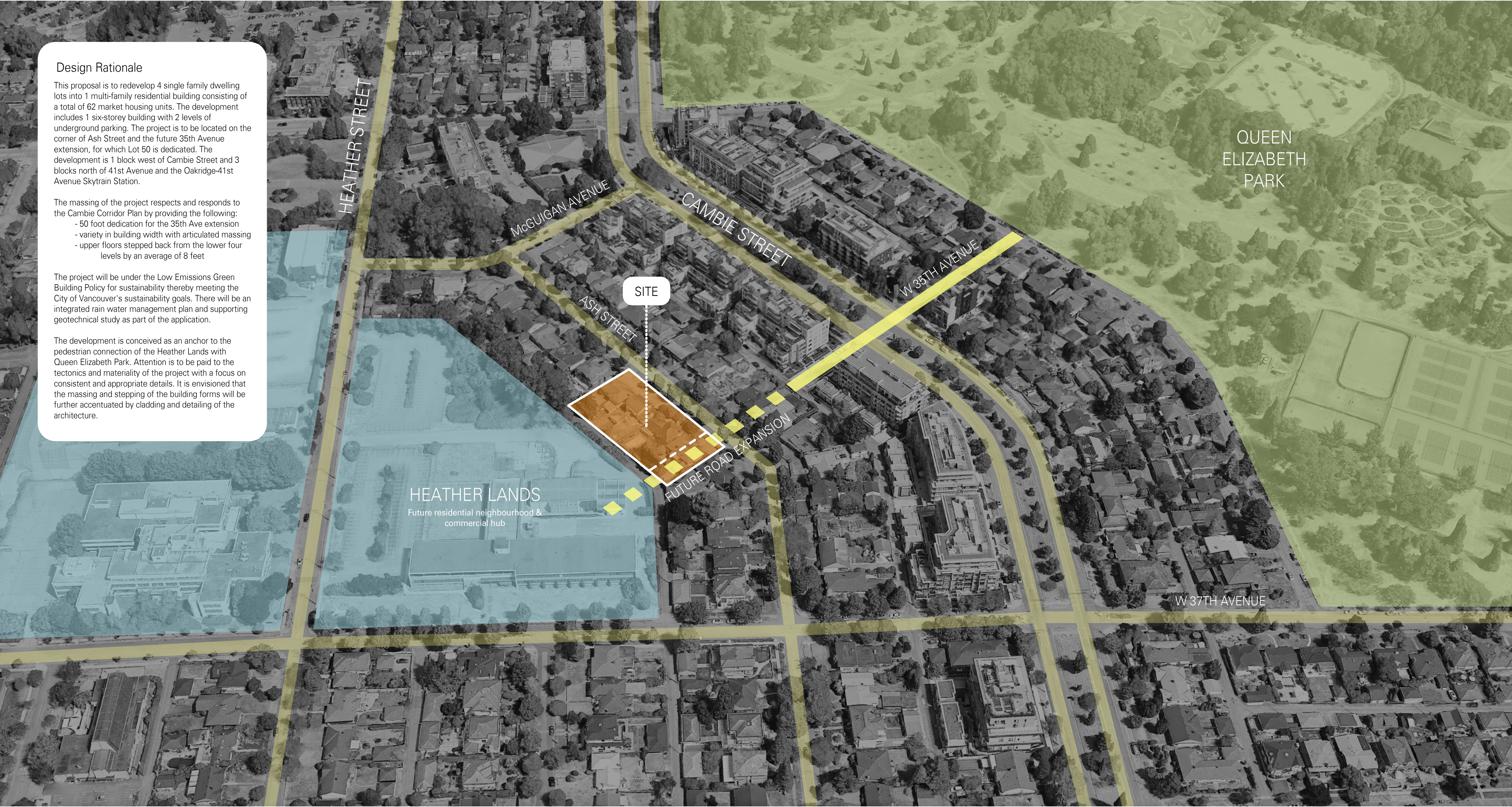
This proposal is to redevelop 4 single family dwelling lots into 1 multi-family residential building consisting of a total of 62 market housing units. The development includes 1 six-storey building with 2 levels of underground parking. The project is to be located on the corner of Ash Street and the future 35th Avenue extension, for which Lot 50 is dedicated. The development is 1 block west of Cambie Street and 3 blocks north of 41st Avenue and the Oakridge-41st Avenue Skytrain Station.

The massing of the project respects and responds to the Cambie Corridor Plan by providing the following:

- 50 foot dedication for the 35th Ave extension
- variety in building width with articulated massing
- upper floors stepped back from the lower four levels by an average of 8 feet

The project will be under the Low Emissions Green Building Policy for sustainability thereby meeting the City of Vancouver's sustainability goals. There will be an integrated rain water management plan and supporting geotechnical study as part of the application.

The development is conceived as an anchor to the pedestrian connection of the Heather Lands with Queen Elizabeth Park. Attention is to be paid to the tectonics and materiality of the project with a focus on consistent and appropriate details. It is envisioned that the massing and stepping of the building forms will be further accentuated by cladding and detailing of the architecture.



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PROJECT OVERVIEW

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Owner / Developer: **Pennyfarthing Homes Ltd.**

Since its formation in 1980, Pennyfarthing Homes has been transforming the landscape of the Lower Mainland, California, & Washington State with its ever-growing legacy of over 3,500 homes. Locally based and family owned, Pennyfarthing focuses on developing design-driven communities that complement the neighbourhoods in which they sit., or complexity.



Architect: **Shift Architecture Inc.**

Shift Architecture is a high-performance practice with a 20-year history of designing respected, inspired projects in Vancouver and the Lower Mainland. We are known for our collaborative design process that leverages deep knowledge, big ideas, and smart, creative instinct. Collectively, we forge solutions that are practical, precedent-setting, and aesthetically exceptional—regardless of scale, scope, or complexity.



Landscape Architect: **Durante Kreuk Ltd.**

Durante Kreuk is an award winning landscape architectural firm located in Vancouver. The company has developed a keen sense of clarity and practicality, which helps us reliably deliver unique solutions for private residential, public realm design and development projects. A broad perspective and diverse thinking is the key to creating a wide range of sustainable, people-focused urban places. We multiply our thinking through a style of collaboration that nurtures the freedom to explore, push boundaries and themselves.

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PROJECT TEAM

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Cambie Corridor Planning Principles

1 Provide land use to optimize the investment in transit

2 Provide a complete community

3 Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public Transit

4 Focus intensity, mix and community activities at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity

5 Provide a range of housing choices and affordability

6 Balance city-wide and regional goals with the community and its context

7 Ensure job space and diversity

Project Responses

As a high-density residential development near an arterial street, the project typology inherently supports transit by housing a greater population with direct access to existing transit routes – reducing reliance on single vehicle transport. Additionally, the project site is centrally located adjacent to Cambie Street, close to the Oakridge Canada Line station and also within a short bus-ride to the King Edward Canada Line Station.

The project proposes a variety of residential unit types, ranging from one bedroom to three bedroom apartments. Given the diversity in unit types it is expected that the development will house residents from various walks of life, ranging from single occupants, young and established families, and older residents looking to downsize. These residents will provide economic support to surrounding retail units in neighbouring buildings as well as the redeveloping urban nucleus, Cambie Village. Also, this wide scope of unit types and thus sizes facilitates a range of affordability options, again ensuring a diverse mix of residents which will in turn add to the sense of a complete community. Within the internal building community, social interaction is encouraged through a ground-level amenity that activates the laneway and a common rooftop amenity space. In addition, given the project’s close proximity to amenities such as the Oakridge Centre, Cambie Village shopping district, Queen Elizabeth Park, and Nat Bailey Stadium Park, it is anticipated that residents will populate these major city amenities and help in developing an integrated local community not restricted to the boundaries of the development itself.

The Cambie Corridor Plan proposes a series of active commercial nodes along Cambie Street that are easily accessed and interconnected by high density residential areas. The project site lies within one of these residential zones and is conveniently situated within a two minute walk of bus stops going along Cambie Street. In addition to this, the project site is also within a 10 minute walk of the Oakridge Canada Line station and at the gateway of the future Heather Lands neighbourhood. Painted bike lanes on Cambie Street as well as a designated bike route along Heather Street make cycling a safer and more accessible option to and from the site. Secure bicycle storage for each unit within the building further fosters an active bicycle culture. In tune with the goals of the Cambie Corridor Plan, the project aims to create a walkable, pedestrian-friendly streetscape. A 3.7 m front yard setback and stepping landscape buffers along Ash and pulls the building mass away from the street, sectioning off a pedestrian zone at the sidewalk. For true walkability, a neighbourhood must not only implement pedestrian-centric streets, but also have destinations that rationalize walking. Queen Elizabeth Park offers an expansive green space and outdoor public amenity to residents, all within a short walk from the site.

The project brings high residential density to an existing Canada Line station and the public amenity spaces of Queen Elizabeth Park.

The diversity of unit types in the project offer an array of affordability options. Apartment units range from one bedroom to three bedrooms, 523 to 1154 square feet in size, with unique unit layouts that help diversify housing options on the Cambie Corridor. The range of unit size and the overall mix in type of housing will foster a diverse spectrum of residents from single occupants, downsizing couples, through to young and established families in following with the Housing Diversity Strategy set out in the Cambie Corridor Plan.

The project supports a number of City-wide and neighbourhood goals, particularly those relating to sustainability in an urban setting. The proposal is designed under the Low Emissions Green Building Policy and inherently fosters a more sustainable environment by its proximity to urban centers, public transit and green spaces. It is crucial to reduce dependence on fossil fuels, and to make walking, cycling and public transit preferred transportation options. With a rapidly growing city population, the construction of high density residential buildings closer to the city core reduces urban sprawl and reliance on vehicular transport. The proximity of the project site to expanding transit infrastructure readily supports this shift away from unsustainable transportation forms. The proximity of Queen Elizabeth Park and a number of future mini-parks ensures all residents of the project have direct access to nature. The building itself offers green space in the forms of roof decks and a common outdoor amenity space at ground and roof levels. In addition, the building form is a direct response to the existing trees on the site. The massing of the building and even the underground parkade articulates in a unique form that preserves numerous onsite trees.

Although there is no commercial or retail space within the project, the residents of the building will increase economic support as well as provide a diverse work force to local businesses. This support will extend to independent retail units in neighbouring developments, as well as shops and services in Cambie Village and the future Heather Lands. Residents will also have the opportunity to live and work within the same neighbourhood, which will provide further economic benefit and assist in stabilizing these areas.

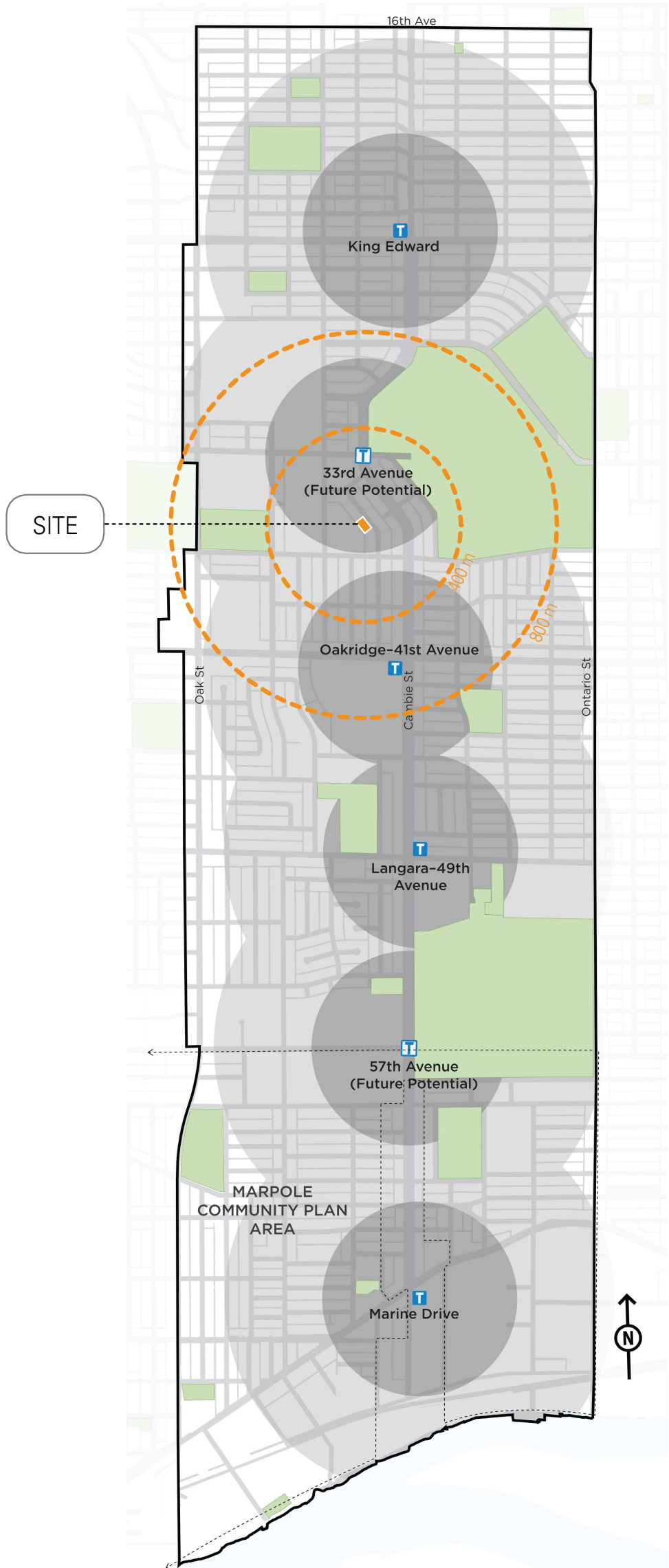


Figure 1.1: Overview of study area

- LEGEND**
- Existing station
 - Future potential station
 - 400 m walking circle
 - 800 m walking circle
 - Area boundary
 - Marpole Community Plan (2014) area

Background Image: City of Vancouver | Cambie Corridor Plan | Figure 1.1: Overview of Study Area

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DESIGN PRINCIPLES

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Cambie Corridor Built-Form Principles

Building Height

The proposed building follows the standard six-storey Cambie Corridor form: a four-storey podium with two recessed upper levels.

Building Stepbacks and Streetwall

In a similar fashion as developments around the site, considerable stepping and sculpting of the building mass maintains a respectful relationship with the neighbourhood. The façades are set back at the fifth and sixth storeys with a typical eight foot dimension that encircles the building, with the exception of a narrow 6-storey corner element at the southeast corner that greets the intersection of Ash Street and 35th Avenue. Due to the small floorplate of this corner element, the 5th and 6th storeys align with the levels below to maintain liveability of the floor area. In response to existing site trees, the massing undulates and provides areas of relief in the Cambie Corridor streetwall.

Scale

Despite the unique massing of the building, the form still primarily adheres to the outlines of the Cambie Corridor Plan and matches the scale of surrounding new and future developments.

Building Frontage

The main mass of the building is articulated into lengths no greater than 90 feet, breaking the building into several smaller masses that sit at varying distances from the surrounding streets. With Ash Street to the East, the future 35th Avenue Extension to the South, and the Heather Lands to the West, the building faces 3 street frontages, each met with a unique and dynamic streetscape condition.

Setbacks

The proposed setbacks vary from what is prescribed in the Cambie Corridor Plan. Along the street frontages (Ash Street at the front and 35th Ave at the south side) the building is set back approximately 3.7m at its nearest points, however other portions of the mass are set back approximately 10m from Ash and 8m from 35th. Although not technically a street, the project treats the lane and the Heather Lands at the rear of the site as another street frontage, which is again set back 3.7m at its nearest points and around 11m at other portions of the building. The remaining side to the north maintains a 2.1m setback.

Relationship to Finished Grade

The project site follows the incline along Ash Street allowing for delineation of the public and private realm and accommodating private front patios. To navigate the cross-fall across the site, the decreased vertical separation allows for minimal landscape terracing and eliminates blank wall conditions along Ash Street.

Entrances and Aspect

The proposed building entrance and lobby is easily recognizable on the street through both subtle and overt cues in building design and massing. Landscape elements described above will serve to delineate public from semi-private outdoor spaces associated with individual homes while enriching the public realm. The units off the laneway activate the lane and provide eyes on the new streetscape.

Courtyards

The mass of the building forms pockets of open outdoor space on each of the front and rear façades. The front of the building semi-encloses a courtyard, within which sits the building entrance. The outdoor spaces at the rear of the building contain landscaped areas and a natural play space, framed by the building and several mature trees on the site.

Parking

All parking for the project is located on two levels of below-grade parking. The proposed parkade entry ramp is off the lane at the west, situated at a break between existing trees on site. The ramp is pulled away from the corner of 35th and the laneway, allowing not only for tree preservation but also a softer, more landscaped street corner.

Urban Systems & Public Realm Principles

Movement

Movement within the site, connections between individual components of the development as well as connections to the neighbourhood as a whole are integral to the development plan. The fostering of these connections whether they be on a micro (project specific) or macro (neighbourhood) has been integrated into the building and site allowing multiple choices for residents and specific, directed access for visitors.

The three levels of connection serve to initiate greater access and increased porosity to the development while increasing variety and further activating the edges of the site. In addition, pedestrian and cyclist movement is encouraged on the site through sensitive landscape buffering and bicycle racks along Cambie Street. Secure bicycle storage is provided to all residents, and the site’s proximity to interconnected bike routes makes cycling a viable transportation option.

Habitat

Some habitat creation will be provided not only through maximized greening of available outdoor space, but also through the careful selection of plant materials. Plants used will be a combination of types that are either native, provide shelter, provide food sources, or have other characteristics of habitat creation. A rooftop green space visually connects with the natural scenery of Queen Elizabeth Park, while communal rooftop garden plots bring an edible landscape to the project.

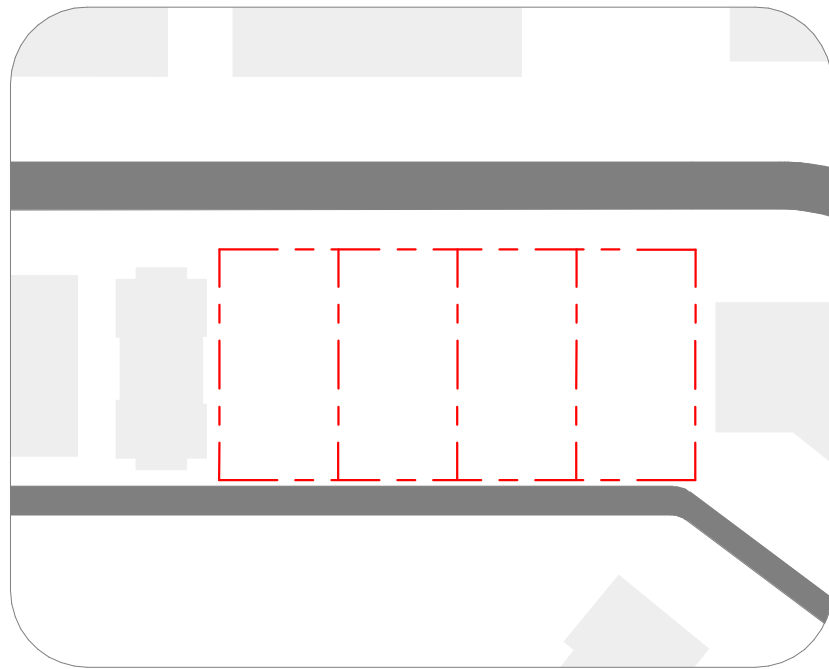
Public Places

There are a number of public places projected to develop along the Cambie Corridor, easily accessed by transit or even walking from the site. Perhaps the closest and largest to the site, Queen Elizabeth Park will offer a variety of public plaza spaces with a diverse set of shops and services. Additionally, the future development of the Heather Lands anticipates community and commercial uses, all within a short walk from the project site.

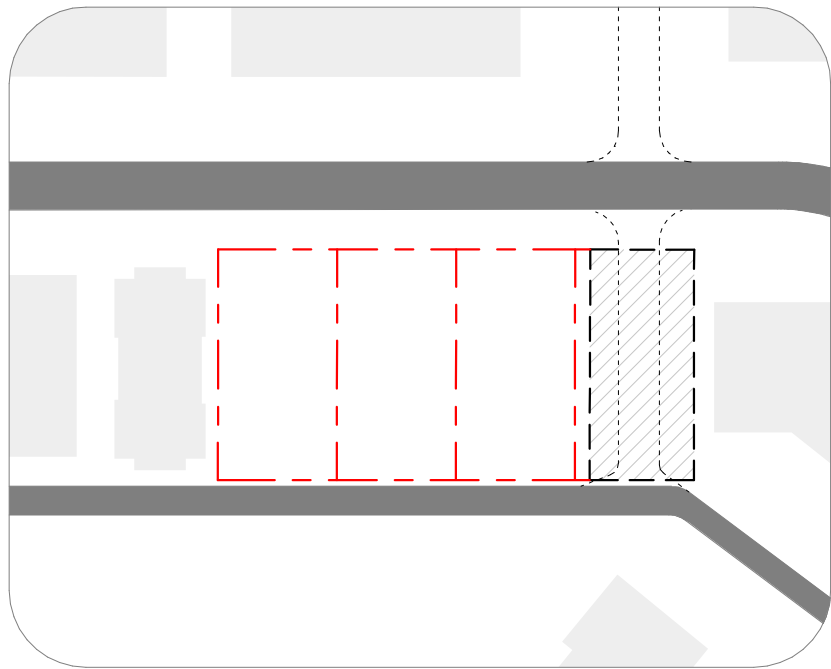
Parks and Green Space

The proximity to Queen Elizabeth Park and a nearby cluster of future mini-parks puts the site exceptionally close to nature and public park space. Large patios and common outdoor amenity areas of the project complement this diversity of public green space in an elevated realm.

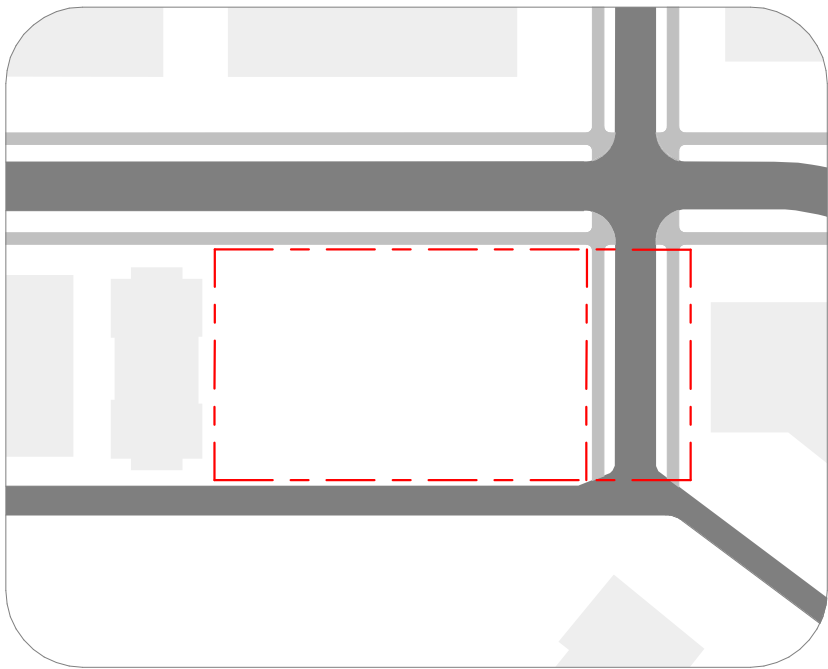
Massing
Progression



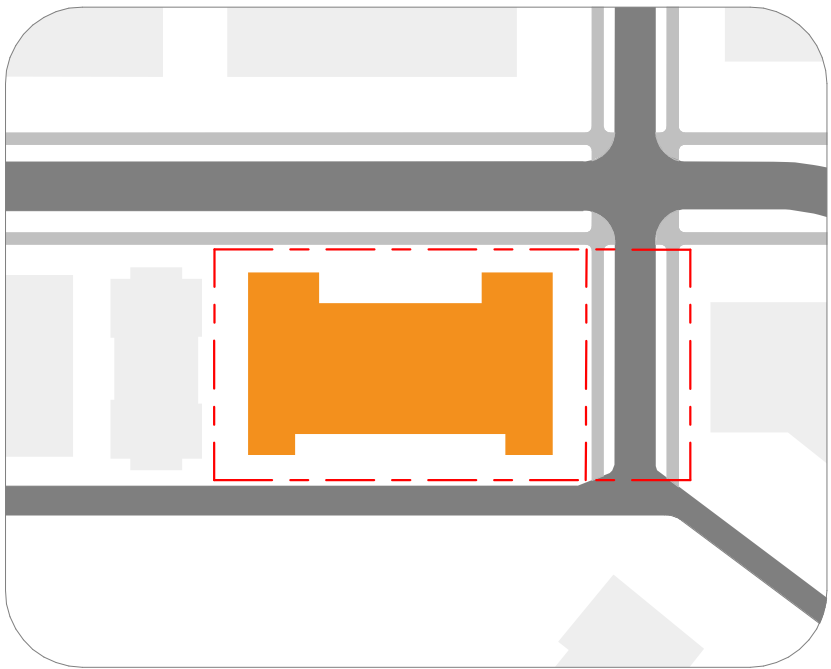
Original lot



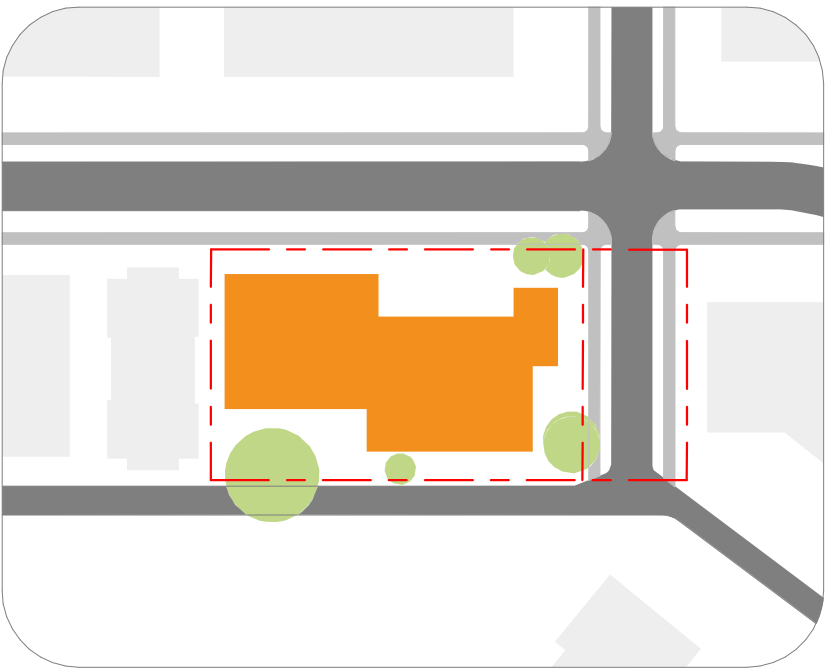
Incorporation of W 35th Avenue extension



New lot



Standard Cambie Corridor "alphabet" massing



Revised massing to retain existing trees

Perspective from Ash Street



Architecture

The project site is situated at the intersection of Ash Street and the future W 35th Avenue extension. This extension to 35th Avenue presents a direct connection between Queen Elizabeth Park and the Heather Lands immediately west of the site. The Heather Lands policy statement envisions a new residential neighbourhood with a 'neighbourhood heart' of community and commercial facilities. The project site borders a key gateway into this up-and-coming neighbourhood.

Architecturally, the proposed building is characterized by an interplay of horizontal and vertical elements. The lower four storeys are delineated with light horizontal banding that wraps continuously around the building. The light bands are contrasted by darker vertical metal siding between the bands. Recessed windows accentuate both the horizontality of the banding and the verticality of the vertical siding. Glazed, semi-enclosed balconies provide occupants with a flexible outdoor space and an acoustic buffer zone for units at the lower levels.

The two upper storeys are clad with the same horizontal banding and vertical siding, however the treatment at these levels is lighter in colour and calmer to visually reduce the height of the building. The upper balconies and roofs are clad with wood-patterned metal soffits to selectively introduce warmth and colour variation. Vertical picket guardrails at the upper levels introduce fine-grained texture and emphasize verticality.

The 6-storey element at the southeast corner of the site is the architectural intersection of the 4-storey podium and the upper levels. Materials of both portions of the building are brought together, unifying two separate massing elements. A raised, sloped roof atop the 6-storey element announces the building and gives prominence to the corner as it meets Ash and 35th. Similar roof treatment at the lobby canopy signals the entrance to the building along Ash Street.

Perspective from Laneway



Perspective of main entry

Note: Select trees hidden for clarity

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PERSPECTIVES

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Perspective from Southeast



Perspective from W 35th Avenue



Perspective from Southwest



Perspective from Northwest

Note: Select trees hidden for clarity

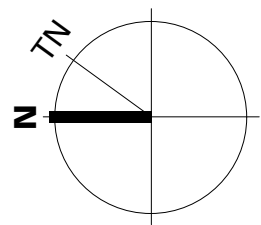
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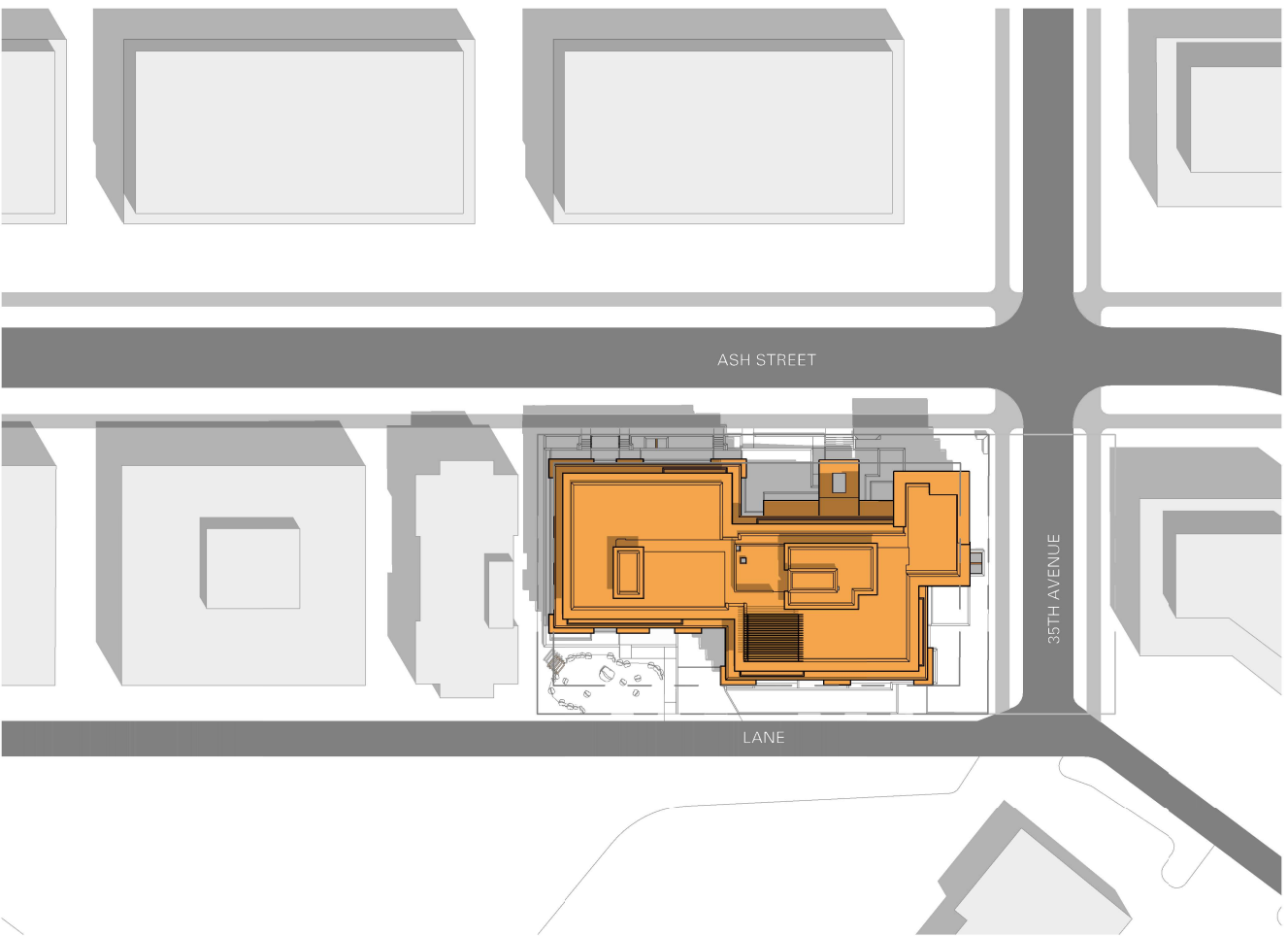
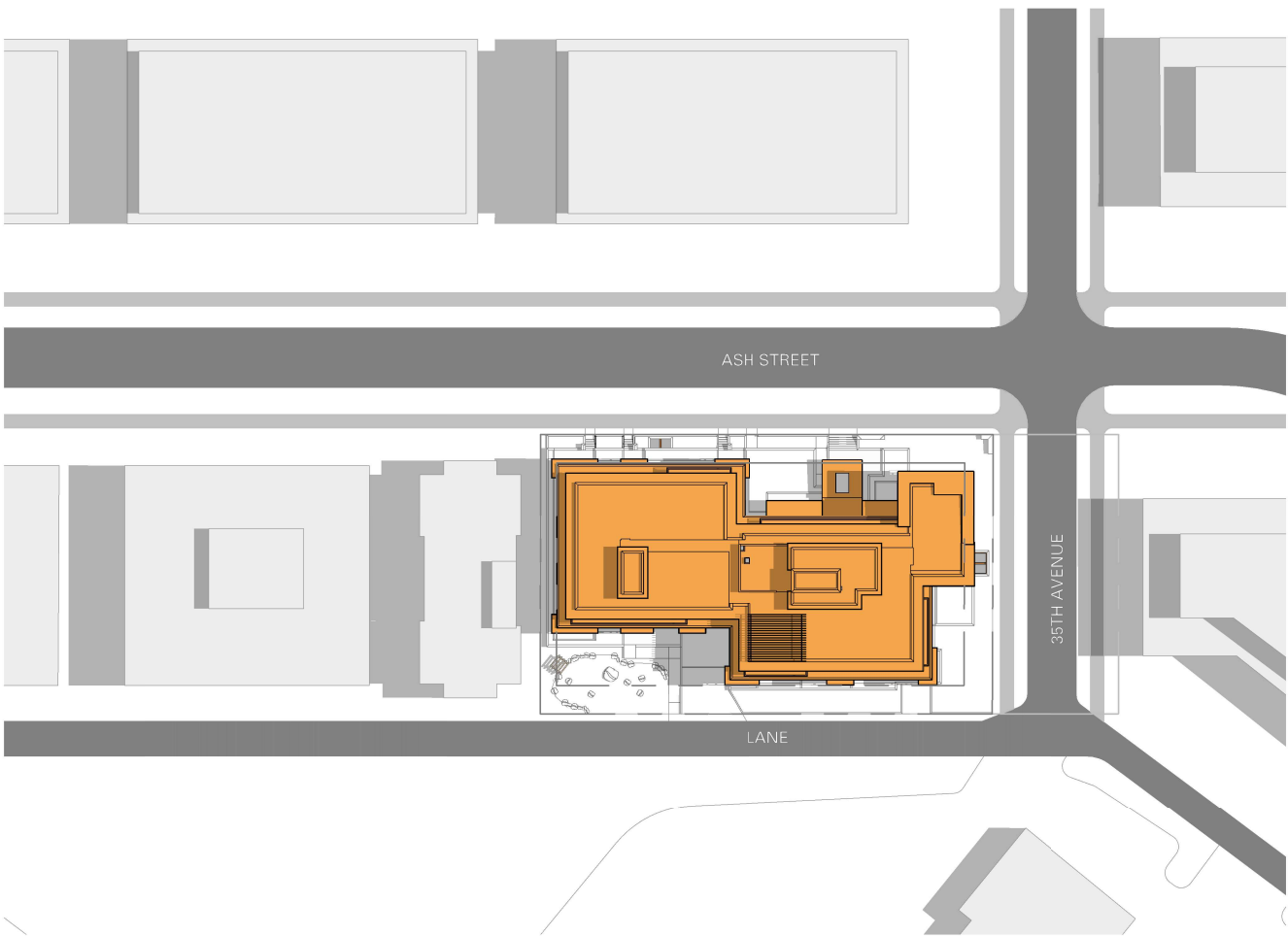
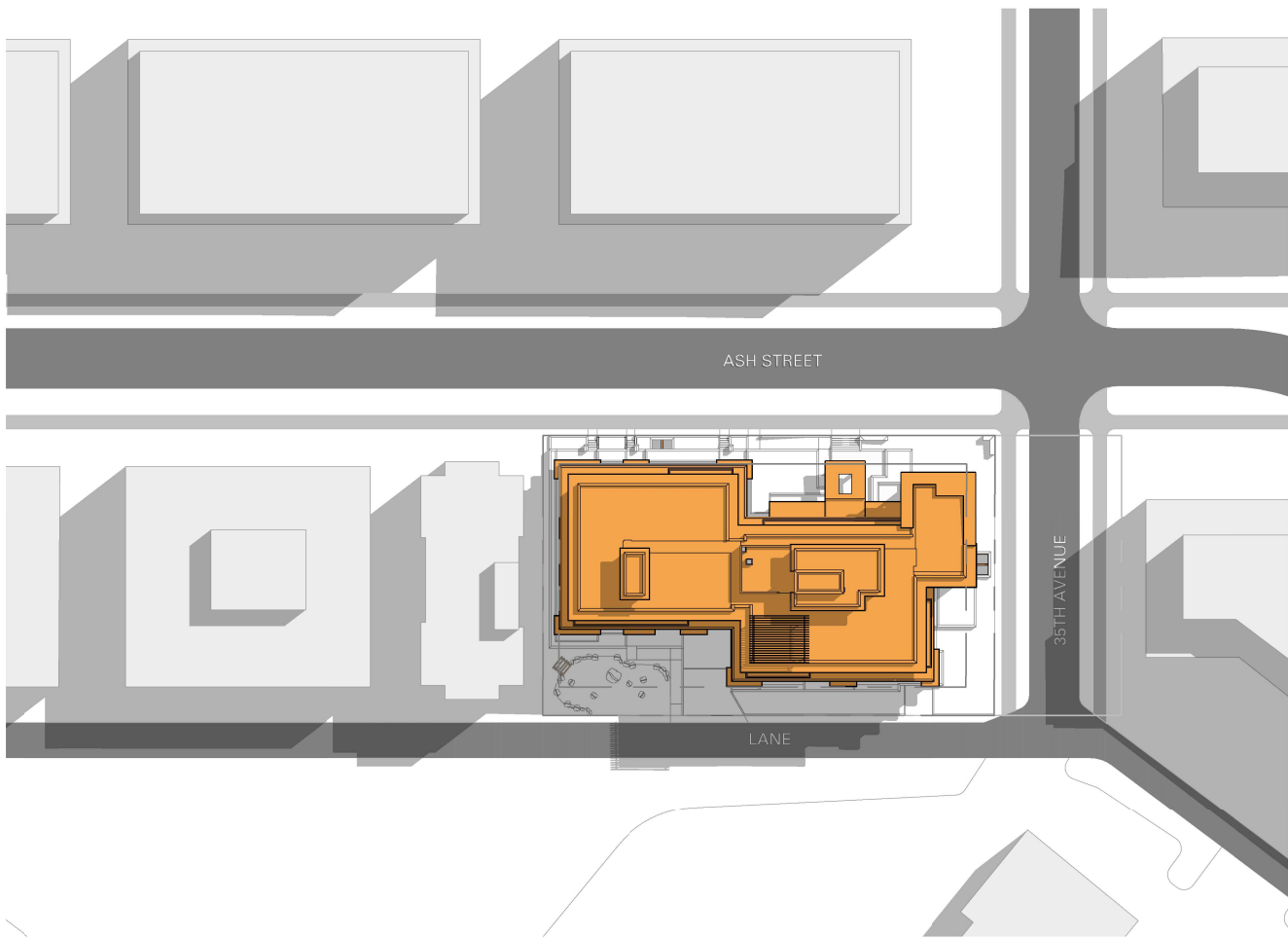


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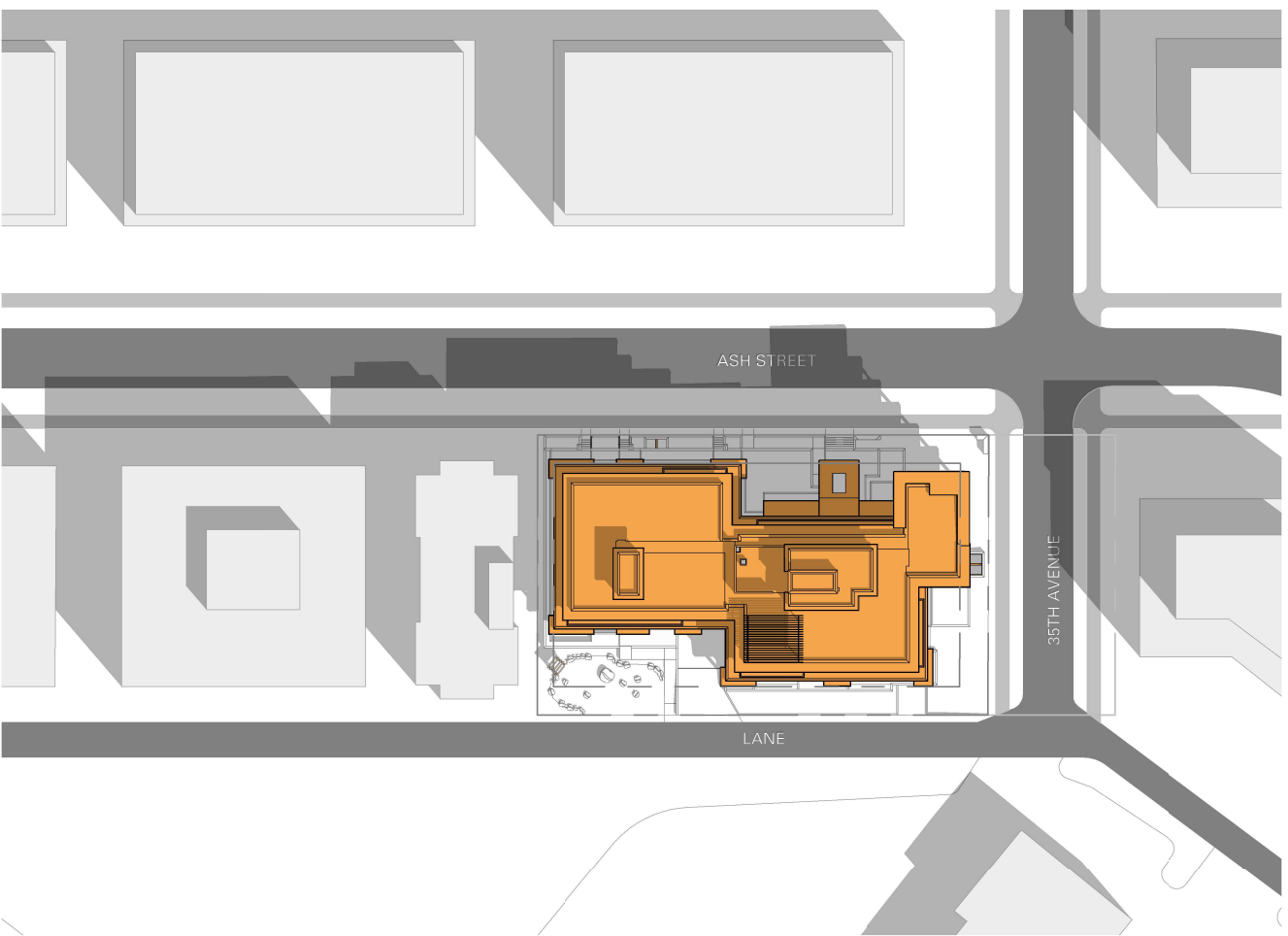
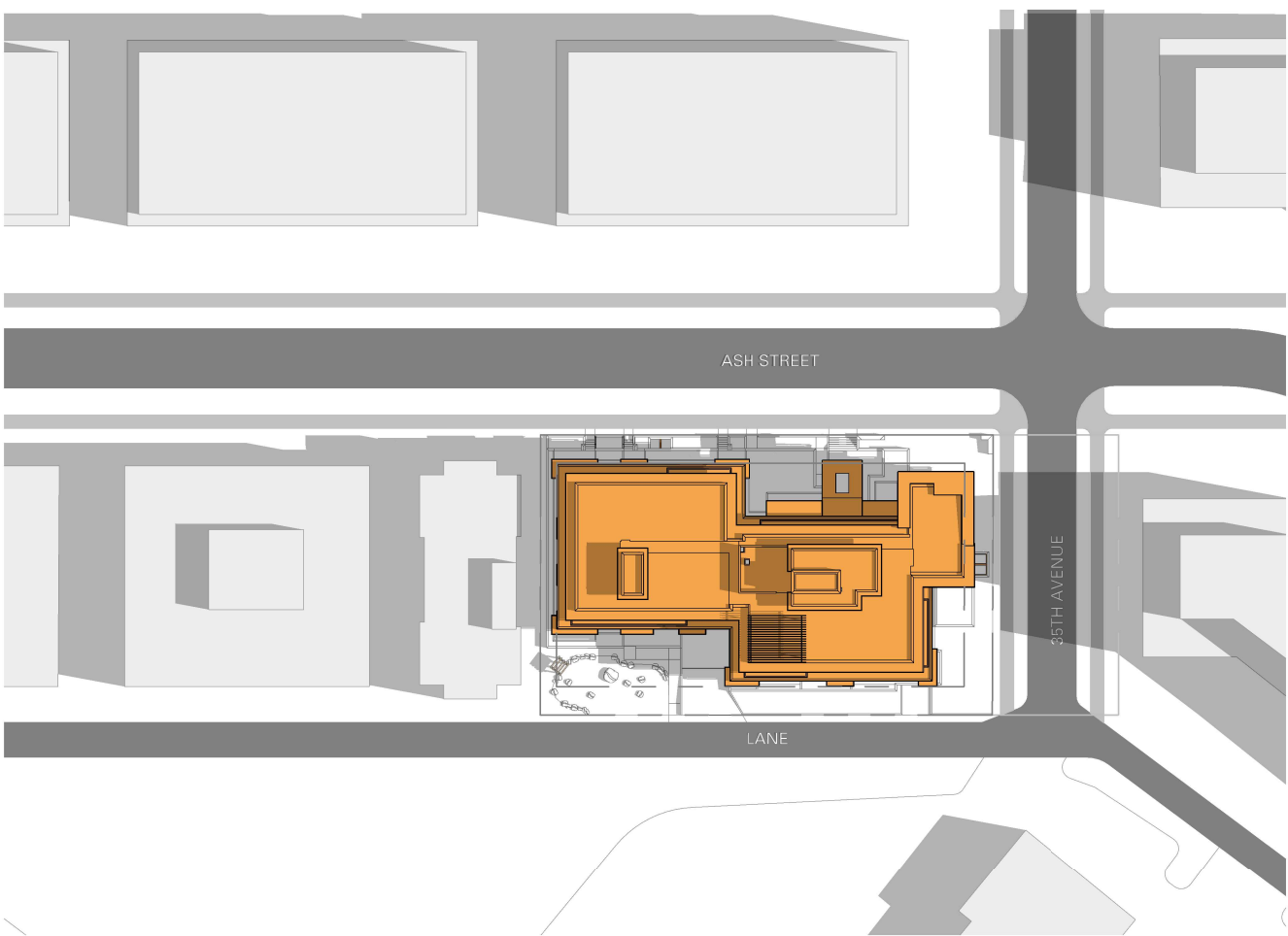
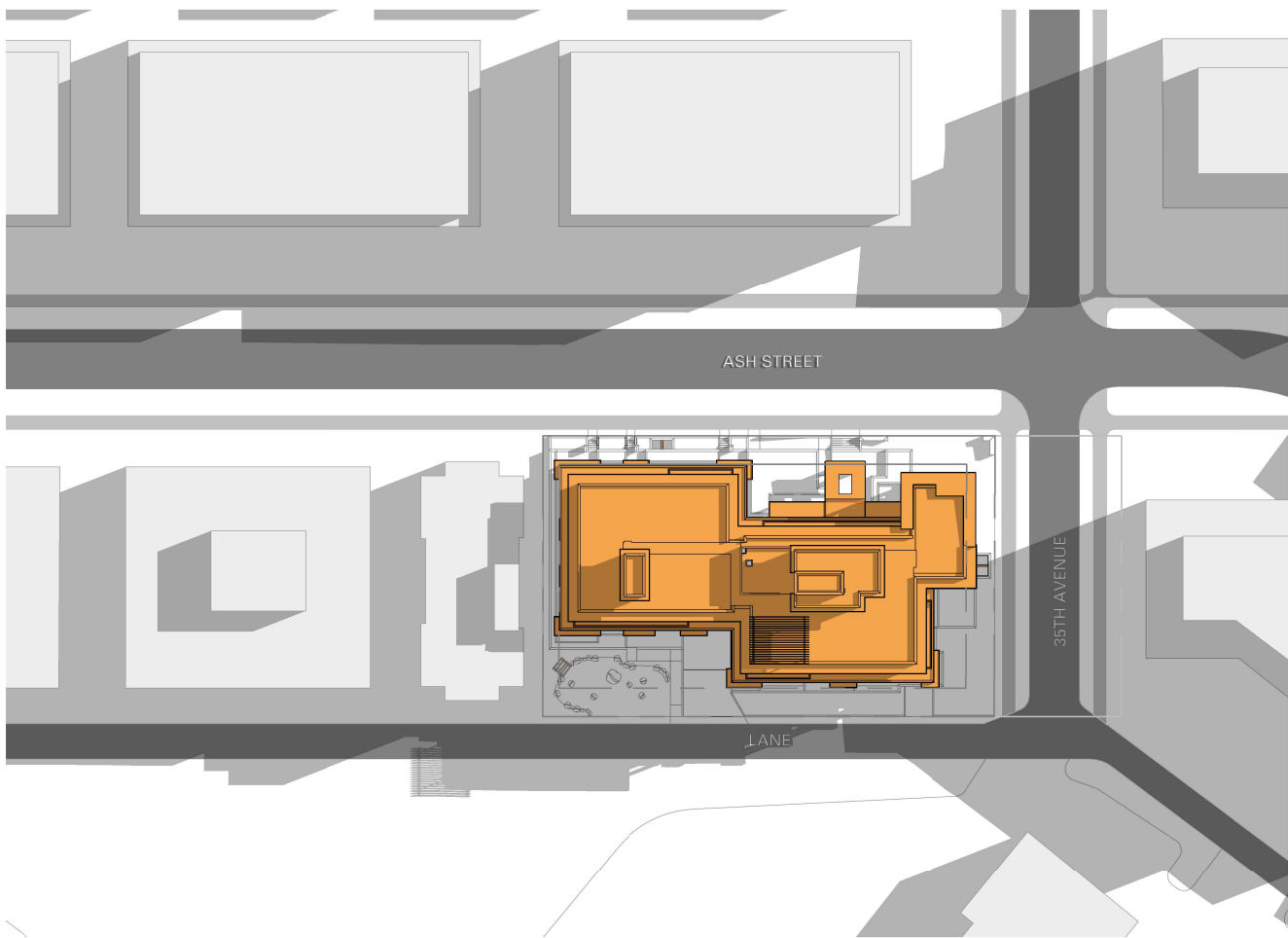
12:00pm

2:00pm

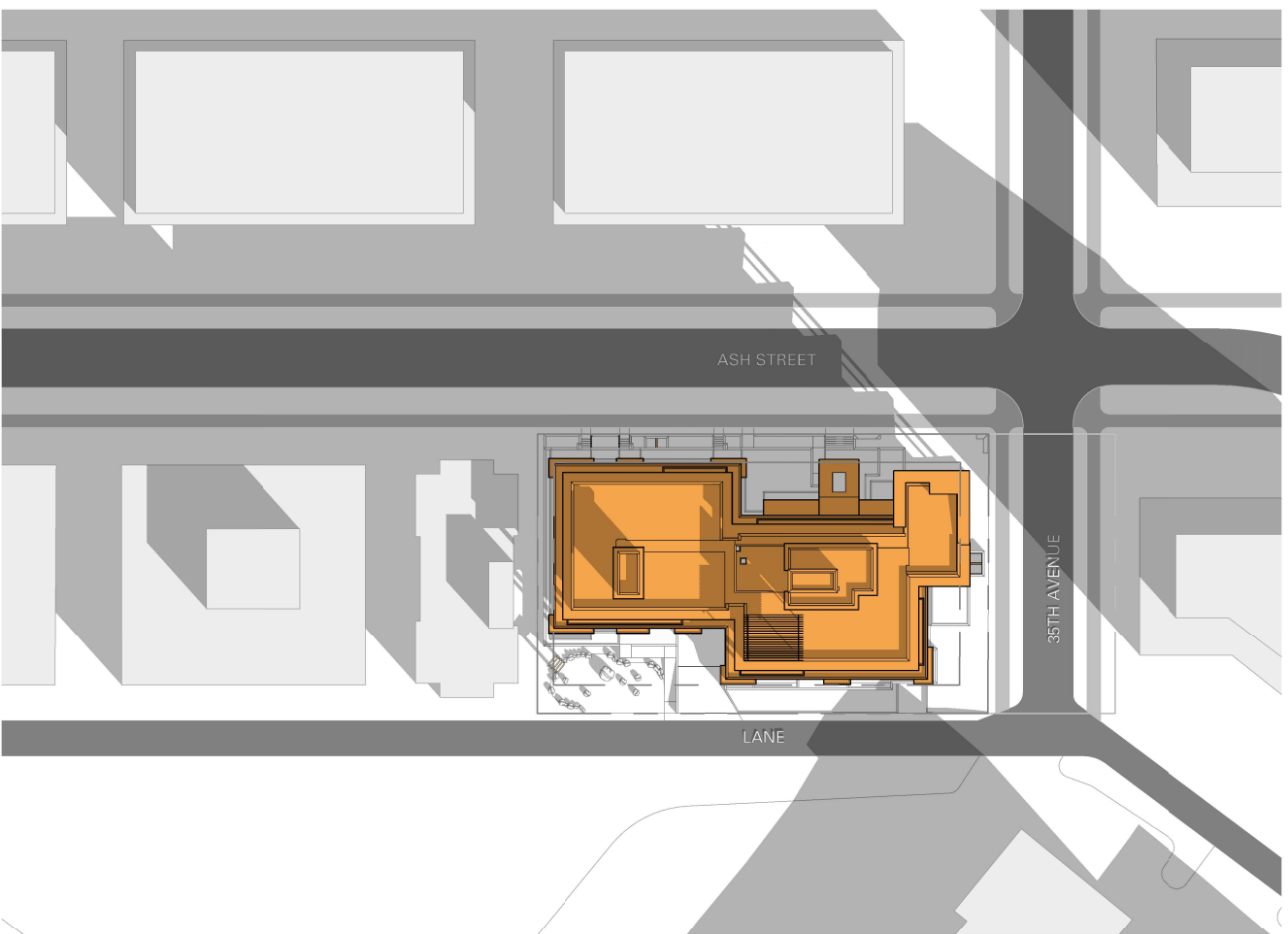
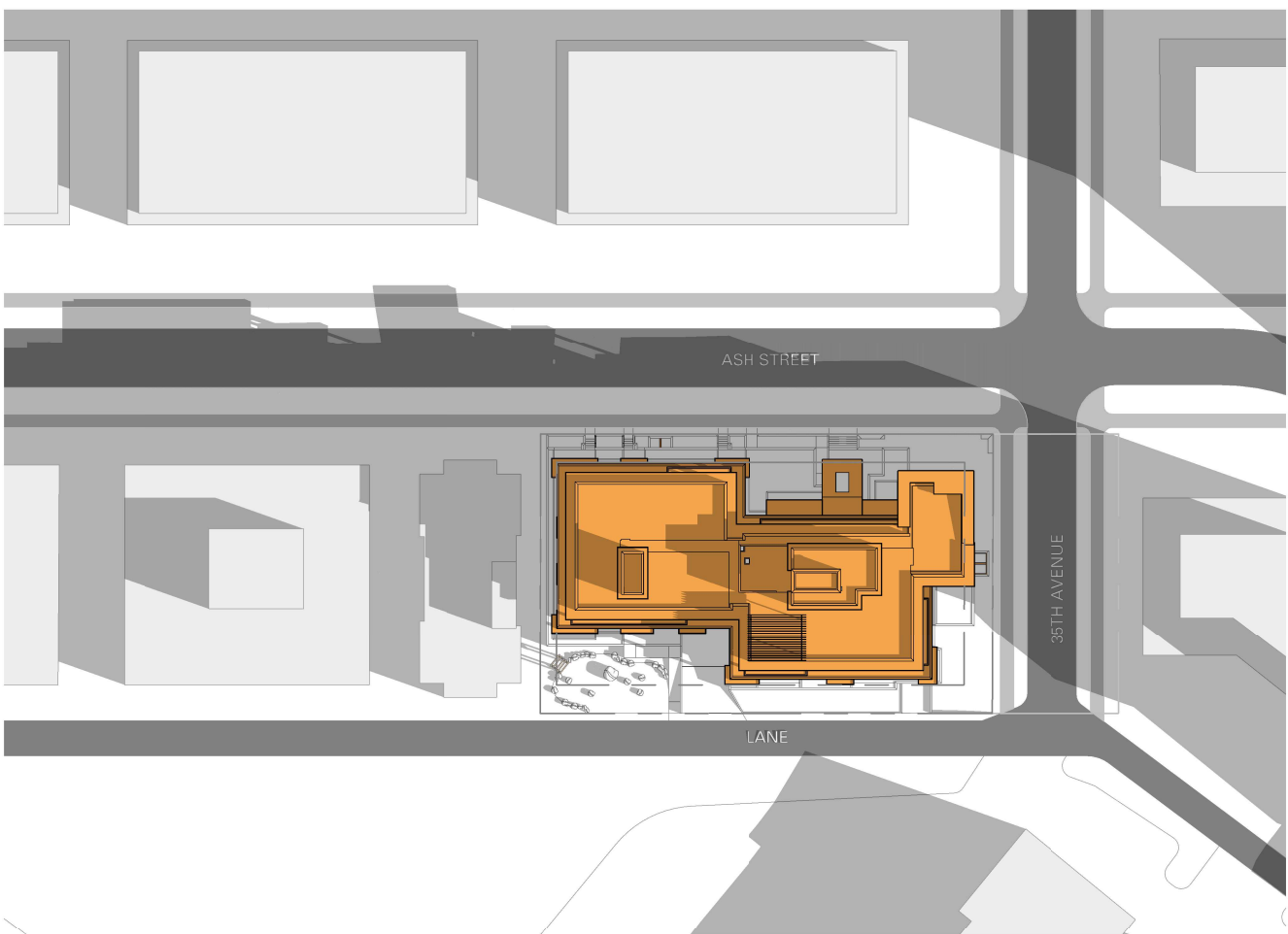
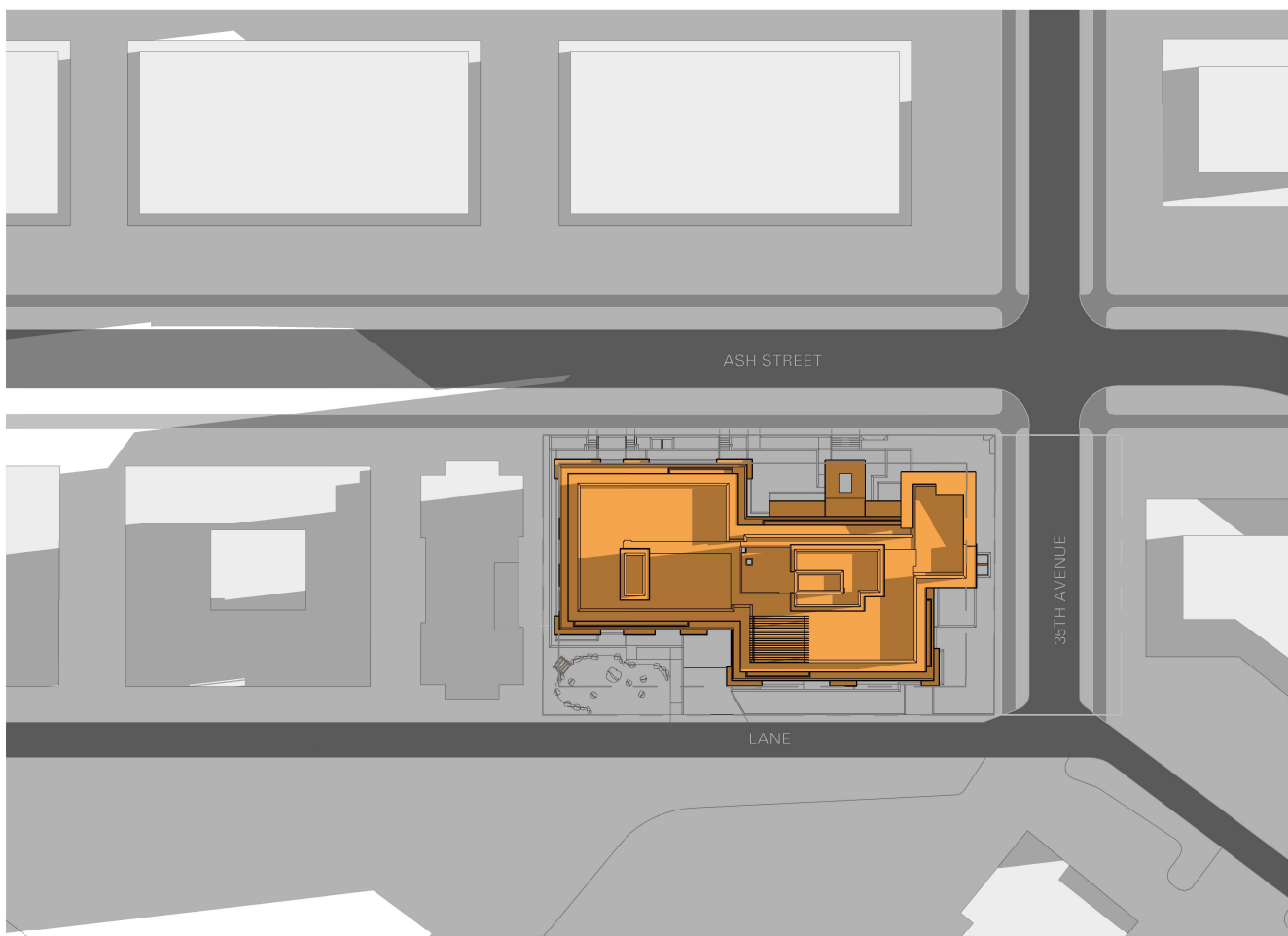
Summer Solstice
(June 21st)



Spring / Fall Equinox
(March / Sept 21st)



Winter Solstice
(December 21st)



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SHADOW STUDIES

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2.2

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Project Statistics

Site Area (Existing):

29,781.0 SF

Site Area (After 35th Ave. Extension):

23,268.7 SF

Proposed FSR:

59,527.0 SF (2.00 FSR)

Unit Mix Summary:

Studio:

1 (2%)

1 Bed:

22 (35%)

2 Bed:

31 (50%)

3 Bed:

8 (13%)

Total:

62 Units

Parking:

Residential Vehicles:

70 (68 Required)

Visitor Vehicles:

3 (3 Required)

Total:

73 Vehicles

Long Term Bicycles:

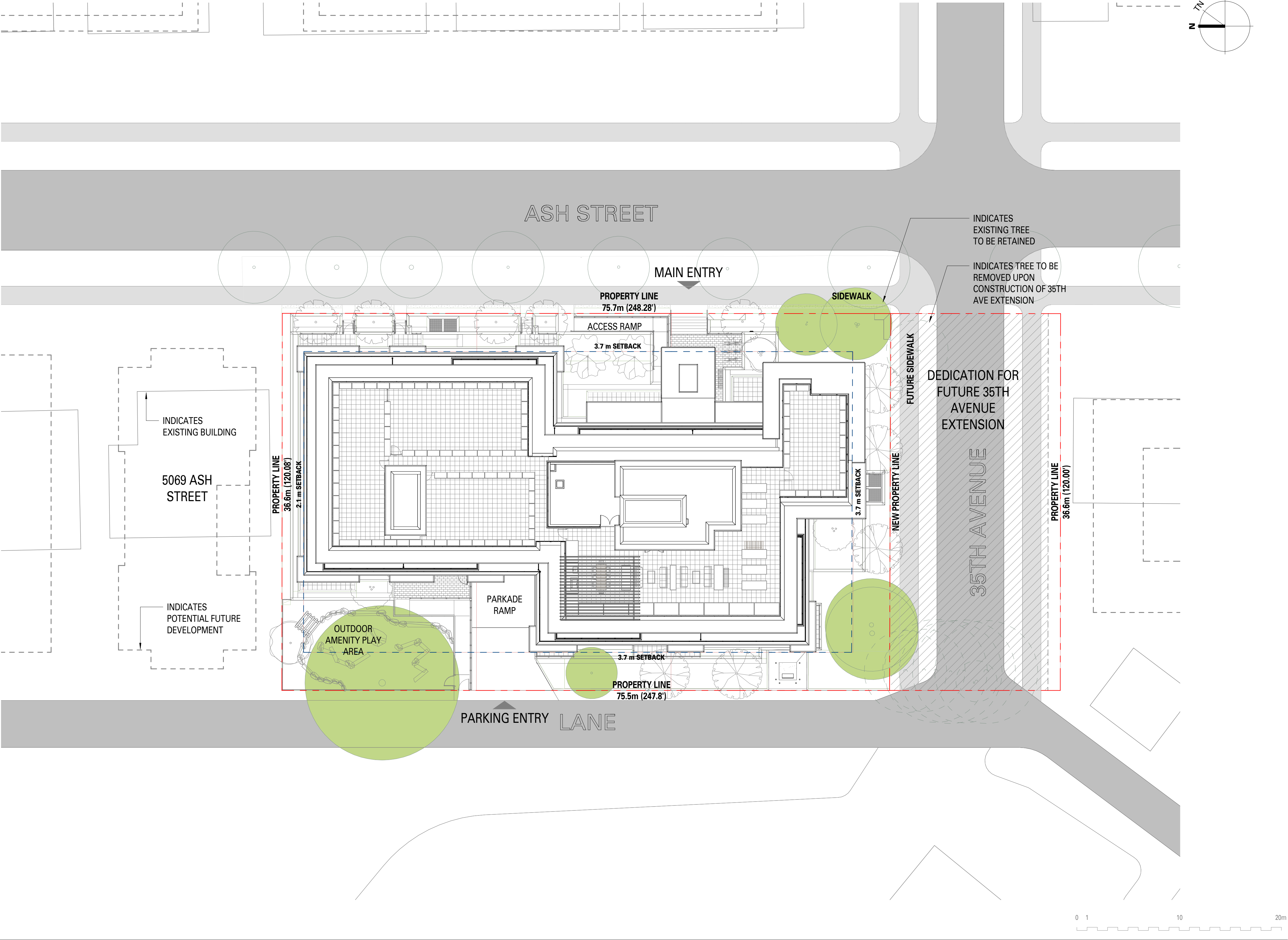
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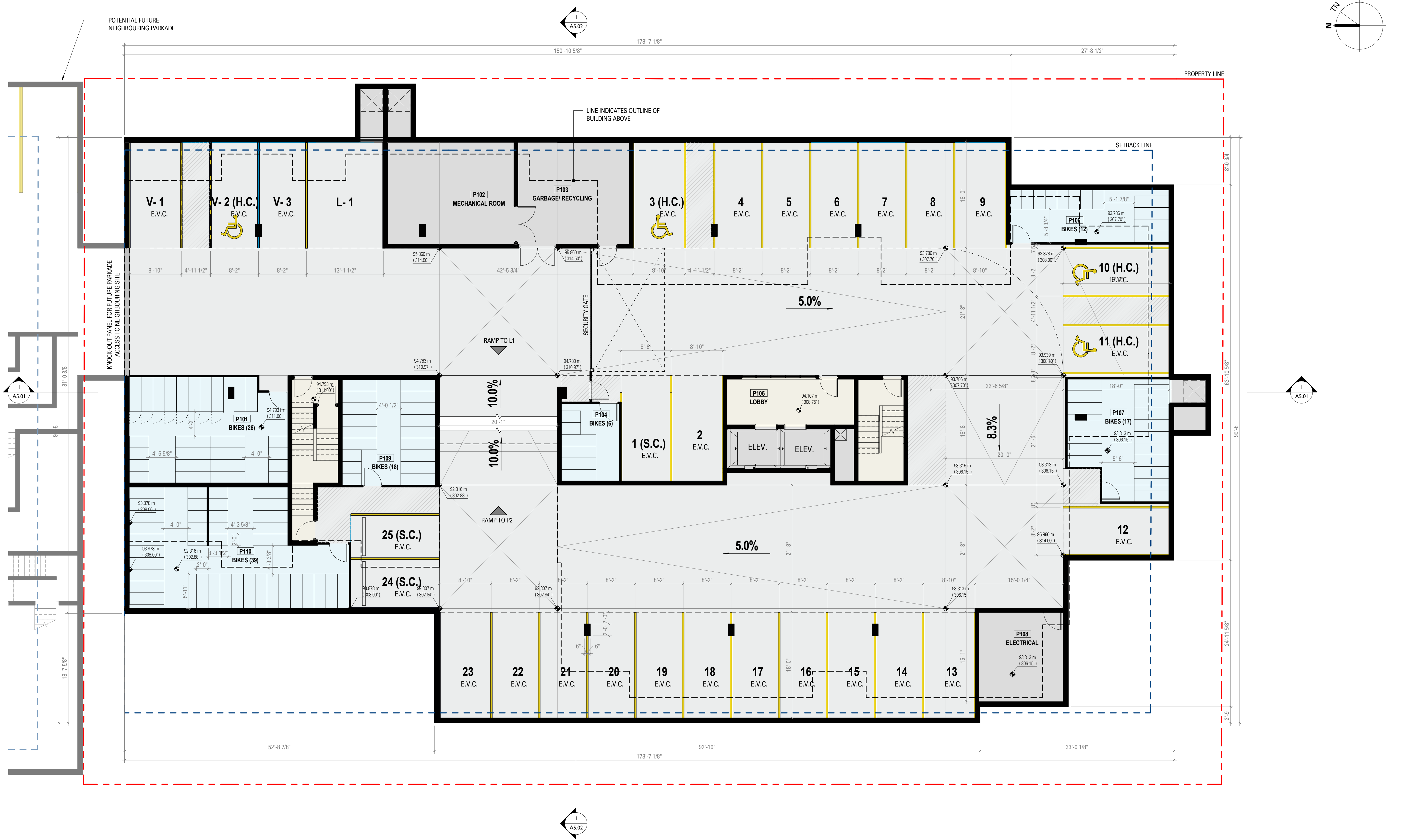
Short Term Bicycles:

6 (6 Required)

Total:

141 Bicycles





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LEVEL P1 FLOOR PLAN

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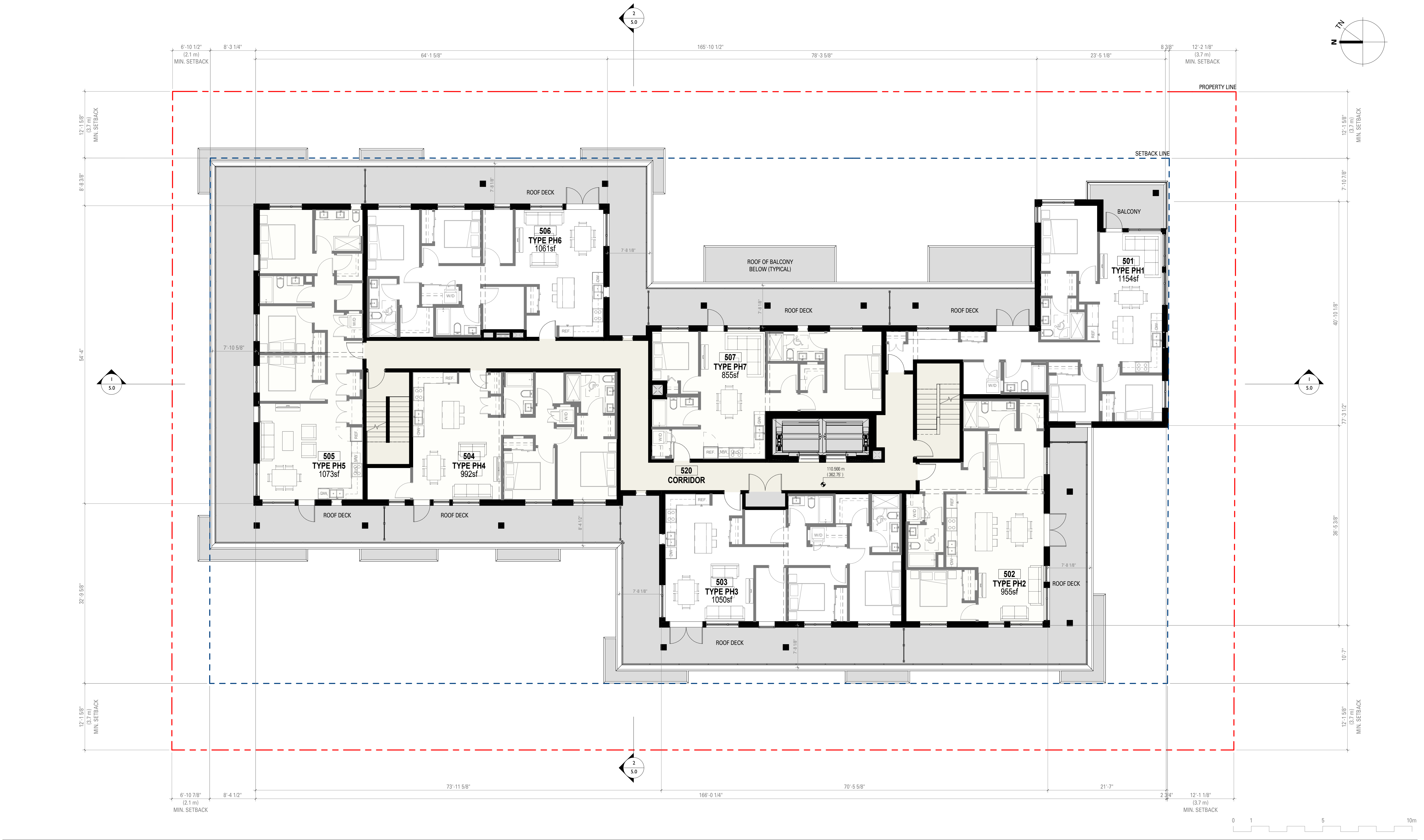
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LEVEL 5 FLOOR PLAN

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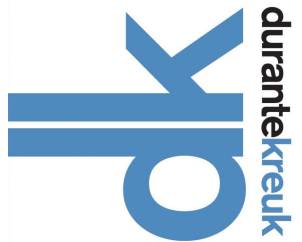
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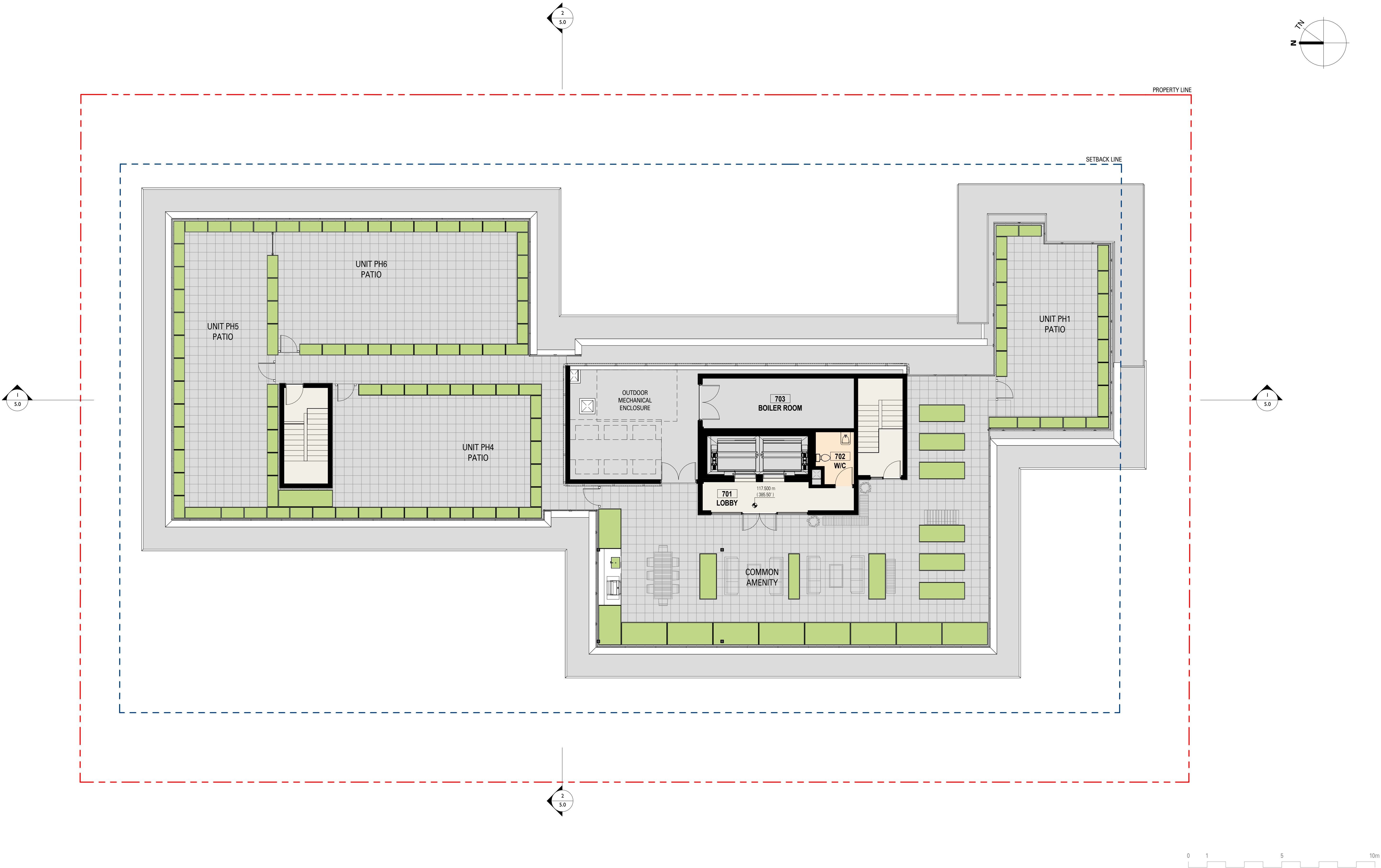
LEVEL 6 FLOOR PLAN

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ROOF PLAN

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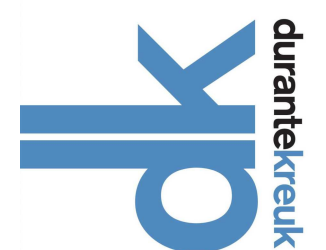
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ELEVATIONS

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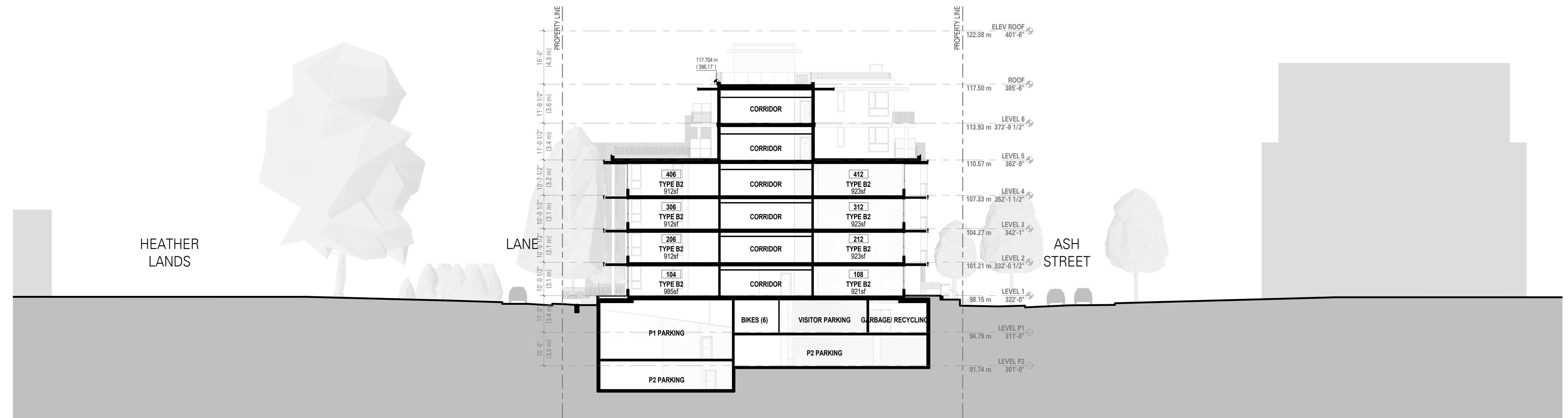
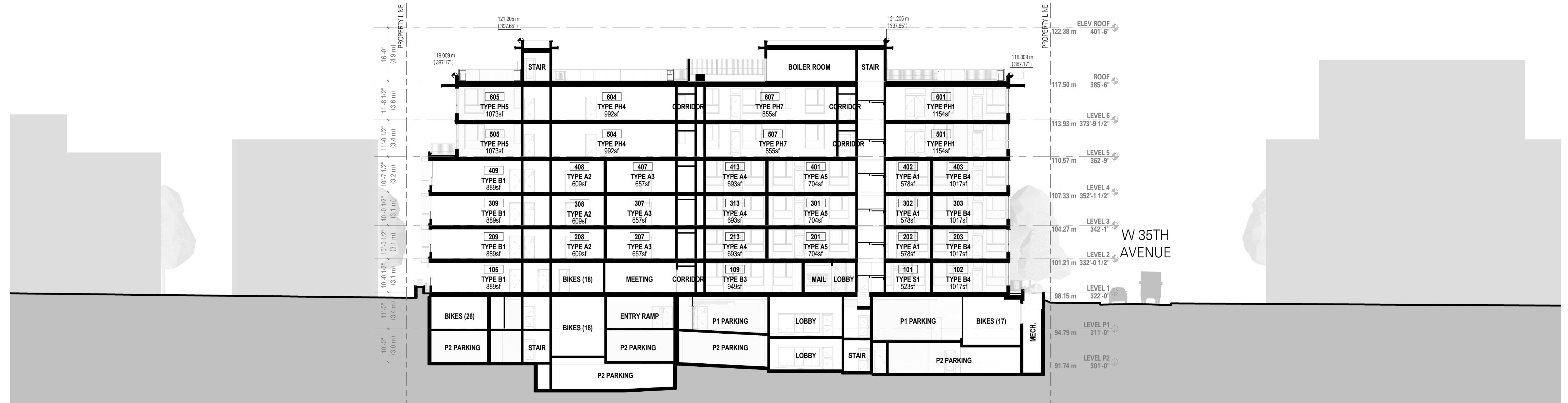
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4.0

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East-West Section

A horizontal timeline with tick marks at 0, 1, 10, and 20m. The timeline is represented by a series of connected horizontal line segments, with the first segment being slightly longer than the others.

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SECTIONS

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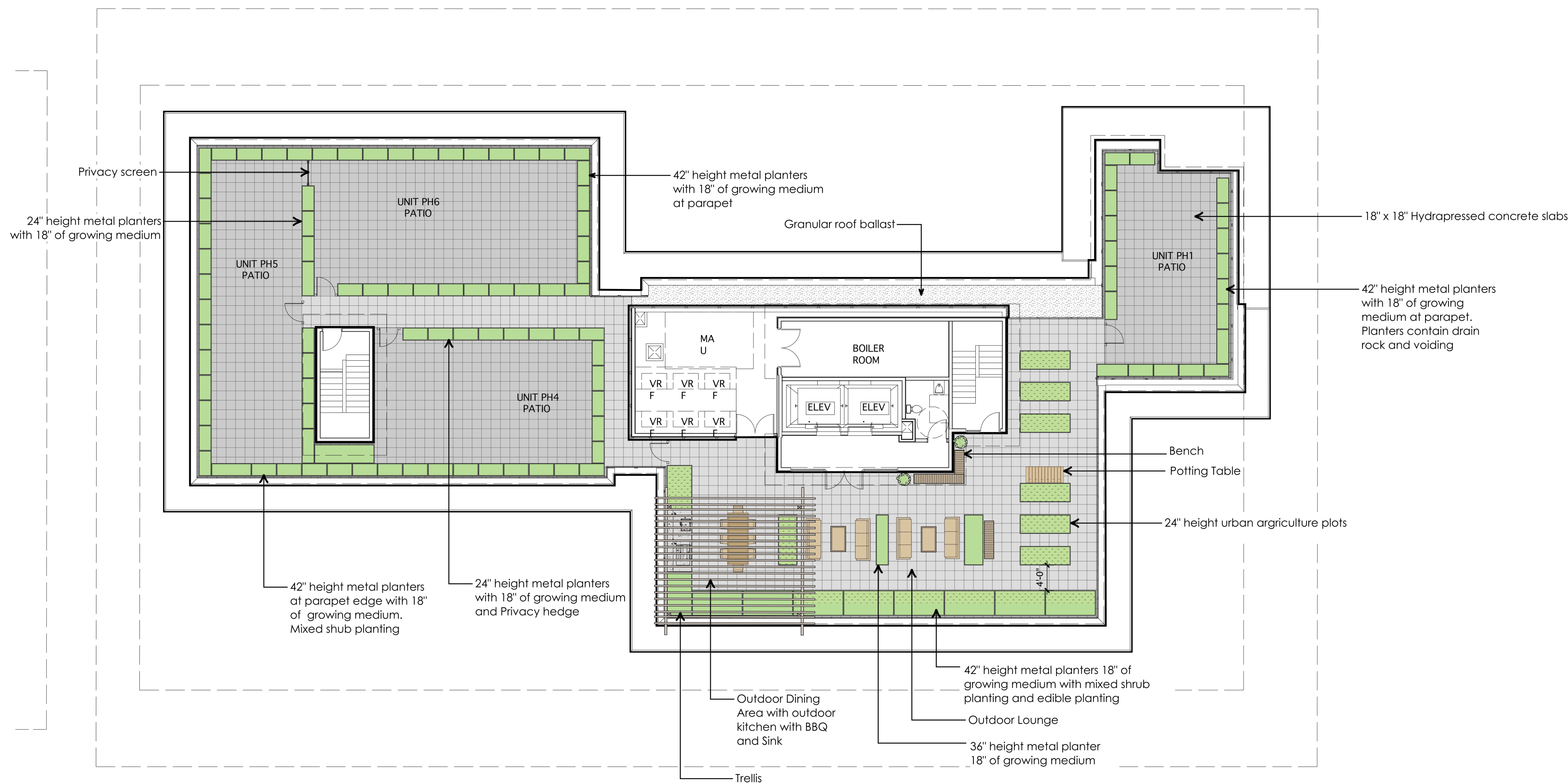
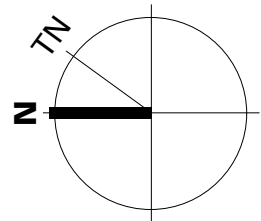


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MATERIAL LEGEND		
Graphic	Detail Key	Description
		CIP Concrete Sidewalk Broom-finish sawcut CIP concrete to City of Vancouver Standards.
		Hydrapressed Concrete Slab Pavers (Roof Level) Size: 18" x 18" Pattern: Stacked Colour: Charcoal and Natural
		Feature Paving
		Gravel Drip Strip
		Sodded Lawn Sand based
		Mixed Shrub Planting
		Privacy Hedge

SITE FURNISHINGS LEGEND		
Graphic	Detail Key	Description
		Kids Wood Play Hut As per details attached
		Rounded River Boulders in Kids Play Area Salvaged Logs Boulders 18"-22" height
		Metal Planters on Roof Level Size varies
		Class B Bike Parking
		Wood Bench on roof level
		Potting Table
		Outdoor dining table and chairs
		Outdoor kitchen with BBQ and sink

FENCING AND ADDRESSING LEGEND		
Graphic	Detail Key	Description
		Project Signage and Address with Lighting
		Metal Picket Fence
		Metal picket gate with light and addressing
		Tree Protection Barrier - Refer to Arborist Report

ELECTRICAL AND MECHANICAL LEGEND		
Graphic	Detail Key	Description
		Irrigation Stub Out As per drawings
		Wall Light Refer to Electrical drawings



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ROOF LANDSCAPE

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