
3245 PIERVIEW CRESCENT (COMPLETE APPLICATION)
DP-2016-00245 - CD-1

NS/BAB/MS/LEB/LM

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 & Development Planning
B. Balantzyan, Development Services
M. So, Development Services
R. Choy, Engineering Services

APPLICANT:

Vancouver Affordable Housing Agency
453 W 12th Avenue
Vancouver, BC V5C 2W1

PROPERTY OWNER:

Park Lane River District
Attn: Katie Scobie
PO Box 49287 Stn Bentall Centre
910-1055 Dunsmuir St
Vancouver, BC V7X 1L3

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a multiple dwelling containing 51 affordable rental dwelling units with one level of underground parking having vehicular access from Pierview Crescent (Parcel 5A).

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. Interface with pedestrian mews Statutory Right-of-Way (SRW) and adjacent Parcel 3
2. Resolution of east and west building ends
3. Location of the Pad-Mounted Transformer (PMT)
4. Access to private outdoor space

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

THAT the Board APPROVE Development Application No. DP-2016-00245 submitted, the plans and information forming a part thereof, thereby permitting the development of a multiple dwelling containing 51 affordable rental dwelling units with one level of underground parking having vehicular access from Pierview Crescent, subject to the 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 improve interface with pedestrian mews SRW and Parcel 5A;

1.1.1 design development to the east and west building ends to strengthen the relationship between interior and exterior;

Note to Applicant: Revise end units to take advantage of their unique exposure. Ground level units should have substantial openings and access to private outdoor space facing towards the shared SRW and side yards.

1.1.2 design development to provide a universally accessible path through the pedestrian mews from Parcel 3 to Parcel 5A's children's outdoor play area.

Note to Applicant: Parcel 5A's children's outdoor play area is intended to be shared between Parcel 3 and Parcel 5A and an accessible route between these parcels is required. Refer to Standard Condition A.1.34.

1.1.3 design development to simplify the pedestrian mews' hardscape elements;

Note to Applicant: Intent is to simplify the design of the pedestrian mews' stairs and walkways to reduce future maintenance costs and to capture views across the site and to the river. Refer to Standard Condition A.2.7.

1.1.4 design development to landscape planting plan;

Note to Applicant: Intent is to provide low maintenance plantings, increase opportunities for wildlife habitat and more clearly delineate between private and public property. Refer to Standard Condition A.2.7.

1.2 clarify location of the Pad-mounted Transformer (PMT) and confirm that PMT is adequately screened from both Pierview Crescent and adjacent residential units.

Note to Applicant: Provided detailed drawings (plans, elevations, sections) clarifying the relationship between the private patio, PMT and terraced planter.

1.3 design development to improve access to private outdoor space;

Note to Applicant: Patios and balconies with access only from bedrooms were a problematic element for the Urban Design Panel. All units should have direct access from a primary living space to at least one private outdoor space. Consider providing some enclosed balconies along SE Marine Drive and Marine Way.

- 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 ¹	-	-	Irregular
Site Area ¹	-	-	29,529.0 sf
Floor Area ²	Whole CD-1 site Total all uses 413,488.0 sf	Minimum 129,545.0 sf (Parcels 3 + 5A)	Residential (Parcel 5A) 45,586.0 sf Residential (Parcel 3) <u>82,378.0</u> Sub-total 127,964.0 sf Existing <u>283,610.0</u> sf Total 411,574.0 sf
FSR ²	-	-	Residential (Parcel 5A) 1.54
Balconies ³	Max. 8% of residential area Open 3,647.0 sf	-	4.4% of residential area Open 2,016.0 sf
Height ⁴	Max. storeys 6 Max. height 77.10 ft	-	No. of storeys 6 Top of uppermost parapet 63.23 ft
Parking ⁵	Residential 51 Visitor 10 Small Car Max. 7 (25% of 26 spaces)	Residential 20 Visitor 5 Shared Vehicle <u>1</u> Total 26 Disability Min. 2	Residential 28 Visitor 6 Shared Vehicle <u>0</u> Total <u>34</u> Small Car 8 Disability 3
Loading ⁶	-	Class A Residential 1	Class A Residential 1
Bicycle Parking ⁷	-	Class A Class B Residential 64 6	Class A Class B Residential 65 0
Amenity ⁸	Whole CD-1 site Total (all parcels) 21,528.0 sf	-	Existing (Parcel 5B) 4,624.0 sf Parcel 3 890.0 sf Parcel 5A <u>980.0</u> sf Total 6,494.0 sf
Dwelling Units ⁹	-	2 Bdrms. (25% of units) 13 3 Bdrms. (10% of units) 5	Dwelling Unit Studio 7 1-Bedroom 13 2-Bedroom 19 3-Bedroom <u>12</u> Total 51

¹**Note on Site Size and Site Area:** Site area is per statistics on submitted Architectural drawings. Standard Condition A.1.9 requires submission of a survey plan confirming site size and area.

²**Note on FSR and Floor Area:** Provision of a minimum aggregate floor area of 129,545.0 sq. ft. (12,034.7 m²) of affordable housing dwelling units on Parcels 3 and 5A is a requirement of the rezoning conditions, and Standard Condition A.1.3 seeks compliance. Instead of a maximum FSR for each parcel, the CD-1 (498) 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 2 & 4, 6, and 5B.

³**Note on Balconies:** No enclosed balconies are proposed.

⁴**Note on Height:** Although comprised of 7 levels, the proposed building is considered 6 storeys in height as its second level, being less than 6.6 ft. (2.0 m) above average finished grade, qualifies as the first storey.

⁵**Note on Parking:** Provision of a shared vehicle and shared vehicle parking space is a rezoning condition, and the proposal exceeds maximum permitted number of small parking spaces. Standard Conditions A.1.16 and A.1.17 seek compliance.

⁶**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.

⁷**Note on Bicycle Parking:** The proposed development is deficient in the provision of Class B bicycle spaces, and Standard Condition A.1.18 seeks compliance.

⁸**Note on Amenity:** Total permitted amenity area is for all development on combined parcels of the CD-1 land area.

⁹**Note on Dwelling Units:** All dwelling units comply with minimum required size of 400.0 sq. ft. (37.0 m²). Housing Policy & Projects is satisfied with proposed units and unit mix.

- **Legal Description**

Lot: 22
 Block: 10
 District Lot: 330
 Plan: EPP23173

- **History of Application:**

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

Note: This is the current legal description and is subject to change after subdivision to create the development parcel and a pedestrian walkway dedication. See Standard Condition A.2.1.

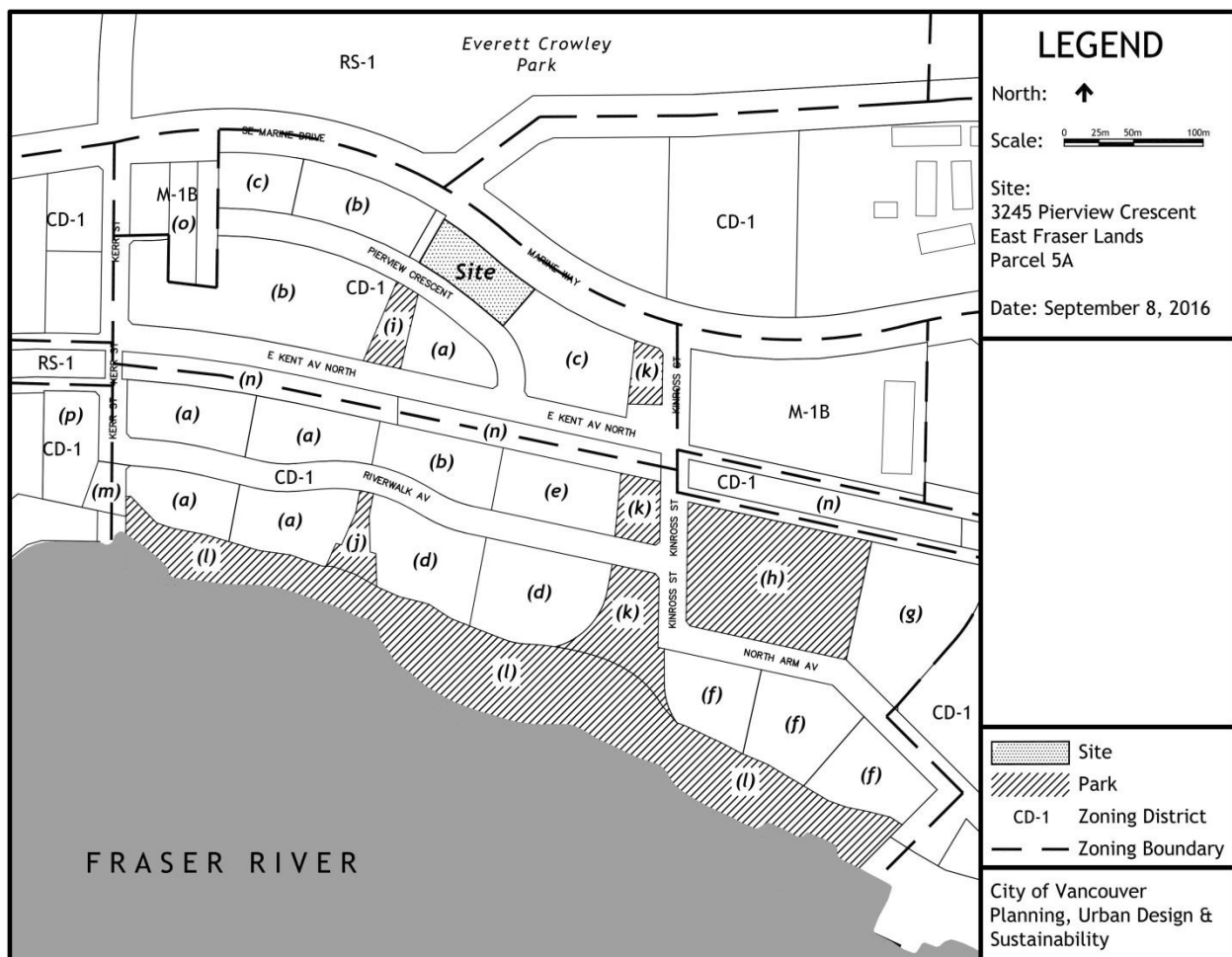
- **Site:** The site is known as Parcel 5A within the Area 2 'Northwest Precinct' of the East Fraser Lands (EFL), now commonly known as the 'River District'.

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. (650,300 m²) of residential development, 250,000 sq. ft. (23,225 m²) 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 5A is located 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 northern most row of development in the Northwest Precinct and fronts onto SE Marine Drive and Marine Way and Pierview Crescent. Immediately to the south, on the north side of the CP rail line, is 8498 Kerr Street, an existing townhouse development.

To the 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 north 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 '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 to 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 3, and partially on Parcel 5A, 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 south.

● **Background:**

The proposed development is comprised of a six storey concrete and wood-frame all residential building, with an overall floor space of 45,586.0 sq. ft. (4,235.0 m²) and 51 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. 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.

The Development Permit Board has previously reviewed and approved several developments in Area 2. For example, 8498 Kerr Street (formerly Parcels 2/4 and 6) is located to the south of the subject site and consists of a 77 unit townhouse development. The CD-1 By-laws for both Area 2 North and Area 2 South were enacted by City Council on December 2014.

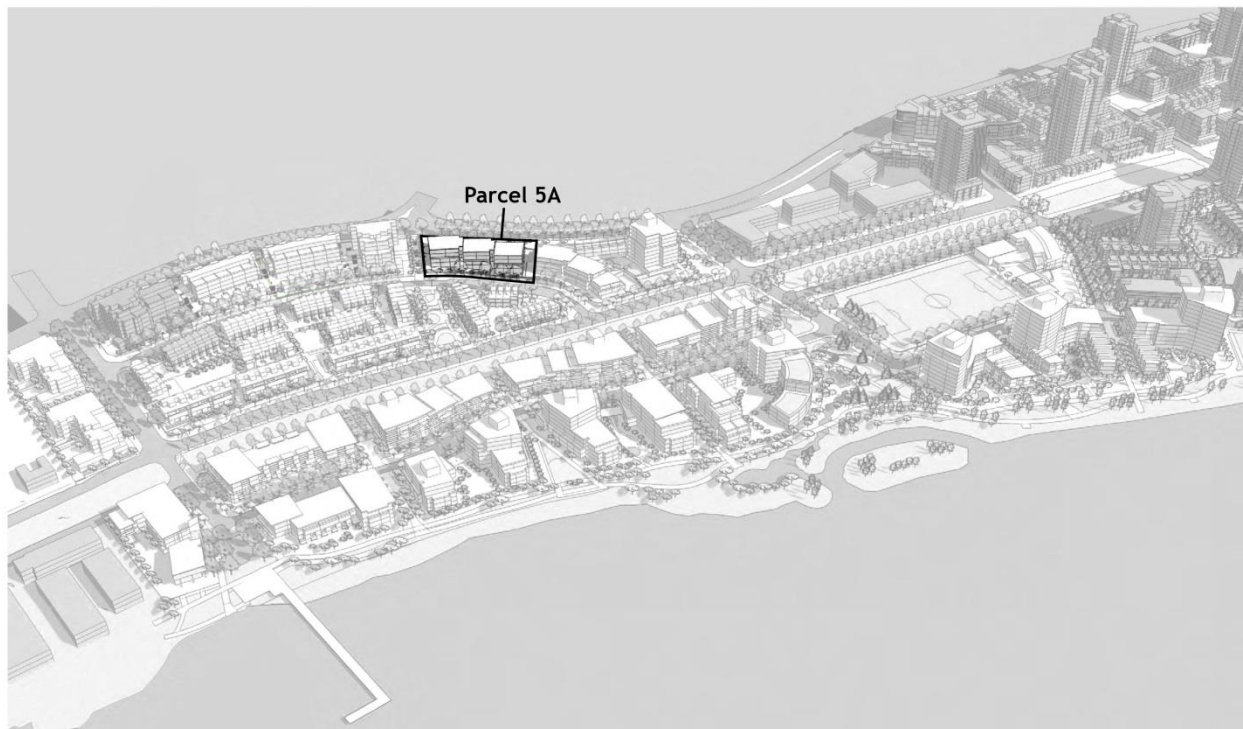


Figure 1: Illustrative Massing of Area Two

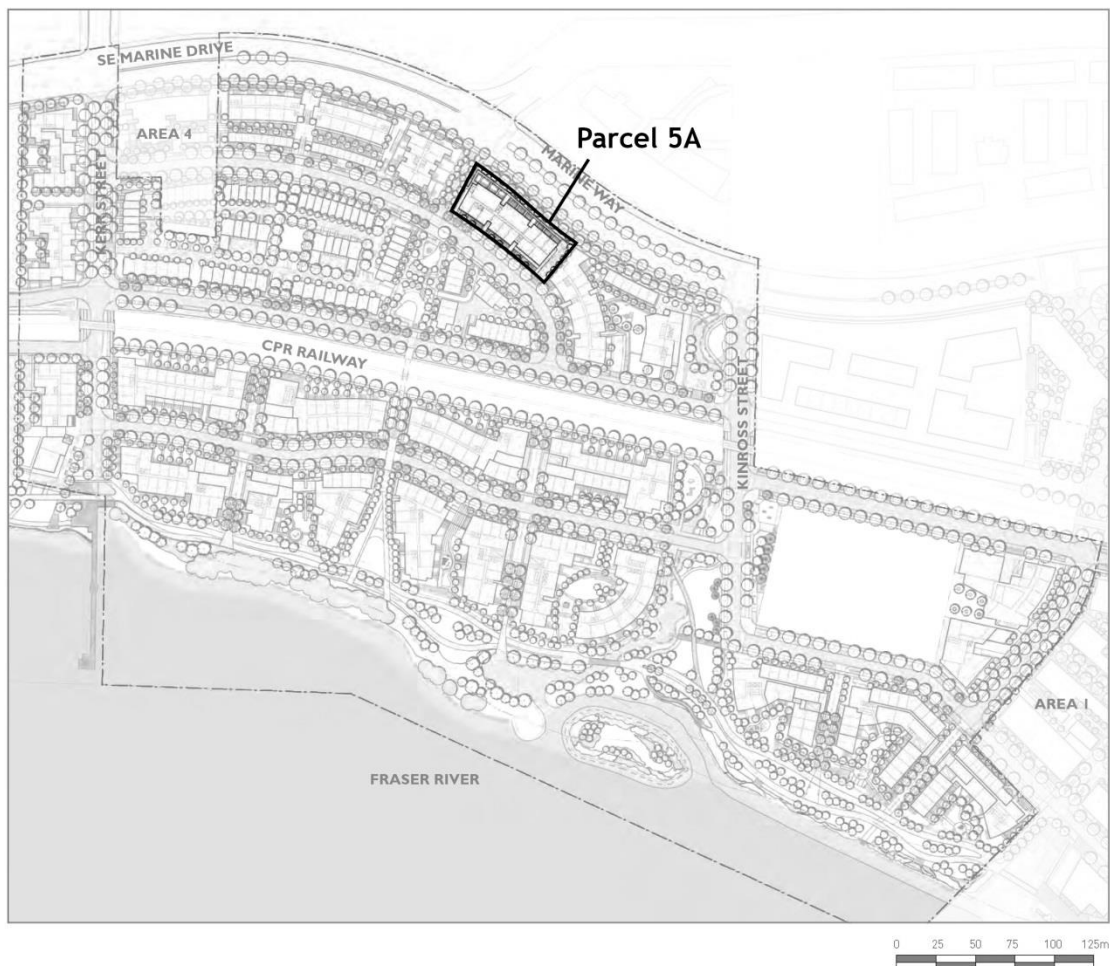


Figure 2: Illustrative Public Realm of Area Two (Partial)

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

1. **CD-1 (498) East Fraser Lands Area 2 North**

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 114 dwelling units must consist of affordable housing dwelling units.

Density: The overall floor space for all uses, combined, must not exceed 413,488 sq. ft. (38,413 m²). Amenity areas including day care facilities, recreation facilities, and meeting rooms must be excluded from computation of floor area to a maximum of 21,528.0 sq. ft. (2,000 m²).

Building Heights: The building height for Parcel 5A is not to exceed 6 storeys and 77.10 ft. (23.5 m).

2. East Fraser Lands CD-1 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.

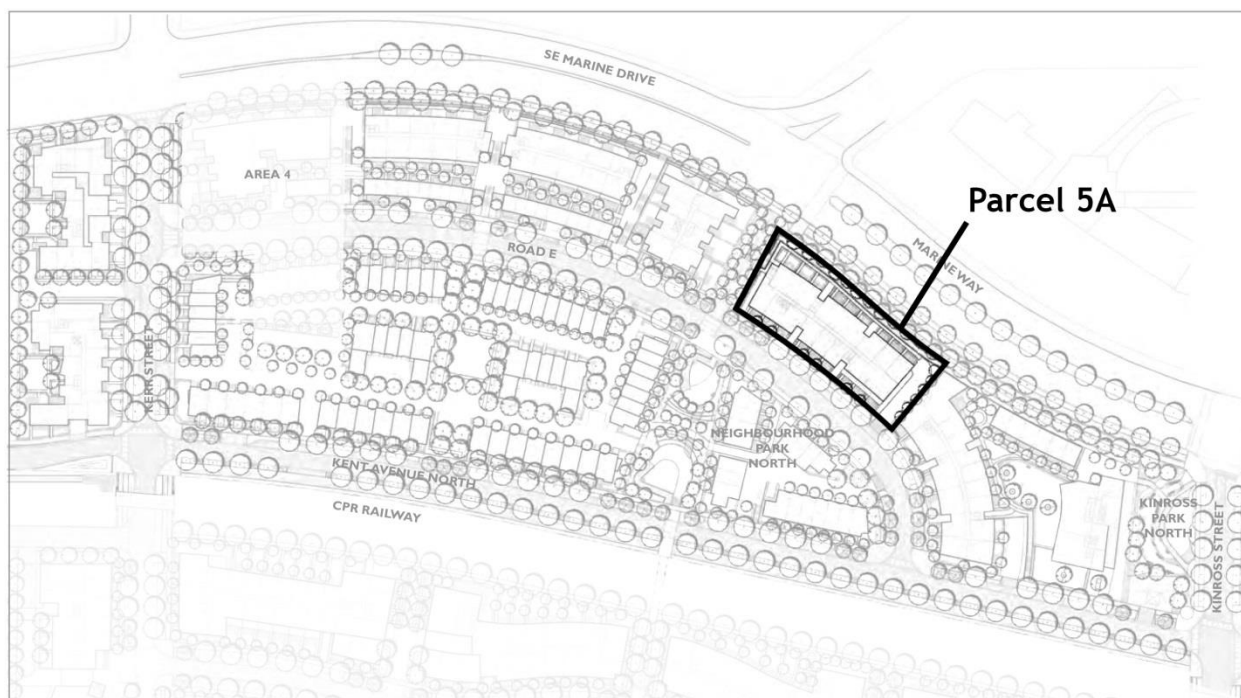


Figure 3: Illustrative Northwest Precinct Concept Plans from Design Guidelines

The Public Realm Plan Section 6.1.1. describes and illustrates a preliminary concept plan for the Northwest Precinct. This precinct takes its identity from the sloping topography that affects most of the site. The result is a hillside community with a central townhouse neighbourhood framed by mid-rise forms along its east, west and north perimeters. Terracing both in building forms and in the landscape emphasizes the sloping topography and provides a broad range of river view opportunities from both living units and open space.

A highly permeable plan includes multiple north-south pedestrian routes, many with uninterrupted views to the river. This park, the precinct's primary open space, also capitalizes on the slope, providing three dramatic terraces from which to enjoy the view to the south part of the west neighbourhood and the river.

Section B - Built Form and Parcelization

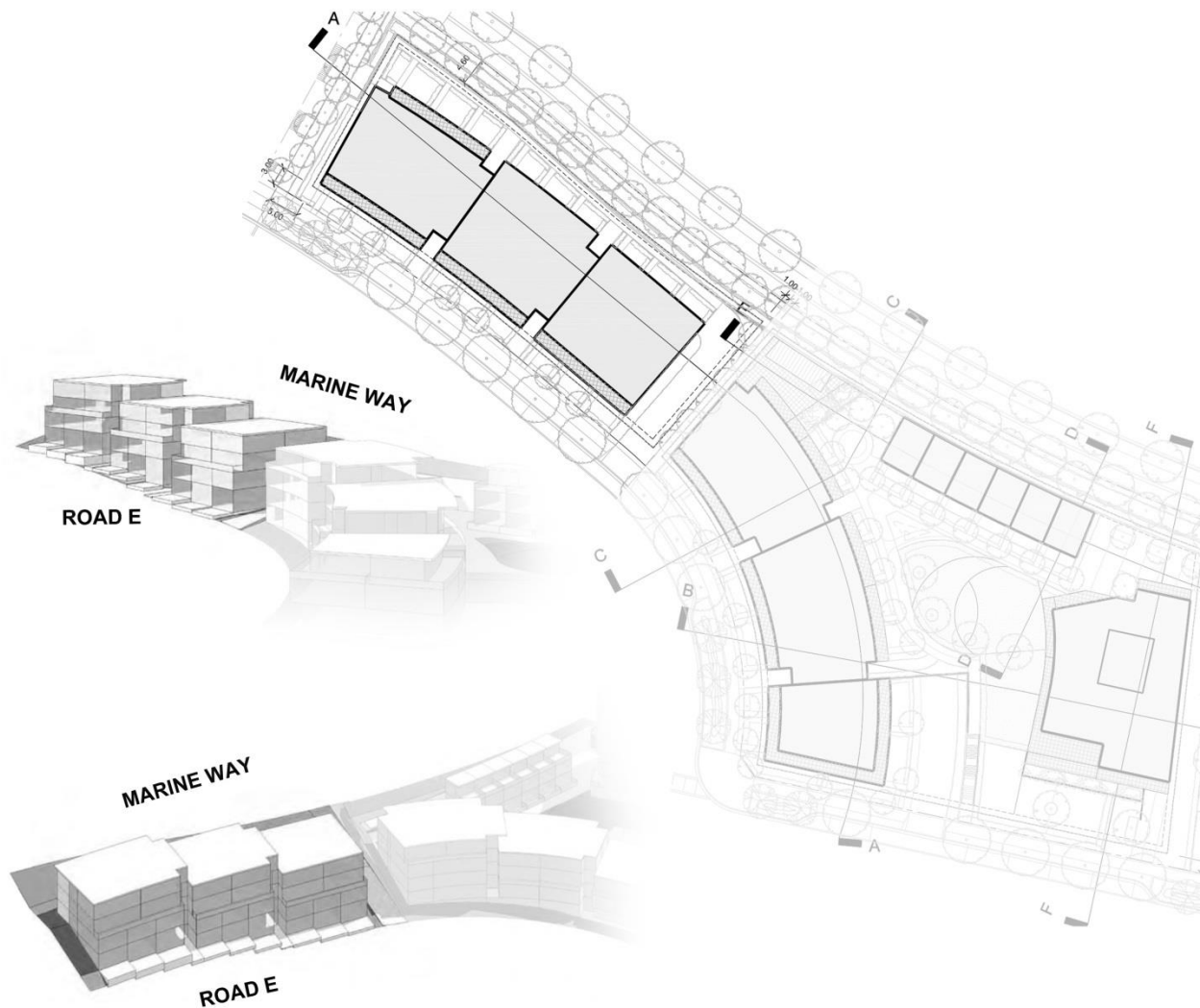


Figure 4: Illustrative Form and Development Parcel 5A

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, the Guidelines describe the Urban Design Role and Characteristics of each parcel, with Parcel 5A/5B as follows:

Parcel 5A/5B Urban Design Role:

- marks north end of Kinross Park Corridor;
- forms northeast edge of the NW Precinct;
- highly-visible frontage along Marine Way;
- provides western edge for Kinross Park North; and
- streetwall for Kent Ave North.

Parcel 5A/5B Characteristics:

- tower at SE corner provides highest form for buildings stepping up from the river at the edge of Kinross Park and lowest form for towers stepping down from Town Centre Precinct;
- midrise terracing buildings along road 'E' frame the central townhouse community, provide dramatic forms that take advantage of views to easterly open spaces (Kinross Park and Playfield Park) and offer access to roof top terrace;
- 4 storey form following Marine Way extends streetwall edge from Parcel 1/3, and creating protected semi-private green space mid-block;
- Kinross Park frontage is angled to provide increased landscape buffer around existing pump station;
- 2 storey townhouse forms project beyond upper storeys of mid-rise and tower to complement frontage in townhouse community immediately west;
- relationship to marine; 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 51 units of affordable housing which, together with the affordable housing proposed for Parcel 3, exceeds the Area 2 Northwest 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 12 three bed and 19 two bed units for a total of 61% 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 Northwest 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.

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 support the floor space proposed.

Building Heights: The building heights and number of storeys comply with the CD-1 By-law. The proposed six storey form does not substantially vary from the illustrative form of development and is supported by Staff as outlined in the Built Form and Architectural Expression section below.

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 Condition A.1.20 relates to the compliance strategy, documentation, modeling and testing requirements regarding Built Green™ Gold and EnerGuide 80.

Built Form and Architectural Expression: Parcel 3 and Parcel 5A were originally envisioned as separate developments, each of which would have its own expression; however, both Parcels are proposed VAHA affordable housing sites and are being developed concurrently. Rather than proposing fully different building expressions, the design intent seeks to establish articulation and a variety of experiences along the streetscape through more subtle variation in massing, materiality and use. While the buildings are well articulated, some members were concerned about the interface between the ends of the buildings and the adjacent hillside. Recommended Condition **Error! Reference source not found.** seeks design development to the end units to take advantage of their unique exposure.

The proposed development is comprised of a single building. The massing is broken into three stepped layers that follow the slope along Pierview Crescent. There is a generous common outdoor roof deck amenity space accessed from Level 4. This space has urban agriculture and outdoor dining areas. There is also an indoor amenity room located in large single storey volume adjacent to the linear parkway at the west edge of the site. The indoor amenity room allows for a berm condition, connection to the north-south pedestrian path, expansive play area, and outdoor amenity area on the roof. The Urban Design Panel was supportive of this element as it has the potential to be a signature element that will animate Pierview Crescent and the pedestrian right of way. However, some design development is needed to ensure access between the building in Parcel 3 and 5A is universally accessible and to ensure that residents of Parcel 3 are granted access to this at-grade children's play area in the adjacent parcel 5A (see Standard Condition A.1.34).

The Guidelines designate Pierview Crescent and the Northwest Precinct as having a more 'urban character' with modest setbacks. The urban character is emphasized with a terraced six storey street-wall that is aligned to reinforce the arcing curve of Pierview Crescent. At the ground floor a row of two storey townhouses creates an active streetscape and strong rhythm that relates to the pedestrian scale and steps down with the grade. The SE Marine Drive and Marine Way frontage is characterized by a simple building volume. The simple massing is articulated with recessed loggia balconies, projecting balconies and private patios at grade. Recommended Condition 1.3 suggests adding some enclosed balconies along this frontage.

The building materials and treatments are generally consistent with the intent of the EFL Guidelines. Extensive cantilevered overhangs with wood soffits, smooth and corrugated metal panels, brick fin walls and board-formed concrete landscape walls recall the site's industrial past. The above-grade massing is articulated with metal panel clad 'folding' bands which turn up at the building ends to bookend the buildings and frame the residential units. A substantial area of the cladding also 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 2: Design development to SE Marine Drive and Marine Way frontages to enhance livability including:

- *Minimizing grade difference for units adjacent SE Marine Drive or Marine Way frontage,*
- *Substantive landscaping and screening on terracing to improve outlook, privacy and noise exposure, and*
- *Consideration of two storey units, and garden and unit entry expressions where feasible and desirable (for example at corner locations).*

Applicant Response: We, the design team at GBL focused on dedicating the south facing side of both parcels for habitable space. We followed through by designing our town homes to be tucked deep into the sloping site. We maximized our ramp and elevated the parkade minimized the buildings complexity by avoiding stepping the ground floor slab. In doing so we minimized our under walkway conditions on Marine Way on the northwest side of the site. Towards the east along Marine Way our parkade's gradually protrudes above grade but only by 3'. We addressed this by creating patio's and stair connections towards Marine Way and landscaped terraces around the building edges for better site integration.

Staff Assessment:

The current proposal minimizes grade difference for units adjacent SE Marine Drive and Marine Way while maintaining continuous interior corridors. At the north facing building entry the main floor elevation is approximately flush with Marine Way. The western frontage is below adjacent grade and the eastern frontage is above adjacent grade. Sunken patios transitioning to raised patios provide private outdoor space and access to light and ventilation. Terraced planters are used to reduce delineation with guardrails and privacy fences are used to screen each unit's private outdoor space.

All of the ground floor units have individual entrances facing the street. Substantial landscape plantings are proposed on and around the patios. Raised planters allow for larger plantings and a variety of onsite trees are proposed including Flowering Dogwoods, Coral Bark Maples and Butterflies Magnolias.

One storey apartment style units are assembled into a mid-rise street wall form facing onto Marine Way. Most of the balconies are recessed into the massing and Recommended Condition 1.3 suggests enclosing some of the balconies along this frontage. The applicant has provided an initial acoustic report indicating that the current design will comply with acoustical requirements. These measures greatly reduce the visual and acoustic impact of vehicular traffic on Marine Way. This condition has been met.

Rezoning Condition 3: Design development to demonstrate that residential setbacks of less than 2.5 m are sufficient to ensure appropriate relationship of dwelling to street, useable private outdoor space, planting area, trees, and room for steps.

Applicant Response: All the patios fronting roads & lanes exceeds the 2,5m and are heavily landscaped around the patio perimeters. We've ensured appropriate relationships of dwelling to street useable private outdoor spaces by stepping our patios to create a transition between public and private space and natural transition from streetscape to townhomes.

Staff Assessment:

The Guidelines recommend setbacks of 16.1 ft. (4.9 m) along Marine Way and 5.9 ft. (1.8 m) along Pierview Crescent for both Parcel 3 and Parcel 5A, and 16.4 ft. (5 m) flanking either site. All proposed setbacks exceed and in some places greatly exceed the minimum requirements.

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.

Staff is satisfied that this condition has been met.

Rezoning Condition 6: Design development to ensure private pathways connecting to park, pathways and public spaces are approved by the General Manager of Engineering Services and the General Manager of the Parks and Recreation at the time of detailed design.

Applicant Response: Early consultation with Engineering and Park Board staff occurred during the initial design development phase of the pedestrian mews which provides access from Marine Way to Neighbourhood Park North (3.2.12 in the Design Guidelines). Private pathways are proposed from common areas of the building to the mews.

Staff Assessment:

The 20 ft. (6 m) SRW provided along the shared property line between Parcel 3 and Parcel 5A accommodates a pedestrian mews that provides north/south access. Exterior stairs will be provided through the SRW due to the significant slope. Expanded landings, bench seating oriented towards the river and substantial plantings will relieve the vertical climb between Marine Way and Pierview Crescent. Some further design development of this area is required to simplify the design of the stair and to ensure that low maintenance landscape plantings are selected as per Standard Conditions A.1.36 and A.2.7. Following the design development described in Recommended Condition 1.1 this walkway will be flanked to the west by raised patio space for ground level townhouses, buffer landscaping and private pathways. On Parcel 5A to the east there is single storey amenity building and a roof top amenity space. The residential units and amenity space are oriented toward the walkway, Pierview Crescent and Neighbourhood Park North beyond. They provide 'eyes on the street' and are afforded a strong visual connection to the generous landscaping and the park to the south. This provides overlook security that addresses crime prevention (CPTED) issues and affords enhanced residential livability. Supplementing this is the need to ensure integrated low-level ambient and intermittent high-level lighting. Staff supports the design intent with consideration given Recommended Condition 1.1.

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 the significant grade change from Marine Way down to Pierview Crescent and from west to east across the site most of the parking structure is located below grade.

Access to the underground parking is from a parking ramp at the south west end of the site near the high point of the existing grade along Pierview Crescent. Two storey townhouses wrap the south face of the parking structure along most of the Pierview Crescent frontage to the south. To the east terraced planters and paths provide a connection to the north south pedestrian right of way and across to the single storey amenity building located on Parcel 5A.

Along the Marine Way frontage, a relatively small a portion of the parking structure projects above grade at the north eastern section of the site. Similarly portions of the parking structure are exposed on the eastern elevation facing towards Parcel 5B. These projections are mitigated with raised patios and terraced planters.

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

● **Conclusion:**

Staff considers this application to be of a high standard. The proposed form of development results in a development proposal that will provide affordable, high density living in compliance with the CD-1 Policy and is consistent with the objectives of the East Fraserlands Guidelines. Staff recommends 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, 2016, and provided the following comments:

EVALUATION: SUPPORT (9-0)

- **Introduction:** Development Planner Allan Moorey introduced the project as a complete development application to construct a multiple dwelling containing 51 affordable rental dwelling units with one level of underground parking having vehicular access from Pierview Crescent.

Parcel 5A is located in the East Fraser Lands (EFL) Area 2 in the Northwest Precinct. The most notable aspect of the site is the slope, both to the south and to the east. The site falls 30 feet to the east along the north property line. Again, rising up 26 feet and rising again to 30 feet to the corner.

Parcel 5A is located in the East Fraser Lands (EFL) Area 2 in the Northwest Precinct. The most notable aspect of the site is the slope, which falls both to the south and to the east. From west to east along Marine way and the north property line the slope falls approximately 17 feet. From Marine Way down to Pierview Crescent the slope falls over 23 feet along the west property line and over 28 feet along the east property line.

Parcel 5A is 256 feet long by 115 feet wide. Parcel 5A has a site area of 29 530 square feet and the proposed FSR is 1.6 or 47 025 square feet. The proposed density is in accordance with the Guidelines recommended density of 46 705 square feet.

With respect to setbacks, the Guidelines recommend 4.9 meters along Marine Way and 1.8 meters along Pierview Crescent for both Parcel 3 and Parcel 5A, and 5 meters flanking either side. The project exceeds the required setbacks described in the Guidelines.

A 6 meter right of way is provided between Parcel 3 and Parcel 5A for pedestrian access from Pierview Crescent up to Marine Way, and may be part of a larger system that continues across the Canadian Pacific Railway (CPR) Right of Way to the south. There are 5 meter setbacks on either side of the right of way, which make the perception of an expansive linear park.

With respect to massing and number of storeys, the development presents four storeys on Marine Way and six-storeys along Pierview Crescent. Only two sides are below grade in this parcel, so it adheres to a more conventional storey count. Originally 4-6 storeys were envisioned throughout the area, presumably a six-storey wood frame structure. The move to a two-storey concrete podium enabled a five-storey conventional wood frame structure over the concrete structure. The partial upper storey allows for some shifting of density to compliment the desired stepping form of development that is described in the Guidelines.

There is a two storey townhouse podium along Pierview Crescent which steps with the slope. Vertical separation, buffer planting and individual residential entries are provided against the public realm off Pierview Crescent and off Marine Way.

Access to the underground parking is at the west end of the site at the high point of the existing grade along Pierview Crescent. The space at grade behind the lower level of townhouse units contains the main residential lobby and at Parcel 5A bike storage and some back-of-house services. Otherwise this area is unexcavated. From Pierview Crescent the parking ramps up to one level of parking behind the second storey of the townhouses.

There is a generous common outdoor roofdeck amenity space accessed from Level 4. This space has urban agriculture and outdoor dining areas. There is also an indoor amenity room located in large single storey volume adjacent to the linear parkway at the west edge of the site. The indoor amenity room allows for a berm condition, connection to the north-south pedestrian path, expansive play area, and outdoor amenity area on the roof. This is a signature element that will animate Pierview Crescent and the pedestrian right of way.

Both Parcel 3 and 5A share a similar palette of materials: metal panel, cementitious cladding panel, wood-grain metal panel, corrugated metal panel, painted concrete, tempered glass and metal guards.

On Parcel 5a there are 51 units, 14% are studio units, 26% are one-bedroom units, 37% are two-bedroom units, and 23% are three-bedroom units.

- Advice from the Panel on this application is sought on the following:
 1. Given that the East Fraser Lands Guidelines stress the importance of a form of development that is responsive to the sloping site and conveys the desired expression of a ‘hillside town’, could the Panel comment on the success with which the proposed development does so?
 2. Given the steeply sloping site condition, could the Panel comment on the manner in which each east/west building ends meet the adjacent hillside.
- **Applicant’s Introductory Comments:** The applicant introduced the project as a steep site that is intended to be a hillside community.

It was noted that both Parcel 3 and 5A are adjacent to an existing townhouse development to the south. The massing and terracing was intended to provide views across the site and towards the River. The applicant also wanted to create a substantial built form edge along Marine Way and provide a lower scale townhouse edge along Pierview Crescent, acknowledging the existing townhouse forms to the south.

The applicant also intended to ensure permeability through the site from Marine Way to the south both from a visual and physical access point of view. Terracing was provided within the building forms to capitalize on the river views and southern exposure. The applicant attempted to tackle these items by placing the vehicular access points at the high end of the sites along Pierview Crescent. The parking structures were set into the hillside and the habitable portions of the buildings were raised. The floor to floor heights were increased in the parking area to further lift up the habitable space. The applicant worked with the geometries of the site and the building orientations to create more open space and to exceed the required setbacks.

The surrounding site was considered to ensure there was a good interface between patios and sidewalk. The applicant did not include stepping in the corridors of the buildings for accessibility purposes. The townhouse components were placed on the south side to screen the parking structure and reinforce the expression of hillside housing.

On Parcel 5A the sloping conditions are more extreme. The townhouses were stepped to have a more ‘gentle’ patio to sidewalk interface. There was a lot of room to create terraces and meet the density requirements. The upper building masses are setback from the townhouse face to create usable private and semi-private roofdecks.

The above-grade massing is articulated with metal panel clad ‘folding’ bands. These charcoal horizontal bands turn up at the building ends to bookend the buildings and frame the residential units.

There is layered terracing along Pierview Crescent that will be filled with privacy hedging and planting along the sidewalk. Along Marine Drive, because of the crank in the slope, there are terraced retaining walls. The retaining walls are stepped at 2 foot intervals to allow space for planting, allow access to light and avoid delineation with guardrails. Further along Marine Way, the groundplane at the entrance is highlighted with porcelain tile pavers with a woodgrain finish. There are seating opportunities at the lobby entrance. At the east, the private patios are raised above the sidewalk and provide linkages to the sidewalk. On the east side, there are connections to the right of way and Level 2 parkade. On Parcel 5, there is a pathway connection for circulation through to the amenity space and kids play area. The kids play area has sand and space for equipment. Parcel 3 and Parcel 5A are located in an amenity rich area and there is also a large park across the street with additional of play options. There are sunken patios with retaining walls. There is a setback to allow for future construction of the bike route. There is outdoor seating. The stairs would be staggered concrete. There would also be a sitting plaza for pedestrians.

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

- Given the high traffic volume along Marine Way noise mitigation was a concern for the panel. It was recommended that an acoustic study be undertaken to confirm that the proposed development can achieve the acoustic requirements without changes to the proposed design;
- The panel noted that the way the east/west building ends meet the adjacent hillside should be improved particularly at the lower levels. For example, the interior planning for the end units could be further developed to take advantage of the unique exposure available to these units;
- The livability of the suites having only bedrooms with balconies and no balcony access from the living room was raised as a concern;
- **Related Commentary:** There was strong support for the design response to the 'hillside character' from the Panel. Generally, the south facing terraces, balconies and roof decks and the views afforded by the design were welcomed by the panel. The strong entry expression benefits the project, although one Panel member thought that the main entries from Pierview Crescent may have been recessed too far from the sidewalk, and that there is an opportunity to enclose some of this exterior forecourt space.

Several members of the panel felt that Parcel 5A's outdoor children's play area is not accessible enough, for people using strollers. It was noted that these accessibility concerns may be addressed by splitting the outdoor children play area into different areas or by providing an elevator from the indoor amenity space below. One Panel member also thought there should be more outdoor children play areas. But overall it was noted that the outdoor amenity spaces on all levels were generous and had good access to sun and views.

It was noted that there was a large number of cast-in place concrete retaining walls and that it may be possible to simplify the design of the retaining walls without compromising access to light or ventilation.

The panel generally thought that the geometry of the arcing plan which creates a streetwall form along Marine was successful. Also it was noted that the approach to the building grades, with the centre of the plan nominally flush with the grade at Marine Way, was very effective and was supported by the Panel.

In general, the stepping east west and north south was considered well done. One panel member mentioned that a similar upper roof deck should also be deployed on the EFL parcel 8a Area 2 Southwest Precinct project reviewed at the same UDP meeting.

With respect to the way in which the each east/west building ends meets the adjacent hillside, it was felt that there were opportunities missed due to the rigid adherence to a formal architectural concept.

Some of the panel thought the band/bar expression may become dated with time, and that the proposed materials might not wear well. The black end walls on the east and west elevations were considered a little too severe and stylistic.

One panel member mentioned that the slope to the east of Parcel 5A could further improve the creation of quality natural habitat by providing more diverse species of plantings.

- **Applicant's Response:** The applicant thanked the Panel for their comments and noted that their comments will be taken into consideration.

ENGINEERING SERVICES

This application is part of the East Fraserlands Area 2 North Precinct which was rezoned by Parklane Homes in 2009. Through this rezoning, Engineering's 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 North CD-1 (498) By-law outlines specific parking requirements for affordable housing. This application is not seeking any parking or loading relaxations.

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

LANDSCAPE

The recommendations of the Landscaping are contained in the prior-to conditions noted in Appendix A attached to the 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.1.32)

AMENITY ROOMS AND PLAY AREAS

The proposed development includes a total of 31 units with two or more bedrooms (61% of total units - comprised of 19 2 bedroom units 2-bedroom and 12 3-bedroom units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this development.

Consistent with the Guidelines, a multi-purpose amenity room is proposed at and accessible from Pierview Crescent, a 2nd level of amenity room provides a stairway connection up to the children's play area. Design development is needed to Pierview Crescent grade level of the common indoor amenity areas to include a kitchenette, storage closet and accessible washroom with baby change table (see Standard Condition A.1.33).

Also consistent with the Guidelines a common outdoor amenity area suitable for children's play activity is proposed. This play area includes a soft surface area with spinner bowl and balancing logs and sand play area, all which provide a range of opportunities for creative and motor skills developing play for children. Design development is needed to ensure that access between the building in Parcel 3 and 5A is universally accessible and to ensure that residents of Parcel 3 are granted access to this at-grade children's play area in the adjacent parcel 5A (see Standard Condition A.1.34).

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 planters which provide opportunities for urban agriculture on Level 4. 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, a compost bin for yard waste, and to clarify hosebib locations (see Standard Condition A.1.35).

PARK BOARD

Park Board anticipates that the pedestrian way between Parcels 3 and 5A will provide a link from Marine Drive to Pierview Crescent and Neighbourhood Park North. The pedestrian way shall be designed as a connection between Pierview Crescent and Marine Drive. Universal access between parcels 3 and 5A, and from parcels 3 and 5A to the playground, is also desirable.

A meadow is not supported at this location. Rather, the landscape shall consist of native tree, shrub and ground cover species, to ensure low maintenance. The design shall ensure clear delineation between the privately and publicly maintained areas through clear indication at edge of parcel at Marine Drive and Pierview Crescent. Trees are to be clearly located on private or public land, and not on, or immediately adjacent to the property line.

The hardscape design shall feature a reduction in the undulation of the edge of stairs. Stairs shall be reduced to a width of 7.9 ft. (2.4 m). There shall be fewer landings, accommodated through sets of 10 stairs. Every second landing shall be wider (approximately. 15.7 ft. or 4.8 m) and include benches, which shall be oriented towards the river.

As part of their Master Developer Servicing obligations, Parklane (Wesgroup) will design and construct the adjacent Park/Road pedestrian connection to the satisfaction of the City and in accordance with the EFL Area 2 North Services Agreement. Standard Conditions A.1.36 and A.2.7 requires the submission of civil, electrical, and landscape drawings to the satisfaction of the General Manager of Engineering Services and Park Board.

ENVIRONMENTAL PROTECTION BRANCH

The Environmental Protection Branch indicates that this site has acquired a Certificate of Compliance in 2007. The 2007 Certificate of Compliance was obtained before soil vapour standards were in effect. Additional environmental assessment and/or remediation will be required prior to the issuance of the Building permit.

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 are 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 (498) 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 enquire 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.

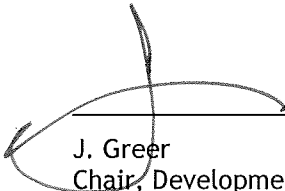
Dwelling Size: An opinion was expressed that the 2- and 3- bedroom units are too large and that the balconies were too luxurious for social housing tenants.

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 m²) or more and three bedroom units should be 900 sq. ft. 83.6 m²) 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 supports 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:

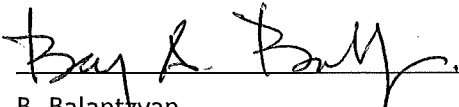
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.



J. Greer
Chair, Development Permit Staff Committee



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 (498) 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 provision of a minimum of 129,545.0 sq. ft. (12,034.7 m²) of residential floor area dedicated to affordable housing dwelling units and distributed over Parcels 3 and 5A, in compliance with the rezoning conditions;

A.1.4 clarification of number of storeys in the proposed building;

Note to Applicant: Level L1 should be noted as the first storey, and the remainder of the floors revised accordingly.

A.1.5 notation/clarification of the uses of all rooms/spaces, including the following:

- i. identification of dwelling unit types with regard to number of bedrooms in each unit, to be noted on the floor plans;
- ii. floor areas of all dwelling units, to be shown on the floor plans;

Note to Applicant: Measurement of dwelling unit size shall be calculated using the inside dimension of the walls. Interior partition walls, within the dwelling unit, are to be included in the measurement.

Further, any bulk storage EXCLUDED FROM FLOOR AREA CALCULATIONS, shall NOT be included in the measurement of the dwelling unit floor area.

- iii. proposed use of all amenity rooms/spaces, including details regarding type, finishing, equipment and/or furnishings;

Note to Applicant: In addition to their proposed use(s), all amenity rooms and spaces should be noted as "Amenity".

- iv. floor area of the stair leading from the amenity room to the outdoor children's play area on Level 3 must be included in the computation of amenity area;

- v. in-suite storage space should be dimensioned to demonstrate a minimum clear horizontal dimension of 1.2 m (4.0 ft.) in all directions;

- A.1.6 confirmation that unenclosed outdoor areas at grade level underneath building overhangs, mainly townhouse entries under balconies, do not exceed 1% of the residential floor area being provided, per Section 5.4 (d), of the CD-1 (498) By-law;

Note to Applicant: Submission of an overlay illustrating, by shading, the total area of the above-noted spaces is required.

- A.1.7 submission of a floor plan showing the lower levels of two townhouse units at the southeast portion of the proposed development;

- A.1.8 deletion of all references to the proposed signage, or notation on plans confirming that: **“All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits”**;

Note to Applicant: The Sign By-law Coordinator should be contacted at 604.873.7772 for further information.

- A.1.9 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;

- A.1.10 an up-to-date copy of the City building grades plan is to be submitted;

- A.1.11 submission of an acoustical consultant’s report which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria, to the satisfaction of the Director of Planning;

- A.1.12 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.1.13 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;

Note to Applicant: All parking stall and manoeuvring aisle dimensions should be shown on the plans. The Class A loading space should also be dimensioned.

- A.1.14 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.1.15 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.1.16 provision of a shared vehicle space and a shared vehicle;

Note to Applicant: Refer to Engineering Standard Condition A.2.8.

A.1.17 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 26, of which a maximum of 25% (7 spaces) may be small car spaces;

Note to Applicant: Proposed number of small car spaces is 8.

A.1.18 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; and

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

A.1.19 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.1.20 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.1.21 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.1.22 provision of the following notations on the submitted plans:

Standard Landscape Conditions

A.1.23 design development to the Mews (SRW dedication) to ensure that planting and materials are visually integrated with adjacent private property landscape treatment;

Note to Applicant: This will require further coordination with Engineering and Planning staff.

A.1.24 design development to locate site utilities and vents onto private property and integrated discreetly into the building, avoiding highly visible landscaped and common areas;

A.1.25 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;

A.1.26 provision of large scale detailed sections, as follows:

- in the north-south direction through the Mews (SRW dedication);
- in the north-south direction through the east edge landscape area;
- in the east-west direction through east edge of the building and extending onto Parcel 5B to clarify grade compatibility.

A.1.27 provision of large scale, detailed elevations for proposed vertical landscape structures;

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

A.1.28 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.1.29 provision of a Tree Management Plan;

Note to Applicant: Submit a large scale plan that clearly illustrates all trees to be removed/ retained and any necessary dimensioned tree protection barriers.

A.1.30 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 2.4 inches (6 cm) caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 ft. (2.4 m²) long and 18 inches (0.45 m). Planting depth of root ball must be below sidewalk and the terraced landscape at the east edge grade. Call Park Board for inspection after tree planting completion".

A.1.31 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.1.32 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.1.33 design development is needed to Pierview Crescent grade level of the common indoor amenity areas to include a kitchenette, storage closet and accessible washroom with baby change table;

A.1.34 design development is needed to ensure access between the building in Parcel 3 and the play area in 5A is universally accessible and to ensure that residents of Parcel 3 are granted access to this at-grade children's play area in the adjacent parcel 5A; and

A.1.35 design development to include the infrastructure necessary to support urban agricultural activity by residents including, tool storage, a potting bench, a compost bin for yard waste, and clarification of hosebib locations; and

Parks Board

A.1.36 submission of civil, electrical, and landscape drawings providing design of the pedestrian way to the satisfaction of the General Manager of Engineering Services and Park Board.

Note to Applicant: Park Board anticipates that the pedestrian way between Parcels 3 and 5A will provide a link from Marine Drive to Pierview Crescent and Neighbourhood Park North. The pedestrian way shall be designed as a connection between Pierview Crescent and Marine Drive and will provide universal access between parcels 3 and 5. Accessible access to the playground from parcels 3 and 5A is also desirable. Refer also to Engineering Standard Condition A.2.7.

A.2 Standard Engineering Conditions

A.2.1 Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services and the Approving Officer for the subdivision of Lot 22, Block 10, DL 330, Plan EPP23173 to result in the:

- a. creation of Development Parcels 1, 3 and 5A;
- b. dedication of the northerly 9.2 ft. (2.8 m) of Parcel 3 for road purposes; and
- c. dedication of a 19.7 ft. (6 m) wide portion of road between Parcels 3 & 5A.

A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for the completion of additional servicing obligations not currently included in the services agreement (BB1726845-BB1726850). These include, but may not be limited to, the following:

- a. Relocation of Parcel 1 Watermain; and
- b. De-commission and removal of the Pierview Crescent temporary turnaround.

A.2.3 provision of letter of credit to secure the Owner's works as listed in the Services Agreement for East Fraser Lands Area 2 North (BB1726845-BB1726850);

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 1, Development Parcel 3, Development Parcel 5A, including of the dedicated 19.7 ft. (6 m) wide, N-S walkway between SE Marine Drive and Pierview Crescent;
- b. Temporary Turnaround [already complete];
- c. Temporary Watermain Works [already complete];
- d. Temporary Kent Ave North Bike Path [already complete];
- e. Traffic Signal and Left Turn Bay on Marine Way at Kinross [already secured]; and
- f. Temporary Walkway Connecting Marine Way with East Kent Ave North.

A.2.4 provision of the location and size of BC Hydro SRW CA3054804-5 (Plan EPP28418) appears to have been misplotted as it does not agree with SRW Plan EPP28418. Delete the portions of building structure and terraces within the SRW; or make arrangements with BC Hydro for modification of the SRW area

A.2.5 confirmation from the utility users of the CVT box (see A-2.01) that adequate clearances to structures are being provided;

A.2.6 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 North (BB1726845-BB1726850). 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:

- a. include the future cycle path, property line and sidewalk on Marine Way adjacent to Parcel 3 as a continuation of the existing path and sidewalk adjacent to Parcel 5A;

Note to Applicant: The same cross section shown adjacent to parcel 5A should be used in front of Parcel 3, with an open area in line with the crosswalk on Marine Way.

- b. relocation of the seating plaza and two benches proposed at the north end of the mews to an area outside of the future sidewalk and cycle path alignment on Marine Way;
- c. provision of a minimum 1 ft. (0.3 m) wide grass buffer between the sidewalk and any adjacent planting;
- d. deletion of Azalea Hino Crimson on public property and provision of plant material that will not spread onto the adjacent sidewalk on Pierview Crescent;
- e. deletion of one of the two rows of English Lavender proposed on public property adjacent to the sidewalk on Pierview Crescent;
- f. 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.

A.2.7 provision of a separate application to the General Manager of Engineering Services and the General Manager of the Vancouver Board of Parks and Recreation for the detailed design of the public access connection from Neighbourhood Park North to Marine Way as shown in Schedule C1 of the Services Agreement for East Fraser Lands Area 2 North (BB1726845-BB1726850). Please submit a copy of the civil, electrical, and landscape plans directly to Engineering and Vancouver Park Board for review (see Standard Condition A.1.36). Please note the following:

- a. Provision of two rest areas along the mews with benches oriented towards the river;

Note to Applicant: There is a condition for the adjacent site at 3245 Pierview Crescent which includes the same comment. The intention is for provision of a total of two rest areas between the top and bottom of the mews.

- b. Provision of drainage plan;
 - c. Reduction in the undulation of the edge of stairs;
 - d. Stair width to be approximately 7.8 ft. (2.4 m);
 - e. Reduce number of landings - 10 stairs per set and in accordance to the Vancouver Building By-law requirements;
 - f. Landing width to be 7.8 ft. (2.4 m)
 - g. Every second landing retained be wider than the stairs (15.7 ft. or 4.8m) and include benches;
 - h. The landscape shall consist of trees, shrubs and ground cover from an approved list, preferably native, low maintenance species. A meadow is not supported at this location;
 - i. Trees must be located clearly on private or public land, and not on the property line;
-

A.2.8 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 “Car Share Space”;
- 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
- f. provide 1 Shared Vehicle to the development for a minimum period of 3 years;
- g. enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared vehicle;
- h. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
- i. provide letter of commitment from a car share company indicating their willingness to supply car share vehicle on site at building occupancy.

A.2.9 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The following items are required to meet provisions of the Parking By-law and the Parking and Loading Design Supplement.

- provision of a standard commercial driveway crossing at the parking access for Parcel 5A
- First risers of all stariways 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.

- Provision of black inverted “u” style bike racks for the Class B bicycle parking to be consistent with the style chosen for the Town Square and subsequent development parcels;
 - provision of additional design elevations on both sides of the parking ramp at all break point, throughout the parking level at all four corners, either side of the manoeuvre aisle and at all break points, at the bicycle storage and at all entrances to calculate the slope and crossfall;
 - confirm the design elevations 44.8 ft. (13.64 m) and 44.1 ft. (13.43 m) shown on drawing A-2.02 are correct. The design elevations provided do not calculate to 10% slope;
 - provision of minimum 7.54 ft. (2.3 m) vertical clearance to be dimensioned and noted on the plans for access and maneuvering to disability parking and the Class A loading space;
-

Note to Applicant: The overhead gates measure 7 ft. (2.1 m) on section drawings 1 and 4.

- provision of parking curbs or barriers for parking spaces 7-17 with projections over stalls;
- provision of a note to be added to drawing A-3.01 at the slab projection over the parking stalls to read “To comply with the requirements for Projections over a stall as per Parking and Loading Design Guidelines”.
- hatch the access aisles between the Class A loading space and the vestibule and either side of the man door at visitor stall 6 and residential stall 1;
- provision of all Class A bicycle parking to be provided on P1 parking level or at grade;
- provision of an improved plan showing the access route(s) from the Class A bicycle spaces to reach the outside;

Note to Applicant: The route(s) must be ‘stairs free’ and confirm the use of the parking ramp or elevator, if required.

- provide automatic door openers on the doors providing access to the bicycle room(s).
- provision of the section lines on the drawing L-1 that correspond to the sections on L-4.
- provision of drawing L-3 which is missing from the submission.

Please contact Jennifer White of the Neighbourhood Parking and Transportation Branch at 604-871-6474 for more information or refer to the Parking and Loading Design Guidelines at the following link:

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

A.2.10 design and location of all crossings, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: A standard City crossing should be shown. Submission of a crossing application is required.

A.2.11 City building grades and corresponding design elevations are required adjacent all entrances

A.2.12 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.2.13 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 must comply 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 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.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 980.0 sq. ft. on Level 1 (1st storey), 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.
- 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.
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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 12th 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 This site has acquired a Certificate of Compliance in 2007. The 2007 Certificate of Compliance was obtained before soil vapour standards were in effect. Additional environmental assessment and/or remediation will be required prior to issuance of the Building Permit.

- i. Vancouver Affordable Housing Agency is to oversee the completion of the work prior to site development.
- ii. An environmental report, including data to be signed by an approved professional, is to be submitted prior to issuance of the Building Permit.
- iii. Environmental report must be submitted prior to issuance of the Building Permit for Environmental Protection review and acceptance.
- iv. 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.
- v. 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) is required.
- vi. Erosion Sediment Control Plan is required at the Building application stage for Environmental Protection Branch's review and acceptance.

B.2.14 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.2.15 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.2.16 This Development Permit is valid for a period of 12 months from the date of issuance - unless otherwise validated by a Building Permit.
