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CITY OF VANCOUVER  
PLANNING & DEVELOPMENT SERVICES

DEVELOPMENT PERMIT STAFF COMMITTEE MEETING  
April 18, 2018

FOR THE DEVELOPMENT PERMIT BOARD  
April 30, 2018

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1021 Burnaby Street (COMPLETE APPLICATION)  
DP-2017-01212 - RM-5A

ML/RD/KH/AEM/TT

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
D. Naundorf, Housing Policy and Projects

**Also Present:**

M. Linehan, Urban Design & Development Planning  
R. Dinh, Urban Design & Development Planning  
K. Hsieh, Development Services  
T. Tenney, Development Services  
C. Chant, Engineering Services

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**APPLICANT:**

Frankl Architecture  
1684 West 2<sup>nd</sup> Ave  
Vancouver, BC  
V6J 1H4

**PROPERTY OWNER:**

NO 234 CATHEDRAL VENTURES LTD  
990-1040 West Georgia St  
Vancouver, BC V6E 4H1

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**EXECUTIVE SUMMARY**

● **Proposal:** To develop on this site a five storey multiple dwelling building (21 dwelling units) with one level of underground parking having vehicular access from the rear lane. An increase in the Floor Space Ratio (FSR) from 1.5 to 1.65 is sought through a 10% Heritage Density Transfer.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

● **Issues:**

1. Landscape design in front yard;
2. Design refinements.

● **Urban Design Panel: Support with Recommendations**

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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2017-01212 submitted, the plans and information forming a part thereof, thereby permitting the development of a five storey multiple dwelling building containing 21 dwelling units with one level of underground parking having vehicular access from the rear lane. An increase in the Floor Space Ratio (FSR) from 1.5 to 1.65 is sought through a 10% Heritage Density Transfer.

**1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**

**1.1 design development to the public realm interface at the street and lane, as follows:**

- i. provide a high quality landscape treatment in the front yard consistent with the expectations of the West End Design Guidelines;

**Note to Applicant:** The West End character is defined by mature street trees and lush landscaping of the front yard. The front yard should be an open landscaped area that reads as a visual extension of the public realm. This might be accomplished by replacing the proposed hard surface with soft landscape and trees to a depth of 14-feet in the front yard, and exploring the potential to lower the planters at the site edge. Consult with Engineering Services Department to confirm if driveway slope may be increased to maintain the minimum clear headroom for Level P1.

- ii. provide high quality material treatment in the public realm;

**Note to Applicant:** Consider granite for the front retaining walls.

- iii. provide high quality paving treatment for surface parking at lane;

**Note to Applicant:** Refer to Standard Landscape Condition A.1.14. Consideration to provide trellis over surface parking to support planting growth and maximize pedestrian interest. Ensure sufficient landscape screening between parking spaces and the outdoor patio.

- iv. provide colour/material treatments for the exterior walls of the exit staircase facing the lane, noting treatment should be consistent with the overall design;

**Note to Applicant:** Roof form can be modified to prevent climbing.

- v. relocate the garbage enclosure to Level P1.

**1.2 design development to improve the identification of the front entrance consistent with the architectural design;**

**Note to Applicant:** This might be accomplished by relocating the planter to the south side to enhance the walkway to the main entrance.

**1.3 design development to utilize the roof top as an outdoor amenity space;**

**Note to Applicant:** Roof should be finished with materials and detailing that is attractive and visually interesting when viewed from above. Refer to Standard

Landscape Condition A.1.16 and Administrative Bulletin for Roof-Mounted Energy Technologies and Green Roofs.

- 1.4 design development to provide landscape treatment along the west property line to improve the separation between the driveway and the adjacent building;

**Note to Applicant:** This can also be achieved by providing a trellis over the driveway. Refer to Standard Landscape Condition A.1.15.

- 1.5 consideration to improve the composition of solid wall on south elevation by providing windows for bedrooms matching the kitchen window on Level 5;

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size <sup>1</sup>	n/a	n/a	66.0 ft. x 131.04 ft.
Site Area <sup>1</sup>	n/a	n/a	8,647 sq.ft.
Floor Area <sup>2</sup>	Max. 14,265 sq.ft.		Residential 14,265 sq.ft. Total 14,265 sq.ft.
FSR <sup>2</sup>	Outright: 1.5 10% H.D.T.: 1.65		Residential Total 1.65
Balconies	12% = 1,712sq. ft.		Open 1,653 sq.ft. Enclosed 0 sq.ft. Total 1,653 sq.ft.
Height	60 ft. envelope		Top of Parapet Wall 56.11 sq.ft.
Parking <sup>3</sup>	Small Car 5 (25% max.)	<b>1021 Burnaby St</b> Residential 13 Disability 1  <b>1026 Davie St</b> Commercial 6 Disability 1  <b>Total 19</b> Disability Spaces 2	<b>1021 Burnaby St</b> Residential Standard 9 Small Car 4 Disability 1 Car Share 1  <b>Total 19</b> Disability 1
Bicycle Parking		Class A Class B Residential 26 6 Total 26 6	Class A Class B Residential 26 6 Total 26 6
Loading <sup>3</sup>		Class A Total 1	Class A Total 0
Amenity	Max 1,426.5 sq.ft.		400 sq.ft.
Unit Type			One-bedroom 16 Two-bedroom 5 Total 21

<sup>1</sup> **Note on Site Size and Site Area:** Site size and area is from submitted survey, prior to any dedications.

<sup>2</sup> **Note on FSR and Floor Area:** As per Section 4.7.9 Floor Space Ratio of the RM-5A District Schedule, the Development Permit Board may permit an increase to the maximum floor space ratio (FSR) of 10%. Noted as H.D.T in the technical table above, the maximum FSR including the 10% H.D.T. is 1.65. The applicant is to provide a donor site and provide proper documentation to finalize the transfer of this heritage density, as outlined in Standard Condition A.1.1. The exit stairs at rear yard can be excluded from total floor area as they serve the parking area only.

<sup>3</sup> **Note on Parking and Loading:** Existing Statutory Right of Way BT227932, as modified by BV214997 and further modified by CA5291915 in favour of the City, stipulates that this site must provide 6 physical parking spaces, including 1 disability space, and one Class A Loading Space for use by the commercial building at 1026 Davie Street. Parking requirements are based on the total required residential parking spaces for this site and the commercial parking space required for 1026 Davie Street. Standard Condition A.1.2 seeks compliance with the Statutory Right of Way and the Parking By-law. Car Share spaces receive credit for 5 standard parking spaces under Section 3.2.2 of the Parking By-law.

• **Legal Description**

Lot: Parcel A  
 Block: 11  
 District Lot: 185  
 Plan: EPP66683

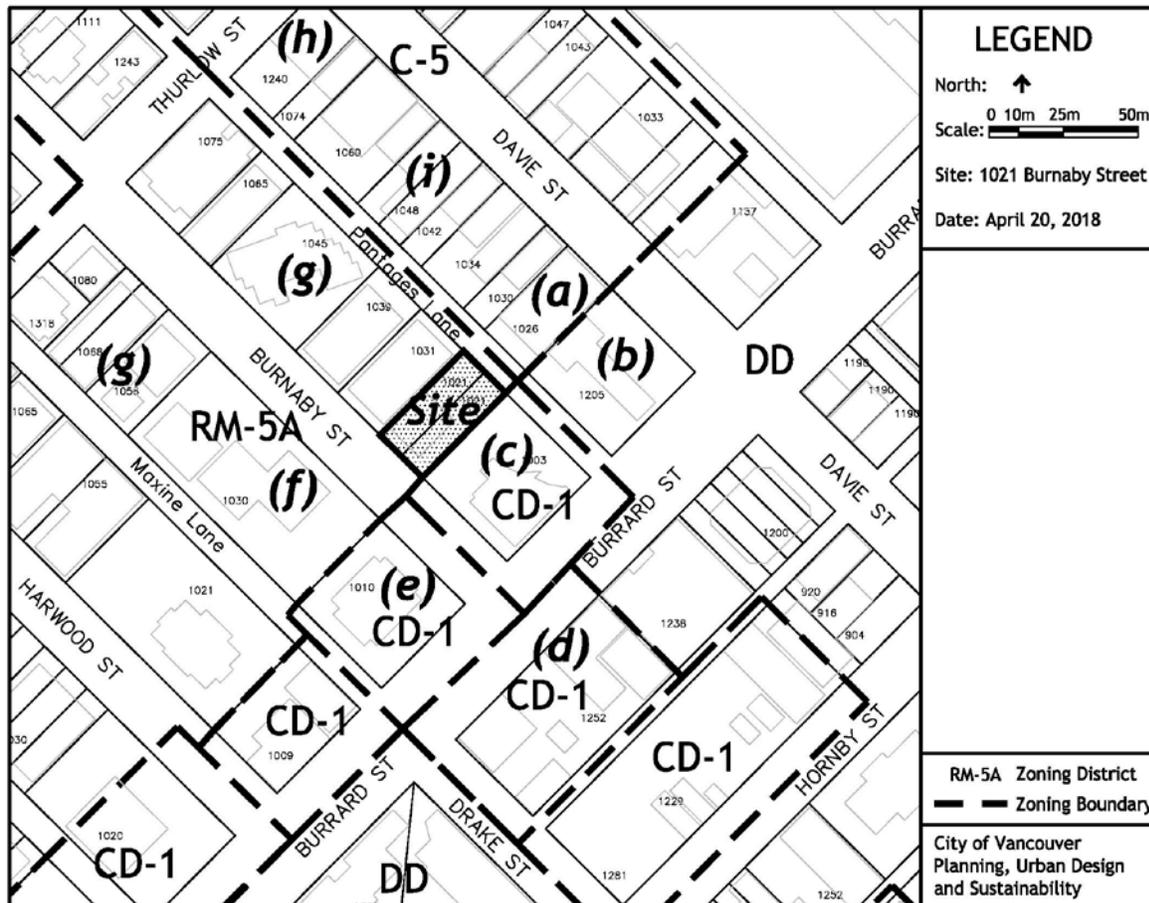
• **History of Application:**

2017 11 28 Complete DP submitted  
 2018 02 26 Urban Design Panel  
 2018 04 18 Development Permit Staff Committee

• **Site:** The site is located mid-block on the north side of Burnaby Street between Burrard Street and Thurlow Street. This site is within the Burrard Corridor of the West End. It has a frontage of 20.11 m (66 ft.) and a lot depth of 39.94 m (130 ft.). The site is currently a public parking lot, also providing parking for the building at 1026 Davie Street.

• **Context:** Significant adjacent development includes:

- a) Celebrities Nightclub, 1026 Davie Street, 4-storey building; and
- b) 1205 Burrard Street, 1-storey gas station.
- c) 1003 Burnaby Street, 19-storey mixed-use building;
- d) 1280 Burrard Street, proposed 13-storey mixed-use building.
- e) 1010 Burnaby Street, 20-storey mixed-use building;
- f) 1030 Burnaby Street, 14-storey residential building;
- g) 1056-1068 Burnaby Street and 1031-1075 Burnaby Street, 3 to 4-storey multiple dwelling buildings;
- h) 1240 Thurlow Street, 2-storey Heritage “C” building;
- i) 1030-1074 Davie Street, 1 to 2-storey commercial buildings;



● **Background:**

A development application was submitted on November 28, 2017, following pre-application discussions with staff regarding the form of development and applicable by-laws and guidelines. The proposal was reviewed and supported with (minor) recommendations by the Urban Design Panel on February 26, 2018

● **Applicable By-laws and Guidelines:**

**1. West End Community Plan (November 20, 2013)**

The West End Community Plan provides direction for positive urban development and public benefits in the West End over the next 30 years. The Plan did not anticipate substantial change to the RM Neighbourhoods. The existing RM zoning regulations were largely maintained, as well as the mid-rise and high-rise tower separations in the West End Guidelines.

The direction was to recognize and respect the neighbourhood character by:

- Ensuring green, landscaped building setbacks from the street;
- Ensuring a diversity of building architectural styles;
- Limiting use of glass curtain walls in building construction in favour of a “punched-window” façade; and,
- Ensuring new development maintains important public street end views to the North Shore mountains, English Bay and Stanley Park.

There is also direction to provide a diversity of housing options. For new market housing, 25% of units in new multifamily developments are to have two and three bedroom units for families.

**2. RM-5A District Schedule**

The intent of this Schedule is to permit a variety of residential developments. Emphasis is placed on achieving development which is compatible with neighbouring development.

The District Schedule permits an “outright” maximum floor space ratio of 1.00 FSR. The Director of Planning or the Development Permit Board, as the case may be, may permit an increase in the maximum floor space ratio to 2.20 in the RM-5A District. However, for sites that are 20.2 m (66.3 ft.) or less in width, the floor space ratio shall not exceed 1.50. This is intended to limit tower sites in the West End.

Further, the Development Permit Board may also permit an increase in floor space ratio to a maximum of 10 percent over the total permitted floor space ratio where the increase results from a transfer of heritage floor space.

The District Schedule permits an “outright” maximum height of 18.3 m (60 ft.)

**3. West End RM-5, RM-5A, RM-5B and RM-5C Guidelines**

The West End Guidelines provide further criteria for evaluation of projects seeking conditional approval, in particular with regards to neighbourhood character and streetscape continuity.

The character of the streets contributes significantly to the West End’s image. The mature street trees and lush landscaping of the front yards are major elements in creating the character. The variety of building types that can be found in a block can coexist successfully because the cohesiveness of the streetscape ties them together.

The Guidelines provide direction with regards to the front yard landscaping and the building materiality. The front yard is the most public aspect of a site and should provide continuity with the

streetscape in terms of open space and landscaping. The character of the front yard can be compromised by the desire to provide private open space and enclosure. High, solid building walls or fences near the sidewalk create an incompatible image and limit the visual extension of the public space of the street into the site. For the building, high quality and durable materials are recommended to provide a sense of solidity and permanence.

#### **4. High Density Housing Guidelines for Families with Children**

The intent of the guidelines is to address the key issues of site, building and unit design which relate to residential livability for families with children. Although quantitative standards are given in some cases, these are provided to assist applicants in their design as well as City staff in their evaluation. They are not necessarily absolute requirements.

- **Response to Applicable By-laws and Guidelines:**
  - 1. West End Community Plan (November 20, 2013)**

The proposal is generally consistent with the policy direction of the West End Plan. 21 market strata residential units are proposed, of which 5 units are 2-bedroom units, representing 24% of family units.

- 2. RM-5A District Schedule**

The site is eligible for the permitted conditional density of 1.50 FSR noting the site frontage is 20.11 m (66 ft.).

Further, staff have reviewed the additional 10 percent over the total permitted floor space resulting from a transfer of heritage floor space. Staff are satisfied that the additional area is accommodated on the site in the form consistent with the expectations of the District Schedule and Design Guidelines.

- 3. West End RM-5, RM-5A, RM-5B and RM-5C Guidelines**

The application responds to the intent and recommendations of the Guidelines.

A condition seeks further design development to the front yard landscaping to add greenery and create a more park-like setting.

- 4. High Density Housing Guidelines for Families with Children**

A condition seeks further design development to improve outdoor amenity space suitable to the number and type of units.

- **Conclusion:**

The application generally proposes a high quality and thoughtfully designed development which meets the relevant policies. Staff support the application, subject to the conditions noted.

## URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on February 26, 2018, and provided the following comments:

### **EVALUATION: Support with recommendations.**

#### **Introduction:**

Development Planner, Marie Linehan, introduced the proposal as a development permit application in the RM-5A District which is a residential district in the West End. It is a small site at 66' wide by 130' deep. On the adjacent site to the east is a 20-storey residential building with a commercial base fronting on Burrard Street. There is a 15-storey seniors' housing building across the street to the south. The remainder of the block to the west consists of 4-storey wood frame walk-ups, typical of existing rental housing stock in the West End. Across the lane to the north is Davie Street which is developed with commercial uses including 'Celebrities' cabaret directly opposite.

Under the RM-5A District, the site is eligible for a new residential building at 1.5 FSR with an additional 10% floor area available through a purchase of heritage density, which is sought with this application. The basic height limit is 60 ft. with angled setbacks intended to prevent shadowing of streets and lanes. The proposal is a 5-storey residential building with setbacks above the 4th storey and a height of approximately 50 ft. The building is compliant with, or exceeds, the setbacks required under the district schedule. In particular side yards setbacks of 12 ft. (from the minimum of 7 ft.) are proposed to provide outdoor space and daylight to east side-facing units.

The guidelines note that lush mature landscaping in conjunction with medium to higher density apartments defines the West End character. Front yards should have open landscaped areas that are a visual extension of the public realm. Attractive landscaping should also be provided along lanes to respond to their role as secondary pedestrian routes. For the building, a high quality design is expected with finish materials to express a sense of solidity and permanence.

For the building, 21 market strata residential units are proposed. 5 units (25%) are family units, which is recommended under the West End Plan.

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

1. The landscape design of the yards, particularly the front yard, relative to the West End Guidelines, which seek substantial greenery.

#### **Applicant's Introductory Comments:**

This is an all concrete building which adds a sense of robustness. The approach was to have a clean modern expression. The bulk of the building is of a metal skin (Alucobond horizontal panels and standing seam vertical panels) with wood inset panels where the residents can touch the balcony walls. The building was sculpted in order to give best possible views with minimal impingement on the neighboring properties. There is a sloped envelope that cuts down on height at the front and back of the building. The building's siting and the unit orientation take advantage of the larger side yard setback at neighboring tower.

Due to the size of the parkade a 12 ft. wide ramp is permitted. The parkade has less than 19 stalls below grade and one car share space off the lane dedicated for the residents. All of the service functions are found in the back off the 33 foot lane. The lane edge does not have a whole a lot of landscaping due to the servicing.

The approach in the front of the site was to create as much usable outdoor space as possible. There are opportunities for kid's play, and tables and chairs for socializing. The amenity space is placed in the sunniest part of the site. There is a transition from the corner landscaping next door into the front yard of the site. The front entrance is identified with layered planters and trees, and bike parking is provided at the front entry. There is also hedging across the front.

The applicant team then took questions from the panel.

**Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by Ms. Avini Besharat and seconded by Ms. Parsons and was the decision of the Urban Design Panel:

THAT the Panel Support the project with the following recommendations to be reviewed by City Staff:

- Provide higher quality materials in the public realm, consider use of granite in a contemporary fashion;
- Consider raising the building to improve livability of units facing the back yard;
- Consider window sizes and how they relate to the solar orientation;
- Consider a green roof amenity or roof treatment, noting overlook from towers;

**Related Commentary:**

The panel found the building was of good quality and fit all the requirements of the district. It was noted as straightforward application, compliant with all the parameters.

The panel liked the quietness of the building, and suggested the design will rely on quality detailing. The orientation of the units was seen to be a good solution, and provided better use of the side yard.

Some members noted the back units appeared a bit depressed and suggested raising the building to improve light and access. A panelist suggested increasing the pedestrian ramp slope to 8 percent (currently 5 percent) to reduce impact on rear unit. It was noted that the rear units are challenging due to PMT, garbage, and Celebrities across the street.

The landscape was seen to be well handled and it was noted as nice to see a children's play area on the main floor. It was recognized that the front yard would benefit from having more green elements. A panelist noted the west end neighborhood plan is very specific about a quality public realm. The applicant should consider stone detailing for the walls, particularly in the front and rear. The west end uses a lot of granite and this could be done in a contemporary way.

One panelist suggested the entrance appears too quiet and should be announced in some manner, but in keeping with the overall design (i.e. not high profile). It was suggested that the rendering of the back of building comes across more interesting than the front.

Other suggestions from the panel included to consider window sizes with regards to solar orientation to decrease shadowing. It was noted that a rooftop amenity would be a nice feature to the site.

**Applicant's Response:** The applicant team thanked the panel for their comments.

## **ENGINEERING SERVICES**

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

## **BUILDING REVIEW BRANCH**

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

## **NOTIFICATION**

On February 13, 2018, 1,562 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. A site sign was also installed on site. A follow-up postcard was sent to property owners on March 20, 2018 noting the date of the Development Permit Board had been changed to April 30, 2018.

One response has been received from the Strata of the adjacent building located at 1003 Burnaby Street. Although in support of the application, these owners raised concerns with regards to the excavation of this site and the impact it may have on their adjacent underground parking structure. The developers have been made aware of these concerns and are encouraged to work with the adjacent Strata to mitigate any impacts on their building.

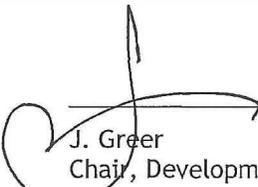
**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires a decision by the Development Permit Board.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it does not seek a relaxation of the By-law provisions.

The Staff Committee supports the application, including the heritage density transfer, with the conditions contained in this report.

  
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J. Greer  
Chair, Development Permit Staff Committee

  
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M. Linehan  
Development Planner

M. Linehan  
Development Planner

  
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K. Hsieh  
Project Coordinator

Project Facilitator: T. Tenney

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

### A.1 Standard Conditions

A.1.1 provision of Letter “B” which includes confirmation from the owner of a “donor” site that the Heritage Density Transfer agreement has been finalized, and confirming the new “balance” of transferable density remaining on the donor site, or other means acceptable to the General Manager of Planning, Urban Design and Sustainability and Director of Legal Services.

A.1.2 demonstration of compliance with Statutory Right of Way BT227932, as modified by BV214997 and further modified by CA5291915 in favour of the City, stipulating that this site must provide 6 physical parking spaces, including 1 disability space, and 1 Class A loading space for use by the commercial building at 1026 Davie Street, in coordination with parking requirements per Section 4 of the Parking By-Law, as follows:

- i. provide 1 additional disability parking space and 1 Class A Loading space on the ground level at the rear of the site;

**Note to Applicant:** Where the proposed number of parking spaces equals or exceeds the minimum required, disability parking spaces are not to be double-counted on the plans. Required disability parking spaces may count as two parking spaces only for the purpose of satisfying the minimum required number of parking spaces, per Section 4.1.15 - Calculation of Disability Parking Spaces, of the Parking By-Law;

- ii. identify and label all parking spaces as commercial or residential on the P1 floor plan;

**Note to Applicant:** Each parking space must be clearly identified and signed;

- iii. illustration and notation of exit and entrance paths accessing the commercial parking spaces;

**Note to Applicant:** Coordinate exit and entrance paths with the Vancouver Building By-Law requirements.

- iv. provide clarification as to how the commercial parking spaces designated for use by 1026 Davie Street will be accessible;

A.1.3 demonstration of compliance with Section 10.21.2 (Dwelling Unit Size) of Section 10 of the Zoning and Development By-Law;

**Note to Applicant:** Illustrate each dwelling unit size on Floor Space Ratio (FSR) overlays and provide a project summary.

A.1.4 confirmation of compliance with bulk storage bulletin;

**Note to Applicant:** A minimum 5.7 m<sup>3</sup> storage per dwelling unit is required

A.1.5 provision of updated and complete architectural plans, including the following:

- i. dimensions of all yards and setbacks on the site plan;
- ii. illustration of envelope height requirements on east and west elevation plans;
- iii. illustration and notation of commercial and residential parking spaces on P1 floor plans;

- A.1.6 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;
- A.1.7 provision of an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.8 written confirmation shall be submitted by the applicant that:
  - i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
  - ii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

#### Standard Urban Design Conditions

- A.1.9 provision of a minimum 3'-0" setback from the rear property line to the exit staircase to avoid encroachment into the lane;
- A.1.10 provision of large-scale architectural details confirming high quality and durable finishes throughout, including: wood soffits; aluminum glass guardrail; and window noting trim and sill dimension (or recessed window detail);
- A.1.11 provision of built features intended to create a bird friendly design;

**Note to Applicant:** Refer to the *Bird Friendly Design Guidelines* for examples of built features that may be applicable, and provide a design rationale for the features noted.

#### Standard Landscape Conditions

- A.1.12 design development to enable a more conservative tree removal strategy, by retaining and protecting City-owned Trees #101 and #102; (Ref. to #1.1 (i))

**Note to Applicant:** The Vancouver Park Board is seeking retention of these two trees. Revisions to the underground parking level and building footprint by notching, dropping or sloping the structure, with the possibility of losing parking spaces, will be required (see also Recommended Condition 1.1). Landscape Plans should be coordinated with the architectural site plan to show these trees as retained. A revised arborist report and Letter of Assurance should be submitted to confirm.

- A.1.13 design development to enhance landscaping along Burnaby Street without relying on planting on City property;

**Note to Applicant:** Taller planting fronting Burnaby Street should be relocated to inside the property line. Any planting on City property should comply with Engineering Guidelines for Planting on City Boulevards, limiting ultimate plant height to a maximum 3'-0".

- A.1.14 design development to improve the lane interface and rear yard by providing a landscape buffer between the surface parking and outdoor patio;

**Note to Applicant:** This can include either a more significant planting bed or a trellis with vines.

A.1.15 design development to provide a minimum 2'-0" wide landscape buffer between the parking ramp and the west property line; See Recommended Condition 1.4.

A.1.16 design development to expand programming and provide additional common open space by the provision of a green roof, including urban agriculture plots; See Recommended Condition 1.3.

**Note to Applicant:** Shared gardening areas should reference and be designed to adhere to Council's *Urban Agriculture Guidelines for the Private Realm* and should provide maximum solar exposure, universal accessibility and provide amenities such as: raised beds; water for irrigation; potting bench; tool storage and composting.

A.1.17 design development to maximize tree growing medium and planting depths for tree and shrub planters to ensure long term viability of the landscape;

**Note to Applicant:** Underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should exceed BCSLA standards or better.

A.1.18 provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features.

**Note to Applicant:** Planter section details must confirm with dimensions the depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees and shrubs well into the future, to be minimum 3'-0" depth for trees and 2'-0" minimum depth for shrubs.

A.1.19 provision of a high-efficiency automatic irrigation system to be provided for all planters;

A.1.20 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones, and addition of the following note:  
*"Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Park Board".*

**Note to Applicant:** Methods of tree protection for street trees (as approved by Park Board) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection.

A.1.21 provision on the landscape drawings of landscape features intended to create a bird friendly design;

**Note to Applicant:** Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at:  
<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.)

#### Crime Prevention Through Environmental Design (CPTED)

A.1.22 notation on the drawings of those measures provided in response to CPTED principles, having particular regard for reducing opportunities for:

- i. theft in the underground parking;
- ii. residential break and enter;
- iii. mail theft;
- iv. mischief in alcoves and vandalism, such as graffiti;

## A.2 Standard Engineering Conditions

A.2.1 provision of a new 1.83 m (6'-0") light broom finish saw cut concrete sidewalk on Burnaby Street adjacent the site.

A.2.2 provision of a plan showing the access route from the street to the Class A bicycle spaces;

**Note to Applicant:** the route must be 'stairs free'; confirm the use of the parking ramp, if required.

A.2.3 clarification of garbage pick-up operations;

**Note to Applicant:** provide written confirmation that a waste hauler can access and pick up from the P1 parking level without reliance of the lane for extended bin storage. Consideration will be given for use of the Class A loading space provided an operational letter can be provided to confirm use of the space will not negatively impact commercial operations at 1026 Davie Street.

A.2.4 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, as follows:

- i. parking and loading spaces must be numbered, dimensioned and labelled on the drawings as commercial or residential spaces.
- ii. additional design elevations are required to confirm the slope and cross fall of the parking ramp does not exceed the requirements. Slope and cross fall to be shown on the drawings.

**Note to Applicant:** provide a dimension that is perpendicular to the parking ramp showing minimum vertical clearance on "6 - Section" on Drawing A-402.

iii. provision of a minimum 2.75m (9'-0") width for parking space 14.

**Note to Applicant:** Consider relocating the columns located by parking spaces 12 and 13 to provide additional maneuvering space for vehicles to get in/out of parking spaces.

**Note to Applicant:** Consider moving the overhead security gate up the ramp and providing a corner cut to improve maneuverability.

iv. provision of a warning system for the single ramp; a qualified transportation engineer must provide details on the system and locations of all lights, signs and detection devices on the plans.

**Note to Applicant:** Ensure adequate vertical clearance is provided throughout the parking ramp and on the parking level to accommodate the components of the warning system.

v. provision of 2.3m of vertical clearance is required for access and maneuvering to all disability spaces and must be noted on the drawings. Ensure adequate vertical clearance is provided for mechanical projections, utilities and other services throughout the parking levels and parking ramp.

- vi. dimension the access aisle width in the bicycle storage room.

Refer to the Parking and Loading Design Guidelines at the following link:

<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>

- A.2.5 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of one (1) Shared Vehicle and the provision and maintenance of one (1) Shared Vehicle Parking Space for use exclusively by such on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
  - i. Provide (1) Shared Vehicle to the development for a minimum period of (3) years.
  - ii. Enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle;
  - iii. Provide and maintain the Shared Vehicle Parking Space for use exclusively by such shared vehicles;
  - iv. Make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space;
  - v. Provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
  - vi. Registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions.
  - vii. Provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.

## **B.1 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(October 30, 2018)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

## **B.2 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
- B.2.7 The General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. The applicant is to provide confirmation that all required electrical plant is provided for on-site. There is to be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.
- Note to Applicant:** It is presumed with your consultation so far with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.
- B.2.8 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- B.2.9 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

**Note to Applicant:** Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building

occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

- B.2.10 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.