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3185 RIVERWALK AVENUE (COMPLETE APPLICATION)  
DP-2016-00246 - CD-1

NS/BAB/MS/LEB/LM

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
C. Joseph, Engineering Services  
D. Naundorf, Housing Policy and Projects  
K. Amon, Park Board

**Also Present:**

N. Standeven, Urban Design  
B. Balantzyan, Development Services  
M. So, Development Services  
R. Choy, Engineering Services

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**APPLICANT:**

Vancouver Affordable Housing Agency (VAHA)  
453 W 12<sup>th</sup> Avenue  
Vancouver, BC V5C 2W1

**PROPERTY OWNER:**

City of Vancouver  
Attn: Property Tax Office  
PO Box 7747  
Vancouver, BC V6B 8R1

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**EXECUTIVE SUMMARY**

- **Proposal:** To develop this site with a multiple dwelling containing 107 affordable rental dwelling units with one level of underground parking having vehicular access from Riverwalk Avenue (Parcel 8A).

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

Appendix E Vancouver Affordable Housing Agency (VAHA) Intent Letter

● **Issues:**

1. Outdoor amenity space
2. Loading and access
3. Entry Area
4. Articulation of the ends of the building

- **Urban Design Panel:** Non-support
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2016-00246 submitted, the plans and information forming a part thereof, thereby permitting the development of a multiple dwelling containing 107 affordable rental dwelling units with one level of underground parking having vehicular access from Riverwalk Avenue, subject to Council's approval of the Form of Development and the following conditions:

**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 provide an outdoor amenity space at or above the 5<sup>th</sup> storey, with a southern exposure and substantial access to sun and ventilation.

**Note to Applicant:** This outdoor amenity space is intended to enhance livability and should take advantage of location and views, as well as provide opportunities for urban agriculture. To enhance the social life of the building, incorporate seating areas and other elements that encourage gathering. Provide facilities to support urban agriculture as outlined in Standard Condition A.1.26.

- 1.2 design development to interface with lane mews to improve loading and access;

- i. provide a Class B loading space. Refer also to Standard Conditions A.1.13, A.2.11 and A.2.12;

**Note to Applicant:** The loading space should be accessed from the shared lane mews between Parcel 8A and Parcel 8B. In addition, potentially negative impacts on the mews from the vehicular entrances to the parking ramp and the loading area should be minimized through proper treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping.

- ii. design development to the interface between dwelling units facing the mews and the parking ramp and loading area;

**Note to Applicant:** Provide privacy screening and adequate landscape buffering between all mews facing dwelling units and the loading area and parking ramp;

- iii. coordinate proposed access and elevations with previously approved access and elevations for Parcel 8B (3289 Riverwalk Avenue DE418718). This application must respond to the previously approved design for the shared lane mews access drive way. Refer to Standard Condition A.2.8.

- 1.3 design development to the main entry area;

**Note to Applicant:** Increase the width of the entry to make it more notable as seen from Riverwalk Avenue, enhance the visual separation and articulation of the building components and allow for entry of natural light into the lobby and corridor.

- 1.4 design development to the indoor amenity space;

**Note to Applicant:** Consolidate the indoor amenity space into a larger more continuous space. Create a glazed connection between the lobby and the indoor amenity space to allow views through the building and to provide a direct, accessible and inviting connection to the indoor amenity space, the outdoor amenity space and the courtyard beyond.

- 1.5 design development to the elevator lobby on all floors;
- Note to Applicant:** Reduce the travel distance from the western units to the elevator by relocating the elevator doors to face north.
- 1.6 design development to simplify the canted massing at the ends of the building;
- Note to Applicant:** The articulation of the ends of the building were a problematic design element for the Urban Design Panel. Consider developing a simple box massing that is varied through projecting balconies, roof overhangs and soffits and varying cladding panel colours. These refinements should also consider the challenges of the five storey wood frame construction.
- 1.7 design development to better respond to the solar orientation of the site;
- Note to Applicant:** Provide vertical fin walls adjacent to the exterior balconies and increase the ratio of solid wall to glazing by providing more punch openings and reducing the extent of the horizontal ribbon windows.
- 1.8 design development to provide deeper and wider balconies to provide sun shading, take advantage of views and location, improve livability, and strengthen the horizontality of the architectural expression as outlined in the East Fraser Lands Design Guidelines;
- Note to Applicant:** The CD-1 By-law provides for balcony exclusion up to 12% of the floor space to enhance both livability and solar performance. The current design proposes 6.8% at 6,202.4 sq. ft. (576.2 m<sup>2</sup>).
- 1.9 design development to provide all units with private outdoor space in the form of balconies, decks or patios;
- 1.10 design development to improve the usability of the ground floor private outdoor spaces fronting Riverwalk Avenue and the shared lane mews between Parcel 8A and 8B; and
- Note to Applicant:** The ground floor 3 bedroom and studio unit at the south east corner of the site should have patios fronting onto the lane mews. These units should have direct access from the primary living space to their respective patio.
- 1.11 design development to allow for entry of natural light into the western exit stair and internal double loaded corridor on all storeys.
- Note to Applicant:** Rotate the western exit stair and relocate along an exterior wall. Provide a 'borrowed light' between the stair and the double loaded corridor. In addition, provide a glazed connection between the double loaded corridor and the 5<sup>th</sup> storey roof deck.
- 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>	-	-	Irregular
Site Area <sup>1</sup>	-	-	38,848.0 sf
Floor Area <sup>2</sup>	Whole CD-1 site Total all uses 1,148,982.0 sf	Minimum 85,359.0 sf (Affordable Housing)	Residential 85,437.0 sf Existing <u>431,592.0</u> Total 517,029.0 sf
FSR <sup>2</sup>	-	-	Residential (Parcel 8A) 2.20
Balconies <sup>3</sup>	Max. 8% of residential area Open 6,835.0 sf	-	7% of residential area Open 5,986.0 sf
Height <sup>4</sup>	Max. storeys 6 Max. height 73.82 ft	-	No. of storeys 5 Top of uppermost parapet 56.79 ft
Parking <sup>5</sup>	Residential 107 Visitor 21  Small Car Max. 14 (25% of 55 spaces)	Residential 43 Visitor 11 Shared Vehicle space <u>1</u> Total 55  Disability Min. 4	Residential 73 Visitor 11 Shared Vehicle space <u>0</u> Total 84  Small Car 22 Disability 4
Loading <sup>6</sup>	-	Class A Class B Residential 1 1	Class A Class B Residential 2 0
Bicycle Parking <sup>7</sup>	-	Class A Class B Residential 134 6	Class A Class B Residential 134 0
Amenity <sup>8</sup>	Whole CD-1 site Total (all parcels) 59,202.0 sf	-	Existing 3,628.0 sf Parcel 8A <u>1,395.0 sf</u> Total 5,023.0 sf
Dwelling Unit Size <sup>9</sup>	-	Minimum 400.0 sf Relaxable to 320.0 sf	Studio units Minimum 352.0 sf Maximum 441.0 sf
Dwelling Units <sup>10</sup>	-	2 Bdrms. (25% of units) 27 3 Bdrms. (10% of units) 11	Dwelling Unit Studio 11 1-Bedroom 19 2-Bedroom 49 3-Bedroom <u>28</u> Total 107

**Notes:**

<sup>1</sup>**Note on Site Size and Site Area:** Site area is per statistics on submitted Architectural drawings. Standard Condition A.1.6 requires submission of a survey plan confirming site size and area.

<sup>2</sup>**Note on FSR and Floor Area:** Instead of a maximum FSR for each parcel, the CD-1 (499) By-law permits a maximum floor area for all uses on the combined parcels of the CD-1 land area. Existing floor area represents total floor area approved on Parcels 7A & 7B, 8B, and 9A & 9B.

<sup>3</sup>**Note on Balconies:** No enclosed balconies are proposed.

<sup>4</sup>**Note on Height:** The ground floor, being less than 6.56 ft. (2.0 m) above average finished grade, qualifies as the first storey.

<sup>5</sup>**Note on Parking:** Provision of a shared vehicle parking space is a rezoning condition, and the proposal exceeds maximum permitted number of small parking spaces. Standard Conditions A.1.12 and A.1.9 seek compliance.

<sup>6</sup>**Note on Loading:** Although not required by the Parking By-law, provision of a Class A loading space is a requirement of the CD-1 By-law. The proposal is deficient in the required number of Class B loading spaces, and Standard Condition A.1.13 seeks compliance.

<sup>7</sup>**Note on Bicycle Parking:** The proposed development is deficient in the provision of Class B bicycle spaces, and Standard Condition A.1.14 seeks compliance.

<sup>8</sup>**Note on Amenity:** Total permitted amenity area is for all development on combined parcels of the CD-1 land area. Existing amenity area represents total amenity area approved on Parcels 7A & 7B, 8B, and 9A & 9B.

<sup>9</sup>**Note on Dwelling Unit Size:** Out of 11 Studio type units proposed, 9 vary in size between 352.0 sq. ft. (32.7 m<sup>2</sup>) and 382.0 sq. ft. (35.5 m<sup>2</sup>). Staff are satisfied of the livability of these smaller units and support relaxation of dwelling unit size pursuant to Section 10.21.2 of the General Regulations of the Zoning and Development By-law.

- **Legal Description**

Lot: 12  
Block: 9, 10 and 17  
District Lot: 330  
Plan: DPP23174

- **History of Application:**

16 07 05 Complete DE submitted  
16 07 27 Urban Design Panel  
16 09 21 Development Permit Staff Committee

- **Site:** The site is known as Parcel 8A within the Area 2 'Southwest Precinct' of the East Fraser Lands (EFL), now commonly known as the 'River District'.

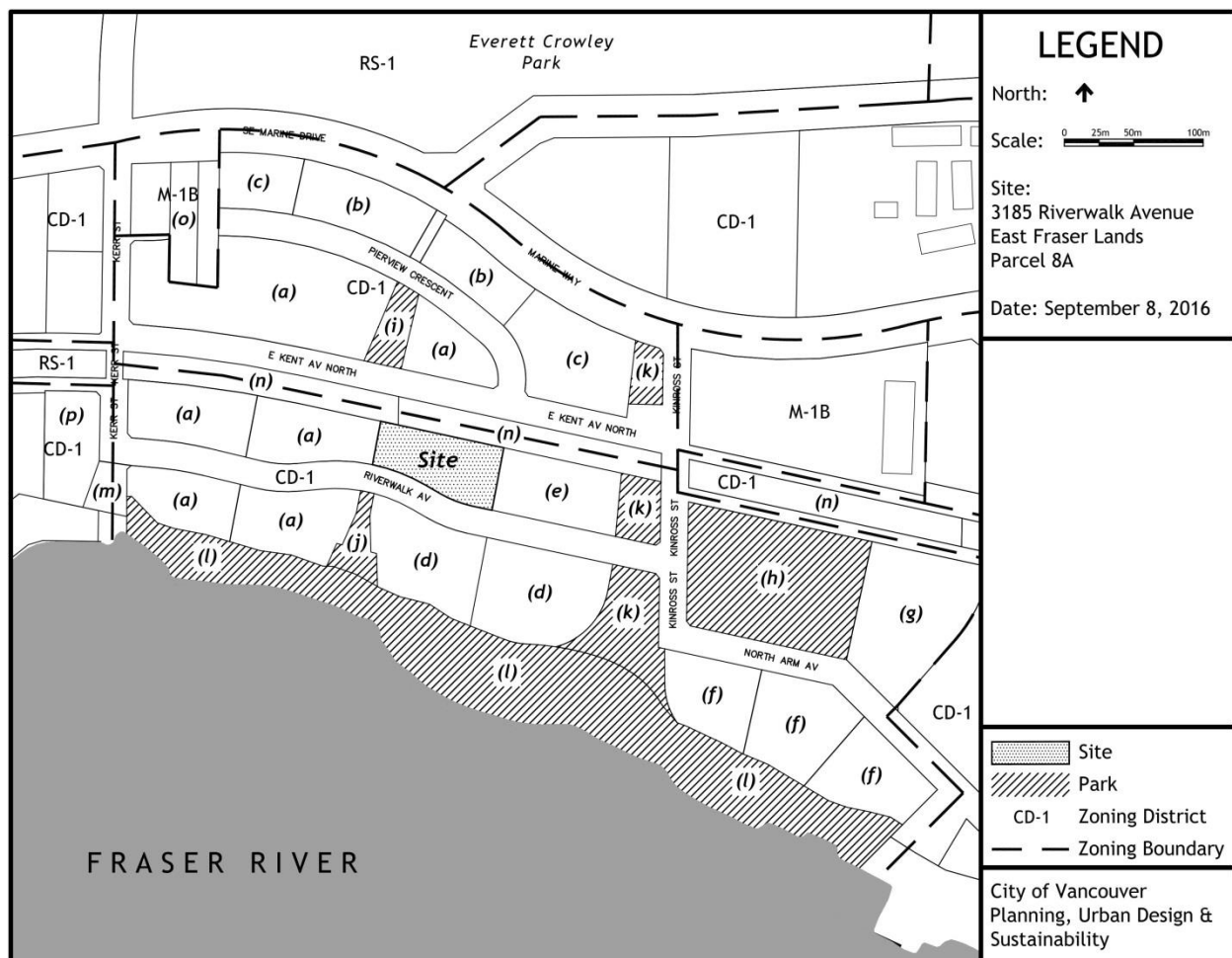
The River District is located in the SE corner of Vancouver between Kerr St. and Boundary Road, Marine Way and the Fraser River. North of the River District and Marine Way, the topography slopes upward to several existing townhouse developments, Champlain Heights, and Everett Crowley Park.

There are over 130 acres (52.6 ha) of land, and one mile of riverfront associated with the River District. Ultimately, there will be over 25 acres (10.1 ha) of park, over 7 million sq. ft. (650,321.3 m<sup>2</sup>) of residential development, 250,000 sq. ft. (23,225.8 m<sup>2</sup>) of retail, a community centre, a school, and several childcare centres.

There are three residential neighbourhoods, shaped by two green corridors that extend back from the continuous public shoreline and Riverfront Park. Parcel 8A is located one parcel to the west of the future Kinross Park Corridor which will provide a visual and physical extension of green from the river to the uplands of Champlain Heights.

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

- (a) Existing Area 2 River District Developments
- (b) VAHA EFL Affordable Rental Development - Currently Under Review
- (c) Developments currently under construction in Area 2 NW Precinct
- (d) Future developments in Area 2 SW Precinct
- (e) Recently approved SW Precinct Development
- (f) Future developments in Area 1
- (g) Potential school site
- (h) Future park space including a grass play field
- (i) Neighbourhood Park North (Constructed)
- (j) Neighbourhood Park South (Future Park)
- (k) Kinross Park Corridor (Future Park)
- (l) Foreshore Park (Future Park)
- (m) Kerr Street Landing
- (n) CP Rail Line
- (o) Existing properties not rezoned as part of EFL Area 2
- (p) River District “Experience Centre”



The immediate context of the site is characterized by a mix of existing developments, developments under construction and undeveloped parcels. Existing and future developments around the site consist of apartments and townhouses ranging from 3 to 11 storeys with building forms stepping up in height approaching the future Kinross Park corridor to the east. The site is in the second row of development north of the riverfront. Immediately to the south, across Riverwalk Avenue and along the river, will be buildings from four to seven storeys in height, stepping up to the east. On the north side of the CP rail line, on a relatively steeply sloping site, is 8498 Kerr Street, an existing townhouse development.

To the immediate west are the Kerr Street properties, owned by the City of Vancouver, which were approved for rezoning at the same time as Area 2 South. Further west are the existing developments of West Fraser Lands, consisting of townhouses and apartments ranging from 2 to 14 storeys. North of Marine Drive is Everett Crowley Park, a church, and Kinross Ravine Park.

The site is located to the east of the Kerr Street Landing, a public square and small parking area adding to the amenity of the existing Kerr Street pier. An EFL River District 'Experience Centre' (approved for a temporary period under DE413979) is located on the City owned property on the west side of Kerr Street. This is to house presentation space, a small restaurant, and will serve as a community meeting space until construction of the community centre in Area 1 of EFL.

To the west of the site is a pedestrian mews that is part of a north/south public open space corridor that is intended to connect from SE Marine Drive to the riverfront. The pedestrian mews is located partially on Parcel 7B, and partially on Parcel 8A, and will be secured with a statutory right-of-way (SRW). While the corridor provides a visual connection to the river, a pedestrian crossing is desired but has not yet been secured across the CP tracks to the north.



● **Background:**

The proposed development is comprised of a five storey wood-frame all residential building, with a proposed overall floor space of 85,437.0 sq. ft. (7,937.3 m<sup>2</sup>) and 107 affordable rental dwelling units.

The applicant is the Vancouver Affordable Housing Agency (VAHA). VAHA is a City-controlled, but legally separate, entity created to implement the recommendations from the Mayor's Task Force on Housing Affordability. Currently, VAHA has submitted complete development applications for three affordable housing sites in the Rivers District (EFL Area 2 Parcels 3, 5A and 8A).

VAHA intends to retain ownership and operate the buildings as affordable rental. The City is seeking to secure this tenure, and it is expected that building will not become market condominiums in whole or part. Indoor and outdoor amenity spaces are provided and will be shared by the building's occupants.

At the time of rezoning, a terraced form of development was envisioned for the site. The EFL design guidelines suggest a stepped massing with a four storey massing to the west adjacent Parcel 7B and rising to a six storey massing at the eastern edge of the site adjacent parcel 8B. Together Parcel 8A and 7B are intended to frame views from the NW Precinct to the SW Precinct. In the interests of improved affordability, and in further consideration of the scale of development along Riverwalk Avenue, Staff support a revised approach for a five storey wood-frame development.

The proposed development for Parcel 8A has been to the Urban Design Panel and did not receive support. Staff have decided to advance the proposal to the Development Permit Board as the Urban Design Panel provided clear comment and advice that set direction for the design development conditions in this report. VAHA and their architect have committed to a fulsome response to the conditions, and Staff are confident that an appropriate development will result.



Figure 1: Illustrative Massing of Area Two

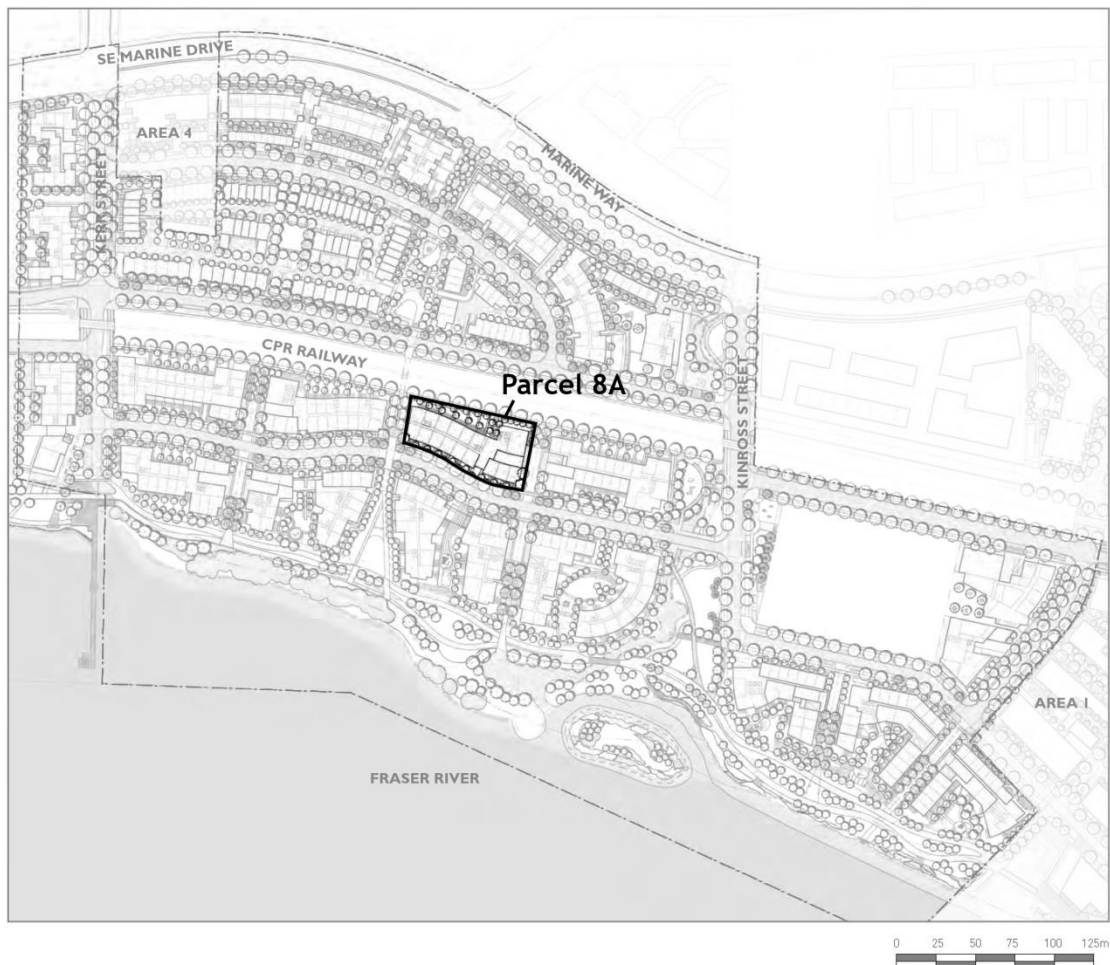


Figure 2: Illustrative Public Realm Plan Area Two

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

**1. CD-1 (499) East Fraser Lands Area 2 South**

**Uses:** Multiple dwelling is a permitted use in the CD-1 zone.

**Conditions of Use:** The design and layout of at least 35% of the dwelling units must be suitable for family housing, include two or more bedrooms, and comply with Council's 'High Density Housing for Families with Children Guidelines'. At least 77 dwelling units must consist of affordable housing dwelling units.

**Density:** The overall floor space for all uses, combined, must not exceed 1,148,982.0 sq. ft. (106,743.9 m<sup>2</sup>). Amenity areas including day care facilities, recreation facilities, and meeting rooms must be excluded from computation of floor area to a maximum of 59,202 sq. ft. (5,500 m<sup>2</sup>).

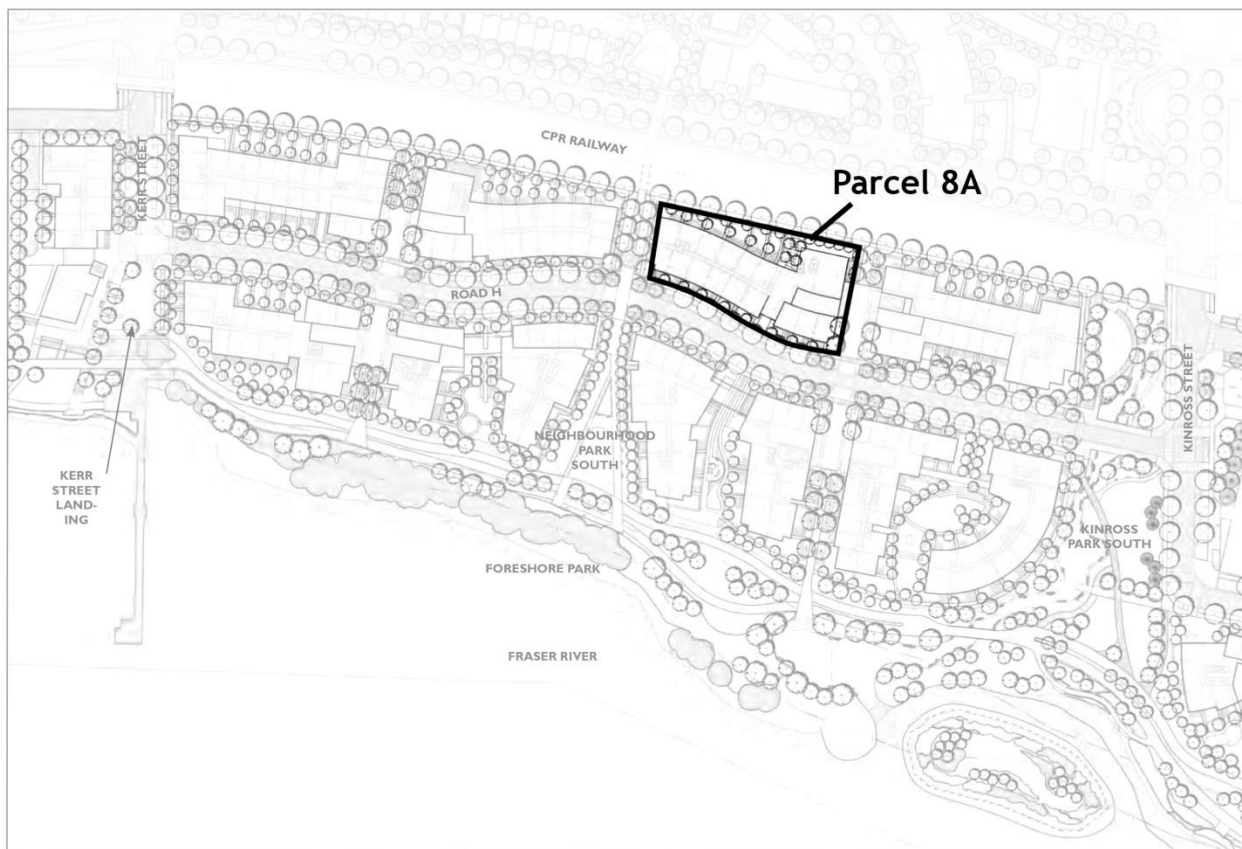
**Building Heights:** The building height for Parcel 8A is not to exceed 6 storeys and 73.82 ft. (22.5 m).

## 2. East Fraser Lands Guidelines for Area Two

Comprehensive Guidelines were approved as part of the rezoning of Area Two. They include public realm plans, site-wide sustainability strategies including rainwater management, shoreline biology and songbird strategy as well as a public art plan, heritage statement of significance, illustrative built form and design characteristics for each development parcel, and architectural and landscape guidelines.

The guidelines are organized in three main sections: Section A - Public Realm Plan, Section B - Built Form and Parcelization, and Section C - Character and Expression. The following summarizes relevant aspects of the Guidelines that apply to this site.

### Section A - Public Realm Plan

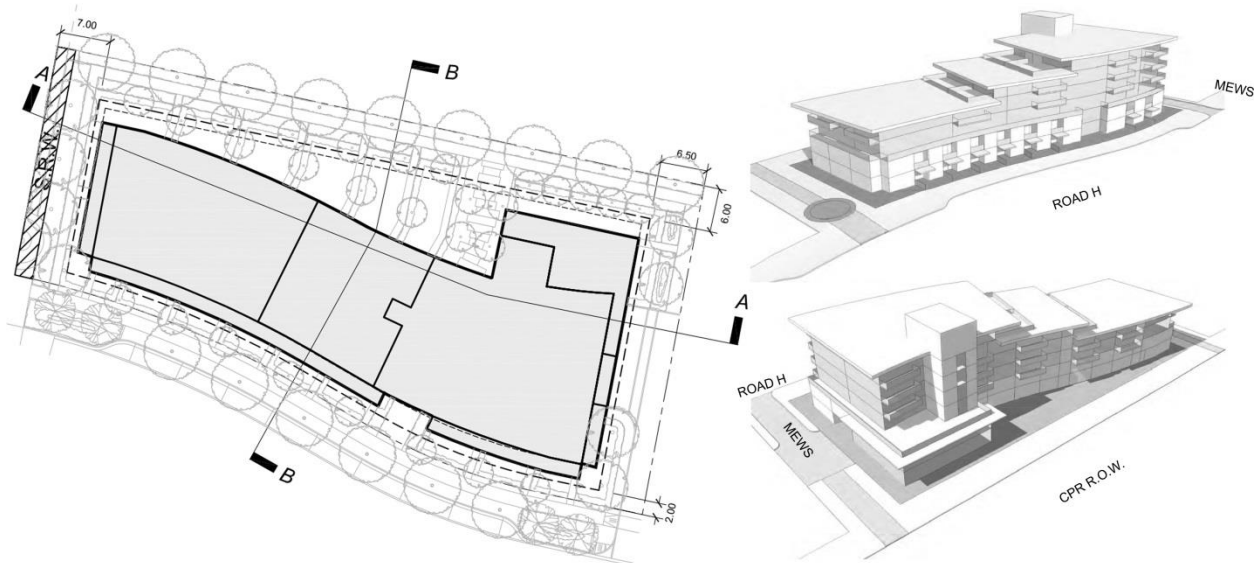


**Figure 3: Illustrative Southwest Precinct Concept Plan from Design Guidelines**

The Public Realm Plan Section 6.1.2. describes and illustrates a preliminary concept plan for the Southwest Precinct. The precinct's identity draws from its naturalistic setting and the established appeal of the Kerr Street pier. Eight blocks frame a gently curving east-west street envisioned as a richly landscaped pedestrian-friendly environment. Terraced midrise blocks frame a series of generous garden spaces opening onto the foreshore and modulate the streetwall along the Kent Avenue corridor.

A direct connection to the river is provided by two mews and a neighbourhood park running between blocks; these alternate with the visual connections afforded by openings along the Road H frontage.

## Section B - Built Form and Parcelization



**Figure 4: Illustrative Form and Development Parcel 8A**

The Guidelines contain an illustrative form of development for each parcel in EFL that demonstrates form and density. The Guidelines state that the 3D illustrative built form is intended as a guide, and modification will result from further design development during the development permit process.

### Site Specific Guidelines: Urban Design Role and Characteristics

In addition to illustrating site plan, setbacks, sections, and three dimensional form, the Guidelines describe the Urban Design Role and Characteristics of each parcel.

#### Parcel 8A Urban Design Role:

- with 7B, frames views from NW Precinct to the SW Precinct and river; provides connection to future CPR ROW crossing;
- provides a unique building form mirrored in 7B; and
- creates interest in the Kent frontage flanking the CPR ROW.

#### Parcel 8A Characteristics:

- with 7B, building mass following road H and terracing to SRW frames views from NW Precinct and future connection across CPR ROW;
- deep articulation on Kent Avenue corridor side extends open space;
- private residential path along CPR ROW serves north facing units; and
- the 3D illustrative built form is intended as a guide, and modification will result from further design development during the development permit process. See the rezoning report for design development conditions.

## Section C - Character and Expression

This section of the Guidelines sets the direction for the architecture and landscape of the development parcels in EFL.

Section 1.0 - Historical Character sets the historical context of EFL. The historic aspects of the White Pine Mill - industrial installations and structures, and elements of the working river - provide references for developing a memorable architectural character for EFL. The Guidelines direct that building designs draw from these references and combine them with a fresh contemporary expression.

Section 2.0 - Architecture begins with principles for Architectural Design then provides guidelines for the various building typologies in Area 2. Guidelines for low-rise apartments focus on public realm relationships, articulation, and reflecting aspects of northwest modernism. Guidance is provided regarding a range of materials that are consistent with the aims for character - industrial, contemporary west coast, and the working river.

The following are the 10 Principles for Architectural Design:

1. Rich architectural diversity within a cohesive urban fabric.
2. A unique architecture that captures the history of the site.
3. A contemporary architecture with a high degree of livability and acknowledgement of place.
4. A legible sustainable architecture that addresses the social as well as the environmental aspects of building design.
5. An expressive and permeable architecture that enhances the legibility of the urban structure and facilitates connectivity of retail, residential and community facilities.
6. A distinctive character for each of the three precincts in Area 2.
7. An architecture that enhances the pedestrian experience and supports the walkability of the community.
8. Landscape treatments that give individual parcels their own identity while integrating them with the framework of the public realm.
9. An approach to lighting design that creates nighttime legibility to reinforce the distinctive character of precincts, public spaces and parcels and places priority on pedestrian comfort.
10. Integration of site-wide ecological initiatives.

Section 3.0 - Landscape provides further guidance regarding residential frontages in general and in specific locations, and the design of useable outdoor space for residential units. Guidelines for common spaces deal with visual amenity, passive recreation, children's play, urban ecology, urban agriculture, and rainwater management.

• **Response to Applicable By-laws and Guidelines:**

**Uses:** The proposed multiple dwelling use and amenity space are consistent with the CD-1 By-law.

**Conditions of Use:** The proposal includes 107 units of affordable housing which exceeds the Area 2 Southwest Precinct's minimum requirements for affordable housing described in the CD-1 By-law.

The proposal also complies with the requirements for family oriented units with 28 three bed and 49 two bed units for a total of 72% of the units. Amenities and children's play areas proposed are generally consistent with the High Density Housing for Families with Children Guidelines; however, further design development to the amenity areas is recommended.

**Density:** The CD-1 By-law specifies a maximum floor space area for all combined uses for all development in Area 2 Southwest Precinct. The CD-1 By-law does not regulate the number of dwelling units. The Guidelines provide an illustrative form of development and associated floor space, recognizing that allocation of floor space will likely vary somewhat at the time of development permit.

There is slightly more floor space proposed than in the Guidelines. The number of dwelling units and the floor space proposed is generally appropriate to the parcels and consistent with the intent of the Guidelines. Staff supports the floor space proposed, except that a small reduction may be required to satisfy loading requirements. Refer to Recommended Condition 1.2.

**Building Heights:** The building heights and number of storeys comply with the CD-1 By-law. The proposed five storey form varies from the greater six storey height anticipated in the illustrative form of development and is supported by Staff as outlined in the Built Form and Architectural Expression section below.

**Public Realm:** The site is located on Riverwalk Avenue halfway between Kerr Street and Kinross Street. The site will continue the east west street-wall building forms that follow the gentle curve of Riverwalk Avenue. The path along the CP Rail line presents an inviting pedestrian connection from the courtyard and will be made continuous with the path on the adjacent sites to the east and west.

The EFL Guidelines address common outdoor spaces and how they play an important role in providing access to light and ventilation and achieving site-wide sustainability strategies. The proposed development responds to by Guidelines by proposing a common open space courtyard on the north side of the buildings. The courtyard is elevated above the parking level which separates vehicle loading from the useable outdoor space. A children's outdoor play area and urban agriculture plots are located at the northwest corner of the courtyard. Generous landscaping in the courtyard above and along the pedestrian mews visually draws the Neighbourhood Park South beyond into the site and creates a transition between the more urban Riverwalk Frontage and the landscape path along the CP Rail Line.

The proposed five storey massing will shadow the courtyard less than was originally anticipated in the Guidelines. That said, the Urban Design Panel commented on the livability of the courtyard due to the northern exposure. Recommended Condition 1.1 seeks design development to add further outdoor amenity space with improved solar access. It was also noted by the Urban Design Panel that the visual and physical connection from the building to the courtyard could be enhanced. Recommended Condition 1.4 seeks a clear and visible connection including the provision of wheelchair access from the lobby of the building to the courtyard.

There are two north-south mews connecting from Riverwalk Avenue to the pedestrian path along the CP Rail Line. The pedestrian mews at the west end of Parcel 8A is part of the north-south public open space corridor intended to connect from Marine to the riverside. The shared pedestrian mews provides parking and loading access for both Parcel 8A and Parcel 8B as well as a smaller scale pedestrian connection. This path is intended to be smaller and secondary to the pedestrian mews at the west end of the site.

**Parking Loading:** One Class B loading space is required based on the total number of dwelling units proposed. The current proposal does not include a Class B loading space. Further design development, as described in Recommended Conditions 1.2 and A.1.13, is required to add a Class B loading space adjacent the parking ramp and a loss of some residential floor space may result.

**Sustainability:** The Built Green™ Checklist completed for the proposal meets the requirements for Built Green™ Gold. A consultant will need to be engaged by the Applicant to perform the energy modeling to ensure the buildings meet EnerGuide 80, and testing of typical units will be required at occupancy. Standard Conditions A.1.16 relates to the compliance strategy, documentation, modeling and testing requirements regarding Built Green™ Gold and EnerGuide 80.

**Built Form and Architectural Expression:** At the time of rezoning, a different form of development was envisioned on the site, including a terraced massing that steps from four stories at the west up to six stories at the east. The EFL Guidelines generally anticipated concrete construction on Parcel 8A and in all buildings over for storeys. Upper floors were intended to be set back to visually reduce the scale of the massing, increase access to daylight and provide opportunities for private outdoor space. Interesting roof shapes are encouraged, as are deep overhangs and sloped planes. The Guidelines also speak to articulation through recesses and projections.

As development has proceeded in the River District, wood-frame developments have proven to be an economical and desirable housing choice, and VAHA has proposed a five storey wood-frame development as an alternate to the originally envisioned form of development. Staff support this direction in principle in the interests of improving affordability and providing a variety of housing types available in the area.

While there is currently some debate around the degree of articulation that can be accomplished on five and six storey wood-frame buildings, it is generally held that greater simplicity in the form of the building is desirable to optimize envelope and structural performance. The proposed development has taken the approach of simplifying the structure by keeping a full depth floor plate through the section of the building without the upper level setbacks referenced in the Guidelines. While staff believe this general approach to massing can work, further changes are recommended as outlined later in this section to ensure an appropriate form and expression.

The application currently being considered by the Board was received on July 5<sup>th</sup>, 2016 and was reviewed and not supported by the Urban Design Panel on July 27<sup>th</sup>, 2016. While not supported by the Urban Design Panel, Staff have decided to advance the proposal to the Development Permit Board as the Panel provided clear and consistent comment and specific advice that forms the basis of the design development conditions in this report. VAHA and their Architect have committed to a fulsome response to the conditions and Staff are confident that an appropriate development will result.

The Urban Design Panel identified the lack of a south facing outdoor amenity space as one of the most problematic elements of the proposed design. Recommended Condition 1.1 requires the provision of a common outdoor amenity roof deck at the 5<sup>th</sup> or 6<sup>th</sup> level. The intent is to enhance the development's livability by taking advantage of the location and views as well as providing opportunities for urban agriculture.

Recommended Condition 1.3 and 1.4 seek design development to increase the width of the main entry and clarify and connect the indoor amenity space. The wider entry area will articulate the massing, strengthen the expression of the building components, and improve livability and legibility of the building. Transparency and views through the building will bring clarity to the circulation and provide an improved access for residents to the common courtyard.

The long internal double corridor was described as being somewhat unrelenting by the Urban Design Panel. Recommended Conditions 1.5 and 1.11 require the reconfiguration of the elevator lobby to reduce the amount of circulation and the west exit stair to provide a 'borrowed light' to the exterior. This will improve livability through the introduction of light and views to the common circulation corridors.

Cantilevered balconies characterize the exterior elevations. The balconies shift from a more grid-like expression in the middle of the north and south façades to a more random pattern toward the building ends. Recommended Condition 1.6 requests a simplification to the canted massing at the ends of the building. Following this design development, the more dynamic balcony expression will be a striking counterpoint to the relatively simple building volume.

In the interests of improved livability and passive solar response, Recommended Condition 1.7 and 1.8 look to provide solar shades and increase the width and depth of the balconies. 12% balconies are allowed and encouraged, whereas the current design proposes 6.8%. Expanding the balconies will also enhance the articulation of the facades, as well as emphasize the horizontality of the buildings as called for in the Guidelines.

While the landscape design is generally well resolved Recommended Condition 1.8 and 1.10 requires design development to provide private outdoor space for all units and a reconfiguration of some of the ground level patios to ensure that these important spaces are highly livable.

The building materials and treatments are generally consistent with the intent of the EFL Guidelines. Extensive cantilevered overhangs with wood soffits, ground level metal windows and doors and board-formed concrete landscape walls recall the site's industrial past. The main cladding consists of cementitious cladding panels. While not prescribed as a design condition the Applicant could consider more durable materials here given that they will be responsible for the ongoing maintenance of the development.



*Rezoning Condition 1: Design development to demonstrate that residential setbacks of less than 2.5m are sufficient to ensure appropriate relationship of dwelling to street, useable private outdoor space, planting area, trees, and room for steps.*

**Applicant Response:** Setbacks exceed 2.9M and in most cases far exceed the minimum setback requirements. At areas where setbacks are 2.9M, ground oriented units are buffered from the adjacent sidewalk through a grade change as the unit floor level is higher than the adjoining grade. Additionally, landscape screening will enhance privacy of ground level units.

**Staff Assessment:**

The proposed front yard setbacks vary as the building face shifts away from Riverwalk Avenue towards the western edge of the site. To the west, at the widest point, a setback of over 17 ft. (5.2 m) is proposed. To the east, at the narrowest point, a 9.5 ft. (2.9 m) setback is proposed. At the narrowest point the proposed setback exceeds the minimum requirement by 1.3 ft. (0.4 m).

As the applicant noted, an appropriate relationship of dwelling to street is created by:

- providing a vertical separation between ground floor units and Riverwalk Avenue;
- providing individual unit entrances facing the street;
- providing active uses such as living rooms on the ground floor frontage and not just bedrooms; and
- locating entry gates and stairs wholly on site.

As noted, all of the ground floor units facing Riverwalk Avenue have access to outdoor patios which will help activate the public realm and will provide ‘eyes on the street’. The patios are relatively wide and most have sufficient depth. The usability of these private outdoor spaces is generally acceptable. However, there are several units at the southeast corner of the site that would benefit from deeper patios facing towards and accessed from the lane mews between Parcel 8A and Parcel 8B. This is described further in Recommended Condition 1.2.

Terraced planters mitigate the vertical transition from each patio down to the sidewalk. Off-site plantings in the boulevard between the Riverwalk Avenue sidewalk and the property line will match adjacent sites. Raised planters allow for larger plantings and a variety of onsite trees are proposed including Flowering Dogwoods, Coral Bark Maples and Butterflies Magnolias.

Portions of the parking structure are located below the patios and terraced planters along Riverwalk Avenue. Landscape has requested additional detailed drawings and confirmation that adequate soil depths will be provided. Refer to Standard Condition A.1.19.

Pending resolution of Recommended Condition 1.1 and Standard condition A.1.26 staff is satisfied this condition has been met.

*Rezoning Condition 6: Design development to ensure that buildings along the riverfront demonstrate the terracing and stepping of massing that was a key principle identified in the ODP and as is outlined in the Design Guidelines section B Massing Parameters, and section C Character and Expression.*

**Applicant Response:** The terraced forms have been reinterpreted as a stepping in the building plan at levels 4 and 5. Our desire is to create an efficient building that will deepen affordability for future residents. As such, we have stayed with a non-terraced form, improving building envelope efficiency and simplifying construction. While a terraced concrete building may offer opportunities for rooftop access, this will be a wood-framed building providing affordable rental housing. As such, there is no opportunity for rooftop occupation.

**Staff Assessment:**

The Guidelines suggest a terraced building form with a four storey massing to the west adjacent Parcel 7B, the pedestrian mews and future CPR crossing. The original massing was intended to rise to five storeys mid site and ultimately to six storeys at the eastern edge of the site adjacent Parcel 8B. Parcel 8A was expected to generally mirror the massing of Parcel 7B and higher building forms were anticipated on Parcel 8B. The guidelines also note that terraced building forms are a key element in Area 2, both along the riverfront and in response to the sloping sites of the Northwest Precinct. The topography and relationship to the riverfront is uniquely well suited to this building form and the opportunities it presents to reflect not only the nature of the river and land but to provide generous outdoor decks that enjoy both sun and view.

In response to the guidelines the Applicant has proposed a five storey tall and relatively compact form intended to minimize vertical circulation and achieve an efficient surface area to volume ratio. While the Urban Design Panel was generally supportive of a five storey massing they noted that the original intent of the Guidelines is not addressed by the current development application, that the articulation of the building ends was problematic and that there should be more variety of indoor and outdoor amenity spaces with improved solar exposure. Additionally the Urban Design Panel noted that the proposed shifting floor plates will likely complicate the wood frame structure and are not consistent with the economic goals of the project.

Ultimately the Urban Design Panel's concerns focused on improving the project's livability. Staff feels that this can be achieved with the current design intent with consideration given Recommended Conditions 1.3 and 1.7. With further design development to address these conditions aimed at improving massing, articulation and ultimately livability as outlined in this report, staff are confident that an appropriate development will result.

***Rezoning Condition 7:** Design development to minimize the extent of the parking structure that projects above grade. Where this occurs, it should be mitigated by terraced massing and/or employing landscape design elements.*

**Applicant Response:** Parking structure projections have been mitigated through the design development of terraced planters and landscaping.

**Staff Assessment:**

Due to poor geotechnical conditions common to most EFL sites and to limit below grade excavation portions of the parking structure project above grade.

As the applicant noted, these projections are mitigated by:

- Sloping portions of the floor of the parking slab;
- Providing private patios and terraced planters with substantial landscape plantings; and
- Using high quality materials including board-form concrete for the terraced planters and concrete pavers for the patios.

At the west edge of the site terraced planters transition down to meet the shared pedestrian walkway located between Parcel 8A and 7B. At the east edge of the site terraced planters transition down to meet the lane mews and shared pedestrian walkway located between Parcel 8A and 8B. Along the north property line and the CP rail way seating nodes are carved into the terraced planters to help provide some expanded open spaces along the 299 ft. (91.14 m) length of the walkway.

These measures adequately mitigate the parking structure's above grade projections. This condition has been met.

● **Conclusion:**

With revisions to address the design conditions aimed at improving massing, articulation and ultimately livability as outlined in this report, staff are confident that an appropriate development will result. Staff support the changes from the preliminary form of development presented at Public Hearing and recommend approval of this development application subject to the conditions noted in this report.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on July 27<sup>th</sup>, 2016, and provided the following comments:

**EVALUATION: NON-SUPPORT (1-10).**

- **Introduction:** Muktar Latif, CEO of Vancouver Affordable Housing Agency (VAHA), introduced the project with a statement on VAHA's role in providing affordable housing in Vancouver. Mr. Latif stated the agency was set up to create more affordable housing throughout the city using city lands. Their aim is to create ways to bridge the funding gap that exists in housing affordability for middle to lower income city residents. Along with Provincial and Federal funding, VAHA aims to create affordable housing projects that address the growing gap between income and rising housing costs. The cost of the building design and functionality is balanced with affordability of materials as well as operating costs. Thus the agency requested that the panel consider this, the first housing project undertaken, as part of this larger context.

Development Planner Nicholas Standeven introduced the project, a development application for Parcel 8A located in the East Fraserview Lands (EFL) Area 2 in the southwest precinct.

- Riverwalk Avenue to the south
- Canadian Pacific Railway (CPR) right of way to the north
- Parcel 8B (starting construction) and a north-south Lane Mews to the east
- Parcel 7B (completed) and a north-south Pedestrian Mews to the west

The CD-1 (499) zoning allows for maximum heights of up to six-storeys. The EFL design guidelines suggest a stepped massing. There is four storey massing to the west at the adjacent lot Parcel 7B, the pedestrian mews, and future CPR crossing. The height of the site rises five storeys mid site and then to six storeys at the eastern edge of the site adjacent parcel 8B. Together Parcel 8A and 7B are intended to frame views from the northwest Precinct to the southwest Precinct.

The proposed development has been commissioned by the Vancouver Affordable Housing Agency (VAHA) and consists of:

- A new multiple dwelling building (a building of three or more dwelling units) consisting of 107 units of affordable housing;
- A high percentage of two and three-bedroom units (family-oriented).

There is one level of parking and vehicle access is from the shared lane mews to the east between Parcel 8A and 8B. The above grade massing is five-storeys tall and the relatively compact form is intended to minimize vertical circulation and achieve an efficient 'surface area to volume ratio'. The massing generally mirrors the 7B site and follows the curve of Riverwalk Avenue.

The south facing elevation is articulated with:

- The use of colour and a full height recess adjacent the lobby;
- Projecting balconies;
- Horizontal upper level eave and soffit;
- Cantilevered projections.

The north facing courtyard adjacent the CPR right of way contains:

- Private outdoor patio space
- Urban agriculture plots
- A children's play area

Common indoor amenity space is located in the 'hinge' space, and landscape terraces define the public realm interface on all sides.

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

1. Does the five-storey massing along with the articulation strategies described by the applicant team meet the intent of the design guidelines?
  2. Given the long frontage and resulting long internal double loaded corridor would the Panel recommend additional opportunities for further façade articulation and potential daylighting of the elevator lobby?
  3. Can the Panel comment on the quality of the ground floor indoor amenity space currently proposed for the 'hinge' space adjacent the lobby and north facing courtyard?
- **Applicant's Introductory Comments:** The applicant introduced the project as one designed to both conform to the intent of the guidelines and maintain affordability for potential residents. The site is mostly flat but does slope to the north. The parking structure is complicated, requiring sloped floors and terraced planters to mitigate the foundation and retaining walls facing the north and still provide sufficient soil depth for planting around the perimeter. The concrete parkade is a complicated part of the building. The building has been designed to incorporate several cost-effective measures such as a compact massing and resultant reduction in building envelope. The roof is not accessible but is well insulated and will cost less to maintain.

'Vertical circulation' has been minimized to optimize residential rental floor area. To save costs the size of the building has been configured to avoid a firewall requirement. The building was meant to 'interlock' and 'frame' the neighbouring buildings instead of mirroring them. The simple form, punched windows, and facets that 'respond to the curve' of Riverwalk Avenue are meant to highlight key areas such as the entry lobby. The simple mass with punched windows splits at the ends of the building to create projecting floors at the upper levels. The applicant also aimed to 'dematerialize the solid wall' at the ends of the building. The cantilevered elements here are glazed and create a focal point to the park. Along the north side, the pedestrian experience along the walkway is 'highlighted by the cantilevered elements'. The cladding colours graduate from solid to light. The balcony design is intended to create more depth to the façade. The aim is to have the buildings 'dissolve' at the ends. The demising walls between the lobby and amenity spaces will be glazed.

The landscape features include: raised private patios at the sidewalk. There is a buffer between the semi-public and private outdoor spaces featuring planters and privacy hedges. The landscape materials proposed include board form concrete planter walls along the facade, which fits in with the material palette found elsewhere in the surrounding neighbourhood. Along the CPR right of way, there is a gravel pedestrian walkway spanning east west. There are sitting 'pockets' along this pedestrian corridor as well as hanging planters. The hanging plants and planters are placed along the raised wall to 'soften' it. There are open lawn spaces for recreation and lounging as well as garden plots with planters and benches. There are hose bibs provided for irrigation. There is a child play area with play equipment as well. There are private patios at the courtyard levels that overlook and spill out onto the courtyard.

Overall, the units were designed to the level of market residential livability. The units have a lot of glazing, which is special for affordable rental buildings. The materials are: hardy panel with accents of metal panel at the entry lobby. The soffits will be hardy panel.

The development uses the Built Green rating system and the required LEED Gold rating equivalency requirements are surpassed.

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

- The articulation of the ends of the building were a problematic design element for the panel. The ends were not consistent with the economic goals of the design, did not respond to the solar orientation, and were generally about a formal idea that did not serve the urban design context or the unit plans well;
- The 200 foot long internal double loaded corridor could be improved for better livability, possibly by creating opportunities for more light and by providing gathering nodes along the corridor for the residents;
- There should be more variety of indoor and outdoor amenity spaces with improved solar exposure for the outside spaces due to the number of children and families who will live in the project;
- Overall, the livability of the project must be improved and the formal expression and language of the design could be simpler and less articulated;

- **Related Commentary:** With respect to the guidelines, the Panel is not against the five-storey massing, but it was felt that the original intent of the guidelines is not addressed by the current development application. The livability and social spaces are not well developed in the proposed design. The form and massing, in particular the two ends of the building, are problematic.

The panel thought that regardless of whether the proposed development is for social or market housing there were livability issues that must be addressed and while the panel's mandate is considered to be urban design, the panel felt that unit layout and interior building planning have an impact on building elevations, articulation and massing. Consequently one panel member mentioned that the units with inboard kitchens were problematic as they limited access to light and separated the kitchens from the remainder of the living spaces. Also mentioned as inadequate for families were the three-bedroom units where all the bedrooms and a storage room had doors directly into the living room

The gradation to the ends of the building should be reconsidered. While the expressive form was interesting for some from a purely architectural perspective it was noted that it contradicts the applicant's desire for a cost-effective building and that resources could be better used elsewhere.

The facade at the middle of the building was skillfully handled, but at the ends of the building the design does not work well. Similarly, it was noted that the dematerialization described by the applicant will not be possible to achieve as the building will not simply disappear at the ends. Also, the southwest portion of the development may become even more opaque and massive if solar shading devices are provided. One panel member recommended considering the site's various solar exposures and that the applicant should consider 'all four sides of the building' in the design's articulation.

The Panel agreed the ground floor outdoor amenity on the north side does not work, and should be moved to the south side, or to a roof terrace or some other improved location. One panel member mentioned that the entrance to the interior amenity space should be more 'welcoming' and another noted that the current amenity space was too dark. A few commented that a roof top amenity should be considered, even though this is an affordable housing project.

It was noted that the double elevator lobby at the hinge point may become too congested in the current design proposal. One panel member suggested the elevators could be split to reduce the effective length of the corridors. Alternatively, the double elevator could be relocated to the centre of the corridor, which would reduce the amount of travel distance for the residents in the west portion of the development.

Another panel member mentioned there should be rain protection for the balconies.

The proposed material palette was questioned; as hardy panel may not weather well in the long term. Any effort to minimize energy use is recommended, such as less glazing on the southwest corner.

- **Applicant's Response:** Mr. Latif responded to the panel comments by stating that VAHCA felt differently about the proposal. Assessment of the livability of the project should also take into consideration the 'amenity rich' context as future residents will have access to the parks and playgrounds in the EFL site. In response to making the rooftop space accessible, there are ongoing maintenance costs to consider and that these need to be balanced with keeping rent affordable. The social housing considerations are not just for low income but a mix of incomes for different needs. The amenity spaces may not be in use as much as assumed due to the resident's workday schedules

The applicant thanked the Panel for their comments. The guidelines were considered but the applicant wanted to go beyond the guidelines. The density is lost if the building were flipped around, and the way it was situated is to maximize density. The applicant suggested a working session for design early on in the process so that the use of everyone's time is maximized. The Chair concurred a workshop would have been useful.

## ENGINEERING SERVICES

This application is part of the East Fraserlands Area 2 South Precinct; which was rezoned by Parklane Homes in 2009. Through this rezoning, engineering obligations for roads, infrastructure, district energy, remediation, etc. were secured through legal agreements. These agreements, which will be registered on title upon subdivision, are the responsibility of the Master Developer - Parklane Homes (also known as Wesgroup Properties). It is the City's expectation that upon subdivision and sale of the property to the City of Vancouver's Affordable Housing Agency (VAHA) that the Master Developer, Parklane Homes, completes the Owner's obligations under the registered agreements. Several Standard Engineering Conditions in Appendix A Section A.2 list these obligations.

The East Fraserlands Area 2 South CD-1 (499) By-law outlines specific parking requirements for affordable housing. This application is seeking a Class B loading relaxation which is not currently supported by staff. Staff recommends accommodating one (1) Class B Loading space within the development site, as per Standard Conditions A.1.13 and A.2.11, and the application should not rely on adjacent street space for loading purposes.

This application shares access with the adjacent development, 3289 Riverwalk, which was previously approved by the Director of Planning on June 1, 2016. This application must respond to the previously approved design for the shared access driveway (refer to Standard Condition A.2.8). Additionally, through shared access agreements, both sites will be mutually responsible for maintenance of the shared access.

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

## **LANDSCAPE**

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

## **HOUSING POLICY & PROJECTS**

### **AFFORDABLE HOUSING**

Housing Policy and Projects staff have reviewed the project and financial information, including development costs, unit mix, target affordability, and rent levels as part of the Development Permit review process and are satisfied that the proposed development will meet the definition of affordable housing in the EFL ODP. To ensure that Council's priorities for the delivery of affordable housing will be achievable and optimized by this application, Staff recommend a condition of the Development Permit that requires the site be developed for "affordable housing" consistent with the provisions of EFL ODP and with the DCL By-law provisions for Social Housing, which will secure the requirement for such on title, and which will enable any senior government partnerships or funding opportunities to further enhance affordability on this site should they become available. The terms of this condition will be realized through lease terms reported separately to Council, and secured in a forthcoming lease and operating agreement for the project (see Standard Condition A.1.24)

### **AMENITY ROOMS AND PLAY AREAS**

The proposed development includes a total of 77 units with two or more bedrooms (72% of total units - comprised of 49 2-bedroom and 28 3-bedroom units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines is therefore applicable to the plans for this development.

Consistent with the guidelines, a multi-purpose amenity room with kitchenette, and accessible washrooms with baby change table is proposed. A closet is required as part of the multi-purpose amenity room to accommodate objects needed for a range of activities or gatherings which the room is intended to serve i.e. coats or stacked chairs (see Standard Condition A.1.25).

Also consistent with the Guidelines a common outdoor amenity area is provided on the ground level. The play area includes log edge borders of varying heights, a creative nook with log table and stools, a children's play house, a balancing log and a spinner toy all on a soft surface next. Landscaping is suitable for creative play and the equipment provides a range of opportunities for creative and motor skills developing play for children. Plans for the outdoor common amenity area also include an outdoor dining table and a BBQ nearby an open lawn.

#### **URBAN AGRICULTURE**

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments, and seek the necessary supporting infrastructure.

Consistent with these Guidelines, plans include raised garden plots each with its own hosebib which will provide opportunities for urban agriculture on the ground floor. Design development is needed to include the infrastructure necessary to support urban agricultural activity by residents, including, tool storage bin or closet, a potting bench, and a compost bin for yard waste (see Standard Condition A.1.26).

#### **ENVIRONMENTAL PROTECTION BRANCH**

The recommendations of Environmental Protection Branch 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.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

#### **NOTIFICATION**

Two site signs were placed and their installation verified on July 28, 2016. On July 21, 2016, 1607 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. As part of the neighbourhood notification process, a pre-application Open House event was held on June 29, 2016.



A total of approximately seven people attended the Open house and two responses were received. To date, two responses were received from the neighbourhood notification. Comments received from the Open House and notification is summarized below:

**Parking:** One respondent enquired about the lack of parking provided on this site. It was also noted that street parking was already limited in this area.

**Staff Response:**

The East Fraserlands Area 2 North CD-1 (499) By-law outlines specific parking requirements for affordable housing. The application is not seeking any parking or loading relaxations and is within the prescribed minimum and maximum parking requirements.

**Traffic:** Concern was expressed regarding the traffic congestion of residents going in and out of this complex.

**Staff Response:**

This application forms part of the East Fraserlands major project; through the various phases of the planning process (Policy Statement, Official Development Plan, Rezoning) Engineering has reviewed all transportation aspects including traffic impacts. Traffic impacts were considered during the design and approval of roads and parcels. This application is within the approved design guidelines and CD-1 By-law.

**Location:** One respondent enquired as to why the affordable housing developments are concentrated so closely together.

**Staff Response:**

The EFL ODP requires that 20% of the residential floor space be reserved for affordable housing, these sites are contributing to that requirement. In addition, there is a requirement for 20% affordable housing that spans city wide, Affordable Housing in New Neighbourhoods. The EFL ODP also identified Parcels 3, 5A and 8A as locations for affordable housing in Area 2.

**Dwelling Size:** An opinion was expressed that the 2- and 3- bedroom units are too large and that the balconies were too luxurious for social housing tenants.

**Staff Response:**

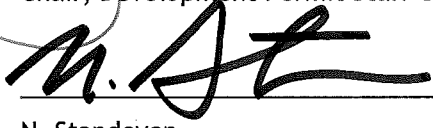
The size of the proposed units comply with the Housing Design and Technical Guidelines which are applied to affordable housing projects. These Guidelines prescribe minimum sizes for different unit types. For example two bedroom units should be 700 sq. ft. (65 m<sup>2</sup>) or more and three bedroom units should be 900 sq. ft. (83.6 m<sup>2</sup>) or more. The proposal features units that meet or exceed the guidelines. The EFL design guidelines require terraced building forms and private outdoor space to provide access to light and ventilation and to take advantage of views through and beyond the site. Staff support the proposed unit sizes as affordable housing projects should be designed to blend in with the neighbourhood and landscape to help prevent stigmatization of tenants.

**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 decisions by both the Development Permit Board and the Director of Planning.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of 1 Class B loading space. The Staff Committee does not support the relaxations proposed, as outlined in the proposed conditions of approval.

  
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J. Greer  
Chair, Development Permit Staff Committee

  
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N. Standeven  
Development Planner

  
\_\_\_\_\_  
B. Balantzyan  
Project Coordinator

Project Facilitator: M. So

## 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 The proposed form of development and amendment to the CD-1 (499) By-law regarding affordable housing dwelling units can and does become approved by City Council;
- A.1.2 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, Director of legal Services, and Chief Building Official for a Flood Plain Covenant prior-to Building Permit issuance;

**Note to Applicant:** The site is located in a designated flood plain.

- A.1.3 clarification and confirmation of proposed floor area, noting the following:
    - a. area of "Office/Janitor", on the ground floor plan, cannot be considered as amenity and must be included in the computation of floor area;
    - b. area of the Janitor room, adjacent to the parking entry ramp, on the underground parking floor plan must be included in the computation of the floor area; and
    - c. area of balcony noted as "NEB-05" on the 5<sup>th</sup> floor plan of the FSR documents may be considered as roof deck, and excluded from the computation of balcony area;
  - A.1.4 design development to provide access to laundry facilities which are combined with in-suite storage rooms, in compliance with Planning - By-law Administration Bulletin entitled, "Bulk Storage and In-suite Storage - Multiple Family Residential Developments", noting the following:
    - a. laundry area and access to the laundry area within a storage space cannot be included as part of the floor area exclusion for storage;
    - b. storage space should be dimensioned to demonstrate a minimum clear horizontal dimension of 3.94 ft. (1.2 m) in all directions; and
    - c. bulk storage area must be minimum 23.0 sq. ft. (2.1 m<sup>2</sup>) when minimum ceiling height provided is 8.65 ft. (2.6 m) in order to achieve minimum required storage area of 201.3 ft.<sup>3</sup> (5.7 m<sup>3</sup>);
  - A.1.5 notation/clarification of the uses of all rooms/spaces, including the following:
    - a. identification of dwelling unit types with regard to number of bedrooms in each unit, to be noted on the ground floor plan;
    - b. floor areas of all dwelling units, to be shown on the ground floor plan; and
    - c. in addition to their proposed use(s), all amenity rooms and spaces should be noted as "Amenity";
  - A.1.6 an original, sealed copy of a survey plan of the site, verified by a British Columbia Land Surveyor is to be submitted, clearly indicating site area;
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A.1.7 submission of revised FSR documents showing details of wall types, recommended by BC Building Science in their letter dated May 10, 2016, cross-referencing requested floor space exclusions, in accordance with City of Vancouver Planning - By-law Administration Bulletin entitled, "Floor Space Exclusion to Accommodate Improved Building Performance (Envelope and Thermal Insulation)", is required;

A.1.8 compliance with Sections 4.8.1 and 4.8.2 - Size of Parking Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services, including the following:

- a. all parking stall and manoeuvring aisle dimensions should be shown on the plans;

**Note to Applicant:** The Class A loading space should also be dimensioned.

- b. number of parking spaces designated for each use, i.e., residential, visitor, etc., is to be identified on the plans;

A.1.9 compliance with Section 4.1.7 - Number of Small Car Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services, noting the following:

- a. the number of small car parking spaces on a site may not exceed 25% of the total parking spaces required for the site for all uses combined; and

- b. based on submitted information, total number of required parking spaces has been computed to be 55, of which a maximum of 25% (14 spaces) may be small car spaces;

**Note to Applicant:** Proposed number of small car spaces is 22.

A.1.10 compliance with Sections 4.8.1 and 4.8.4 - Disability Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** A minimum of 7.5 ft. (2.3 m) unobstructed vertical clearance is required for a disability parking space and all entry points, manoeuvring aisles, and access ramps leading to the disability parking space. Compliance with required vertical clearances should be clearly demonstrated on the submitted plans.

A.1.11 confirmation that at least 20 percent of all off-street residential parking spaces will be available for charging of electric vehicles;

**Note to Applicant:** Although this is a Building By-law requirement under Part 10 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link:

<http://vancouver.ca/home-property-development/electric-vehicle-charging-requirements.aspx>

A.1.12 provision of a shared vehicle space;

**Note to Applicant:** Refer to Engineering Standard Condition A.2.10.

A.1.13 provision of a minimum of one Class B loading space in accordance with the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Refer to Recommended Condition 1.2i and Engineering Standard Condition A.2.11.

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A.1.14 provision of bicycle parking, in accordance with Section 6 of the Parking By-law, noting the following:

- a. at least 20 percent of the total number of Class A bicycle spaces must be bicycle lockers, in accordance with Section 6.3.13A - Minimum Number of Bicycle Lockers, of the Parking By-law;
- b. bicycle lockers should be graphically represented with doors for easier identification on the plans;
- c. a minimum of 6 Class B bicycle spaces, readily visible to visitors, is required to be provided on site;

**Note to Applicant:** The number and location of Class B bicycle spaces should match on the Architectural and Landscape Plans.

A.1.15 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;

**Note to Applicant:** In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways, and parking or loading areas.

A.1.16 confirmation that the application is on track to meeting the Built Green™ Gold equivalency and EnerGuide 80;

**Note to Applicant:** Provide a compliance strategy and timeline that outlines the documentation process required to achieve Built Green™ Gold equivalency and EnerGuide 80. This should include an updated Built Green™ checklist and a sustainable design strategy outlining how the proposed points will be achieved, EnerGuide model results confirming that the project meets a minimum of EnerGuide score of 80 and a letter of confirmation from an accredited professional confirming that the building has been designed to meet these goals. The checklist and strategy should be incorporated into the drawing set.

A.1.17 provision of the following notations on the submitted plans:

- a. "The acoustical measures will be incorporated into the final design, based on the consultant's recommendations;"
- b. "The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";
- c. "A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";
- d. "The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law"; and
- e. "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555".

A.1.18 design consideration to identify on the architectural and landscape drawings of any built features intended to create a bird friendly design;

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**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. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.)

### Standard Landscape Conditions

- A.1.19 provision of large scale architectural and landscape sections through the planters on slab to demonstrate that soil volumes are adequate to ensure long term plant health;

**Note to Applicant:** Soil depths are to meet or exceed the BCLNA standards for trees and shrubs on slab. The large scale landscape sections that were submitted should be revised to include the inside dimension of the planters, measured horizontally. The architectural sections should provide dimensions for planters and for any modifications to the slab that enable larger planters.

- A.1.20 provision of large scale, detailed elevations for proposed vertical landscape structures;

**Note to Applicant:** This includes, but is not limited, playground features, privacy screens, retaining walls, outdoor furniture, urban agriculture potting table/ storage, compost bin, trellis, railings, gates and bike racks.

- A.1.21 demonstration of design principles and planting plans that enhance habitat as per the East Fraserlands Songbird Strategy;

**Note to Applicant:** This can be done through further refinement of the planting and landscape plans, where necessary, and by providing a written rationale. Consider water features that are bird friendly and plants and trees that can offer food and shelter.

- A.1.22 provision of new street trees adjacent to the development site;

**Note to Applicant:** Refer to the CD-1 Guidelines (2008) for Area One, East Fraser Lands which includes the Street Tree Master Plan (pg. 91). Street trees to be shown on the development permit plans and confirmed prior to the issuance of the building permit. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 2.1 inches (6 cm) caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 ft. (2.4 m) long and 18 inches (0.45 m) in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

- A.1.23 consideration of rainwater management functions in landscape features on site. The project should target compliance with one of the LEED storm water management credits for quality or quantity control;

**Note to Applicant:** The City recently passed an Integrated Rainwater Management Plan which is targeting treating 90% of annual rainfall. The EFL Rainwater Management Plan was created prior to this Citywide IRMP, and did not include a clearly defined target - it only referenced treating the "first flush". The purpose of this condition is to meet the intent of the EFL Rainwater Management Plan while acknowledging the recent City wide improvements.

## Housing Policy & Projects

A.1.24 arrangements to be made to the satisfaction of the General Manager of Community Services and the Director of Legal Services requiring this site be developed for “affordable housing” consistent with the provisions of EFL ODP and with the DCL By-law provisions for Social Housing, and which will enable any senior government partnerships or funding opportunities to further enhance affordability on this site should they become available. The terms of this condition will be realized through lease terms reported separately to Council, and secured in a forthcoming lease and operating agreement for the project.

**Note to Applicant:** These arrangements may be in the secured through the lease and operating agreement and/or a Housing Agreement registered on title.

A.1.25 provision of a closet within the multi-purpose amenity space is required; and

A.1.26 design development to include the infrastructure necessary to support urban agricultural activity by residents including, tool storage, a potting bench, and a compost bin for yard waste.

## A.2 Standard Engineering Conditions

A.2.1 Arrangements (legal agreements) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for provision of a shared access agreement between the development site and future development on the adjacent property (Lot 13, Blocks 9, 10 and 17, DL 330, Plan EPP23174) to secure vehicular and pedestrian access over the proposed common driveway and pathway straddling the east property line;

A.2.2 clarification of the Statutory Right of Ways for public access includes the pathways along northern and eastern property lines for the Secondary System of Paths Agreement (BB1726919-BB1726924) prior to DP issuance

A.2.3 confirmation of the width of the westerly walkway (see Secondary System of Paths Agreement BB1726919-24 (extended by CA3054767-9);

**Note to Applicant:** The walkway appears to have been already constructed, providing an overall width of 9.8 ft. (3 m) In accordance with the agreement a topographical survey, reference plan in a registrable form, and modification of the agreement are required prior to occupancy.

A.2.4 release of SRW BB1726926-9 (temporary agreement for all utilities) from the title of Lot 12;

A.2.5 provision of letter of credit to secure the Owner’s works as listed in the Services Agreement for East Fraser Lands Area 2 South (BB1726851-BB1726856);

**Note to Applicant:** This parcel triggers portions of the Owner’s Works listed in Schedule C-2 of the Services Agreement, which include, but are not limited to, the following:

- a. Adjacent Road Works for Development Parcel 8A, Development Parcel 8B, Development Parcel 10 and Development Parcel 11;
  - b. Kinross Street Rail Crossing [already secured];
  - c. Temporary Road H Access [completed];
  - d. Kinross Outfall [completed]; and
  - e. Traffic Signal and Left Turn Bay on Marine Way at Kinross [already secured].
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- A.2.6 provision of detailed design for secondary system of paths and paths for public access to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Detailed design should include surface treatments proposed, dimensions, elevations and grading. On completion of the work a topographic survey and a reference plan in registrable form must be provided prior to issuance of an occupancy permit.

- A.2.7 clarification on the application drawings, the boundaries of BC Hydro SRW CA3054810-1 (Plan EPP28414);

**Note to Applicant:** There appear to be at-grade structures, a 5th floor balcony, a portion of roofline, and a tree shown encroaching into the registered SRW area. The encroaching items should be removed from the SRW area, or the applicant is to make arrangements with BC Hydro for a modification/replacement SRW.

- A.2.8 provision of driveway access design which corresponds to the previously approved Development Permit Application for 3289 Riverwalk Ave.;

**Note to Applicant:** A standard City crossing should be shown. Shared access and elevations must respond to the adjacent property's design because it was approved previously. Refer to the approved crossing and development permit drawings for 3289 Riverwalk.

- A.2.9 maintain access to shared access driveway for adjacent parcel 3289 Riverwalk during construction;

- A.2.10 enter into a Shared Vehicle Agreement with the City to secure the provision and maintenance of 1 Shared Vehicle Parking Space for use exclusively by Shared Vehicles, on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- a. Provide and maintain the Shared Vehicle Parking Space for use exclusively by such shared vehicles;
- b. Make arrangements to provide the City with access to the shared vehicle space as a condition of building occupancy.
- c. Make arrangements to allow members of a Shared Vehicle Organization access to the Shared Vehicle Parking Space once the City determines that a shared vehicle is to be placed in the space;
- d. Provide signage for the shared vehicle indicating that this is a "Visitor Car Share Space"; and
- e. 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.

- A.2.11 provision of one (1) Class A and one (1) Class B Loading as per CD-1 By-law;

**Note to Applicant:** Upon review of the submitted loading relaxation memo a relaxation of the Class B loading is not supported by Engineering. Refer to Recommended Condition 1.2i and Standard Condition A.1.13.

- A.2.12 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services except for the following:



- a. For the Class B loading space indicated adjacent to the shared parking access route the following relaxations are supported:
  - i. The maximum slope within the first 8.2 ft. (2.5 m) of the loading space, as measured from the edge of sidewalk may be 10%;
  - ii. The minimum clear height may be 11.5 ft. (3.5 m); and
  - iii. The length of the loading space may be 24.6 ft. (7.5 m), but should include an additional 4.9 ft. (1.5 m) raised unloading area for a total length of 29.5 ft. (9 m).

**Note to Applicant:** A minimum 13.1 ft. (4.0 m) wide loading throat is acceptable based on the Parking and Loading Design Supplement given the roadway and sidewalk width available for maneuvering. A 13.8 ft. (4.2 m) wide loading area is suggested in order to provide sufficient walking space along the side of a vehicle.

A.2.13 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- a. Provision of a stair free, on-site access route to all residences from each of the loading spaces,

**Note to Applicant:** If a loading lift is proposed, ensure that adequate head room is provided.

A.2.14 provision of standard driveway crossing for sidewalk in front of loading area;

A.2.15 provision of Class B Bicycle parking on private property as per the Section 6 of the Parking By-law;

**Note to Applicant:** Though the Class B bicycle parking is referenced in the tech table, Class B Bicycle does not appear to be shown on the Architectural or Landscape drawings. Racks shall be the black inverted “u” style for consistency with those chosen for the Town Square and subsequent development parcels.

A.2.16 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Improvements include all Street frontages and those portions of Street shown in Schedule C1 of the Services Agreement for East Fraser Lands Area 2 South (BB1726851-BB1726856). Please submit a copy of the civil, electrical, and landscape plans directly to Engineering for review;

**Note to Applicant:** If non-standard materials are proposed they are subject to review and approval by the General Manager of Engineering Services and may require additional provisions for long-term maintenance to the satisfaction of the Director of Legal Services. Please note the following requirements:

- Provision of a minimum 1 ft. (0.3 m) wide grass buffer between the sidewalk and any adjacent planting.
- Deletion of Azalea Hino Crimson on public property and provision of plant material that will not spread onto the adjacent sidewalk on Riverwalk Avenue.
- Deletion of one of the two rows of English Lavender proposed on public property adjacent to the sidewalk on Riverwalk Avenue.
- Provision of plant symbols on the Plant List. Note: Review of the plant material in the rain garden will be completed upon provision of the completed plant list.
- First risers of all stairways must be at least 1 ft. (0.3 m) from the property line.

**Note to Applicant:** Some units appear to have the first step closer to the property line.

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A.2.17 City building grades and corresponding design elevations are required at all entrances.

A.2.18 clarification of garbage pick-up operations;

**Note to Applicant:** Please provide written confirmation that a waste hauler can access and pick up from the location shown.

A.2.19 provision of a letter from the River District neighbourhood energy provider confirming the following:

- Location and size of the energy transfer station room is accepted by the River District neighbourhood energy provider.
- Building mechanical design is accepted by the River District neighbourhood energy provider and designed in accordance with the EFL DEU Agreement.
- River District neighbourhood energy provider utility connection review to ensure there are no utility corridor conflicts.

A.2.20 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. 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. In addition, there will 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.

**A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:**

A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work;

A.3.2 compliance with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal Bylaws (e.g. Fire Bylaw, Sewer and Watercourse Bylaw); and

A.3.3 submission of an Erosion Sediment Control Plan is required at the Building application stage for Environmental Protection Branch’s review and acceptance.

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**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 **April 21, 2017**, 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.1.5 provision of a study detailing the hydraulics of the Kinross watercourse including water source and projected flow rates;

**Note to Applicant:** The study is complete for Development Parcel 8A/8B. The study will need to be updated prior to the issuance of Development Permit for Development Parcel 10 and Development Parcel 11.

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

- B.2.1 All services, including telephone, television cables and electricity, shall be completely underground.
- B.2.2 Amenity area of 1,395.0 sq. ft. on the ground floor, excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion. Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or tenants of the building; and Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.
- B.2.3 This development shall be permanently maintained for Social Housing. In the event the development ceases to provide Social Housing, then parking, including the required number of spaces, shall be provided in accordance with the relevant requirements of the Parking By-law within 30 days of this change.
- B.2.4 All approved street trees shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit or any use of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.5 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
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- B.2.6 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use of occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.7 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.8 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 of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.9 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 of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

**Note to Applicant:** In cases where it is not practical, due to adverse weather conditions or other mitigating factors, to complete the landscaping prior to occupancy of a building, the City will accept an Irrevocable Letter of Credit (amount to be determined by the City) as a guarantee for completion of the work by an agreed upon date.

- B.2.10 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.2.11 Please note that additional addresses may be required prior to issuance of the Building Permit. Unit numbers to be assigned for example 1st storey (100 series), 2nd storey (200 series) etc. Floor layout plan including addressing and unit numbers to be submitted prior to Building Permit issuance and shown on drawings submitted with Building Permit application. For information please contact the City of Vancouver Addressing Coordinator.
- B.2.12 Subject to the District Energy Utility Agreement BB1726937-40 (extended by CA3054736-37): DEU preconditions are to be met prior to issuance of the building and occupancy permits.
- B.2.13 The Canadian Electrical Code regulates high voltage overhead conductor clearances from structures and dielectric liquid-filled transformer clearances from combustible building surfaces, doors, windows and ventilation openings. All structures must have a horizontal distance of at least 3 m from existing BC Hydro high voltage overhead conductors. Combustible building surfaces, windows, doors and ventilation openings must be located at least 6 m from dielectric liquid-filled, pole-mounted BC Hydro transformers, unless an acceptable non-combustible barrier is constructed between these transformers and combustible building surfaces, doors, windows or ventilation openings.
- If the building design cannot meet these requirements, modifications must be made. If you wish to discuss design options, please contact Electrical Inspections at 604.871.6401.
- B.2.14 This Development Permit is valid for a period of 12 months from the date of issuance - unless otherwise validated by a Building Permit.
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