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1071 CARDERO STREET (COMPLETE APPLICATION)  
DE418103 - ZONE RM-5A

CK/JMB/WL/LH

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
M. Holm, Engineering Services

**Also Present:**

C. King, Urban Design and Development Planning  
J. Bosnjak, Development Services  
W. LeBreton, Development Services  
D. Autiero, Development Services  
L. LeBlanc, Engineering Services

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**APPLICANT:**

Ankenman Marchand Architects  
Attention: Afshin Banafsheh  
1645 West 5th Avenue  
Vancouver, BC  
V6J 1N5

**PROPERTY OWNER:**

Carrera Management Corporation  
104-375 Water Street  
Vancouver, BC  
V6B 5C6

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**EXECUTIVE SUMMARY**

- **Proposal:** To rehabilitate and designate the existing multiple dwelling (16 units) at 1601 Comox and to develop a new four-storey multiple infill dwelling consisting of 11 rental units at the rear of the site.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

● **Issues:**

1. Unit Mix & Typology.
2. Shared Courtyard & Provision of Open Space.
3. Parking.
4. Laneway Public Realm.

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

THAT the Board APPROVE Development Application No. DE418103 submitted, the plans and information forming a part thereof, for rehabilitation and designation of the existing multiple dwelling (16 units) at 1601 Comox and the development of a new four-storey multiple infill dwelling consisting of 11 rental units at the rear of the site, subject to the following conditions:

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

1.1 design development to provide a commonly accessible rooftop amenity space to the infill dwelling;

**Note to Applicant:** To improve the quality and provision of common open space suitable for use by families with children, the rooftop should be developed as common outdoor amenity. Discretionary height increases required to achieve barrier-free access to this space will be considered as per the City of Vancouver bulletin on 'Roof Mounted Energy Technologies and Green Roofs - Discretionary Height Increases'. See also Condition 1.2.ii;

1.2 design development to shared courtyard area to improve the following;

i. entrance legibility of the infill building from Cardero Street;

**Note to Applicant:** Given development of the common rooftop amenity per Condition 1.1, the shared courtyard area at grade should be redesigned to reflect its actual use as a shared entry area. As such, legibility of the infill entrance from the street should be made a design priority.

ii. connectivity between the existing building and the infill building;

**Note to Applicant:** Ease of access to the rooftop amenity area for residents of the retained building should be another priority of design development of this space to ensure that use of the rooftop amenity is made attractive to use by all residents.

iii. Safety in the interior side yard area;

**Note to Applicant:** Passive supervision of the interior side yard area of the courtyard space, especially as it relates to the link between open parking stalls to the lane and the screened garbage area should be improved to address concerns around safety and the development of areas for anti-social behavior. See also Standard Conditions A1.22 & A1.23.

iv. privacy of Unit 102 private open space;

**Note to Applicant:** Design of the perimeter enclosure of this patio needs to balance the privacy amenity of the occupants of Unit 102 with the legibility of shared courtyard as an entryway when viewed from the Cardero Street frontage.

v. provision of weather protection;

**Note to Applicant:** Consideration should be given to the improved provision of weather protection to the entrance of the infill building, not only for practical reasons but also

as a contribution toward improving the entrance legibility as required per Condition 1.2.i.

vi. location of required pad-mounted transformer;

**Note to Applicant:** Standard Engineering Condition A.2.9 requires the provision of a PMT to service the development. While it is preferred that this is located along the laneway frontage, consideration will be given to location along the Cardero Street frontage as long as such a location minimizes disruption of the streetscape and is integrated with the courtyard design to achieve the improvements outlined in the other clauses of this Condition.

1.3 design development to improve the main floor elevation of the infill building as follows:

i. articulation of the Cardero Street frontage;

**Note to Applicant:** The solid window to wall ratio at main floor level does not provide a sufficiently animated frontage to Cardero Street and should be improved. Particular attention should be paid to the potential for additional windows to the corner units to not only relieve the solidity of the at-grade expression to improve pedestrian scale but to also improve livability of the units. Landscape proposals within the setback to Cardero Street should ensure that a good standard of privacy is maintained.

ii. provision of a higher quality external material finish;

**Note to Applicant:** The Woodgrain colour Hardie siding proposed is not supported and should be replaced by higher quality external material finish.

1.4 design development to ensure that livability of dwelling units 401 & 402 is preserved in the location of required utility services, with specific regard to the provision of operable windows;

**Note to Applicant:** Existing BC Hydro infrastructure located along the lane at each side property line will require the use of non-combustible, non-openable, tempered glass window designs for units at the upper level within clearance radii. Clarification of the location of such measures and the provision of openable windows within these units to ensure adequate livability is required.

1.5 compliance with section 4.3.6 of the Parking Bylaw;

**Note to Applicant:** The site is required to meet the Parking Bylaw to the satisfaction of the Director of Planning in consultation with General Manager of Engineering Services and, if applicable, the Director of Legal Services. The site may elect to use any of the eligible Bylaw provisions to meet the site's parking requirements. The provision of shared vehicles and/or securement of off-site parking are suitable examples. Any required parking that is provided off-site will be linked to a residential unit such that any cost to renters associated with the parking will be included in the rent and not separate or optional. A separate Development Permit will also be required for a site that is providing off-site parking.

1.6 addition by Council of the existing site to the Vancouver Heritage Register and approval of a Designation By-law for the site and signing by the owner of a side agreement (219 Covenant) agreeing to protect the heritage elements on the site during construction,

and related matters, to the satisfaction of the Director of Planning and the Director of Legal Services.

**Note to Applicant:** A Statement of Significance and Register Evaluation needs to be prepared by a heritage consultant for review by the Heritage Commission. Please contact James Boldt at james.boldt@vancouver.ca regarding any questions in this regard. If the project is approved by the Development Permit Board, heritage staff will initiate an instruction memo to the City's Legal Services Department to prepare the side agreement and the designation by-law.

- 1.7 arrangements to be made to the satisfaction of the Managing Director of Social Development and the Director of Legal Services to enter into a Housing Agreement securing all residential units as rental housing units for the longer of 60 years or life of the building, subject to the following additional conditions:
- i. a no separate-sales covenant;
  - ii. a non-stratification covenant;
  - iii. none of such units will be rented for less than one month at a time;
  - iv. such other terms and conditions as the Managing Director of Social Development and the Director of Legal Services may in their sole discretion require.

**Note to Applicant:** This condition will be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

- 1.8 submission of a separate application to the General Manager of Engineering Services describing public realm improvements to the threshold space to lane immediately adjacent to the infill development;

**Note to Applicant:** In conjunction with the infill development, 6.5 feet of the laneway right of way adjacent the site shall be improved with a landscaped green strip that will remain public right of way. The adjacent property owner will be responsible for the ongoing maintenance of the green strip, including replacement of any landscape treatments that may be removed or damaged as a result of accessing underground utilities. The design should be developed in consultation with Planning, Landscape and Engineering Services staff.

- 1.9 provision of enlarged details, at 1/2"=1'-0" scale or better, of all significant exterior features.
- 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	EXISTING	PROPOSED
Site Size	-	-	65.98 ft. x 130.92 ft.
Site Area	-	-	8,638 sq.ft.
Floor Area <sup>1</sup> (Max.)	17,276 sq. ft.	29,943 sq. ft.	Multiple Dwelling (Existing) 29,943 sq.ft. Infill MD (New) 9,247 sq.ft. Total 39,190 sq.ft.
FSR <sup>1</sup> (Max.)	2.0	3.47	Multiple Dwelling (Existing) 3.47 Infill MD (New) 1.07 Total 4.54
Height (Max.) <sup>2</sup>	40 ft. (Infill)		Top of Parapet Wall (Infill) 43.47 ft. Top of Elevator/Stair (Infill) 47.97 ft.
Front Yard (Min.)	12.14 ft.	0 ft.	0 ft.
Side Yards (Min.)	MD - East 6.89 ft. MD - West 6.89 ft. Infill - East 3.00 ft. Infill - West 3.00 ft.	MD - East 0 ft. MD - West 1.67 ft.	MD - East 0 ft. MD - West 1.67 ft. Infill - East 4.00 ft. Infill - West 3.00 ft.
Rear Yard (Min.) <sup>3</sup>	Infill 2.00 ft.		Infill 1.08 ft.
Separation between buildings <sup>4</sup> (Min.)	20.00 ft.		20.00 ft.
Site Coverage (Max.) <sup>5</sup>	50% (4,319 sq. ft.)		--- % (--- sq. ft.)
Parking <sup>6</sup> (Min.)	M.D. 20 Spaces Infill 6 Spaces Total 26 Spaces  (2 - Disability)	14 Spaces	1 - Car Share (Counts x5) 5 Spaces 1 - Standard 1 Spaces 1 - Small Car 1 Spaces Total with Bonuses = 7 Spaces
Bicycle Parking <sup>7</sup> (Min.)	Class A 34 Class B 6 Total		Class A 22 Class B 0 Total
External Design <sup>8</sup>	Residential windows that open shall be more than 14.76 ft. from rear property line;		- Not compliant with 1 <sup>st</sup> and 2 <sup>nd</sup> floor dwelling units facing lane;
Use		- Multiple Dwelling with 16 Units	- Infill Multiple Dwelling with 11 Units
Unit Type <sup>9</sup>	50% of Units in Infill Multiple Dwelling to have 2 or more bedrooms & 10% of units to have 3 or more bedrooms;		<u>Proposed Infill:</u> One bedroom: 6 Two bedroom: 4 Three bedroom: 1

<sup>1</sup> **Note of Floor Area and FSR:** Section 5.3 of the RM-5A District Schedule allows the Development Permit Board to relax the regulation in Section 4.7 allowing a Floor Area/FSR that considers the intent of the RM-5A District Schedule and all applicable policies and guidelines.

<sup>2</sup> **Note on Height:** See Condition 1.1 for more information.

<sup>3</sup> **Note on Rear Yard:** Standard condition A.1.2 seeks compliance with minimum required rear yard.

<sup>4</sup> **Note on Separation between buildings:** Standard condition A.1.2 seeks compliance with Rear yard, therefore creating a non-compliant separation between buildings. Standard condition A.1.3 seeks compliance with this regulation. See discussion in section titled "West End RM Design Guidelines for Infill Housing".

<sup>5</sup> **Note on Site Coverage:** Standard condition A.1.4 seeks confirmation of site coverage.

<sup>6</sup> **Note on Parking:** See discussion in section 3(x) "Parking".

<sup>7</sup> **Note on Bicycle Parking:** Standard Condition A.1.5 seeks compliance with Section 6 of the Parking bylaw;

<sup>8</sup> **Note on External Design:** Section 5.3 of the RM-5 District Schedule allows the Development Permit Board to relax the regulation in Section 4.17.1 allowing residential units with windows closer than 14.76 ft. to a lane, considering the intent of the RM-5A District Schedule and all applicable policies and guidelines.

<sup>9</sup> **Note on Unit Type:** Standard condition A.1.1 seeks compliance with Section 5.3(c) of the RM-5A District Schedule.

• **Legal Description**

Lot: 28  
Block: 59  
District Lot: 185  
Plan: 92

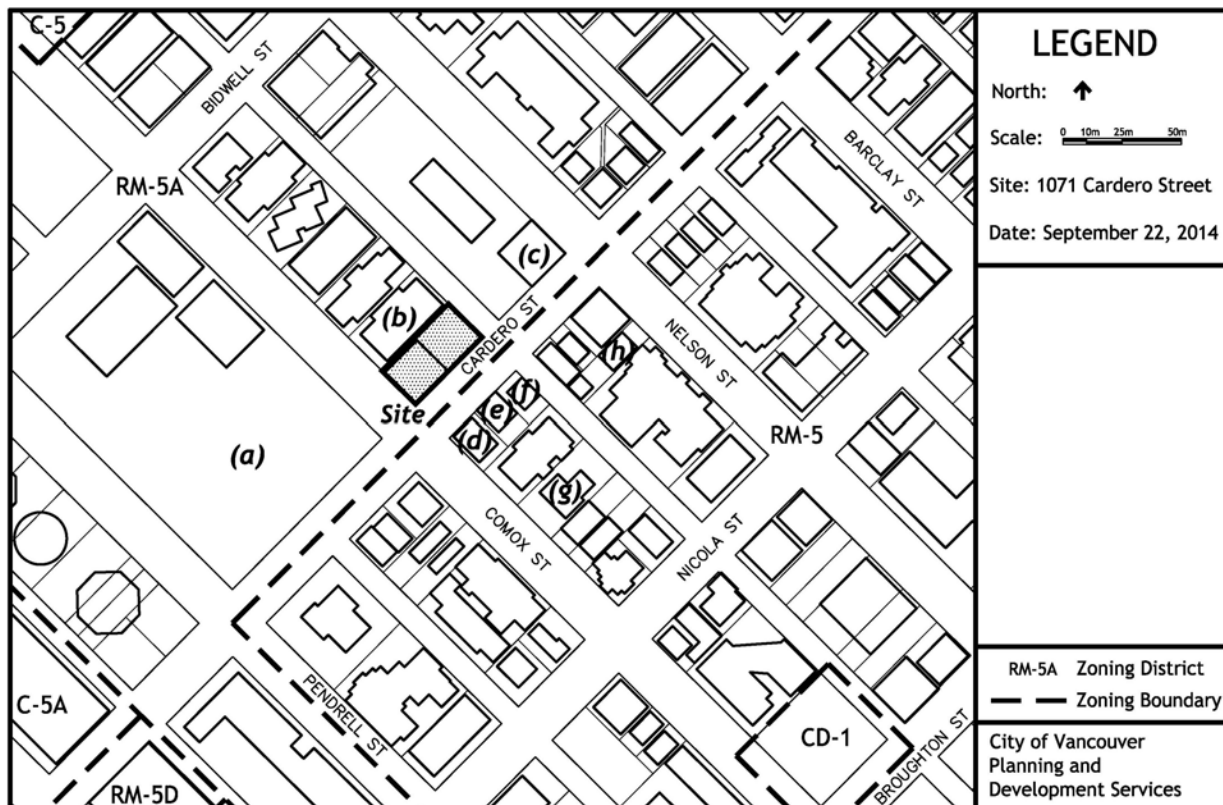
• **History of Application:**

14 06 20 Complete DE submitted  
14 08 27 Urban Design Panel  
14 09 24 Development Permit Staff Committee

• **Site:** The site is a 66ft x 131ft parcel at the corner of Cardero Street and Comox Street in the West End neighbourhood, located three blocks from both Denman and Robson Streets. The site contains an existing eight storey 1912 residential building containing twenty six rental units. The site slopes 3.5ft down from Cardero Street to the lane at the rear.

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

- (a) 1100 Bidwell Street - Lord Roberts Elementary
- (b) 1609 Comox Street (3 storey residential building)
- (c) 1606 Nelson Street - The Lincoln (3 storey residential building)
- (d) 1044 Cardero Street (1905 residential building)
- (e) 1038 Cardero Street (1905 residential building)
- (f) 1036 Cardero Street (1905 residential building)
- (g) 1529 Comox Street - Allan Residence (1910 residential building with laneway infill application)
- (h) 1546 Nelson Street - Urquhart Residence (1905 residential building with laneway infill application)



• **Background:**

A development application was submitted on June 20<sup>th</sup>, 2014 following ongoing pre-application discussion with staff to determine the acceptable form of a laneway multiple dwelling infill building to the rear of the existing character multiple dwelling under the provisions of the West End Community Plan. A pre-application open house was held by the applicant on February 27<sup>th</sup>, 2014. The proposal was reviewed by the Urban Design Panel on August 27<sup>th</sup>, 2014.

The application does not seek to alter existing zoning, and will result in new rental units.

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

**1. West End Community Plan**

The West End Community Plan provides a framework to guide positive change, development and public benefits in the West End, considering long-range and shorter-term goals. Deepening housing affordability and meeting the needs of a growing community are a stated priority, with the plan identifying new rental housing opportunities, including for families with children. The Plan also identifies the West End's remaining 124 character houses as a key aspect of the area's distinct character and seeks to protect these houses by allowing new development to be built behind them, along the laneway, so preserving the house and streetscape character of the area.

The Plan envisages incremental change and redevelopment occurring in the neighbourhoods as a way to gradually renew the building stock, and develops an overall strategy, referred to as 'Laneways 2.0', under which the laneways will become secondary streets that can accommodate ground-oriented infill housing, estimating that infill on existing market rental sites within the neighbourhoods has the potential to add approximately 1,000 new secured market rental units. Laneways 2.0 notes that the wider laneways unique to the West End present an opportunity to develop ground-oriented infill housing and to enhance the laneways as more walkable public spaces while maintaining their integral parking, servicing, and utility functions. Strata-titled infill housing will only be allowed for the retention and designation of heritage houses.

Approval of the West End Plan included the adoption of By-law amendments for residentially zoned areas (RM-5, RM-5A, RM-5B, and RM-5C) to allow for low-rise laneway infill housing, and of supplemental design guidance to the amended zoning regulations in the form of West End RM Design Guidelines for Infill Housing. Following plan approval, staff work is ongoing to develop a 'Laneways 2.0 Toolkit' (due late 2014) to provide guidance on the process, regulatory requirements, and urban design performance considerations needed to ensure that new laneway infill contributes positively to community character and livability.

**2. RM-5, RM-5A, RM-5B, RM5-C and RM-5D Districts Schedule**

The intent of this Schedule is to permit a variety of residential developments and some compatible other uses. Emphasis is placed on achieving development which is compatible with neighbouring development with respect to streetscape character, open spaces, view retention, sunlight access and privacy.

Infill multiple dwelling use is permitted in accordance with Section 5 of the Schedule which allows the Director of Planning or the Development Permit Board to relax the regulations of the Schedule as they relate to required front yard, side yards, rear yard, floor area and density, site coverage, horizontal angle of daylight, and external design for infill multiple dwelling, if the Director of Planning or the Development Permit Board first considers the intent of the Schedule, and all applicable Council policies and guidelines, except that:



- a) the infill multiple dwelling must be used for secured market rental housing;
- b) in an infill multiple dwelling with four or more dwelling units, at least 50% of the dwelling units must contain two or more bedrooms;
- c) in an infill multiple dwelling with ten or more dwelling units, at least 50% of the dwelling units must contain two or more bedrooms and at least 10% of the dwelling units must contain three or more bedrooms; and
- d) existing buildings, landmarks or features on the site which are listed on the Vancouver Heritage Register or may have heritage value must be conserved, to the satisfaction of the Director of Planning.

### 3. West End RM Design Guidelines for Infill Housing

The Guidelines offer detailed design advice to assess applications for discretionary infill development resulting from the relaxations provided in the District Schedule. As with the West End Community Plan and the Districts Schedule, emphasis is placed on contextual fit with adjacent development.

Given the relaxation of FSR in the Districts Schedule to enable infill development, the Guidelines are less concerned with floor area and instead describe an appropriate form of development as it relates to scale, height and other typical urban design performance criteria across each of the four typical lot typologies found in the West End. The Guidelines also describe the intent to develop a threshold space or 'green strip' in the 6.5ft of public right of way on the lane immediately adjacent to the infill lot.

The Guidelines note that the process of infilling existing under-utilized frontages to the lane with additional buildings requires sensitive and creative design, with a focus not only on creating neighbourly relationships with adjacent development but also on the manner in which lanes are treated and their resultant public realm character, based on their intended role within the neighbourhoods as more intimate in scale pedestrian routes with less traffic that still support necessary service functions.

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

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

#### ● Response to Applicable By-laws and Guidelines:

##### 1. West End Community Plan

The designation of the existing 8-storey 1912 multiple unit residential building as per Condition 1.6 and the securing of family oriented market rental units as per Condition 1.7 in an infill building within the underutilized space to the rear of the property is in line with the policies and principles of the Plan. However the unit mix and typology does not achieve the ground oriented family units anticipated by the plan. Similarly, while activation of the laneways as public spaces by way of public realm improvements as anticipated by the Plan will be achieved as per Condition 1.8, the streetscape to Cardero Street will be altered by the proposed development.

These deviations from the broader aims of the Plan generally come about as a result of unique site conditions as they relate to the corner flanking condition of the lot and the non-typical existing form of development outlined in the response to the **West End RM Design Guidelines for Infill Housing** below.

## 2. RM-5, RM-5A, RM-5B, RM5-C and RM-5D Districts Schedule

The application meets the relevant regulations of the Districts Schedule by proposing infill multiple dwelling for secured market rental use on a site with existing pre-1975 rental development. Voluntary designation of the character dwelling is achieved in accordance with conservation of pre-date dwellings to the satisfaction of the Director of Planning. However, the proposal does not meet the unit mix described in Section 5.3(c).

Staff anticipate an amendment to Section 5.3 currently in process to occur before the end of 2014 which will allow the unit mix outlined in 5.3(c) to be counted across existing and proposed development on the lot when retention of a heritage resource as described in 5.3(d) is being achieved. Condition A.1.1 seeks compliance with the prevailing form of this relaxation at the time of issuance of the DE.

## 3. West End RM Design Guidelines for Infill Housing

The proposal is generally in line with the anticipated form of development described by the Guidelines.

### i) Lot Typology, Unit Typology & Orientation

The subject lot conforms to Lot Typology 02 (66ft - 98ft Lots) and with the identified generally appropriate 3.5 - 4 storey form of development described. Staff note that the existing site condition in which a pre-date building of heritage merit is present alongside under-developed street frontage is unique to the corner flanking location of this site at the intersection of Cardero Street and Comox Street. Given this condition, the laneway infill building not only has to develop an appropriate response to the shared courtyard and laneway frontages, but is also expected to develop an appropriate urban response to the Cardero St frontage. The Guidelines note that where development occurs on irregular lots in the West End these will be considered on a case by case basis subject to contextual fit with adjacent development and the usual urban design performance criteria.

The Guidelines state that apartment forms with single entry and common internal corridors as primary access will not be permitted as they do not provide the activation and animation sought by Laneways 2.0. The infill building proposed is to be addressed off Cardero Street rather than the lane and functions as a secondary apartment building on the site. In this instance, because of the site condition and the reasonable efforts made to balance the provision of 2-bedroom family units at ground level with access to both the laneway and the shared courtyard while presenting an appropriately animated frontage to Cardero Street, staff are supportive of the form of development proposed despite it's not being of townhouse or stacked townhouse form. Recommended Condition 1.3 seeks design development to improve the Cardero Street frontage. Design development to mitigate CPTED concerns relating to the interior side yard and parking areas is also sought by Condition 1.2.

### ii) Scale & Height

The 4 storey scale of development is in line with the Guidelines, however the 40ft height permitted is exceeded by the top of parapet and elevator overrun of the infill dwelling. Condition 1.1 seeks design development of the infill building to provide a universally accessible rooftop amenity space to serve both buildings occupying the site. This will be designed in accordance with Section 10.11 and the City of Vancouver bulletin 'Roof Mounted Energy Technologies and Green Roofs- Discretionary Height Increases'.

### iii) Building Setback to the Lane

Standard Condition A.1.2 seeks provision of the required 2ft setback from the rear property line.

iv) Building Separation, Shared Courtyard & Common Open Space

The 20ft separation expected in the Guidelines is intended as a clear dimension between buildings. While the application generally conforms in this regard, a projecting bay at the corner of the heritage building does encroach to reduce the building separation along the rear interior side yard. The effect of this encroachment is worsened by the proximity of the communal entrance lobby and vertical circulation core of the infill building and the bin storage area. As a result, the courtyard does not function well as a shared space especially as it relates to the provision of play space suitable for families with children. Condition 1.1 seeks design development to remedy the lack of meaningful shared amenity space by providing a communal rooftop area. Given the intended addressing of the infill building from Cardero Street, the shared courtyard is more likely to function as a shared entry court for both buildings, allowing the at-grade area immediately adjacent to Unit 102 to develop as private space for the three bed unit without loss of communal open space amenity. Recommended Condition 1.2 seeks a significant improvement in the performance of this shared entry area through the satisfaction of a series of specific concerns around the proposed legibility, programming and composition of the area between the buildings.

v) Building Setbacks at Upper Levels to the Lane

Upper level setbacks to the lane frontage described by the Guidelines are intended to ensure that where taller development occurs along the lane a smaller scaled continuous street wall height is maintained. At four storeys, this is not explicitly required of the current proposal and given the prominent Cardero Street frontage staff support the form as proposed. However, as noted by Condition 1.4, existing BC Hydro infrastructure constrains the provision of operable windows at the upper level corner units. Satisfaction of this Condition may result in the provision of an upper level setback.

vi) Side Yard Setbacks

The proposal provides side yard setbacks in excess of the 3ft minimum required, in one instance to subordinate the infill dwelling to the existing pre-date building by stepping it back from the Cardero Street frontage and in the other to provide access to the lane from the bin storage area, and to the shared courtyard from the car-share area. Design development to mitigate CPTED concerns along the interior side yard is sought in the recommended conditions of approval.

vii) Threshold Spaces

The development of the laneways as secondary public spaces is made possible by the existing 33ft laneways. Retaining a 20ft vehicular corridor for required servicing and access functions leaves 6.5ft of surface at each side of the lane for development of a new public realm. In general, greening along the edge of the drivable surface will contribute to a pleasant laneway walking experience for the public as well as additional separation between dwellings and travelling vehicles. The public realm and landscaping design of new infill development will be expected to visually integrate the provision of such landscaping or utilitarian features required adjacent to the development.

Future applications will have the benefit of the Laneways 2.0 toolkit to guide their design. As an interim solution, recommended Condition 1.8 seeks a supplementary application for the threshold space to the satisfaction of the General Manager of Engineering Services, the design of which will be developed in consultation with staff.

viii) Architecture & Form

In line with the eclectic nature of existing development in the West End, there is no stylistic preference set within the Guidelines for new infill proposals. Where development is envisaged on a smaller development lot typology with an existing character home, it is expected that there should be a consistent architectural language between the primary building and the infill at least in terms of form and massing, but the opportunity to create uniquely engaging buildings on lanes and design

creativity is encouraged. New development is expected to respond to existing on-site character, the surrounding neighbourhood context and the emerging character of the host laneway, with sensitivity to adjacent development demonstrated in roof form, window size and placement. Staff are generally satisfied that the contemporary expression and simple massing is an appropriate form of development. Condition 1.3 seeks design development of main floor elevation of the infill building, with specific reference to the at-grade expression to Cardero St.

ix) Private Open Space

New infill development is intended to be family-oriented and so each unit is expected to provide access to a private open space at grade where possible that is suitable for children. Staff note that the 2-bed unit 101 at the corner of the lane and Cardero Street does not have access to private open space. Recommended design development of the shared courtyard will result in a more generous common open space at rooftop level, allowing the development of the at grade private open space of Unit 102 as per Condition 1.2.iv without loss of common space.

x) Parking

As the original building was constructed before Parking Bylaw requirements were in place, the current parking provision, including disability spaces, has been "grandfathered" in for existing units. It may not be possible to provide all the parking on-site, while meeting the West End Plan's goals for encouraging family housing and animation of the laneway. In that case, the Parking Bylaw allows for alternate ways to meet the site's parking demands including the carshare incentive, whereby an on-site carshare vehicle and space can replace 5 required parking spaces, or securing off-site parking for the building. To ensure that off-site parking helps meet the demands for the site, if this option is chosen, the Director of Planning may require the spaces to be "bundled" with units' rents to ensure that they are appropriately assigned to units and helping meeting the site's parking demands.

• **Conclusion:**

The proposed development application demonstrates general approvability under the prevailing applicable by-laws, policies, and guidelines, and increases the stock of family oriented rental housing in the West End while preserving the existing heritage resource on the site. Staff support the application, subject to the conditions noted.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on August 27, 2014, and provided the following comments:

**EVALUATION: SUPPORT (3-2)**

- **Introduction:** Colin King, Development Planner, introduced the proposal under the Laneway Infill Program. This is a relatively unique scenario in terms of expected lot types in the West End. The corner flanking location requires a response to the street orientation as well as the aims of the laneway infill program. Mr. King described the Guidelines noting that a 3.5 to 4 storey ground oriented laneway infill dwelling, addressed from the lane is expected. As well the Guidelines are looking for upper level setbacks to the lane; three foot minimum side yards and the infill should preserve the existing character to the street. The proposal is for a 4-storey infill comprising of eleven units with three parking stalls along the lane. The dwelling will be addressed off Cardero Street to pull the entrance within the courtyard at the interior of the site. Regarding parking, Mr. King mentioned that the 1912 building predates the bylaw. He noted that it is the expectation of staff to consider parking relaxation for larger lot typologies (66+ feet). On smaller lots it will be considered on a case by case basis. He added that that it is the intent of the infill program to achieve a pedestrian-oriented laneway frontage with required parking provision. It is likely in the

future that deficiencies created by smaller lot development on any given laneway will have to be addressed. Such work is ongoing and likely to be included in the forthcoming laneway toolkit.

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

Staff are seeking panel commentary on the success of architectural and landscape proposals as follows:

- The success of the building as it relates to the stated aims of the West End plan regarding the activation of laneway frontages.
- Legibility of the infill common entry and any potential concerns with use of the courtyard as amenity space given the entry circulation.
- Livability of unit 102 in as it relates to privacy amenity.
- Massing and material expression proposed.

Mr. King took questions from the Panel.

- **Applicant's Introductory Comments:** Tim Ankenman, Architect, further described the proposal noting that they had inquired as to why the house wasn't on the Heritage Registry. He said it was an amazing building inside, although not so much outside. They are going to try and do as much rehabilitation as possible inside. The building is a wood frame building of 8-storeys built at the beginning of the last century. Mr. Ankenman mentioned that the existing building is a little plain so they want to have some fun with materials and colour for the infill. The existing building has very little outdoor space so they are proposing an outdoor amenity in the courtyard and are also looking at adding a roof top garden to the infill building.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to simplify the architectural expression;
  - Design development to improve the livability of the units, especially Unit #102;
  - Design development to improve the landscaping in the courtyard.
  - Consider finding another area to park cars;
  - Consider adding an amenity space to the proposal;
- **Related Commentary:** The Panel supported the proposal and liked the look and feel of the building and the way it fits with its neighbours.

The Panel thought the success of the building related to the West End Plan and thought it would be a nice looking building and a great addition to the neighbourhood. However, there were some Panel members who were concerned that the proposal was not an example of laneway housing. As well there were Panel members who thought the overall architectural expression could be simplified. They mentioned the fake wood Hardi panel was going to look cheap over time and that for the small money, brick could be used. As well they also noted that the Cardero Street frontage was more interesting given its corner location.

On the laneway, it was suggested that the cars should not be sitting under the building. They were also concerned with the livability of unit 102. A couple of Panel members wanted to see some of the units regularized to be more livable. Some panel members questioned the location of the elevator and the resultant loss in efficiency and livability of the unit plans.

Most of the Panel thought there was lack of viable amenity space and wondered if perhaps the roof could be used for this purpose as it would make a better overlook for the neighbours. One Panel member noted that it was essential to have an elevator to the roof. As well they thought the

courtyard looked more like an entry space and not a courtyard space. They supported the shared entry through the courtyard but thought the landscaping could be improved.

- **Applicant's Response:** Mr. Ankenman said he had no further comments but hoped that they would be able to add a roof top patio. He said he agreed that the courtyard was a small space and would look forward to incorporating the Panel's comments into the proposal.

#### **ENGINEERING SERVICES**

Staff note that proposed addressing for the infill building is off Cardero Street and as such does not require any alteration of on-street parking arrangements to the lane to facilitate fire truck access. Future infill development on the lane will be assessed on a case by case basis as it relates to firefighting requirements and the possible loss of on-lane spaces.

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

#### **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

Staff recommendation to mitigate CPTED concerns around the surface parking spaces provided in an undercroft to the lane are contained in the prior-to conditions notes in Appendix A attached to this report.

#### **LANDSCAPE**

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

#### **HERITAGE PLANNING**

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

#### **HOUSING CENTRE/SOCIAL PLANNING/CULTURAL AFFAIRS**

The proposal is for a 4-storey infill building and improvements to an existing adjacent building at Comox and Cardero. Nine units in this 15 -unit proposal are 2 bedroom or more, and subject to the High Density Housing Guidelines for Families with Children and the Urban Agricultural Guidelines for the Private Realm.

Social Infrastructure is in support of Planning design-development conditions that will help to maximize usable common amenity space for this proposal, including support for design development of a common amenity space at the roof level, moving the access core to facilitate usage of the roof space, and a height relaxation to allow for accessible use of the roof.

#### **ENVIRONMENTAL PROTECTION BRANCH**

This has been a residential premise since 1912. There was a heating fuel oil underground storage tank removed in September 2002. In the event that contamination of any environmental media is encountered during subsurface works, conditions of Development Permit are provided herein.

## PROCESSING CENTRE - BUILDING

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 Processing Centre-Building staff.

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

## NOTIFICATION

A site sign was placed at 1071 Cardero Street, and installation was verified on August 19, 2014. On August 20, 2014, 1082 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

To date, a total of 26 written responses have been received. Four respondents indicated support for laneway infill housing. Four respondents requested additional information, including one respondent who requested that a correction be made to the sign installed at 1601 Comox (this was corrected by the applicant). 18 of the respondents either opposed the laneway infill proposals in general, or expressed concerns with the proposal. Comments received from the notification are summarized below:

**Parking:** Respondents were concerned about the loss of existing parking on the site, and the potential increased traffic congestion in their neighbourhood. There was also concern about the potential for increased pressure on on-street permit parking. Some respondents asked why there were no underground parking garages in the proposals, or allowance for parking within the inner courtyards between the existing and new buildings. More generally speaking, several respondents commented on the need for improved public transit options for the West End.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.x Parking.

**Densification:** One respondent commented on the increased density in the West End and that potential new developments need to be weighed against the ability of a neighbourhood to accommodate construction periods and new residents and vehicles. Other densification concerns mentioned included inadequate access to schools, and that new units in the West End are being built too small.

Staff Response: Laneways 2.0 anticipates infill development on under-utilized areas of existing sites that have potentially exhausted the maximum available FSR. As a result, design guidance focuses on describing an appropriate building envelope based on contextual fit rather than floor space limits. Current development on the lot is non-conforming at 3.47FSR where existing zoning permits development to a maximum of 2.0FSR. Staff are satisfied that the overall site development to 4.54FSR proposed is an expected outcome of the strategy. With regard to the size of proposed units, staff are satisfied with proposed unit areas but are seeking design development to address specific unit concerns.

**Construction Noise & Other Impacts:** Several respondents expressed concern about noise, disruption and traffic impacts of additional developments in their neighbourhood. Several respondents suggested that construction work hours should be limited and that these limits should be better enforced.

Staff Response: Construction on the site would be subject to Vancouver Noise Control By-Law #65555 which limits construction on private property between 7:30 and 8pm on any weekday that is not a holiday and between 10am to 8pm on any Saturday that is not a holiday.

**Impacts on Neighbouring Properties:** Two respondents indicated support for infill laneway housing if the design minimizes the impact to neighbouring properties and respects existing access to daylight, privacy, and views. One respondent expressed concern about the potential removal of mature trees.

Staff Response: Staff are satisfied that the proposed application minimizes adverse impacts to adjacent development and demonstrates a good contextual fit.

**Character:** Some respondents were concerned about the loss of character in the proposals and suggested more architectural continuity between the existing building and the infill, in terms of form, massing, and heritage elements. One respondent expressed wishes that the existing buildings received heritage designation and protection following approval of the proposals.

Staff Response: Staff are satisfied that the proposed application demonstrates an appropriate response to the existing building. Designation of the existing building is achieved as per Condition 1.6.



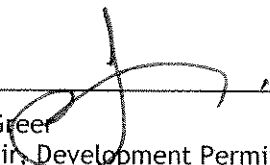
**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

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

It also requires the Board to consider By-law relaxations, per Section 5.3 of the RM-5 Districts Schedule and Section 4.2 of the Parking By-Law. The Staff Committee supports the relaxations proposed.

The Staff Committee supports this proposal subject to the conditions contained in this report.



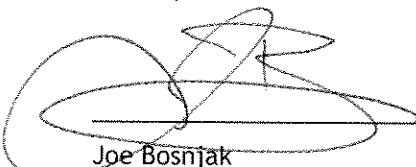
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J. Greer  
Chair, Development Permit Staff Committee



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C. King  
Development Planner



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Joe Bosnjak  
Project Coordinator

Project Facilitator: W. LeBreton

## 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 compliance with Section 5.3(c) of the RM-5A District Schedule;

**Note to Applicant:** A minimum of 50% of Units in the Infill Multiple Dwelling are to have 2 or more bedrooms and a minimum 10% of units to have 3 or more bedrooms.

A.1.2 provision of a 2 foot minimum rear yard as required by the West End RM-5A Guidelines for Infill Multiple Dwellings;

A.1.3 compliance with West End RM-5A Guidelines regarding minimum of 20 feet separation between existing building and infill multiple dwelling;

**Note to Applicant:** See development planner notes regarding this guideline.

A.1.4 confirmation of Section 4.8 - Site Coverage of the RM-5A District Schedule of the Zoning and Development By-law;

**Note to Applicant:** Submission of detailed site coverage plan is required to confirm this number.

A.1.5 provision of bicycle parking in accordance with the Parking By-law;

**Note to Applicant:** 34 Class A bicycle spaces and 6 Class B spaces are required as noted in Section 6.2.1.2 of the Parking By-law;

A.1.6 provision of details of bicycle rooms, in accordance with Section 6 of the Parking By-law, which demonstrates the following:

- a minimum of 20 percent of the bicycle spaces to be secured via lockers;
- a maximum of 30 percent of the bicycle spaces to be vertical spaces;
- a provision of one electrical receptacle per two bicycle spaces for the charging of electric bicycles; and
- notation on the plans that "construction of the bicycle rooms to be in accordance with Section 6.3 of the Parking By-law";

A.1.7 complete and fully-dimensioned floor plans;

A.1.8 detailed floor and roof elevations for each floor and roof level in the building, as related to the existing grades on site;

A.1.9 city building grades, existing and finished grades to be shown on the site plan including around the perimeter of all principal and accessory buildings;

A.1.10 provision of a minimum of 5.7 m<sup>3</sup> (200 cu. ft.) of useable storage space for each dwelling unit for the storage of bulky items such as winter tires, ski and barbecue equipment, excess furniture, etc.;

**Note to Applicant:** The storage area[s] may be below grade with individual lockers in a common space or may be provided en suite; however, laundry facilities should not be located

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inside such storage areas. Refer to Bulk Storage - Residential Development bulletin for more information.

A.1.11 provision of a North Arrow;

A.1.12 provision of slab/floor elevation on floor plans;

**Note to Applicant:** Additional floor area may be included if some areas are above base surface;

A.1.13 updating the FSR Statistics table for existing building;

**Note to Applicant:** Existing building overlays are noting stairwell area's as exclusion when they should be included in overall FSR numbers. The bike storage room and other rooms in basement may also be included in FSR if not shown to meet the exclusion per the RM-5A district schedule of the Zoning and Development Bylaw.

A.1.14 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

A.1.15 written confirmation shall be submitted by the applicant that:

- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
- adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
- mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

#### Standard Landscape Conditions

A.1.16 provision of a roof deck plan at minimum 1/8"=1'-0" scale;

A.1.17 location of hose bibs on roof deck and courtyard areas and along the lane to facilitate hand watering of landscape plantings, to be illustrated and labeled on the Landscape Plan;

A.1.18 provision of a common screened garbage and recycling bin enclosure;

**Note to Applicant:** Provide a large- scale architectural detail at 1/2"=1'0" to illustrate;

A.1.19 provision of high efficiency irrigation for all common landscaped planters;

A.1.20 submission of a landscape lighting plan for the inner courtyard area for security and safety purposes;

**Note to Applicant:** Lighting details should be included on the Landscape Plan;

A.1.21 illustration on the Landscape Plan and the Site Plan of all lane edge utilities such as gas meters and transformer and below grade utilities including gas, water, storm sewer, sumps on the Landscape Plan.

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

A.1.22 Design development to the surface parking and car-share space to the lane to mitigate CPTED concerns around safety and the development of spaces for anti-social behavior;

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- A.1.23 Design development to the interior side yard to mitigate CPTED concerns around safety and the development of spaces for anti-social behavior.

#### Social Planning/Housing Centre/ Cultural Affairs

- A.1.24 design development to include an area in the common outdoor space suitable for play by children of different ages, including a mix of soft and hard landscaping, and natural low-maintenance features such as balancing logs, small boulders, stumps and/or stepping stones, to provide a range of creative play opportunities that may also perform double duty as informal seating for adults, or as a visually pleasing landscape;

**Note to applicant:** Consideration should be given to providing play surfaces, features and materials which are natural, interesting and safe (e.g. child-friendly grasses, sand, wood, pea gravel, water). Dedicated "children's play equipment" is not required.

- A.1.25 design development to the common outdoor space to provide potential for urban agriculture, including planters, small tool storage and a hose bib, as per the City's Urban Agricultural Design Guidelines for the Private Realm.

#### Heritage Planning

- A.1.26 revised drawings are to be submitted to more clearly identify repair and rehabilitation work and details associated with the existing building, to the satisfaction of the Director of Planning.

#### A.2 Standard Engineering Conditions

- A.2.1 A copy of a current title search for the development site is required. The title search must be dated within one week of the intake date. Also, copies of all non-financial charges and legal notations listed on the title search for the development site must be submitted. Examples of common non-financial charges include Statutory Right of Way, Right of Way, Covenant, Easement, Option to Purchase, and Easement and Indemnity. Examples of non-financial charges, which are not required, include Mortgage, Assignment of Rents, and Builders Liens. This information may be obtained from the Land Title Office in New Westminster. An applicant may require advice or assistance from a Solicitor, Notary, Realtor, BC Land Surveyor, or Land Agent to obtain this information. We reserve the right to ask for an updated title search and charges prior to issuance of the permit;
- A.2.2 make arrangements (legal agreements) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for all building elements which encroach onto City property. A new BC Land Surveyor's Location Certificate will be required to confirm the extent of all building encroachments. Note: an application to the City Surveyor is required. To enable permit issuance a letter of commitment, to enter into a City standard encroachment agreement, is required. For general information, see the Encroachment Guide ([http://vancouver.ca/files/cov/building\\_encroachment\\_guide.pdf](http://vancouver.ca/files/cov/building_encroachment_guide.pdf));
- A.2.3 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of any Shared Vehicle(s) and the provision and maintenance of Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- a) provide 1 Shared Vehicle(s) to the development for a minimum period of 3 years;

- b) 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(s);
  - c) provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
  - d) make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
  - e) provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
  - f) 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.
  - g) provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.
- A.2.4 provision of a minimum 2.9m by 5.5m parking space for car share spaces are required as a condition of the car share agreement;
- A.2.5 clearly identify all Shared Vehicle spaces on the plan;
- A.2.6 provision of garbage pick-up facilities on site such that pick-up operations do not require use of public property for storage, pick-up or return of bins to the storage location. Confirmation that a waste hauler can access and pick up from the proposed location is required;
- Note to Applicant:** modifications may be required to provide access to the waste facilities. Any proposal must demonstrate how operations interact with any proposed landscaping shown.
- A.2.7 design elevations are required on the property line for new infill building at main residential entry, in lane at great room entrance and east side of car parking;
- A.2.8 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review;
- A.2.9 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 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. 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.
-

**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated September 24, 2014. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **April 20, 2015**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 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.1.4 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.1.5 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 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work.
  - B.2.2 In the event that contamination of any environmental media is encountered, a Notice of Commencement of Independent Remediation must be submitted to the Ministry of Environment and copied to the City of Vancouver.
  - B.2.3 Upon completion of remediation, a Notification of Completion of Independent Remediation must be signed by an Approved Professional stating the lands have been remediated to the "Contaminated Sites Regulation - residential land use", and submitted to the Ministry of Environment and copied to the City of Vancouver - Environmental Contamination Team, prior to issuance of an Occupancy Permit.
  - B.2.4 Must comply with all relevant provincial acts and regulations (eg. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation).
  - B.2.5 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.6 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
-

- B.2.7 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.8 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.9 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
-

1545 West 5th Avenue  
Vancouver, BC V6L 1A5

Tel: (604) 672-2555 Fax: (604) 672-2556  
E-mail: info@amarch.com

Project:  
1588  
Newcomer Building  
1601 Comox St

**COVER PAGE & DRAWING LIST**

PHASE 1 - PERMIT

**SUBMISSION**

No.	Date	Description
1	2014-04-04	Original for IBC
2		
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**REVISION**

No.	Date	Description
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All drawings are the property of Ankenman Marchand Architects. No part of these drawings may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Ankenman Marchand Architects.

Scale: 1:100  
Drawing No: A000  
Project No: 1588

**1601 Comox Street**  
Infill Laneway Residences, for rental suites  
Submission for Development Permit, June 20 June

**Contact List**

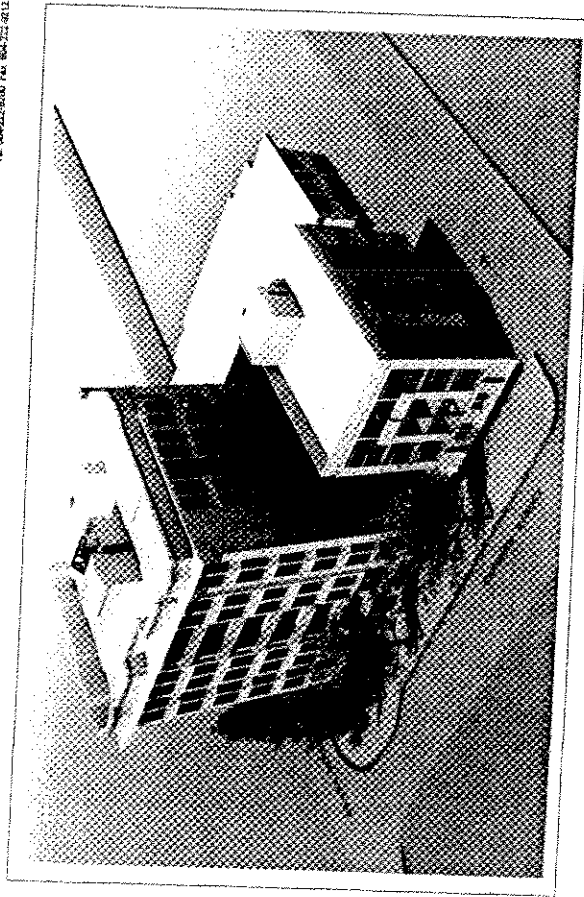
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**Heritage Consultant**  
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Sheet Number	Sheet Name
A000	COVER PAGE & DRAWING LIST
A001	PROJECT INFORMATION
A002	CONSTRUCTION PLAN
A003	EXISTING MASSING SITE PLAN
A004	PROPOSED MASSING SITE PLAN
A005	EXISTING AND PROPOSED STREET SCAPE - CHIEF STREET
A006	EXISTING AND PROPOSED STREET SCAPE - CHIEF STREET
A007	PROPOSED STREET SCAPE - CHIEF STREET
A008	PROPOSED STREET SCAPE - CHIEF STREET
A009	PROPOSED STREET SCAPE - CHIEF STREET
A010	PROPOSED STREET SCAPE - CHIEF STREET
A011	PROPOSED STREET SCAPE - CHIEF STREET
A012	PROPOSED STREET SCAPE - CHIEF STREET
A013	PROPOSED STREET SCAPE - CHIEF STREET
A014	PROPOSED STREET SCAPE - CHIEF STREET
A015	PROPOSED STREET SCAPE - CHIEF STREET

Sheet Number	Sheet Name
A016	SHADOW ANALYSIS
A017	SHADOW ANALYSIS
A018	SHADOW ANALYSIS
A019	SHADOW ANALYSIS
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A025	SHADOW ANALYSIS

Sheet Number	Sheet Name
A026	LANDSCAPE PLAN
A027	LANDSCAPE PLAN
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A100	LANDSCAPE PLAN







LOCATION PLAN

SUBMISSION

No. Date Description

1. 2014.01.15 1601 Comox St

2. 2014.01.15 1601 Comox St

3. 2014.01.15 1601 Comox St

4. 2014.01.15 1601 Comox St

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20. 2014.01.15 1601 Comox St

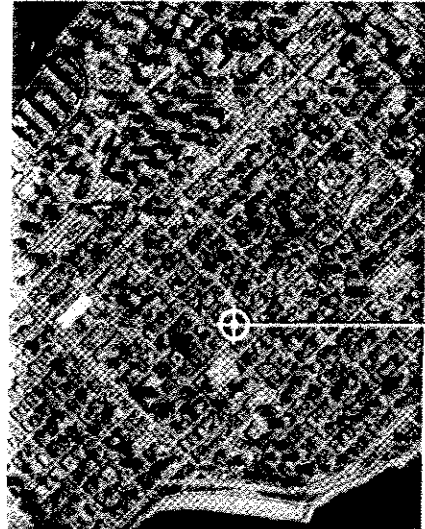
Project No. 1601 (01) 4002

Author/Checker A002

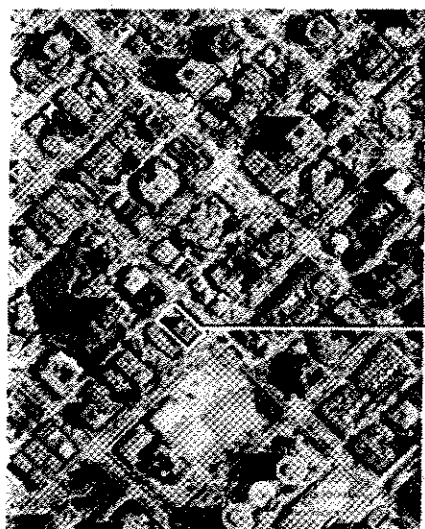
Location of 1601 Comox Street  
49.288669, -123.136474



Subject Site



Subject Site



Subject Site

Project:  
Name: 1601 Connox St

Phase:  
CONTEXT MASSING SITE  
PLAN

Scale:

Author:

Checked:

Date:

Description:

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Scale:

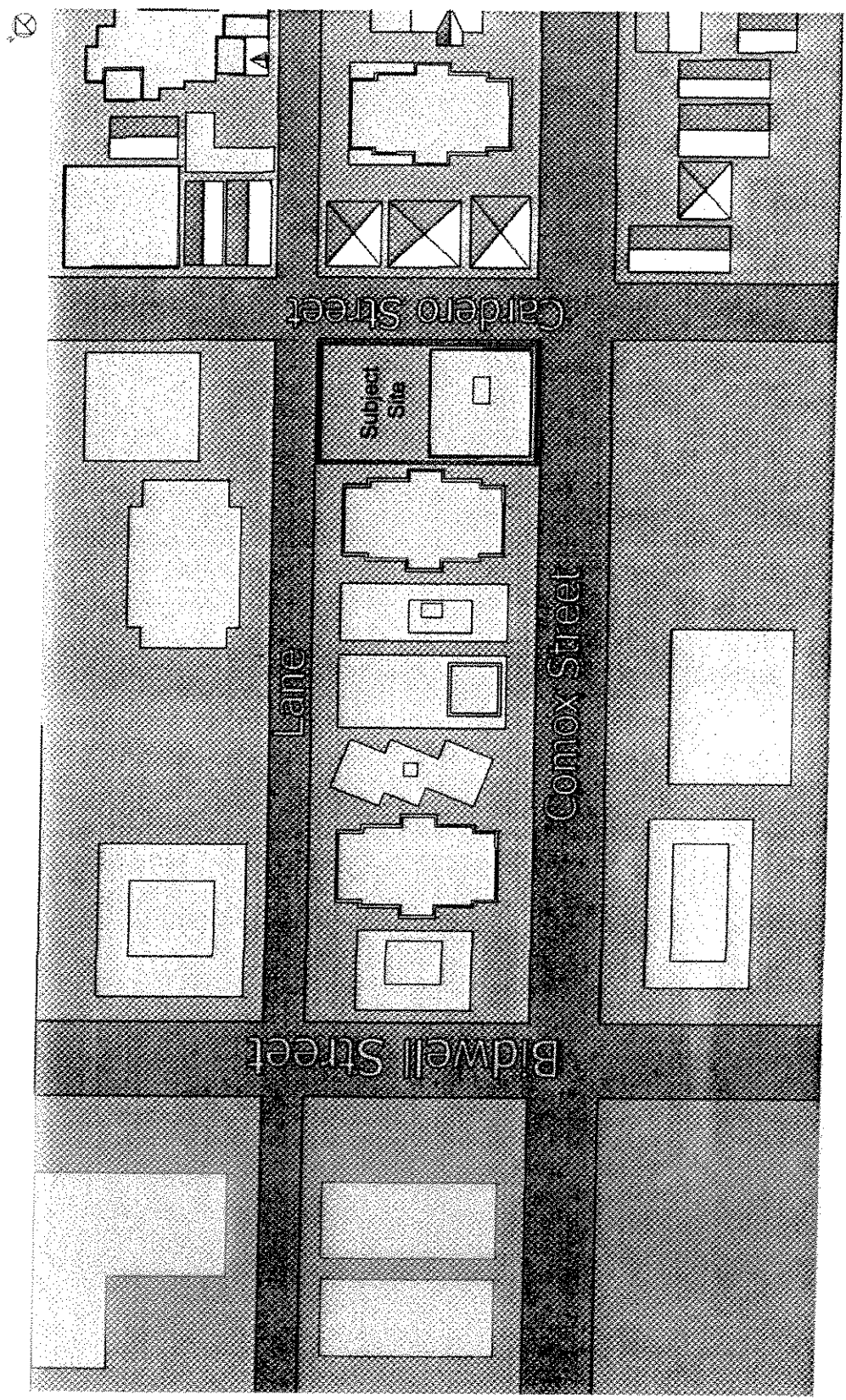
Project No.:

Phase:

Author/Checker:

A003

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REFLECTIVE ELEVATION

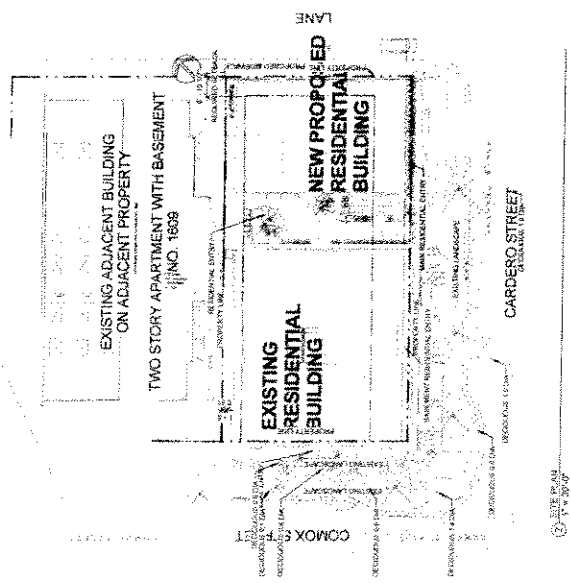
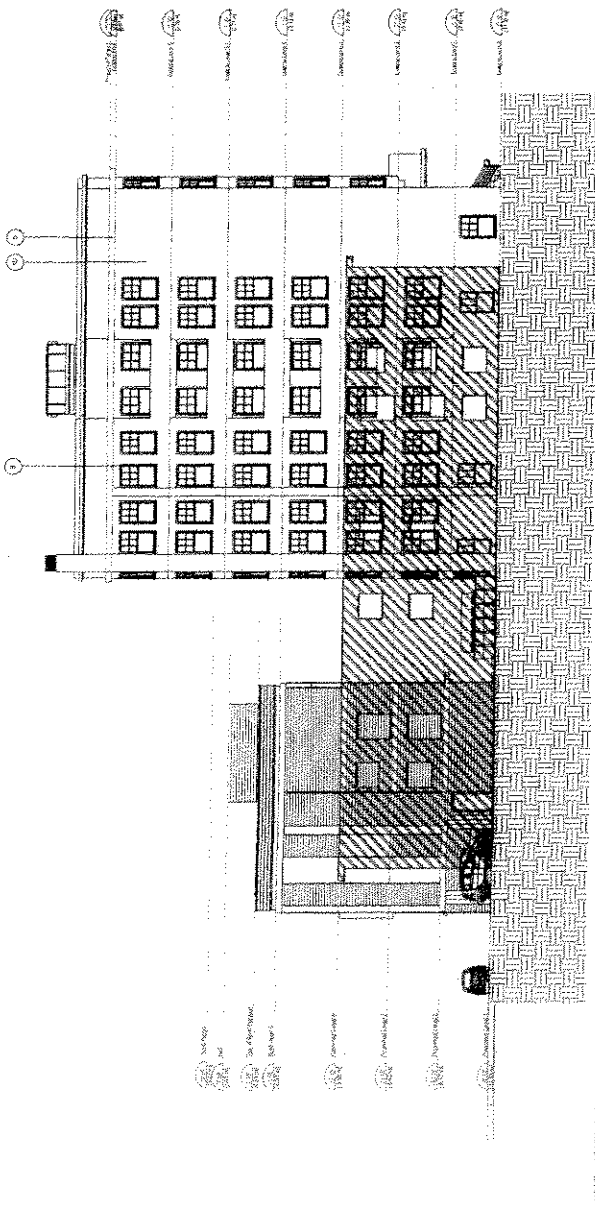
NO.	DATE	DESCRIPTION
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NO.	DATE	DESCRIPTION

Approval of this drawing is subject to the conditions of the contract and the terms of the relevant building code. The user of this drawing is responsible for ensuring that it is used in accordance with the contract and the relevant building code.

DATE: 2018.03.01  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: 1/8" = 1'-0"

**A004**



**ANKENMAN MARCHAND**

ARCHITECTS

1645 West 59th Avenue  
Vancouver, BC V6L 1N5

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Email: office@AMArchitects.com

Project  
1036  
Name  
Newall Heights  
1601 Cormor St

Submission  
No. Date Description  
1 2/24/2024 1601 Cormor St

Author  
Checked  
Approved

Scale  
1:500 (3/4) A005

Author/Checker  
A005

Project No.  
1036 (3/4) A005

Project Name  
Newall Heights

Project Address  
1601 Cormor St

Project City  
Vancouver

Project State  
BC

Project Country  
Canada

Project Date  
2/24/2024

Project Status  
Submitted

Project Type  
Residential

Project Phase  
Pre-Design

Project Discipline  
Architecture

Project Client  
Newall Heights

Project Contact  
John Smith

Project Phone  
(604) 872-2541

Project Email  
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Project Website  
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Project Social Media  
@newallheights

Project LinkedIn  
Newall Heights

Project Facebook  
Newall Heights

Project Instagram  
newallheights

Project Twitter  
newallheights

Project YouTube  
Newall Heights

Project SoundCloud  
Newall Heights

Project Dribbble  
Newall Heights

Project Behance  
Newall Heights

Project DeviantArt  
Newall Heights

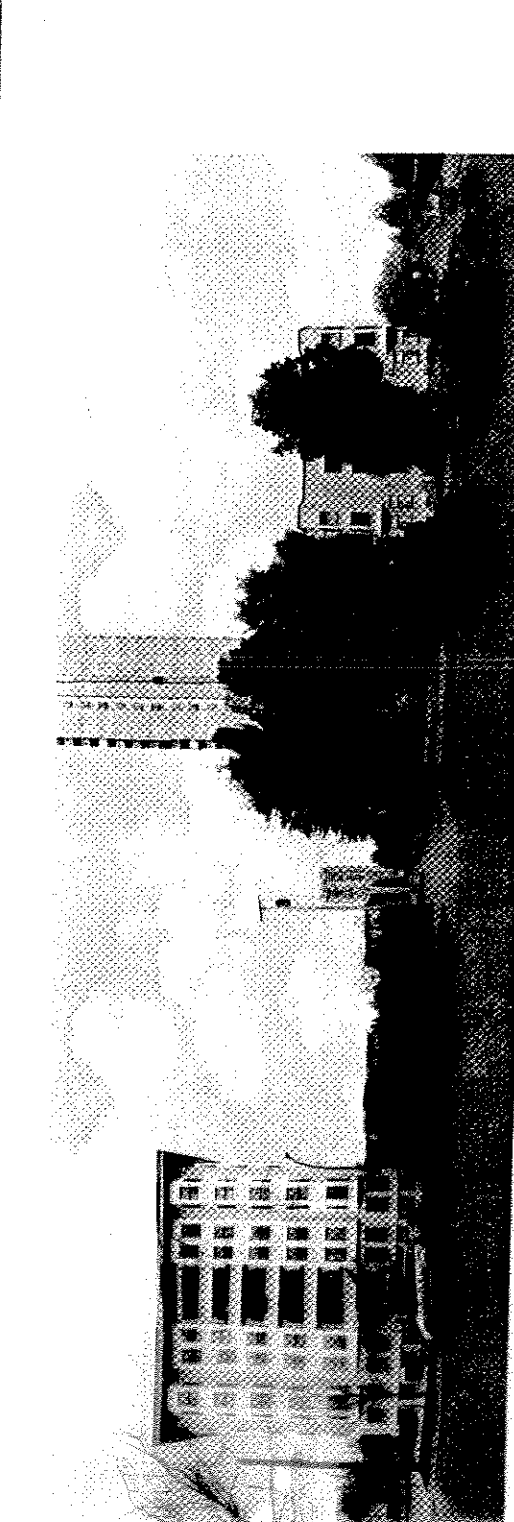
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Newall Heights

Project Sketchfab  
Newall Heights

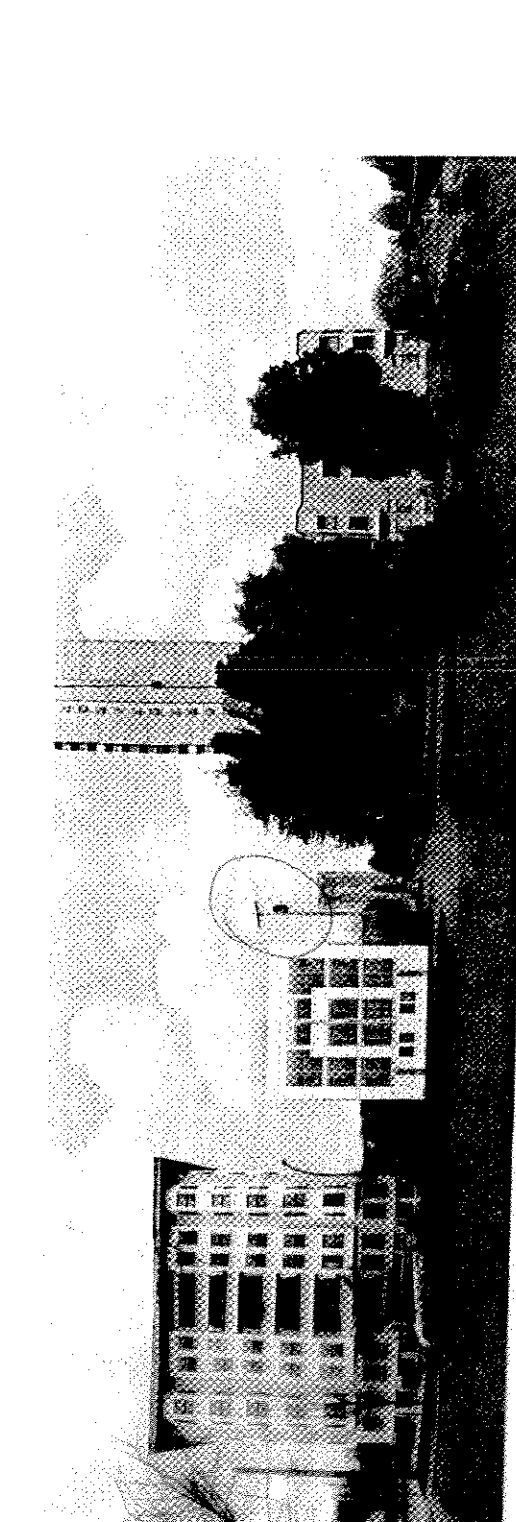
Project Thingiverse  
Newall Heights

Project Formlabs  
Newall Heights

Project MyMiniFactory  
Newall Heights



Existing Photographic Streetscape - Cardero Street



Proposed Photographic Streetscape - Cardero Street











Project:

1008  
Horn Building  
1661 Cormox St

Category: **SHADOW ANALYSIS**

Submission:

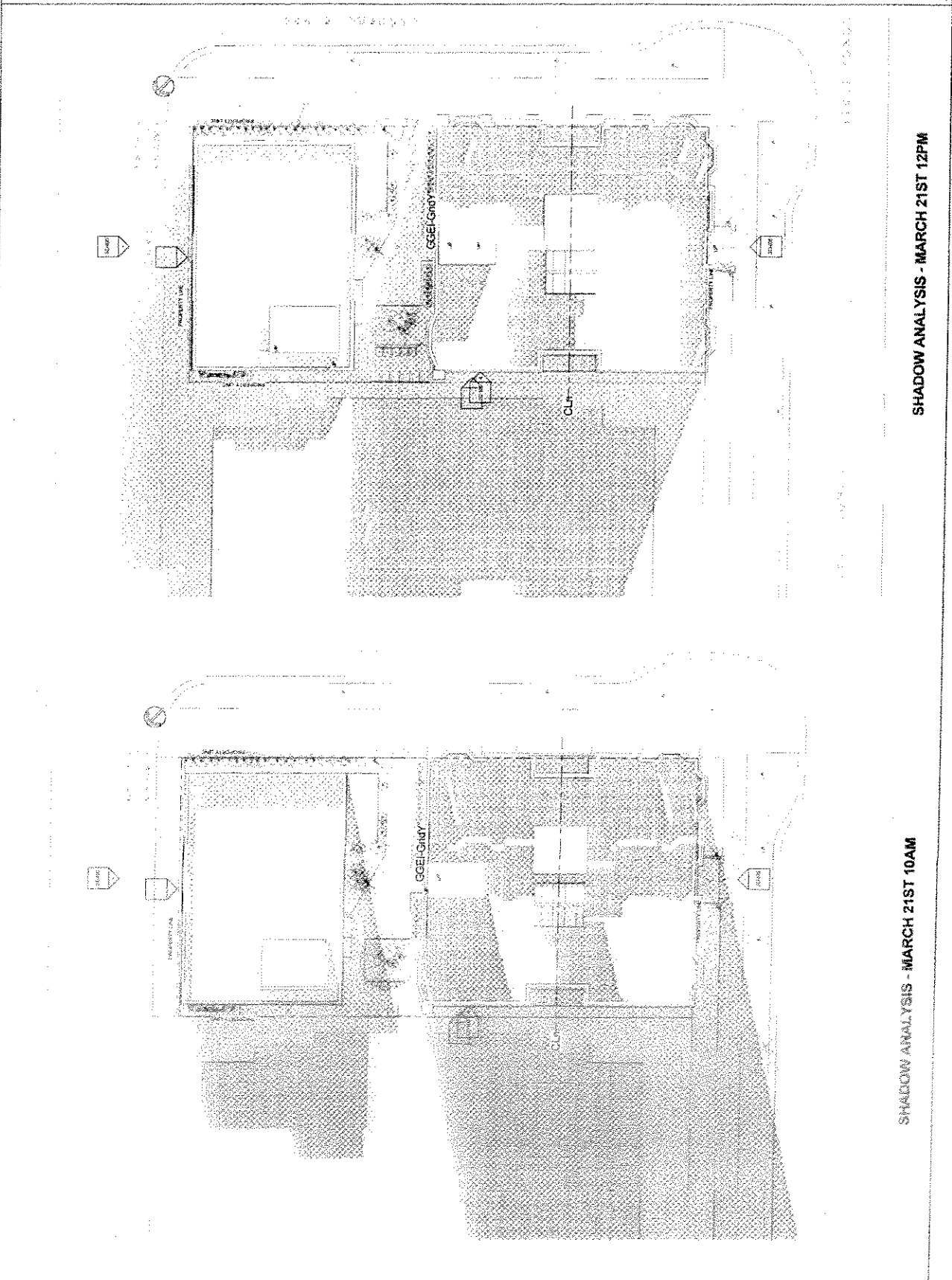
No. Date Description  
1 2017/03/04 Initial for DE

REVISION

No. Date Description

1008 (SD) A050  
1008 (SD) A050

Author: [Blank]  
Checked: [Blank]  
Approved: [Blank]



**ANKENMAN MARCHAND**

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Vancouver, BC V6J 1A8

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Email: office@ankmanmarchand.com

Project  
1028  
Nevra Group  
1601 Cormack St

Drawing  
SHADOW ANALYSIS

SUBMISSION

No. Date Description

1 2014-04-24 Revised for I.C.

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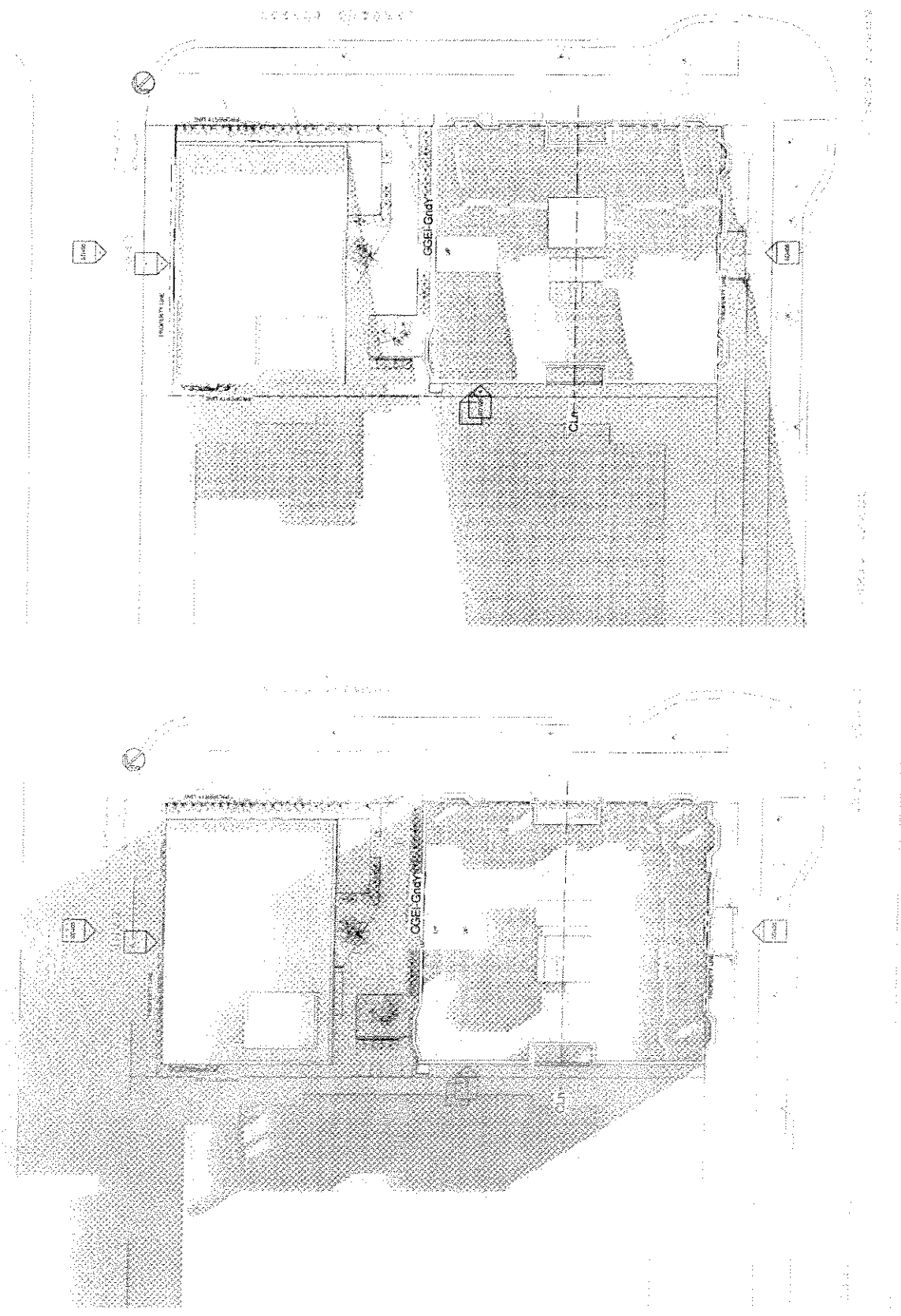
REVISION

No. Date Description

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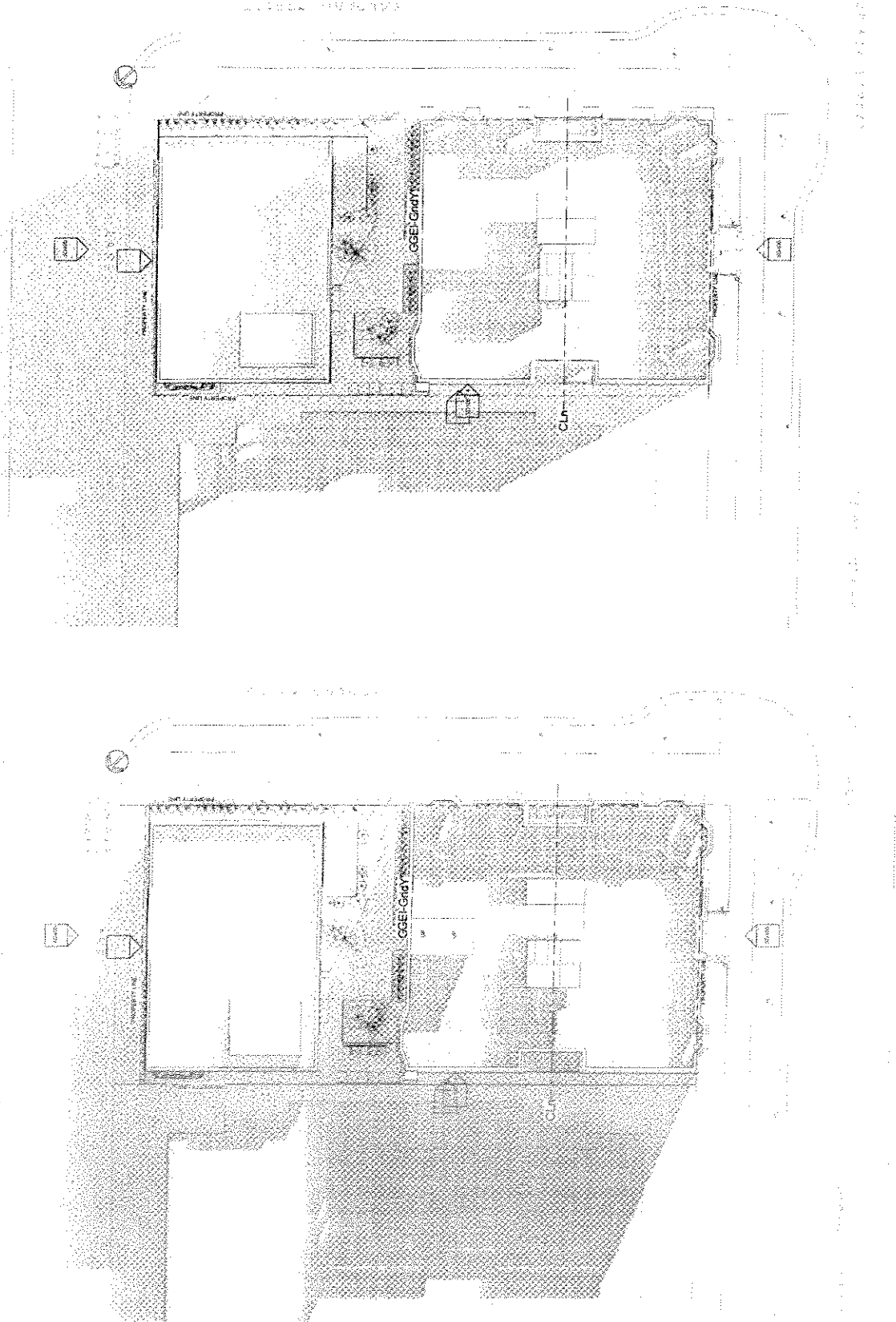
Scale:  
3/32" = 1'-0"  
1/8" (SO) A051

Author/Checker  
A051



SHADOW ANALYSIS - MARCH 21ST 2PM

SHADOW ANALYSIS - SEPTEMBER 21ST 10AM



SHADOW ANALYSIS - SEPTEMBER 21ST 12PM

SHADOW ANALYSIS - SEPTEMBER 21ST 2PM



1645 West 59th Avenue  
Vancouver, BC V6J 1Y6

Tel: (604) 872-2559 Fax: (604) 872-2506  
Email: [ankm@ankmarchand.com](mailto:ankm@ankmarchand.com)

1036  
1681 Comox St  
New Westminster

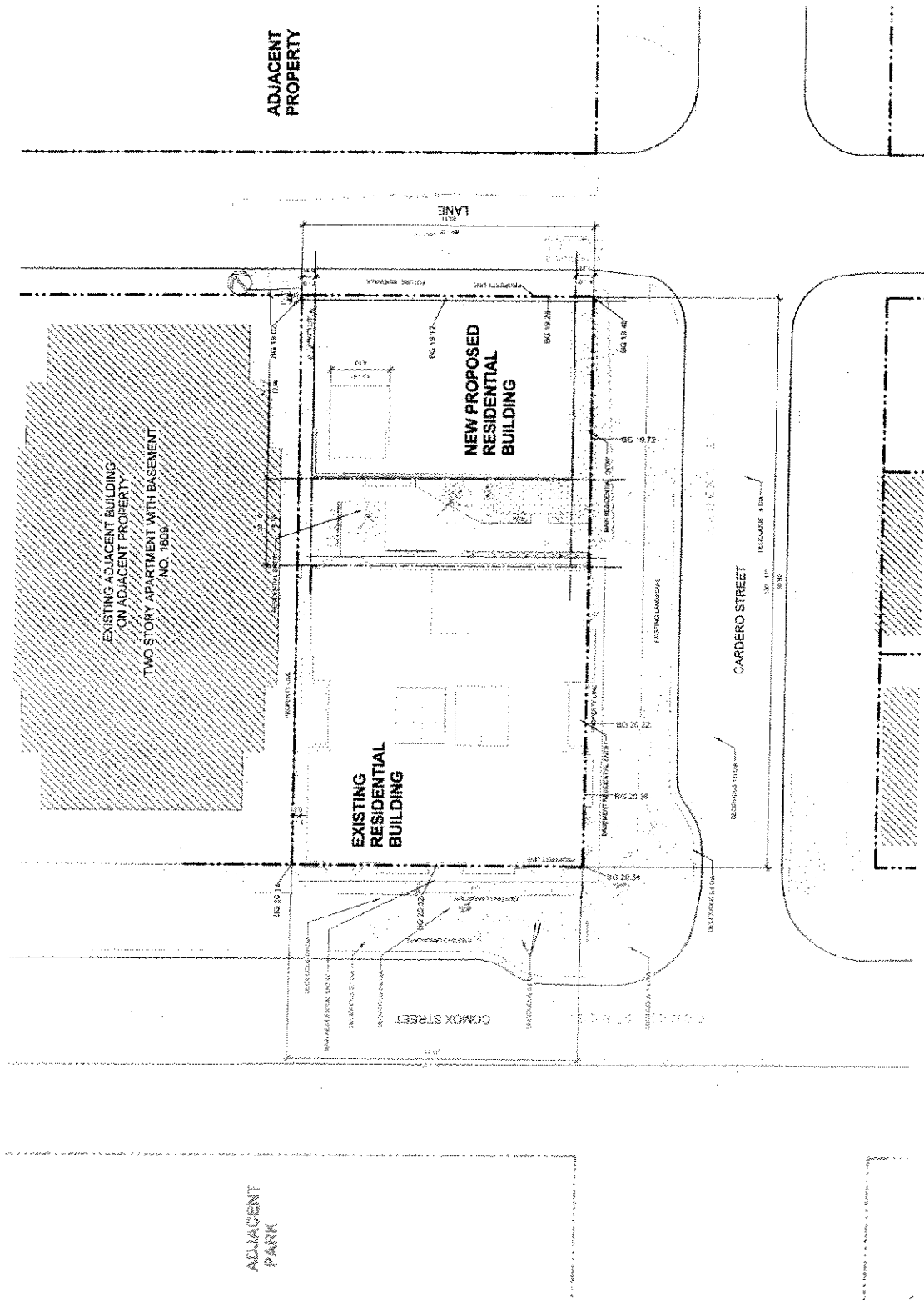
**SITE PLAN**

**SUBMISSION**  
No. Date Description  
1 2018/05/22 SITE PLAN SUBMISSION

**REVISION**  
No. Date Description

1036 (10/1/18)  
1036 (10/1/18)  
1036 (10/1/18)

Scale: 3/32" = 1'-0"  
Date: 10/1/18  
Sheet: CH TA  
Project: A100



1800  
Newly Acquired  
1801 Comox St

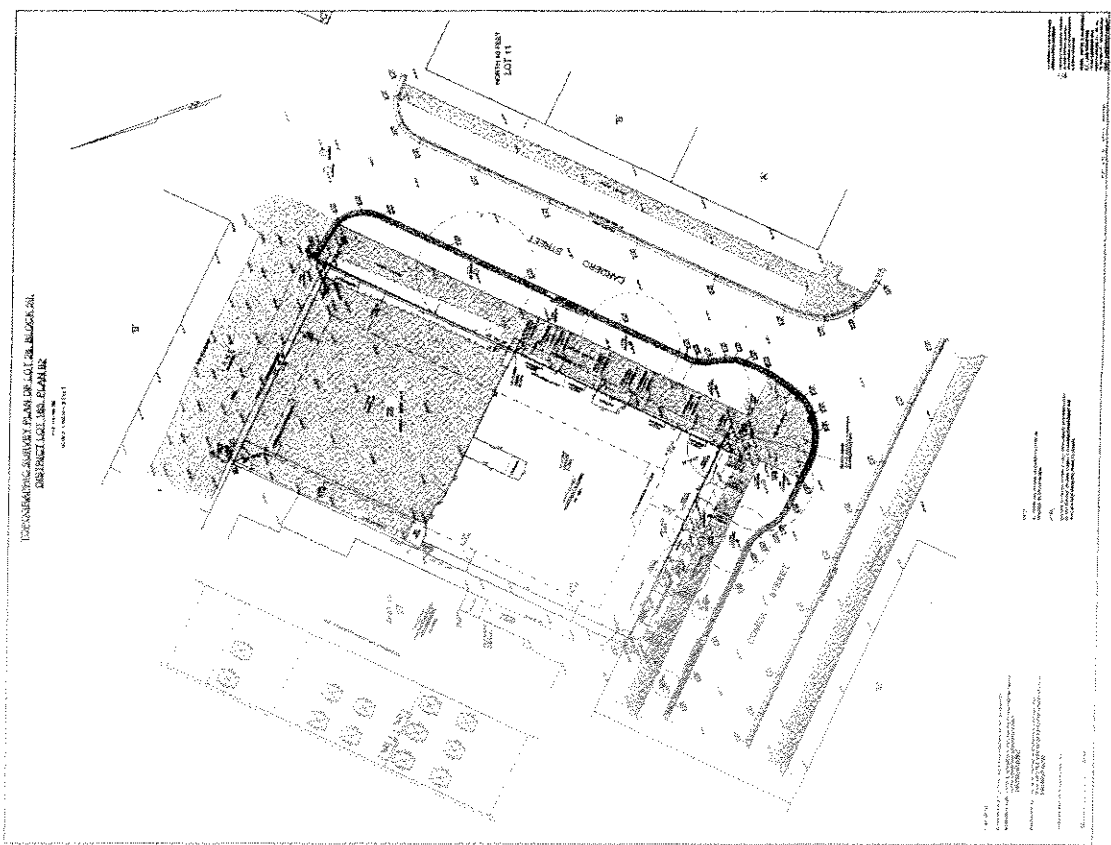
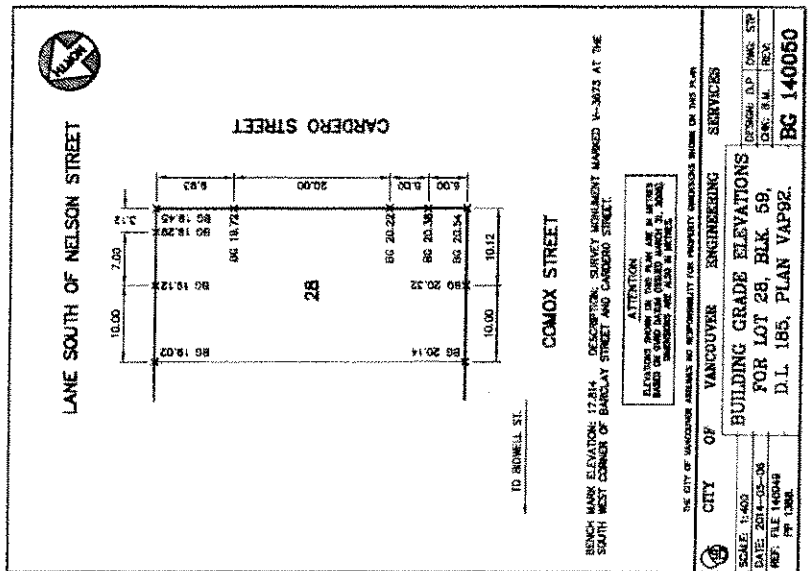
Survey Plan & Building  
Grades

Submission  
No. Date Description

Revision  
No. Date Description

All drawings are to be read in conjunction with the  
contract documents and the applicable provisions of the  
City of Vancouver Act and the applicable provisions of the  
City of Vancouver Bylaws.

Scale: 1:50  
A100.1  
A100.1

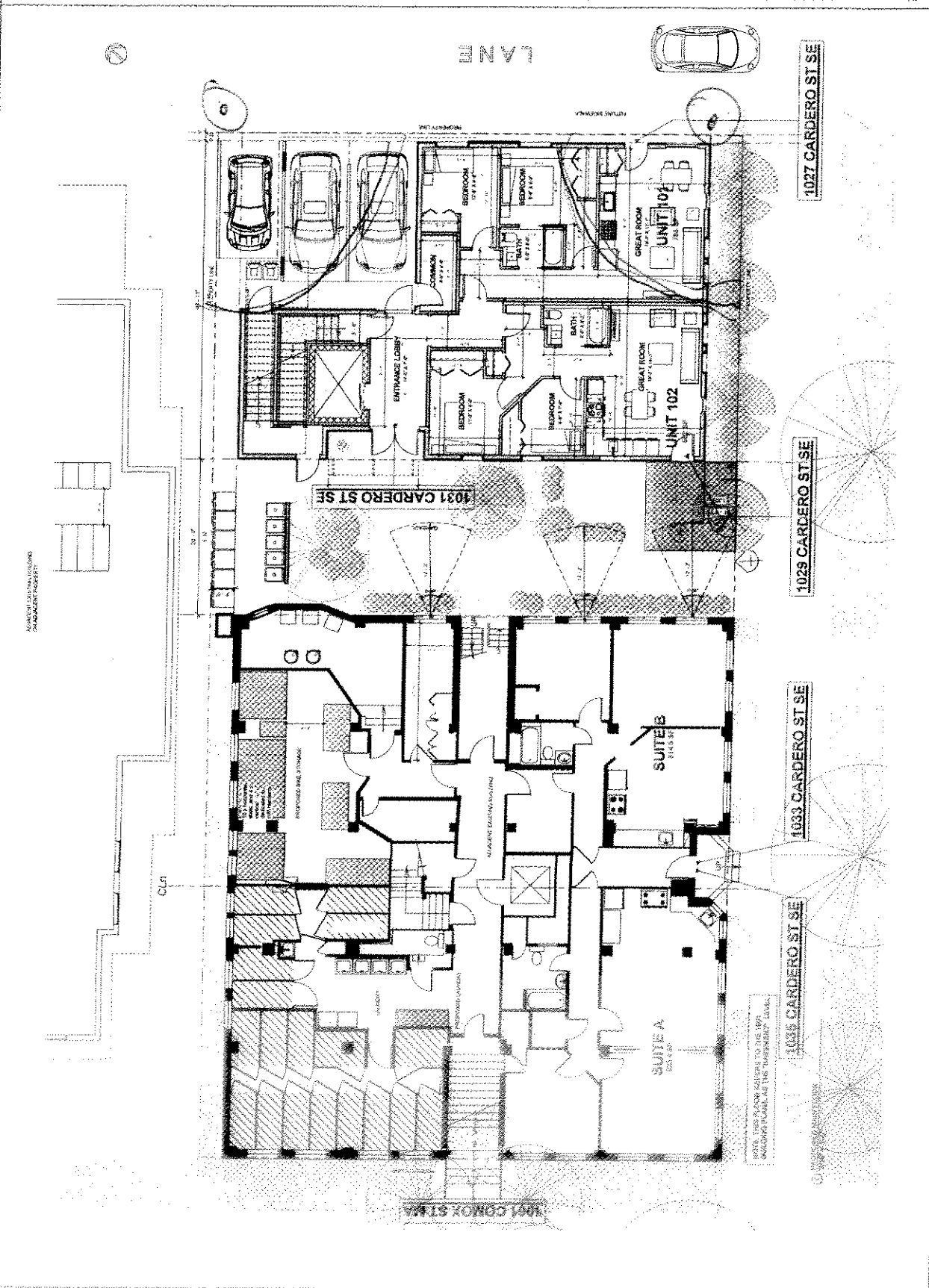


No.	Date	Description
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2		
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No.	Date	Description

1. This plan shall be used in accordance with the provisions of the Building Act and the Building Code of British Columbia. It is the responsibility of the user to ensure that the plan is used in accordance with the applicable laws and regulations.

Scale:	1/8" = 1'-0"	1/32" = 1'-0"
Drawn:	ZK	TA
Checked:		
Project:	A101	





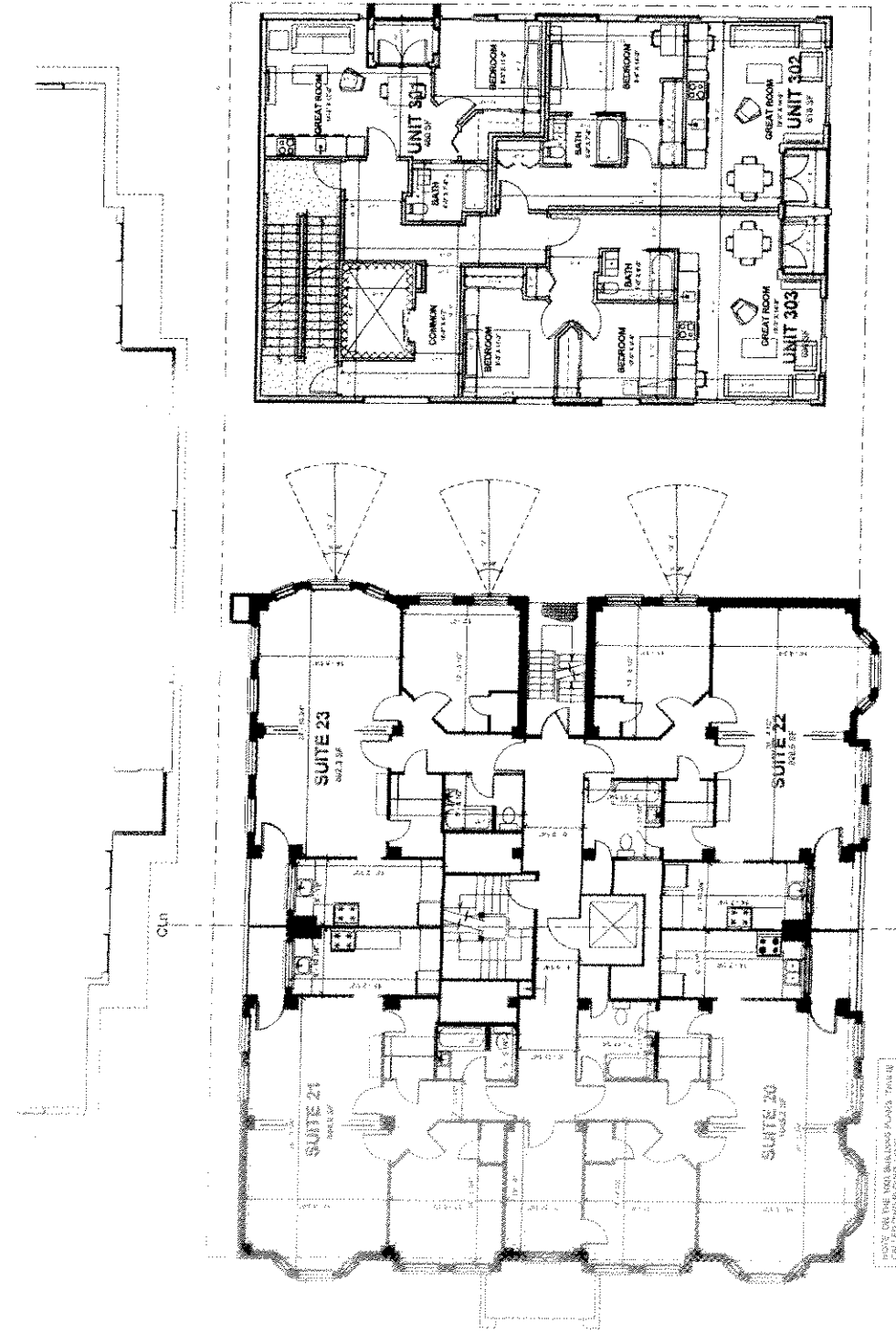


No.	Date	Description
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REVISION	
No.	Description

All drawings shall be the work of a registered architect or engineer.  
The architect or engineer shall be responsible for the accuracy of the information provided.  
The architect or engineer shall not be responsible for the accuracy of the information provided by others.  
The architect or engineer shall not be responsible for the accuracy of the information provided by others.

Scale: 3/8" = 1'-0"  
1/8" = 1/4" A103  
Checked: [Signature]  
Approved: [Signature]









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1945 Road 507 Avenue  
Vancouver, BC, V5J 1H5

Tel: (604) 872-2500 Fax: (604) 872-2505  
Email: office@AMAK Architects.com

Project  
1601 Campus St

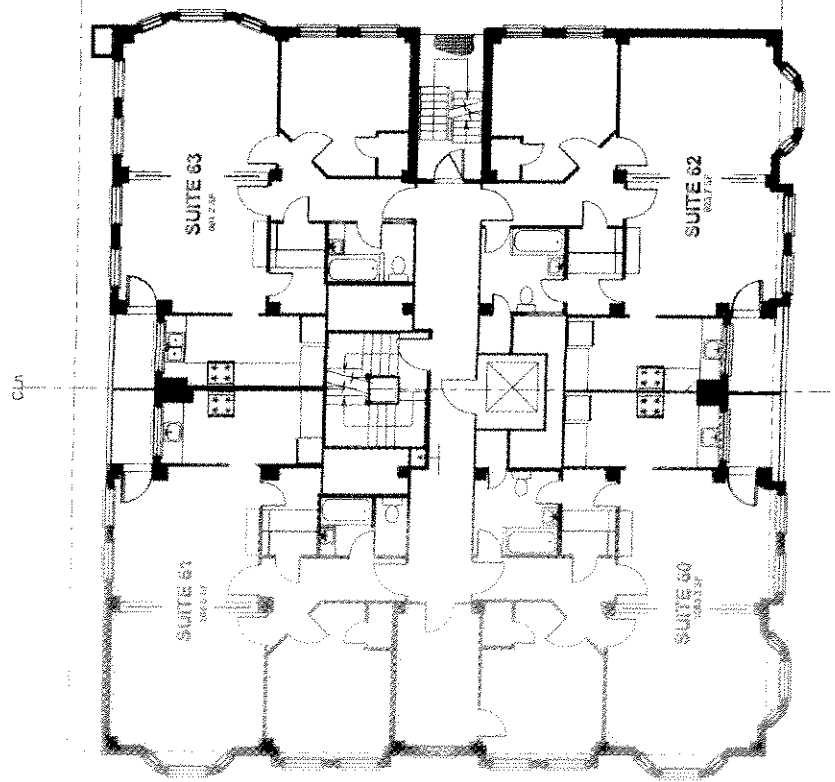
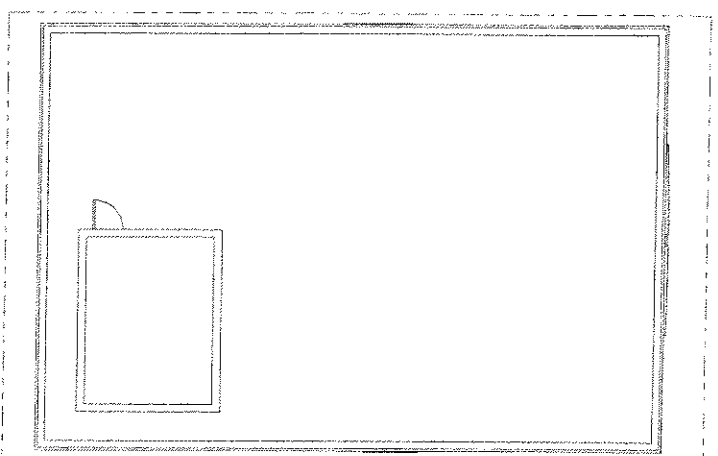
Phase  
Existing Level 6

Submission  
No. 3016  
Date 08/11/10  
Description  
Mechanical, Electrical, Plumbing, Fire Protection, Life Safety, and Security

REVISION  
No. Date Description

Scale  
3/16" = 1'-0"

Project No. 10810-DRAWING  
Author/Checker  
A107



Appendix C ; page 22 of 33



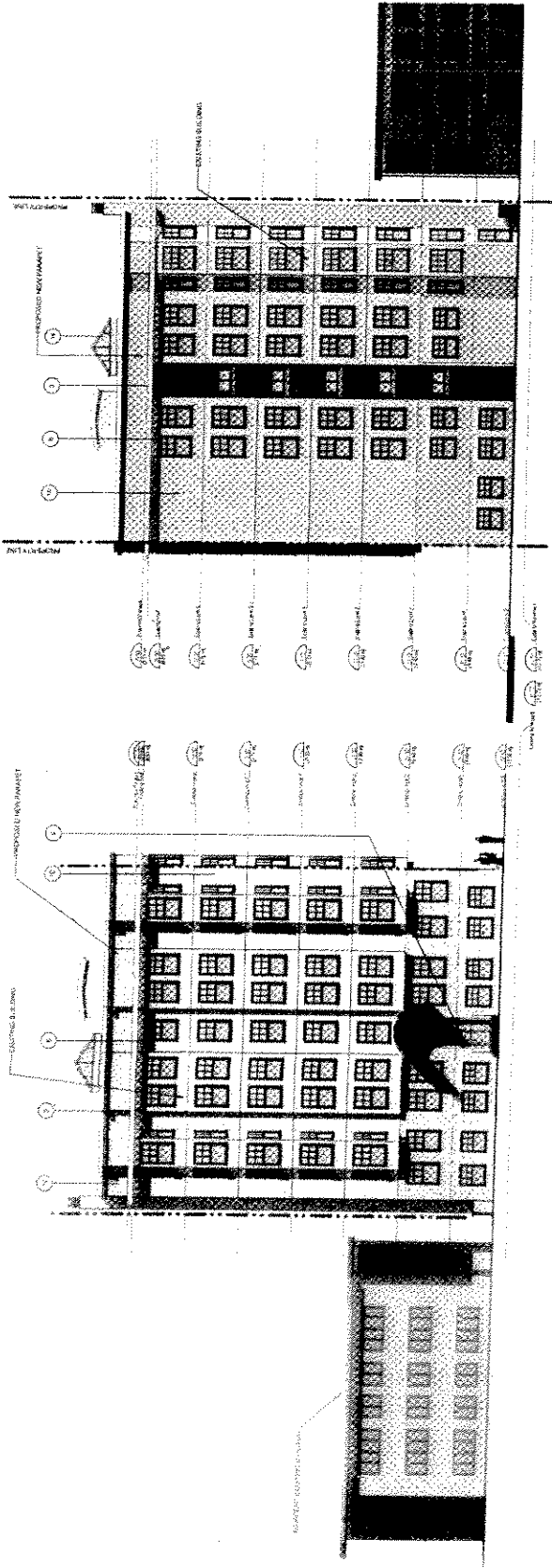






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DATE: 11-10-07  
DRAWING NO: 1038 (607) A202  
AUTHOR: [Name]  
CHECKED: [Name]



NORTHEAST ELEVATION - EXISTING  
11-10-07

MATERIAL LEGEND

NO.	DESCRIPTION
13	JAMES HARDIE SOLO LINEAR REPAIR BOARD, 30mm W DARK GREY, SMOOTH FEATURE
14	EXISTING REPAIR/REBUILT PANEL
15	INTERLOCKING REPAIR/REBUILT PANELS (ORANGE)
16	200 CEMENT ROOF PAVER

MATERIAL LEGEND

NO.	DESCRIPTION
1	PAINTS: INTERIOR: PANGLOSS; EXTERIOR: PANGLOSS
2	PAINTS: INTERIOR: PANGLOSS; EXTERIOR: PANGLOSS
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100	PAINTS: INTERIOR: PANGLOSS; EXTERIOR: PANGLOSS

**ANKENMAN MARCHAND**

ARCHITECTS

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Vancouver, BC V6L 1N5

Tel: (604) 672-2550 or (604) 672-2556  
Email: office@ankenmanmarchand.com

Project: 1008  
Name: 1901 Corbois St

**SECTIONS**

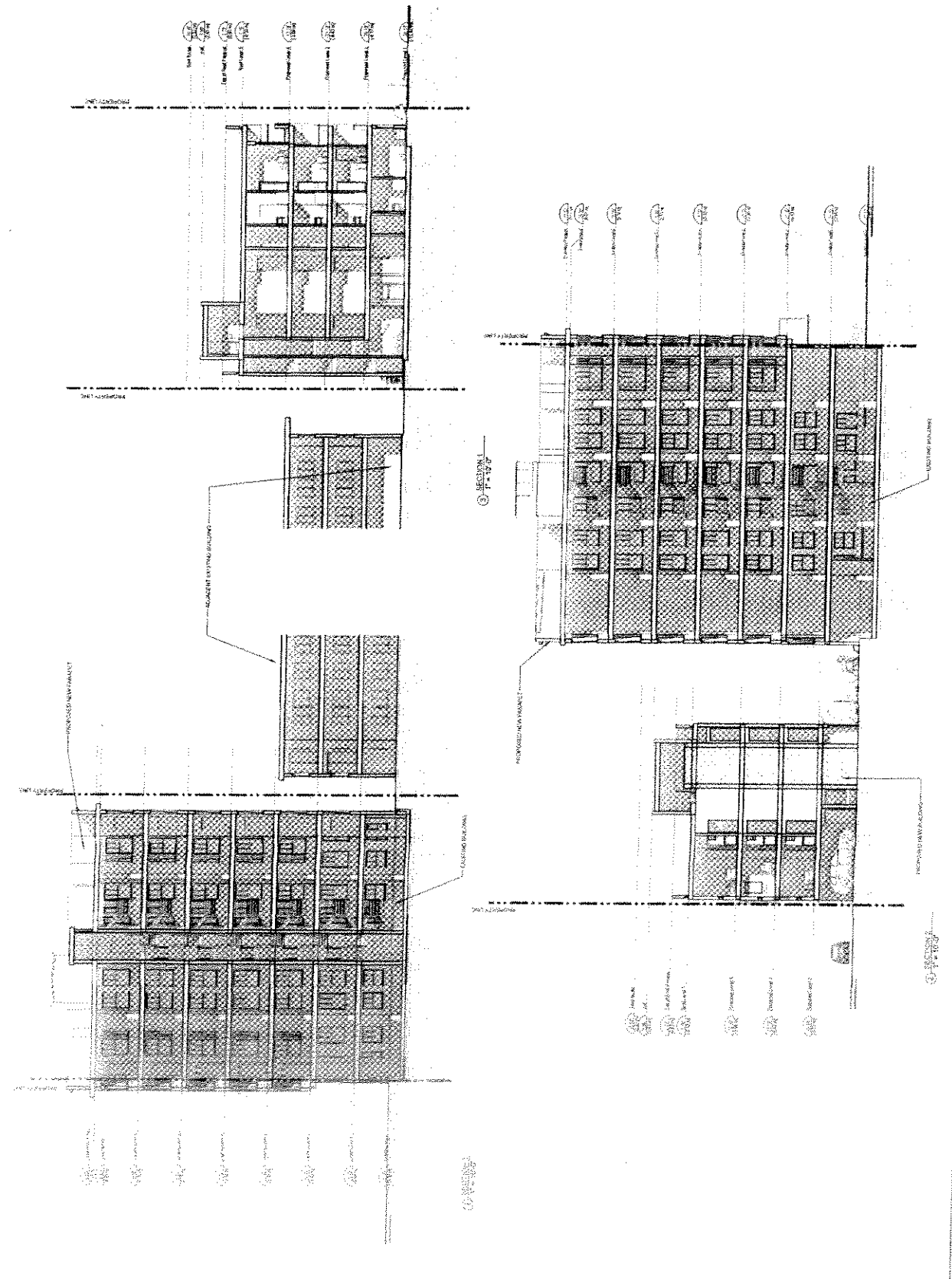
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No.	Date	Description
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No.	Date	Description

1008 (02) A300  
OWNER: INC.

Scale: 1" = 10'-0"  
Date: CH TA A300



SECTIONS

SUBMISSION

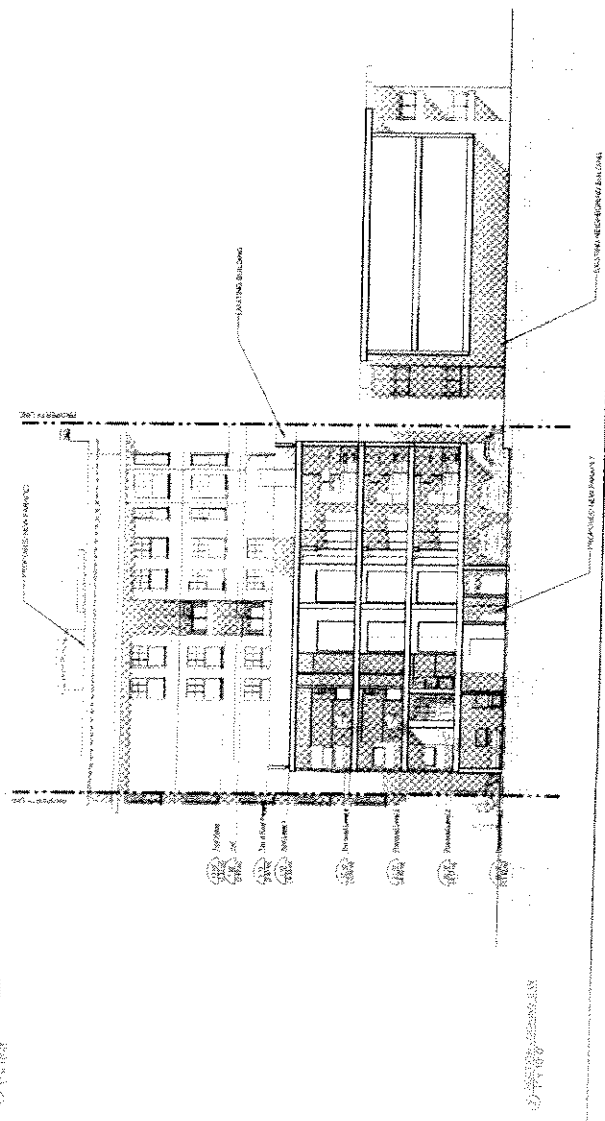
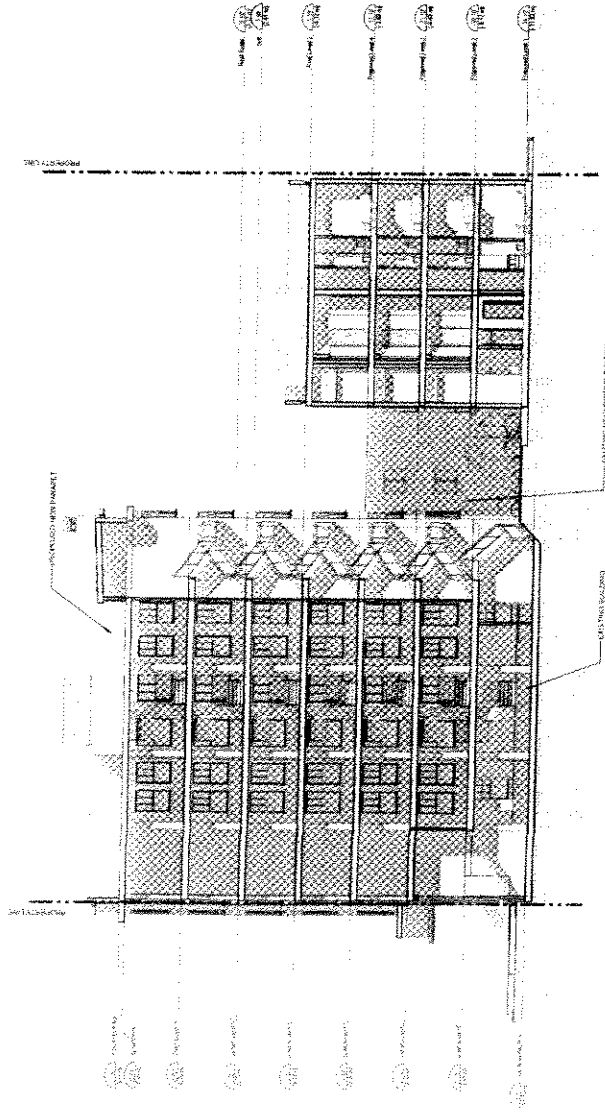
No.	Date	Description
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REVISION

No.	Date	Description

1. All drawings are to be submitted in accordance with the  
2. The drawings are to be submitted in accordance with the  
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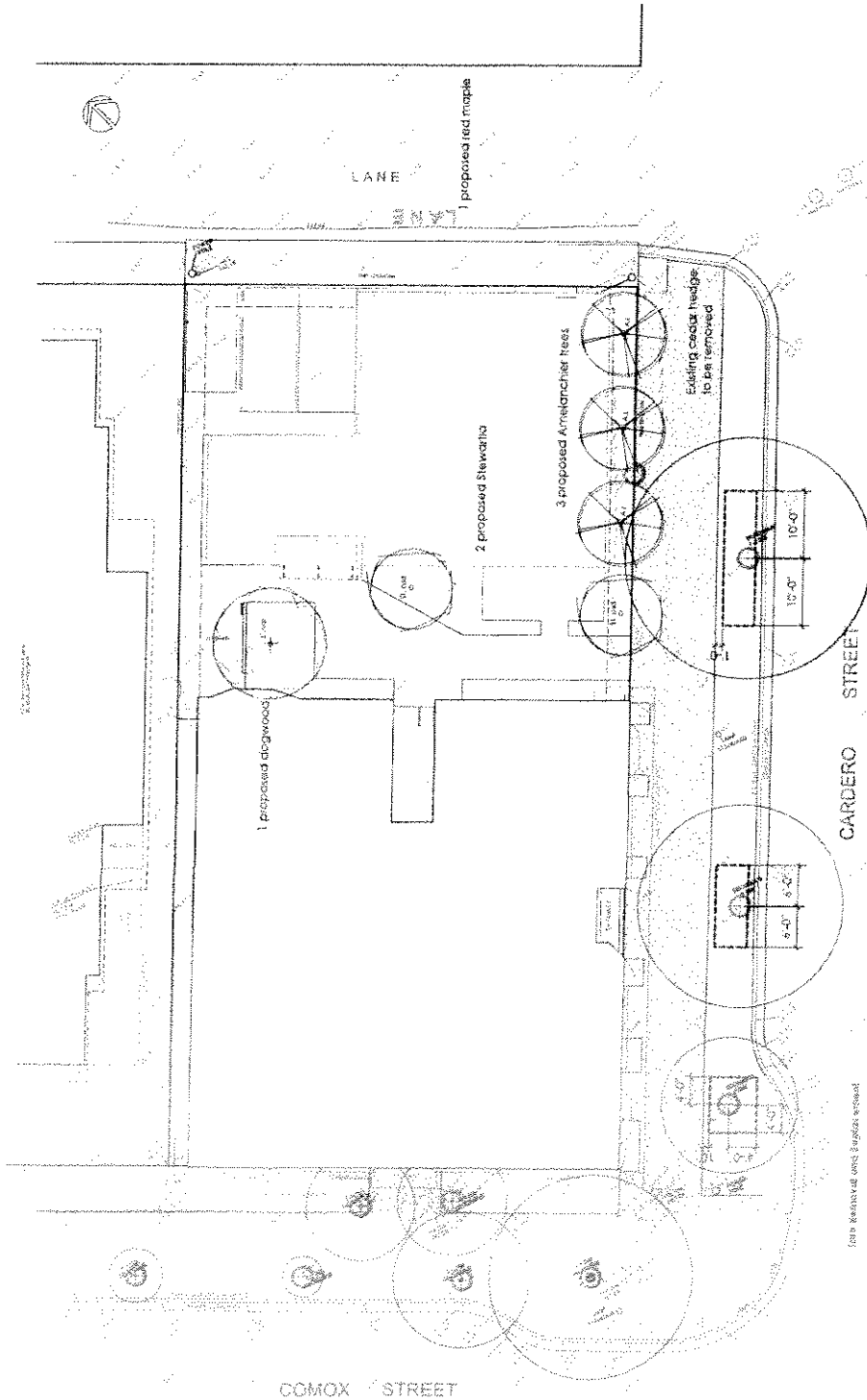
Scale:	1" = 15'-0"	1500 (ISO) A301
Sheet:	ZK	TA
Project:		
Client:		
Drawn by:		
Checked by:		
Approved by:		
DATE:		











Note that tree protection zones taken from engineer report are measured from center of trunk, as shown on the engineer report.

Indicates protection zone around a tree to be removed.

Indicates property line.

Indicates 10' tree setback from property line for new trees.

\*Treeching for utility companies to be coordinated with Engineering Department to ensure all proposed trees. Analysis of tree protection for street trees to be approved by Park Board.

Existing tree to be removed

Existing tree to be retained



**DARSON ENGINEERING**  
 1000 West 10th Street  
 Vancouver, BC V6H 2G6  
 Tel: 604-681-1111  
 Fax: 604-681-1112

**PROJECT**  
 FULL MARKING INSTALLATION  
 1000 West 10th Street  
 Vancouver, BC

**DATE**  
 18th July 2014

**SCALE**  
 1:100

**PROJECT NUMBER**  
 14-01





## DESIGN RATIONALE - 1601 Comox Street

### Introduction

The incumbent Comox infill, located at 1601 Comox Street, is to be situated behind its original historic sister building, "Grace Court"- a seven storey Edwardian era wood structure designed by architect R. MacKay Fripp in 1912-13. The partially under-utilized site is located at the corner of Comox and Cardero Streets in Vancouver's West End. Unlike the original heritage apartments of Grace Court, this proposed infill - a 4 storey multi-family residence- is envisioned as a contemporary, family-oriented rental residence that neither overshadows, nor replicates the architectural style of the original existing building.

Capitalizing on the wider laneways of Vancouver's West End, this new building shall provide much-needed affordable and compact rental units in the area, in a subtle scale, carriage-house location. Four storeys in height, (compared with Grace Court's 6-storey plus height) this ground-oriented, contemporary design, provides 2,535 square feet of additional density to the property, at the lane - *while minimizing* building height.

### Context, Planning & Sustainability

Located in an area of both low- and high-rise rental properties, dotted with sub-divided heritage houses, this site, has been identified by the City as having potential for permitting infill through following the West End Plan guidelines, which emphasize the need for sensitive and creative development. The development team undertook a collaborative approach with the City planners, site owners and neighbours.

Through a public consultation process, the development team discovered a strong public desire to retain the original Comox 7-level building, while injecting the neighbourhood with much-needed rental housing, plus "cleaning up" the laneway, which is currently under-utilized. The public feedback revealed that the public was in favour of the infill building height and design.

The new infill design was then refined and is distinguished by:

- 4 storey height
- Ground-oriented family housing (2 bedroom units at the main level)
- Distinctively modern architecture & well-considered facade
- Intimate scale pedestrian routes & main entrance
- Sustainable considerations, with a long-term approach, such as a recycling area, bicycle storage, parking allocation for car-share arrangements, etc.
- Transformation of the laneway into a livable public realm
- Indoor-outdoor experience that increases the livability - Cardero Street entryway to a common lobby / mail area, and windows overlooking shared landscaping.
- Shared services between the 2 buildings: upgrading and sharing the existing laundry, common bike storage and parking areas
- Exterior - shared inter-building courtyard, complete with bench seating

### **Laneway Revitalization**

The intent is to bring new life to the laneway, by creating a streetscape. By re-inventing traditional notions of the "back alley", the revitalization of the laneway, by designing pleasingly landscaped public walkways, shall visually "clean up" the under-utilized alleyway behind this site, and encourage safety and an improved sense of community. Such design tools include the use of pavers, street-level landscaping, and integrated seating areas.

### **Architectural Design - New Infill**

The new infill houses draw subtle inspiration from the design style and materials of the original 6-storey Comox residence, yet present a distinctively modern style. The design incorporates a regular rhythm of protruding bays, this character is similar to the divisions and groupings of the Grace Court residence. Building materials for the infill were chosen to compliment the original building, laneway, especially at the streetscape level - yet provide for distinctiveness: Materials, such as hardy board, metal and glass - combine are utilized. The infill residence, has a subordinate scale as compared to the overall site design, which create a humble, human scale residence.

### **Congruencies (between infill and existing architecture):**

- Main facades include a regular pattern of projecting bays and recessed balconies;
- Repetition of rectilinear shapes throughout the facade
- Flat roof with central corridor; entryway vestibule to stairs
- Interior: lobby entryway vestibule to stairs - to mirror the entryway of the original building.

The new infill - architecturally designed in a contemporary style - with a backdrop of mature foliage will both inject density, revitalize and improve the sense of community in this sought after West End neighbourhood.