
1529 COMOX STREET (COMPLETE APPLICATION)
DE418115 - ZONE RM-5

CK/PC/WL/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
M. Holm, Engineering Services
D. Naundorf, Housing Policy & Projects
M. Roddis, Park Board

Also Present:

C. King, Urban Design and Development Planning
J. Bosnjak, Development Services
W. LeBreton, Development Services

APPLICANT:

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

PROPERTY OWNER:

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

EXECUTIVE SUMMARY

- **Proposal:** To add to and relocate the existing multiple dwelling building (8 units + 4 sleeping units) towards the front property line and, to develop the rear of the site with a new 4 storey multiple dwelling infill building consisting of 17 rental units addressed from Henshaw Lane.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Applicant's Plans, Elevations, and Design Rationale

Appendix D Processing Centre - Building Comments

● **Issues:**

1. Renovation of and Addition to Existing Pre-Date Dwelling
2. Tree Retention
3. Laneway Public Realm
4. Parking

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

THAT the Board APPROVE Development Application No. DE418115 submitted, the plans and information forming a part thereof, to add to and relocate the existing multiple dwelling building (8 units + 4 sleeping units) towards the front property line and to develop the rear of the site with a new 4 storey multiple dwelling infill building consisting of 17 rental units addressed from the lane.

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 the retention of the pre-date character of the existing building through the development of a conservation plan;

Note to Applicant: A Conservation Plan should be developed that includes reconsideration of the design of the front facade with greater reference to the preservation of character defining features of the existing dwelling.

1.2 design development to the infill building lane edge car-share parking areas to mitigate CPTED concerns;

Note to Applicant: Enclosure of the parking spaces may be considered to address concerns around the creation of unsafe spaces and of spaces for anti-social behavior. The importance of material quality and expression in any potential enclosure is noted, and the response to this condition should be developed in tandem with the threshold space public realm design as per Condition 1.9.

1.3 design development to improve entrance legibility of the infill building through the provision of weather protection canopy and significant glazing of the stair tower in the south side yard;

Note to Applicant: The common entrance to the infill building should be clearly legible both from the lane from a way finding perspective but also to residents of the existing building to signal the common use of the rooftop amenity space for occupants of either building. See also Condition 1.4 (ii).

1.4 design development to over-height elements of the infill building as follows:

i. eliminate rooftop storage area and clarify that the design of the rooftop amenity area is in line with applicable policies, bylaws, and guidelines;

Note to Applicant: Discretionary height increases necessary to achieve barrier-free access to this space will be considered as per the City of Vancouver bulletin 'Roof Mounted Energy Technologies and Green Roofs - Discretionary Height Increases' and will be limited to elevator and stair overruns and amenity area enclosure. See also Condition A.1.2.

ii. improve massing and visual expression;

Note to Applicant: The solid volume of the stair towers as over-height elements located in proximity to shared property lines are not supported as currently proposed and should each be substantially glazed to reduce visual mass. Similarly, the external expression of the elevator and associated overrun should be improved in line with condition 1.5.

- 1.5 design development to provide a higher quality external material finish to the infill building;

Note to Applicant: Wood-effect fibre cement siding as proposed is not supported and should be replaced by higher quality external material finish.

- 1.6 Make arrangements to the satisfaction of the Chief Housing Officer and the Director of Legal Services which secures the provision of:

- i. a notarized declaration prior to Occupancy demonstrating that each tenant was given written notice of the intent to redevelop the property; indicating the number of units occupied on the date of the notice; including information on posting of notice regarding the intent to redevelop as per Section 3 of the Rate of Change Guidelines; and including copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
- ii. a final Tenant Relocation Report prior to Occupancy outlining the names of tenants; indicating the outcome of their search for alternate accommodation; summarizing the total monetary value given to each tenant (moving costs, rent, any other compensation); and including a summary of all communication provided to the tenants

- 1.7 Make arrangements to the satisfaction of the Chief Housing Officer and the Director of Legal Services which secures all 27 residential units as rental housing for 60 years or the life of the building, whichever is greater and subject to the following additional conditions in respect of those units:

- i. That such units may not be subdivided by deposit of a strata plan;
- ii. That none of such units may be separately sold;
- iii. That none of such units will be rented for less than one month at a time;
- iv. That 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
- v. On other such 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 enactment pursuant to a Section 219 Covenant.

- 1.8 compliance with section 4.3.6 and 4.8.4 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.

- 1.9 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 to the site shall be improved with a landscaped public realm treatment 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.
- 1.10 design development to mitigate direct overlook from upper floors to nearby residential neighbours;
- Note to Applicant:** This can be accomplished with the use of translucent glazing to a 36 inch height at the balcony guard rail and windows, or similar measures.
- 1.11 design development to reconfigure Unit 1535 to facilitate retention of tree #1;
- Note to Applicant:** This can be achieved either by relocating the entry to the shared courtyard or by revising entry arrangements to the sunken entry patio. See also Landscape Condition A.1.17.
- 1.12 design development to provide a window to the second bedroom Unit 404;
- 1.13 design development to improve the functionality of amenity space in the existing building;
- Note to Applicant:** Amenity space in the infill building should be more connected to the Lobby area and biased toward use as a programmable meeting space for residents, rather than as rental management office.
- 1.14 provision of enlarged details, at ½"=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	-	-	66.10 ft. x 130.90 ft.
Site Area	-	-	8,652 sq.ft.
Floor Area ¹ (Max.)	12,978 sq. ft.	5,740 sq. ft.	Multiple Dwelling 6,218.0 sq.ft. Infill MD 10,069.0 sq.ft. Total 16,287.0 sq.ft.
FSR ¹ (Max.)	1.5	0.66	Multiple Dwelling 0.72 Infill MD 1.16 Total 1.88
Height ² (Max.)	40 ft. (Infill) 60 ft. (Overall)	38.52 (Multiple Dwelling)	Top of Parapet Wall (Infill) 37.76 ft. Top of Guard (Infill) 39.42 ft. Top of Stair (Infill) 43.80 ft. Top of Elevator (Infill) 45.97 ft. Top of Ridge (Multiple Dwelling) 40.52 ft.
Front Yard (Min.)	12.14 ft.	39.20 ft.	12.50 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 5.10 ft. MD - West 9.00 ft.	MD - East 7.90 ft. MD - West 6.77 ft. Infill - East 3.67 ft. Infill - West 3.00 ft.
Rear Yard (Min.)	Infill 2.00 ft.		Infill 2.00 ft.
Separation between buildings (Min.)	20.00 ft.		21.00 ft.
Site Coverage ³ (Max.)	50% (2,163 sq. ft.)	- % (- sq. ft.)	- % (- sq. ft.)
Parking ⁴ (Min.)	M.D. 4 Spaces Infill 7 Spaces Total 11 Spaces (2 - Disability)		Car Share 3 Spaces Disability 1 Space Total 4 Spaces
Bicycle Parking ⁵ (Min.)	Class A 30 Class B 6 Total 36		Class A - Class B 6 Total 6
External Design ⁶	Residential windows that open shall be more than 14.76 ft. from rear property line;		- Not compliant with 1 st and 2 nd floor dwelling units facing lane;
Use		- Multiple Dwelling with 8 Units and 4 sleeping units;	- Multiple Dwelling with 10 Units - Infill Multiple Dwelling with 17 Units
Unit Type ⁷			Proposed MD One Bed 8 Two Bed 1 Three Bed 1 Total: 10 Proposed Infill: Studio - 4 One Bedroom 2 Two-bedroom 11 Total: 17

¹ **Note on Floor Area and FSR:** Section 5.3 of the RM-5 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-5 District Schedule and all applicable policies and guidelines. A total of 478 square feet is being added to the existing multiple dwelling in addition to the proposed infill. The proposal is to comply with Section 5.3 (a), (b), (c) and (d).

² **Note on Height:** The height of the building is above the maximum suggested in the RM-5 design guidelines for infill buildings. The Development Permit Board may permit an increase in the maximum height of a building with respect to any development as per Section 10.11 of the Zoning and Development By-law. Discretionary height as measured to the top of stairwell/elevator shaft can be considered only if minimum requirements including green roof areas are achieved. For extensive green roofs, at least 50% of the roof should be planted. For intensive green roofs, at least 25% of the roof area should be planted. Note that if the extent of the green roof is not sufficient, additional conditions to reduce building height will be applied. The top of the elevator shaft/stair is considered to be the overall height of the building. Condition 1.4 and Standard condition A.1.2 seeks compliance with height.

³ **Note on Site Coverage:** Standard Condition A.1.3 seeks confirmation with Section 4.8 of the RM-5 District Schedule of the Zoning and Development By-law, does not exceed the maximum permitted;

⁴ **Note on Parking:** While staff support the use of shared vehicle spaces at this location, the application is deficient one disability stall. Converting one of the shared vehicle spaces to a disability stall should meet the requirements of the Parking By-law. See Standard Condition A.1.4.

⁵ **Note on Bicycle Parking:** Standard Condition A.1.4 seeks compliance with Section 6 of the Parking bylaw. Stacked bicycle parking is not acceptable. See engineering condition A.2.4 for additional comments on Bicycle parking.

⁶ **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 that consider the intent of the RM-5 District Schedule and all applicable policies and guidelines. The proposal is to comply with Section 5.3 (a), (b), (c) and (d).

⁷ **Note on Unit Mix:** Table below shows compliance on unit mix for this proposal:

<u>Current Infill Proposal</u> <u>(17 units)</u>	<u>Compliance (17 Units)</u>
Studio - 4 One Bed - 2 Two Bed - 11	One Bed - 8 Two Bed - 7 Three Bed - 2

• **Legal Description**

Lot: 13
Block: 47
District Lot: 185
Plan: 92

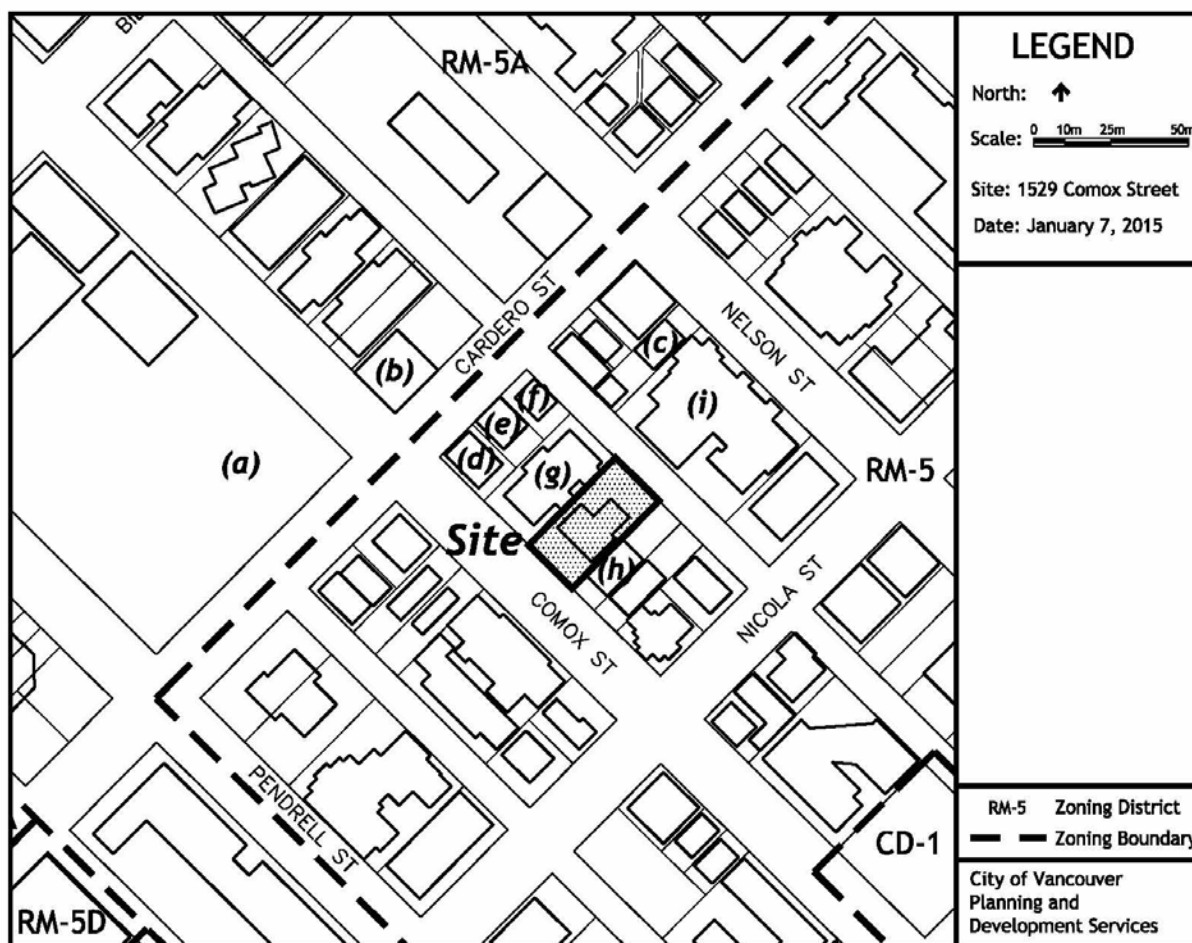
• **History of Application:**

14 06 20 Complete DE submitted
14 08 07 Urban Design Panel
15 01 28 Urban Design Panel
15 03 25 Development Permit Staff Committee

• **Site:** The site is a 66ft x 131ft midblock parcel between Nicola St. and Cardero St. in the West End neighbourhood, located three blocks from both Denman and Robson Streets. The site contains an existing 1907 dwelling (Allan Residence) with later additions containing 8 rental units and 4 sleeping units. The site slopes approx. 7.5ft down from Comox Street to the lane at the rear and approx. 2ft down to the north.

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

- (a) 1100 Bidwell Street - Lord Roberts Elementary
- (b) 1601 Comox Street - Grace Court (1912 8-storey residential building & approved laneway infill)
- (c) 1546 Nelson Street - Urquhart Residence (1905 residential building & approved laneway infill)
- (d) 1044 Cardero Street (1905 residential building)
- (e) 1038 Cardero Street (1905 residential building)
- (f) 1036 Cardero Street (1905 residential building)
- (g) 1547 Comox Street (3 storey residential building)
- (h) 1523 Comox St (1905 residential building)
- (i) 1510 Nelson Street - Ashbury Place (3 storey residential building)



• **Background:**

A development application was submitted on June 20th, 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 27th, 2014. The proposal was reviewed by the Urban Design Panel on August 27th, 2014 and again, in a substantially revised form, on February 28th, 2015, at which time it was unanimously supported.

The application does not seek to alter existing zoning, and will result in new family oriented 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. 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, while also 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 rental housing. Laneways 2.0 takes advantage of the wider laneways unique to the West End and the opportunity they present to develop new rental housing stock 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 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' 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. The RM-5 District also encourages developments suited to families with children. Conditional density of 1.5FSR and multiple conversion dwelling use are permitted.

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 site contains an existing 1907 multiple dwelling on a standard 66ft x 131ft lot of the kind explicitly referenced by Plan as being an important legacy of the earliest period of development in the area and being relatively few in number. Retention of the character home as a multiple conversion dwelling and the securing of family oriented market rental units as per Condition 1.7 in an infill building to the rear of the property are in line with the policies and principles of the Plan. Condition 1.1 seeks improvement to the conservation plan to better achieve an appropriate level of character retention of the dwelling. Relocation of the dwelling as proposed does not conflict with the aims of the Plan as they relate to the preservation of existing street character due to the proposed tree retention along the Comox St. frontage outlined in Section 3(iv). The aims of the Plan as they relate to activation of the laneways as public spaces by way of public realm improvements will be achieved through Condition 1.9.

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. The

proposal does not presently meet the unit mix described in Section 5.3(c).requiring 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. Condition A.1.1 seeks compliance with the unit mix.

While designation of the existing building is not being sought due to the extent of non-original additions present, the retention of the character home as a multiple conversion dwelling meets the requirement of the District Schedule that retention is to the satisfaction of the Director of Planning. Condition 1.1 seeks improvement to the retention of character defining elements through the development of a Conservation Plan.

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, Scale & Height

The subject lot conforms to Lot Typology 02 (66ft - 98ft Lots) and with the identified generally appropriate form of development described: modest infill development in 3.5 to 4 storey form where appropriate to provide additional sites for rental housing and to activate the lane frontage. The 4 storey scale of development is in line with the Guidelines. The 40ft height permitted is exceeded by elevator and stair overruns necessary to achieve universal accessibility to the rooftop common amenity space. Conditions 1.4 and A.1.2 require that over-height elements are designed in accordance with Section 10.11 and the City of Vancouver bulletin 'Roof Mounted Energy Technologies and Green Roofs-Discretionary Height Increases'. Staff conditions also seek design development to the material expression of those over-height elements to ensure that their visual impact on adjacent development is minimized.

ii) Building Separation, Shared Courtyard & Common Open Space

The minimum 20ft separation between buildings expected by the Guidelines is intended as a clear dimension between buildings, facilitating development of shared amenity courtyard for use by occupants of both the existing and new building as an integral part of the overall site development strategy and landscape plan for all infill development. All new infill development will result in the provision of a shared courtyard between the new and existing buildings, the design of which should be informed by existing landscape and open space features, sun access, privacy and usability.

The minimum 20ft separation provided and exceeded in the northern half of the courtyard which is developed as a play space suitable to families with children. The edges of this space are activated with residential uses at grade level with attached private open spaces directly accessing the common space. Landscape conditions seek design development to the courtyard to reconcile the need for unit entries with the development of a space for the enjoyment of all occupants of the lot.

Further to this, a common rooftop amenity space is developed to serve all occupants on the roof of the infill building. The amenity area is pulled back from the building edges and screened with landscape to avoid direct overlook to adjacent development. Condition 1.3 seeks to improve legibility of entry to the infill to ensure ease of use of this space for all occupants of the lot; while Condition 1.4 seeks to ensure that design of the over-height elements minimizes negative impacts on adjacent development.

A small indoor amenity space is developed in the existing building to complement these external spaces. Condition 1.13 seeks to improve the functionality of this space.

iii) Private Open Space

As new infill development is intended to be family-oriented, all family units are expected to provide private open space and where possible provide grade access to an open space that is suitable for children. All family units in the infill, and the majority of 1-bedroom units, have access to private open

space; while grade-level units in both the existing building and the infill building have direct access to at-grade private space.

iv) Front Yard Setbacks

A key concern of infill development is the preservation of existing street character and the retention of front yards as a visual amenity of the neighbourhood. The Comox Street frontage is characterised at present by six mature trees and a cedar hedge on the property as well as a street tree and a tree on the adjacent property that combine to screen the pre-date dwelling from the street. The proposed application retains and protects the street tree and tree on the adjacent property as well half of the on-site trees to retain the heavily planted character. As a result the relocation of the pre-date dwelling closer to Comox Street does not result in the significant alteration of the existing streetscape. Staff are recommending design development to the street fronting basement unit in the existing building to improve the retention of mature trees to this frontage.

v) Building Setbacks at Upper Levels to the Internal Courtyard

Upper level setbacks to the shared courtyard are encouraged in all developments in the order of 6ft to 8ft to provide useable decks for family units. The guidelines state that subject to urban design performance as it relates to privacy, overlooking and solar access to the shared courtyard, such setbacks will not be required on developments of the scale proposed in the application. Given the cross-gabled form of the existing dwelling, the provision of separation between buildings for much of the shared courtyard in excess of minimum 20ft, and the private open space provision to family units on all levels of the infill dwelling, an upper level setback is not provided and is not being sought.

vi) Building Setbacks to the Lane

A 2ft setback from the rear property line is expected where units have direct grade access off the lane, and to provide for landscaping to protect the privacy amenity of the ground floor unit. A setback of 3.75ft is provided, but staff note that given required parking arrangements, only one unit is directly accessed from 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. A continuous setback is provided at fourth floor level varying in depth from 4ft to 5ft. Condition 1.10 recommends modifications of the glazing details to the laneway elevations to mitigate direct overlook from upper floors to nearby buildings.

vii) Side Yard Setbacks

The proposal provides the minimum side yard setbacks of 3ft to the north side yard. The main common residential entry to the infill building is located along the south side yard, resulting in the provision of a wider side yard of varying depths from approx. 5ft in the area of the entry to 3.75ft. At the lane edge, this widens to 12ft as a shared surface with car-share space facilitating the retention of existing mature cedar tree in this location.

Condition 1.3 seeks design development to improve the legibility of the entrance in this location and provide weather protection, while Condition 1.4 seeks to improve the material expression of over-height elements in both side yards.

viii) Parking

The Parking Bylaw allows for alternate ways to meet the site's parking demands including the car share incentive, whereby an on-site car share vehicle and space can replace 5 required parking spaces, or securing off-site parking for the building. Staff are supportive of parking for this application to be provided partially by shared vehicles located on-site. The current proposal is deficient one disability

parking space which Recommended Condition 1.8 requires. Should the applicant provide an additional disability space in place of one of the proposed shared vehicle spaces, the Parking By-Law will be deemed met.

ix) 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 forthcoming Laneways 2.0 toolkit to guide their design. As an interim solution, recommended Condition 1.9 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. Condition 1.2 seeks design development to mitigate CPTED concerns along the lane edge related to the development of spaces for anti-social behaviour through the car-share parking solution and recommends that such design development is done in the context of development of the green strip.

x) Orientation and Unit Access

All units will be addressed and entered from the lane as encouraged by the Guidelines to ensure that activation of the laneway results from infill development.

Staff note that given required parking arrangements, only one unit is directly accessed from the lane, as a result most units are accessed via a shared corridor and common residential lobby, which is contrary to the general aspiration of the Laneways 2.0 programme to deliver townhome and stacked townhome forms of development.

xi) 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. 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, but are seeking design development through various recommended conditions of approval to improve the external material expression and massing of over-height elements to ensure a better contextual fit.

● **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 February 28, 2015, and provided the following comments:

EVALUATION: SUPPORT (6-0)

- **Introduction:** Colin King, Development Planner, introduced a proposal under the Laneway Infill Program for the West End. He described the context for the area noting that across the lane is a 3-storey, 40 unit strata building with decks to the lane and a previously approved 3-storey infill building. Adjacent to the site is a 3-storey walk-up building and 2.5-storey character home. The existing dwelling on the site has non-original alterations to the rear, which will be removed.

Mr. King explained the Guidelines for the project noting that they expect a ground oriented laneway infill dwelling, addressed from the lane with a shared courtyard space and the infill should preserve the existing character to the street with high quality and authentic details and materials that are sensitive to the adjacent dwelling and the host building. As well the courtyard space is an important piece and the family units must have access to the private play space.

Mr. King mentioned that at the previous review by the Panel in August, the proposal got non-support. He described the consensus items for improvement which included better integration of the two buildings on the site including the addition to the dwelling, improvement of the courtyard, provision of an indoor amenity space, improvement to the unit layouts, improvement to the tree retention and that windows should be added to the bike storage.

Mr. King described the proposal noting that the key to the Laneway Infill Program is delivery of at grade activation of the lane and the development of the green strip. The 1907 building predates the Parking Bylaw, so replacement of existing parking plus parking for the new units is required. The site is providing off-site car share parking. He mentioned that the most significant change to the proposal is the addition of parking at grade and the side yard area to the south which has been pulled back to allow for a tree to be retained in that area. As well all the family units in the infill have private balconies and the rooftop has been developed as common open space and is setback from the edge of the building. Mr. King mentioned that 10 units are now proposed instead of the previous 13 with two and three bedroom and an internal amenity room, communal laundry and bike storage.

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

Does the revised application successfully address previous panel concerns around:

- Integration of the two buildings on the site.
- Additions to the existing pre-date dwelling.
- Provision and quality of common and private amenity spaces, including in the addition to the dwelling
- Livability of proposed units.
- Tree retention.
- Grade activation of street, courtyard and laneway frontages.

Mr. King took questions from the Panel.

- **Applicant's Introductory Comments:** Timothy Ankenman, Architect, further described the proposal and mentioned that they have some concerns as well with CPTED issues in the garage area and they are working with the car companies to see if they could add a garage door on a

timer because there will always be one space open for the communal car. He explained that they are trying to stay true to the original character of the existing building in terms of the front façade and its relationship to the street. As a result they aren't using a lot of historical features and that is why the existing building will not be heritage designated. He described the architecture and noted that they have added a veranda on the front, a porch, a gable roof, front entry stair and celebrated the entry. He added that they have carved out a portion of the building in order to retain the large existing tree which will also signify the entry to the infill.

Daniel Martins, Architect, described the material palette noting the addition of a natural wooden colour and the rest is a white hardie panel. With the colour scheme they are trying to bring the natural colours from the original building into the new building but adding some brighter colours.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Consider enhancing the entrance to the infill and adding weather protection;
 - Design development to consider another material rather than using faux wood;
 - Design development to consider the use and function of the proposed amenity space
 - Consider a more open plan for the two bedroom units in the infill;
- **Related Commentary:** The Panel supported the proposal and thought the applicant had improved the design since the last review.

The Panel thought there was a better treatment of the heritage and as well a better integration between the infill and the existing building. As well they liked that the courtyard was larger and that some of the units will now front the space. However, Panel members thought the entrance to the infill was difficult to find and thought it should be more visible to improve security. As well, it was suggested that the area could use some rain protection. One Panel member had some concerns regarding security for the open carport structure and suggested overhead or sliding doors.

The Panel had some concerns with the material palette noting that the use of faux wood reduced the level of contrast and didn't think it was the best strategy. They wanted to see more contrast in the material expression.

Panel members thought the amenity space was too small and might not be used. One Panel member suggested making it open to the lobby so that it would have more space for community functions.

A couple of Panel members were concerned with the livability of the units in the basement. They noted that the second bedrooms tended to be a bit on the small size but that the units were in keeping with affordable housing. A couple of Panel members suggested reducing the amount of rooms in the two bedroom units and having an open floor plan that would allow the space to be more flexible for the residents.

The Panel supported the landscaping plans but thought there should be more programming on the roof patio. The Panel applauded the applicant for the improvement to the tree retention strategy. They did however still have some CPTED concerns and encouraged the applicant to add more windows on the first floor on the lane or in the stair wells.

- **Applicant's Response:** Mr. Ankenman thanked the Panel for their comments and said he looked forward to incorporating them in the project.

ENGINEERING SERVICES

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 recommendations to mitigate CPTED concerns around the surface parking spaces provided along the lane edge are outlined in Condition 1.2 and further described in section 3 ix) Threshold Spaces.

LANDSCAPE

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

HERITAGE PLANNING

While designation of the existing building is not being sought due to the extent of non-original additions present, the retention of the character home as a multiple conversion dwelling meets the requirement of the District Schedule that retention is to the satisfaction of the Director of Planning. Condition 1.1 seeks improvement to the retention of character defining elements through the development of a Conservation Plan.

HOUSING POLICY & PROJECTS / SOCIAL POLICY & PROJECTS / CULTURAL SERVICES

11 units of the 17-unit infill building have 2 bedrooms, and are subject to the High Density Housing Guidelines for Families with Children and the Urban Agricultural Guidelines for the Private Realm. Consistent with the guidelines, plans for the site include a common outdoor courtyard with a lawn and bench, as well as an accessible rooftop common outdoor area, which may be used by children for a range of play activity.

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. Design development is needed to the rooftop area to provide basic infrastructure that would provide opportunities for residents to engage in gardening / urban agricultural activity. (See condition A.1.33)

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.

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

NOTIFICATION

A site sign was placed at 1529 Comox 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. On February 16, 2015 notification postcards were again sent to neighbouring property owners, advising them of the rescheduled DP Board date and revised project submission on the city's website.

After the first round of notification, a total of 26 written responses were received. Four comments indicated support for the proposal at 1529 Comox Street, with the exception of some concerns outlined below. Four respondents requested additional information. 18 of the respondents either opposed laneway infill proposals in general, or expressed serious concerns with the proposal. During the most recent notification period, one response (both written and phone calls from the same individual) was received. Comments received from the notification are summarized below:

1529 Comox St - Comments About This Proposal:

Tree Removal: Several respondents expressed concern over proposed tree removal to both Comox Street and lane frontages, with one respondent referring specifically to the removal of a mature maple tree to Comox Street.

Staff Response: Tree removal to the Comox Street frontage has been improved through the application process from that originally proposed at the time the comment was received. Removal of the two maple trees is supported by an arborist report noting evidence of fungal decay and recommending removal due to poor condition. The infill building has been significantly redesigned to facilitate the retention of the large Cedar tree to the laneway frontage. Condition 1.11 and landscape conditions also seek to improve tree retention beyond that currently proposed.

Laneway Traffic Calming: Some respondents were concerned additional laneway traffic as a result of the development.

Staff Response: Laneway Public Realm improvements are proposed as a secondary application as per Condition 1.9 however traffic calming measures are not expected as part of this secondary application.

Scale & Massing: Some respondents were concerned about the scale of the development, seeking redesign to 2.5 storeys and elimination of the roof deck.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.i) Lot Typology, Scale and Height regarding the appropriateness of the 4-storey form; Section 3.vi) Building Setbacks to the Lane regarding the provision of upper level setbacks to lessen the apparent scale of the four-storey development; and, Section 3.ii) regarding measures mitigating direct overlook from the rooftop amenity area to adjacent development.

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.

Parking: See general laneway infill comments.

Staff Response: The Parking Bylaw allows for alternate ways to meet the site's parking demands including car share and off-site parking as a solution. The application is deficient one disability parking space as currently proposed. Recommended Condition 1.8 requires the provision of minimum parking numbers for the building. See also 'Application Response to Guidelines commentary Section 3.vii Parking'.

Undergrounding of Utilities: One respondent expressed a desire to see all power lines and transformers moved underground.

Staff Response: The proposal includes the provision of a Pad Mounted Transformer to provide underground service to the new development.

Seniors Housing: One respondent noted that the proposal did not address the need for seniors housing.

Staff Response: 'Laneways 2.0' does not specifically require provision of housing for seniors, instead focusing more generally on the provision of rental units with unit mix regulations ensuring the provision of family rental units.

Laneway Infill - General Comments:

Parking: The majority of respondents indicated concern about the lack of parking provided on these sites and the potential for increased traffic in the already congested neighbourhoods of the West End. 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: The Parking Bylaw allows for alternate ways to meet the site's parking demands including car share and off-site parking as a solution. The application is deficient one disability parking space as currently proposed. Recommended Condition 1.8 requires the provision of minimum parking numbers for the building. See also 'Application Response to Guidelines commentary Section 3.vii Parking'. With regard to the provision of parking in the shared courtyards; the shared courtyard is an essential open space amenity required to ensure livability for all occupants as the residential use of these lots is intensified. Parking use would compromise the livability of both infill and existing building.

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. Staff are satisfied that the application demonstrates an intensification of residential use in a form of development expected by the West End Plan. 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.

Condition 1.10 recommends modifications of the glazing details to the laneway elevations to mitigate direct overlook from upper floors to nearby buildings. Refer also to Application Response to Guidelines commentary Section 3.vi Building Setbacks to the Lane; Section 3.vii Side Yard Setbacks; and, Section 3.xi Architecture & Form.

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 and massing.

Staff Response: Staff note tree retention measures to the Comox Street and lane frontages as mitigating the loss of character to the neighbourhood, and Condition 1.1 as it relates to an improved retention of the existing significant character features of the pre-date dwelling. Regarding architectural continuity between the infill and host buildings, staff note UDP support for the integration of the two buildings on the lot and the contrasting expression of new and existing buildings, and refer also to Application Response to Guidelines commentary Section 3.xi Architecture & Form.

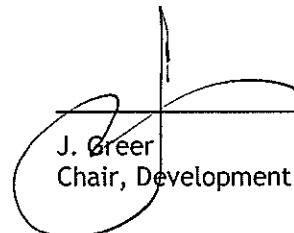
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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.

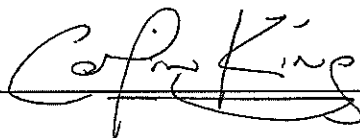
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

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.

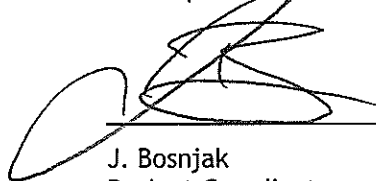
The Staff Committee supports this proposal subject to the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



C. King
Development Planner



J. 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(b) and (c) of the RM-5 District Schedule of the Zoning and Development Bylaw;

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 compliance with Section 4.3.1 of the RM-5 District Schedule of the Zoning and Development Bylaw;

Note to Applicant: The top of Elevator/Stairwell does not comply with Section 10.11 of the Zoning and Development Bylaw. See also Condition 1.4.

- A.1.3 confirmation that the Site Coverage (4.8) of the RM-5 District Schedule of the Zoning and Development By-law, does not exceed the maximum permitted;

Note to Applicant: Submission of detailed Site Coverage plan is required to confirm this number. The inclusion of porches and outermost walls are required for this calculation.

- A.1.4 compliance with 4.8.1 and 4.8.4 - Disability Spaces of the Parking By-law;

Note to Applicant: A total of two disability parking spaces are required.

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

Note to Applicant: 30 Class A bicycle space 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 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

- A.1.8 written confirmation shall be submitted by the applicant that:

- 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;

A.1.9 provision of top of ridge elevation on multiple dwelling;

A.1.10 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.1.11 provision of a minimum of 5.7 m (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 inside such storage areas. Refer to Bulk Storage - Residential Development bulletin for more information.

A.1.12 updating the Statistics drawing on Page A002;

Note to Applicant: Parking and floor area numbers are to be revised.

A.1.13 provision of cross-section of top floor on multiple dwelling;

Note to Applicant: This is to confirm that there are no adjacent attic spaces (areas greater than 3'11" in height).

A.1.14 labeling open balconies/porches/etc on floor plans;

A.1.15 confirmation that balcony on 4th floor is open to above;

Note to Applicant: Floor plans on page A103 show a wall that may be enclosing the balcony.

A.1.16 confirmation that roof deck trellis is open or covered;

Note to Applicant: If the trellis is covered, the area will be counted in floor area.

Standard Landscape Conditions

A.1.17 design development to retain and protect existing healthy Cedar trees #1, #2, #3, #5, #6 (arborist report) at the front yard as part of the redevelopment of this site, to maintain the continuity of mature greenery as a visual amenity between streetscape context sites ;

Note to Applicant: Tree location noted on the survey and in the arborist report. Revise Site Plan and Landscape Plan to show the retention and protection of more trees. Resolve conflicts between proposed excavation and critical root zone requirements for the protection of retained private site and off-site trees through building design revision and further arborist consultation. Please refer to Design Condition 1.11 for comments about modifications to building design.

A.1.18 provision of landscape and architectural plans, survey, and arborist report that are better coordinated to clarify trees to be retained and removed with tree protection measures;

Note to Applicant: Tree barriers as noted in the arborist report should be illustrated on the Landscape Plan. Clarify trees to be retained and protected and removed on all plan drawings. Further arborist consultation is required to clarify tree protection measures for existing trees at the northwest side yard, and east corner of the site, as noted on the survey.

A.1.19 design development to improve the functionality of the at grade Courtyard as a common amenity space by:

- i. removal of proposed hedge enclosures to provide more direct and open entry to private dwellings from the main courtyard space with foundation plantings to separate entry porches;

Note to Applicant: The intent is to create a more open and inviting space within the courtyard for gathering of residents. Recommend providing a mixed shrub foundation planting along the building face as a separation between private entry paths. Suggested width for foundation planting 4 to 5 feet, with the use of Cedar as accent rather than creation of solid walls.

- ii. incorporation of pavers/ stepping stones at a minimum 2'-0" spacing within the lawn area to create a low maintenance permeable green area for this shady courtyard;

Note to Applicant: Revise Landscape Plan as needed.

A.1.20 provision of enhanced greening at the entry porch to the infill dwelling unit at the lane;

A.1.21 provision of larger-scale architectural details at ½"=1'-0" to illustrate special footing design for proposed retaining walls located in close proximity to retained trees at the front yard as recommended by the arborist report.

A.1.22 reduction to the width of the two proposed entry stairways at the south front yard property edge to a maximum of four ft., to minimize excavation within the critical root zone of retained trees;

Note to Applicant: Shift southernmost stairway towards the west to provide at least a 3 ft. setback at the shared property line and adjacent to existing neighbour's Holly tree.

A.1.23 provision of notation on Landscape Plan to read: "Provision of 6.5 ft. wide fully planted landscape strip to the satisfaction of the City Engineer ";

Note to Applicant: The intent is to provide a landscaped strip measuring 6.5 ft. in width located along the rear property boundary as a visual amenity for the landscape to be illustrated on the Landscape Plan. A separate permit approval is required by the Engineering Department.

A.1.24 provision of a permeable paver system for the proposed disability surface car space located in close proximity to retained shared 1.8 ft. Cedar;

Note to Applicant: Installation of pavers should utilize low impacts methods of installation to minimize excavation within the critical root zone for retained tree.

A.1.25 provision of a durable curb edge, with a minimum height of 8 inches, to protect lane edge plantings from maneuvering vehicles.

Note to Applicant: if the planting area extends onto City property, the curb should be placed on City property. Consult with Streets Engineering for final details. Provide a large- scale architectural elevation drawing at ½"= 1'0", to illustrate this condition.

A.1.26 provision of larger-scale architectural details to illustrate proposed permanent planters on roof deck, arbour, fences and gates, retaining walls and planters at grade, other special landscape;

Note to Applicant: Planter details to confirm planter depth and to exceed BC Landscape Standard (latest edition).

A.1.27 provision of high efficiency irrigation system for common landscaped planters and hose bibs on roof deck and courtyard areas to facilitate hand watering of landscape plantings, illustrated and labelled on the Landscape Plan;

A.1.28 provision of a common screened garbage and recycling bin enclosure (illustrated on the Landscape Plan);

Note to Applicant: Provide a large-scale architectural detail at ½"=1'0" to illustrate;

A.1.29 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.1.30 illustration on the Landscape Plan and the Site Plan to show all lane edge utilities such as gas meters and transformer and below grade utilities including gas, water, storm sewer, sumps;

A.1.31 submission of an addendum to arborist report to include written assessment and comments for tree protection measures for all private trees noted on the survey;

Note to Applicant: Comments regarding existing trees at west side yard and east corner of site are missing from the report.

A.1.32 submission of a letter of assurance to confirm arborist supervision of tree protection. Letter to outline the duties of the arborist, outline special arboricultural measures and phases of construction including excavation, when arborist supervision is required. Letter to be signed by arborist, property owner and contractor.

Social Planning/Housing Centre/ Cultural Affairs

A.1.33 design development to the common rooftop outdoor space to provide potential for urban agriculture, including edible landscaping in planters and/or planters which may be planted by residents, as well yard waste composter, tool storage chest/potting bench and a hose bib, as per the City's Urban Agricultural Design Guidelines for the Private Realm.

A.2 Standard Engineering Conditions

A.2.1 provision of a copy of a current title search for each parcel of land involved in 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 each 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 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 provision of a 2.9 m wide parking space for the shared vehicle parking spaces;

Note to Applicant: This is a requirement of the Shared Vehicle Agreement for a shared vehicle parking space.

A.2.3 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of [3] Shared Vehicle(s) and the provision and maintenance of [3] Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), [with such parking spaces to be in addition to the minimum parking spaces required by the Parking Bylaw], on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- iii. provide 3 Shared Vehicle(s) to the development for a minimum period of [3 years];
- iv. 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);
- v. provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
- vi. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
- vii. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
- viii. 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.
- ix. 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 modification of the bicycle parking layout to eliminate the proposed "stacked" bicycle lockers. In addition, ensure the vertical bicycle spaces are placed up against a wall.

Note to Applicant: the Parking By-law does not permit stacked bicycle spaces or stacked bicycle lockers. Vertical bicycle spaces must be placed up against a wall and not suspended from the ceiling.

A.2.5 consideration of repurposing the proposed tandem parking space to provide additional bicycle parking;

Note to Applicant: Tandem parking spaces may not be counted towards the required on-site parking and this space may be better suited to the provision of required Class A bicycle parking or additional storage for units.

A.2.6 provision of design elevations within the proposed parking spaces including notation of the slope;

Note to Applicant: Provide confirmation that the slope and cross fall does not exceed 5%.

A.2.7 deletion of the proposed plants located between the parking spaces as these may grow large and obstruct both vehicle access into the parking spaces and sight lines into the lane of oncoming pedestrians, cyclists and vehicles.

A.2.8 provision of a fully accessible side yard access with ramps at a slope of no greater than 6% and/or provide a sidewalk with adequate lighting from the infill site to Cardero Street or Nicola Street;

Note to Applicant: The proposed conditions support Laneways 2.0 which identifies the need for accessibility provisions for persons with disabilities. Generally, these include provision of a universally accessible egress route to and from new infill units through either sufficient side yard access or through the provision of sidewalks in the lane leading to the units.

- A.2.9 make arrangements to pay for any signage changes required to provide firefighting access from the lane;
 - A.2.10 clarify garbage pick-up operations. There does not appear to be adequate side yard width to move the garbage from the storage location to the lane for pick-up. Confirmation that a waste hauler can access and pick up from the location shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location;
 - A.2.11 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. 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.
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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 March 25, 2015. 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 **October 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 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 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.2.5 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.
-

Existing Building Area:

Area Schedule (Rentable) Existing house - New Construction	Unit #	Area
Existing Level 1	E 1535	647
Existing Level 2	E 217	430
Existing Level 2	E 21	415
Existing Level 2	E 23	382
Existing Level 3	E 31	421
Existing Level 3	E 32	449
Existing Level 3	E 33	441
Existing Level 4	E 42	397
Grand total: 10		4582

Height:

Permitted:
Maximum height per 4.3.1 (within building envelope)
24.28 (17.4m)
Permitted height at NE property line (facing Comox St)
36.09 (11m)
Proposed:
Existing building roof peak (within building envelope)
Proposed new infill building height (partially outside building envelope)

Setbacks:

Required:
Maximum height per 4.3.1 (within building envelope)
Permitted height at NE property line (facing Comox St)
24.28 (17m)
Permitted height at SW property line (facing Lane)
24.28 (7.6m)
Provided:
Existing Comox St
11.8 (3.6m)
Side yard (Existing building from NW)
3.0 (0.9m)
Side yard (Existing building from SE)
6.6 (2.0m)
Side yard (New infill from NW)
3.0 (0.9m)
Side yard (New infill from SE)
2.0 (0.6m)
Rear yard (facing Lane)

Parking Requirements:

Existing Building:
Per 4.3.6(a) based on total residential area of 4,751 SF (41 mt2)
Occupant stalls:
Min: 1 per 140mt2 = 44 / 140 mt2 = 31.5 (3 stalls)

Area Schedule (Rentable) Existing house - New Const - Services	Unit #	Area
Existing Level 1	Back Storage	476
Existing Level 1	Barbager Room	144
Existing Level 1	Laundry	148
Existing Level 2	Amenity	143
Grand total: 4		911

Proposed Building Area:

Area Schedule (Rentable)	Unit #	Area
LEVEL 1	101	400
LEVEL 1	102	524
LEVEL 1	103	421
LEVEL 2	201	446
LEVEL 2	202	470
LEVEL 2	203	443
LEVEL 2	205	443
LEVEL 3	301	446
LEVEL 3	302	470
LEVEL 3	303	443
LEVEL 3	304	587
LEVEL 3	305	589
LEVEL 4	401	446
LEVEL 4	402	446
LEVEL 4	403	466
LEVEL 4	404	551
Grand total: 17		7446

Area Schedule (Rentable) Circulation	Unit #	Area
LEVEL 1	CIRCULATION	123
LEVEL 2	CIRCULATION	533
LEVEL 3	CIRCULATION	533
LEVEL 4	CIRCULATION	532
Grand total: 5		2093

Area Schedule (Rentable) Services	Unit #	Area
LEVEL 2	ELEC.CLOSET	11
LEVEL 3	ELEC.CLOSET	11
LEVEL 3	STORAGE	170
LEVEL 4	ELEC.CLOSET	10
Grand total: 4		201

Scope of Work

- 1 - Restore existing heritage home (Allen Residence) to its historical appearance at the turn of the century (1907) to include 1 two bedroom units 1 three bedroom unit and 8 one bedroom units.
- 2 - Increase overall site density with additional infill laneway building, comprising of 27 units, 12 Two Bedroom units , 1 three Bedroom unit, 10 One Bedroom unit and 4 Studio units.

Name: Alan Residences
Original Owner: James B. Allan
Original Date of Construction: 1907

Description of the Historic Place
The Allen Residence is a two and one-half storey wood-frame house located at 1529 Comox Street in the historic West End neighbourhood of Vancouver. Built during the Edwardian era, the house displays an Arts and Crafts influence, featuring a cross-gabled roof with tiled bargeboards, side entry, beaded corner buttresses, and a variety of ornate-paned window and door surrounds, some with stained glass panels.

Heritage Value of the Historic Place
The Allen Residence, built in 1907, is an early Vancouver home, built twenty years after the arrival of the transcontinental railway, and is valued for its historical significance. The house was designed by the prominent architect, Walter G. Kruger, who was instrumental in the development of the West End neighbourhood. The house is a fine example of the Arts and Crafts style, which was popular in the early 20th century. The house is a rare example of a two and one-half storey wood-frame house in the West End neighbourhood. The house is a fine example of the Arts and Crafts style, which was popular in the early 20th century. The house is a rare example of a two and one-half storey wood-frame house in the West End neighbourhood.

The Allen Residence exists as a grand example of Edwardian-era architecture, and demonstrates the influence of the Arts and Crafts style. The house is a fine example of the Arts and Crafts style, which was popular in the early 20th century. The house is a rare example of a two and one-half storey wood-frame house in the West End neighbourhood.

Statistics:

Total FSR:
Lot 15, Block 47, District Lot 185
City Address: 1529 Comox Street, Vancouver, BC
Current Zoning: RM-5 (MILL)
Current Use: Residential (Multi-Family Dwelling)
Proposed Use: RM-5 (Multi-Family with Infill Housing)
Site Area: 8,646 sq.ft. (803.24 mt2)

Total FSR:

Name	Level	Area
EXISTING EXISTING LEVEL 1		1963
EXISTING EXISTING LEVEL 2		1928
EXISTING EXISTING LEVEL 3		1962
EXISTING EXISTING LEVEL 4		1196
PROPOSED PROPOSED LEVEL 1		1807
PROPOSED PROPOSED LEVEL 2		2618
PROPOSED PROPOSED LEVEL 3		2618
PROPOSED PROPOSED LEVEL 4		2698
Grand total: 8		16889

Technical Data:

Site Area:
8,646 SF (803.24 mt2)
Proposed Gross Floor Area:
16,889 SF (1,566.4 mt2)
Coverage:
Existing 22.7%
Proposed 30.2%
Permitted FSR:
Permitted FSR per 4.7.1 (RM-5)
1.3 = 12,360 SF (1,136.6 mt2)
Proposed FSR:
Proposed FSR per 4.7.1 (RM-5)
16,889 SF (1,566.4 mt2) = 4-stories
16,889 SF (1,566.4 mt2) = 1.3

Unit Counts:

Existing Building:
8 (3 Bedroom)
2 (1 Bedroom)
1 (2 Bedroom)
Total number of units in existing building: 10
New Infill Building:
2 (1 Bedroom)
11 (2 Bedroom)
Total number of units in proposed infill building: 17
Total number of units: 27
Studio & 1 Bedroom (14 units) 50%
2 Bedroom (12 units) 46%
3 Bedroom (1 unit) 4%

Bicycle Parking Requirements:

Bicycle Parking Requirements:
Residential (as per 6.2.1.3 - 0.75 per unit less than 37 m sq)
Class A: 1.25 bicycle parking spaces/unit = 20 x 1.25 = 25 spaces
Class A: 0.75 bicycle parking spaces/unit = 7 x 0.75 = 5 spaces
Class B: Building with a minimum of 20 residential units = 6 spaces
Bicycle Parking Provisions:
Class A Bicycle Room:
- 2 bicycle parking spaces (which includes 10 lockers)
- 9 vertical bicycle parking spaces
Total: 31
Class B Bicycle parking:
- 6 bicycle spaces (located in Court yard)

Refuse Space calculation:

(Per Garage and Recycling storage facility design supplement)
Required
Garage = 27 x .85 = 23.025 / 300 = 7.675 Carts
Recycling = 12 x 1.0 = 12 Carts
Compostables = 27 x .14 = 3.78 / 350 = 1.08 Carts
Total number of carts required = 12
Provided
Garage = 27 x .85 = 23.025 / 300 = 7.675 Carts
Recycling = 27 x .575 (full inclusive) = 15.525 / 350 = 4.435 Carts
Compostables = 12 Carts
Total number of carts provided = 12 (8 x 360L and 4 x 2 cu. yd container)

Project:	
Project Number:	1529 COMOX
Owner:	WANCOUVER
Designer:	ANKENMAN MARCHAND ARCHITECTS
Project Status:	EXISTING AND PROPOSED STREETScape - Lane
Project Status:	SUBMISSION
Date:	2015-01-30
Author:	
Checker:	
Printer:	
Plotter:	
Scale:	

REVISION	
No.	Date

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Scale: _____
DWG. NO. **A036**

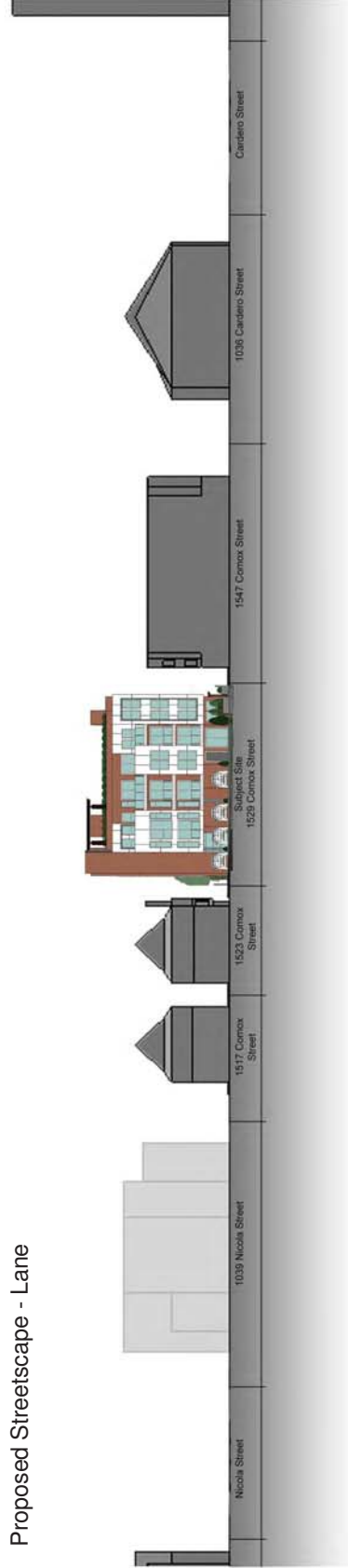
Existing Photographic Streetscape - Lane



Proposed Photographic Streetscape - Lane



Proposed Streetscape - Lane



1645 West 5th Avenue
Vancouver, BC V6J 1N5
Tel: (604) 872-2595 Fax: (604) 872-2505
Email: office@AMArchitects.com

Project: 1529 COMOX
Owner: COMOX
City: VANCOUVER
Drawing: SITE PLAN
Project Status: SUBMISSION

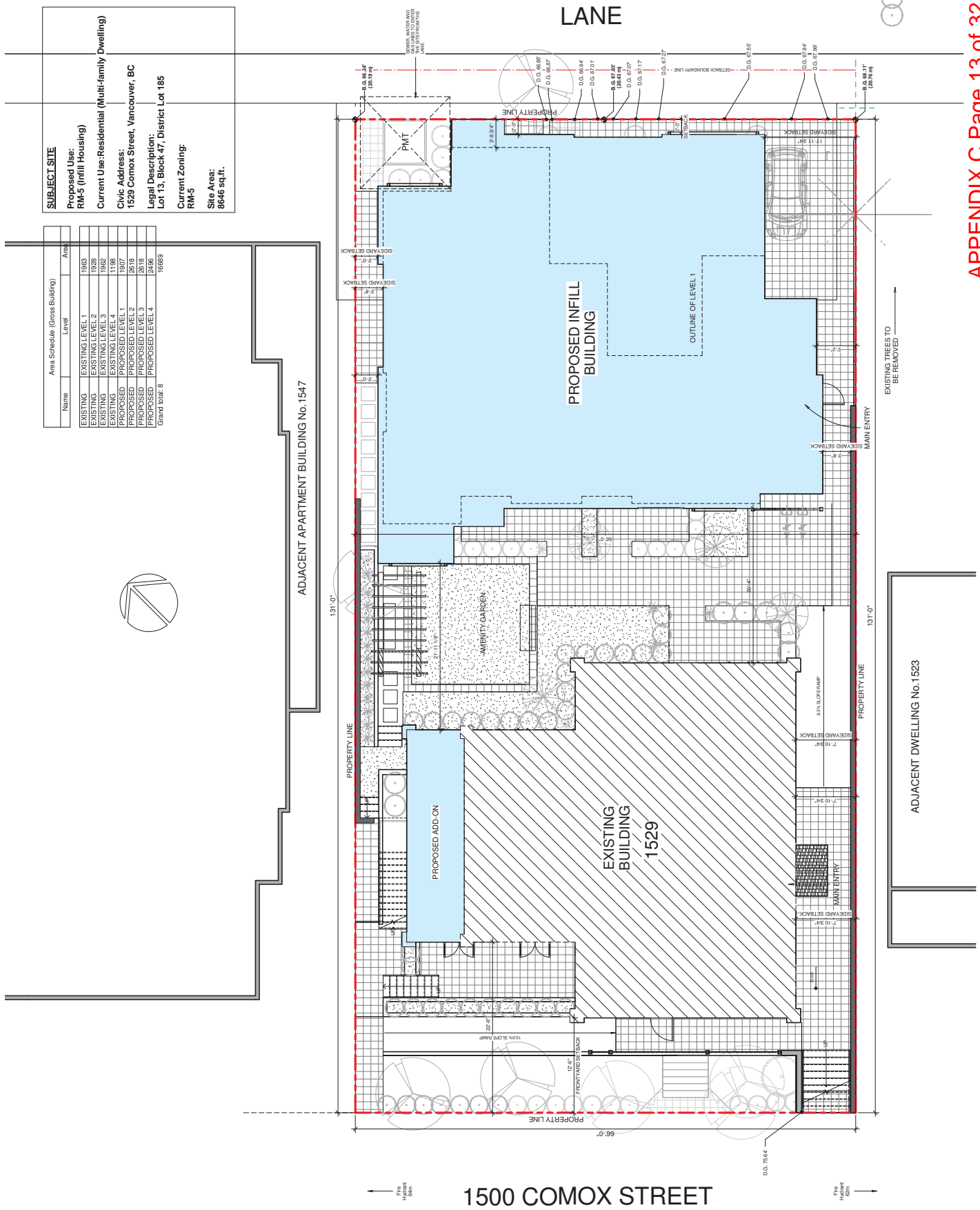
DATE	DESCRIPTION	REVISION	DATE	DESCRIPTION
2015-01-30	1529 COMOX			

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DWG. NO. **A100**
Scale: 3/16" = 1'-0"

SUBJECT SITE
Proposed Use: RM-5 (Infill Housing)
Current Use: Residential (Multi-family Dwelling)
Civic Address: 1529 Comox Street, Vancouver, BC
Legal Description: Lot 13, Block 47, District Lot 185
Current Zoning: RM-5
Site Area: 8646 sq.ft.

Name	Level	Area
EXISTING	EXISTING LEVEL 1	1953
EXISTING	EXISTING LEVEL 2	1925
EXISTING	EXISTING LEVEL 3	1925
EXISTING	EXISTING LEVEL 4	1188
PROPOSED	PROPOSED LEVEL 1	1907
PROPOSED	PROPOSED LEVEL 2	2618
PROPOSED	PROPOSED LEVEL 3	2618
PROPOSED	PROPOSED LEVEL 4	2498
Grand Total:	8	10889



1500 COMOX STREET

ADJACENT DWELLING No. 1523

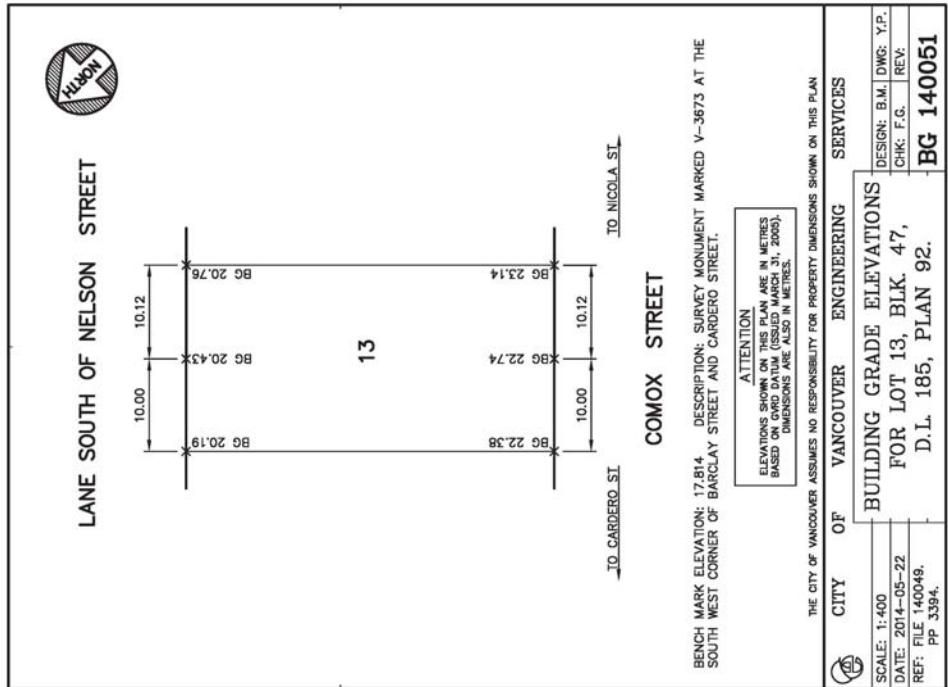
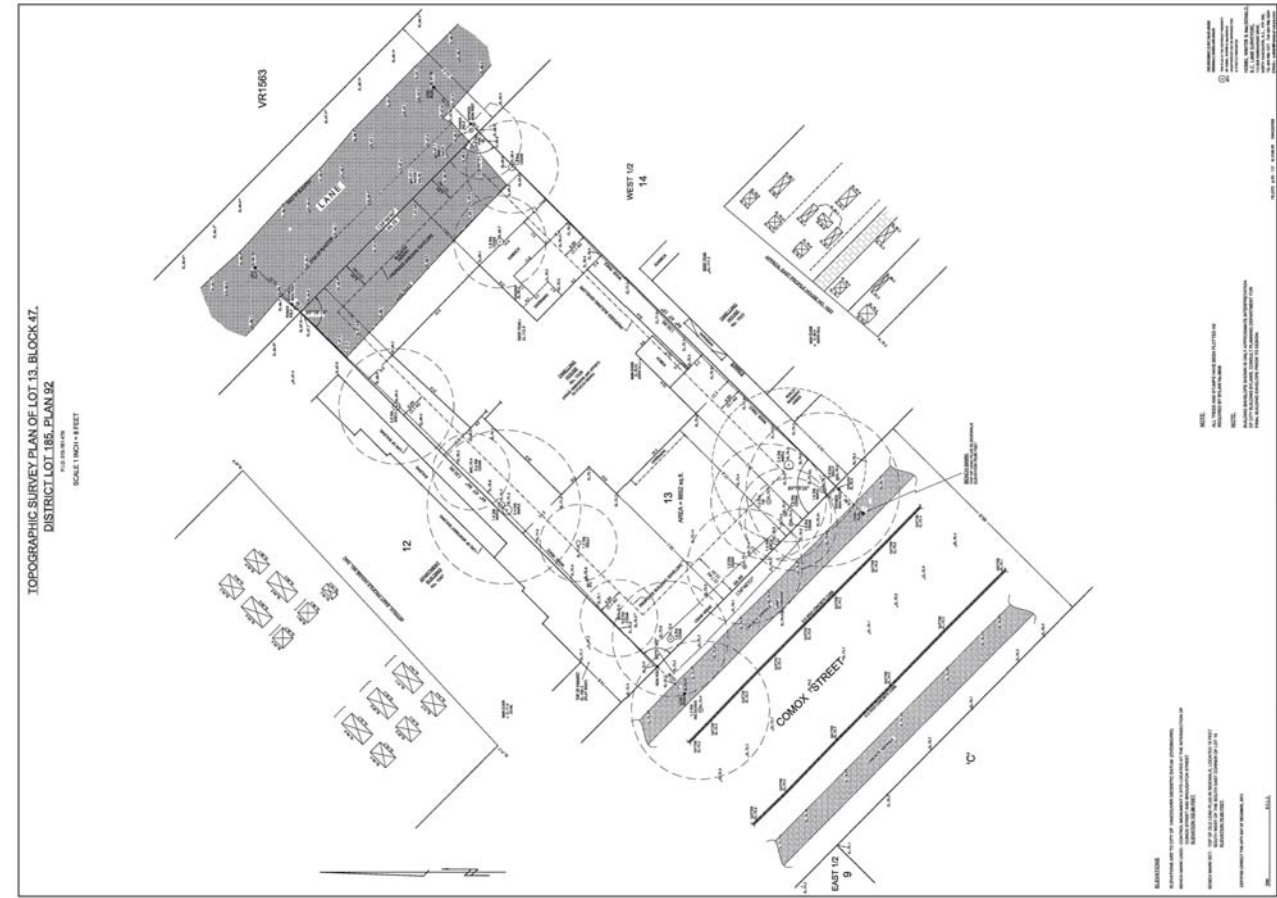
ADJACENT APARTMENT BUILDING No. 1547

Project:	1529 COMOX
Owner:	WANCOUVER
Design:	SURVEY PLAN & BUILDING GRADES
Project Status:	SUBMISSION
DWG. No.:	2015113.DWG
Description:	

No.	Date	Description

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Scale: **A100.1**



ATTENTION
ELEVATIONS SHOWN ON THIS PLAN ARE IN METERS BASED ON GRID DATUM (ISSUED MARCH 31, 2005). DIMENSIONS ARE ALSO IN METERS.

THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR PROPERTY DIMENSIONS SHOWN ON THIS PLAN

CITY OF VANCOUVER ENGINEERING SERVICES

SCALE: 1:400
DATE: 2014-05-22
REF: FILE 140048, PP 3394.

DESIGN: B.M. DWG: Y.P.
CHK: F.C. REV: **BG 140051**

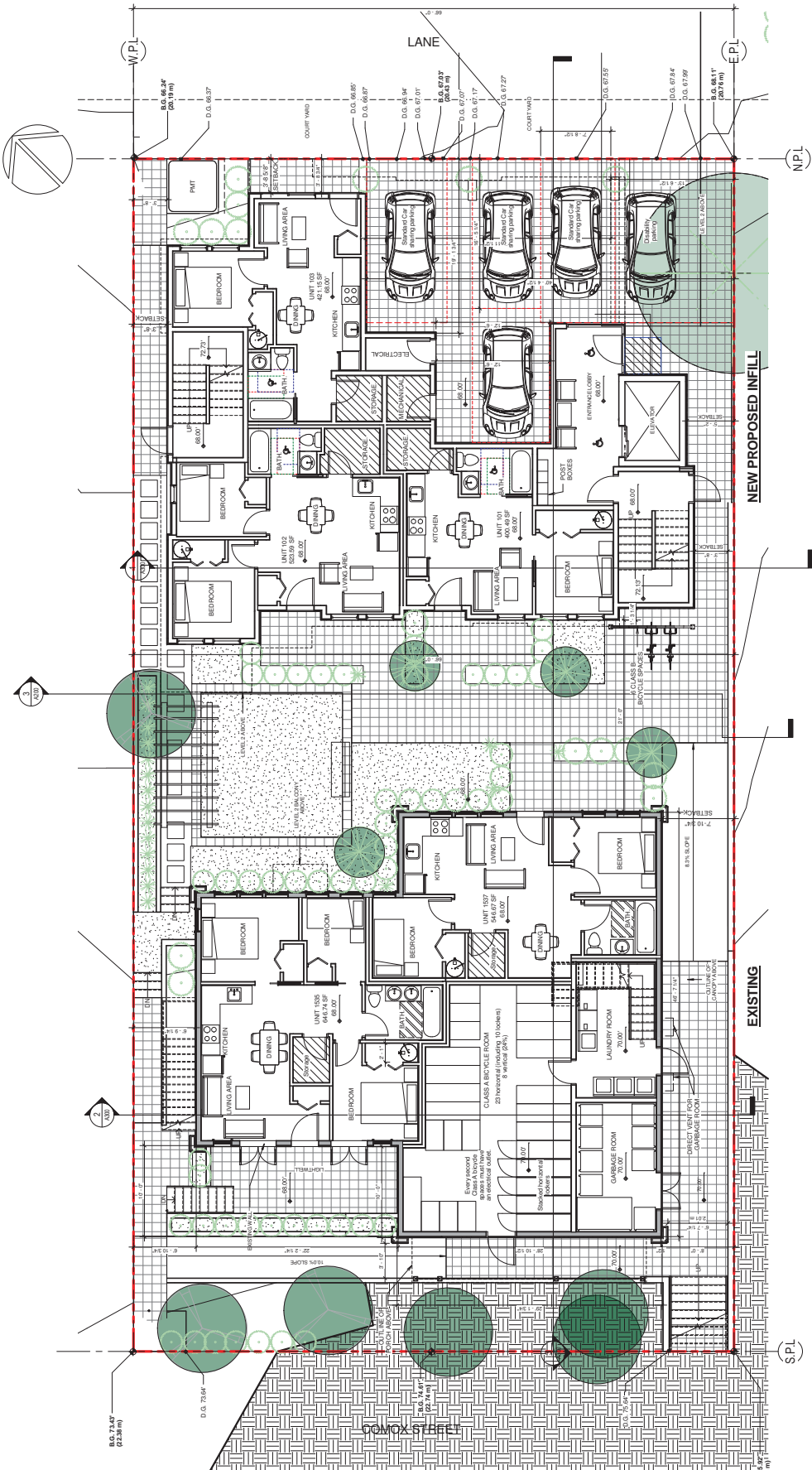
Project:
Project Number
Owner
Designer:
Project Status:
Project Status:
Date
Description

1529 COMOX
VANCOUVER
PLANS - Proposed Level 1
SUBMISSION
20151113.DWG

REVISION	No.	Date	Description

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DWG. NO.
Scale: 3/16" = 1'-0"
A101



1 PROPOSED LEVEL ONE
3/16" = 1'-0"

Project:
Project Number
Owner
1529 COMOX
VANCOUVER

Designer:
PLANS - Proposed Level 2

Project Status:
Project Status

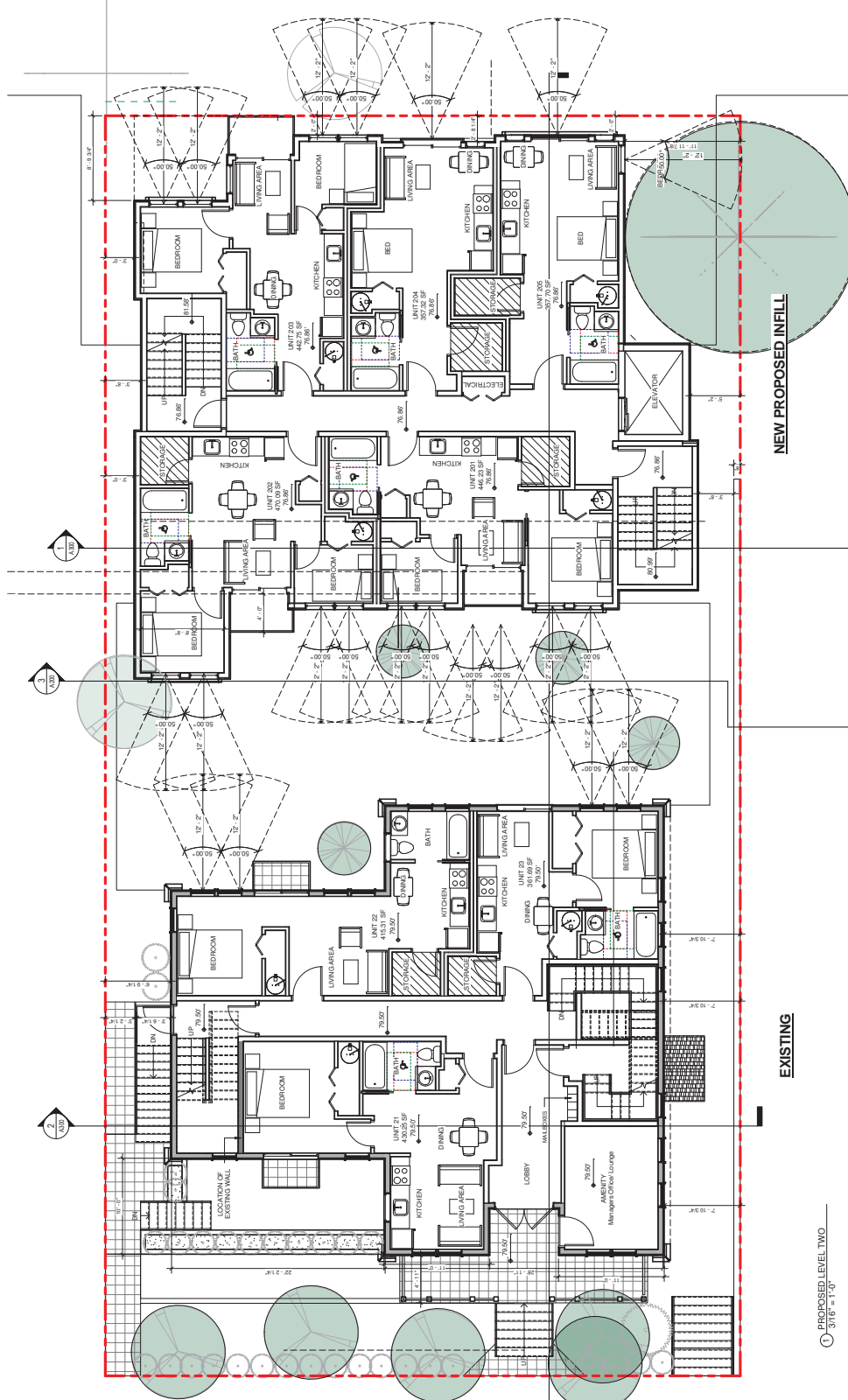
DATE
SUBMISSION
2015/11/10

REVISION
Description

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Scale:
3/16" = 1'-0"

DWG. NO.
A102



NEW PROPOSED INFILL

EXISTING

PROPOSED LEVEL TWO
3/16" = 1'-0"

Project:
Project Number
Owner
1529 COMOX
VANCOUVER

Designer:
PLANS - Proposed Level 3

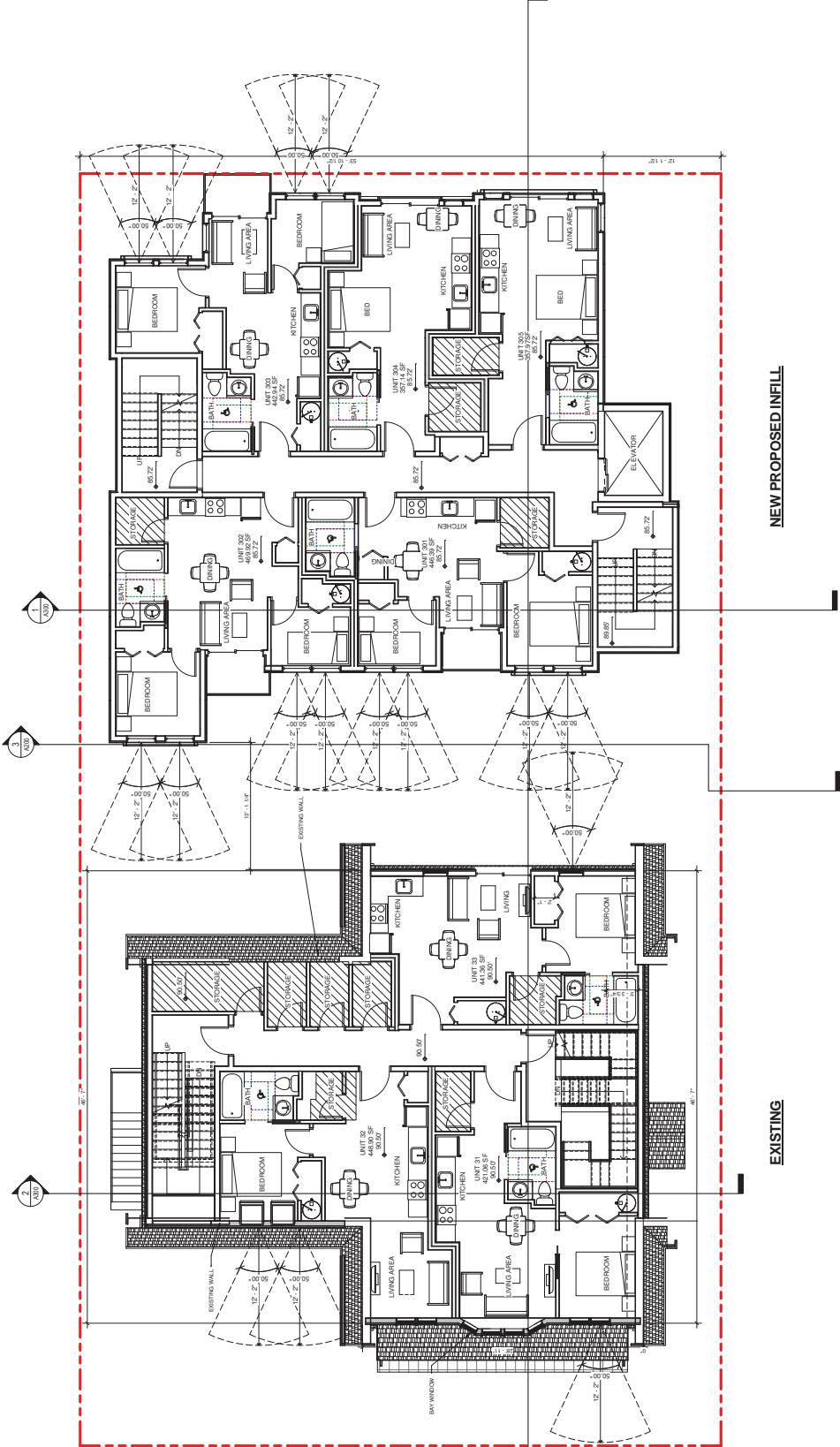
Project Status:
Project Status

DATE
SUBMISSION
DESCRIPTION

REVISION
Description

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DWG. NO. A103
Scale: 3/16" = 1'-0"



NEW PROPOSED INFILL

EXISTING

PROPOSED LEVEL THREE
3/16" = 1'-0"

1645 West 5th Avenue
Vancouver, BC V6J 1N5
Tel: (604) 872-2595 Fax: (604) 872-2505
Email: office@AMArchitects.com

ARCHITECTS

Project:
Project Number
Owner
1529 COMOX
VANCOUVER

Designer:
PLANS - Proposed Level 4

Project Status:
Project Status

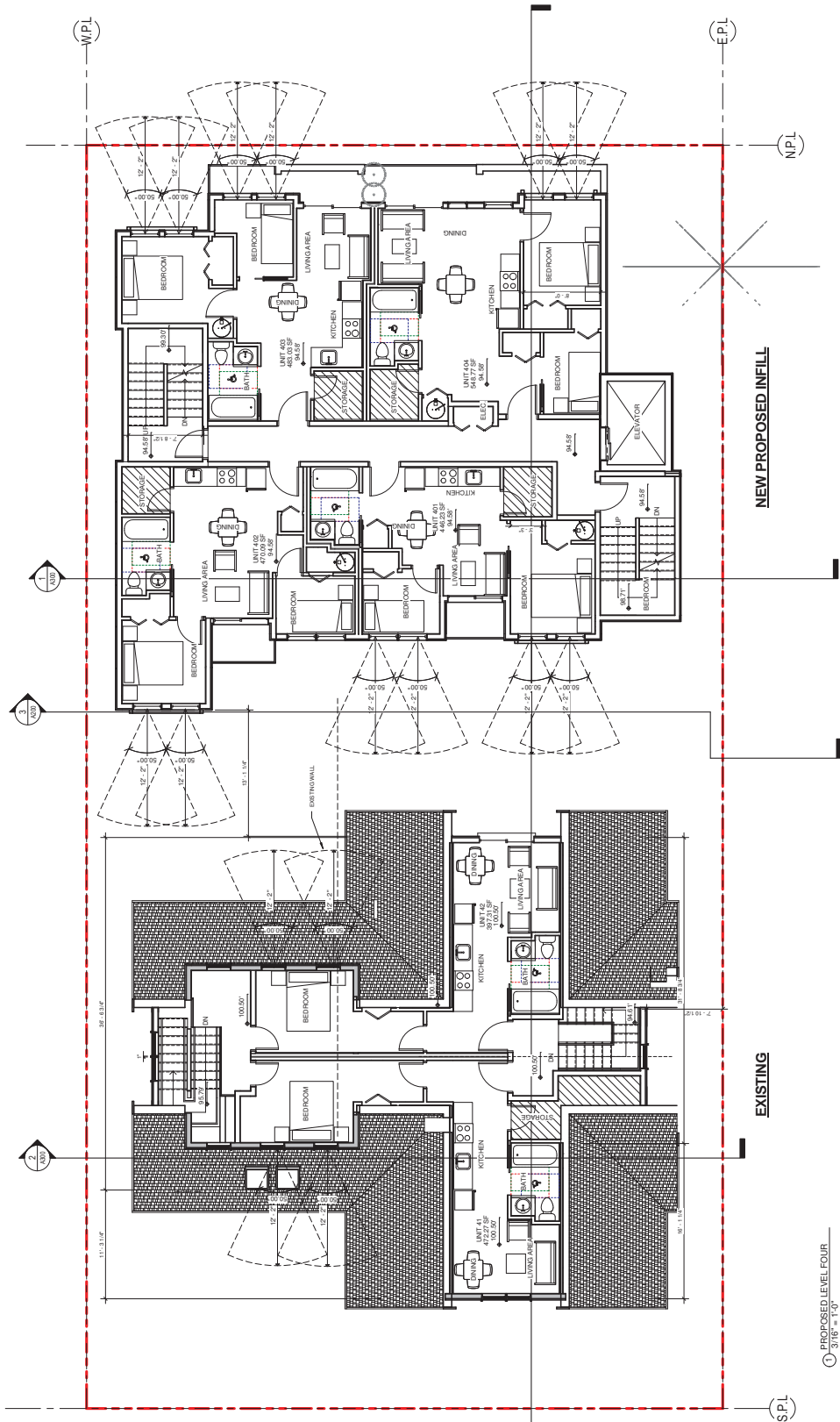
DATE:
SUBMISSION

DESCRIPTION

NO.	DATE	REVISION	DESCRIPTION

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DWG. NO. **A104**
Scale: 3/16" = 1'-0"



EXISTING

NEW PROPOSED INFILL

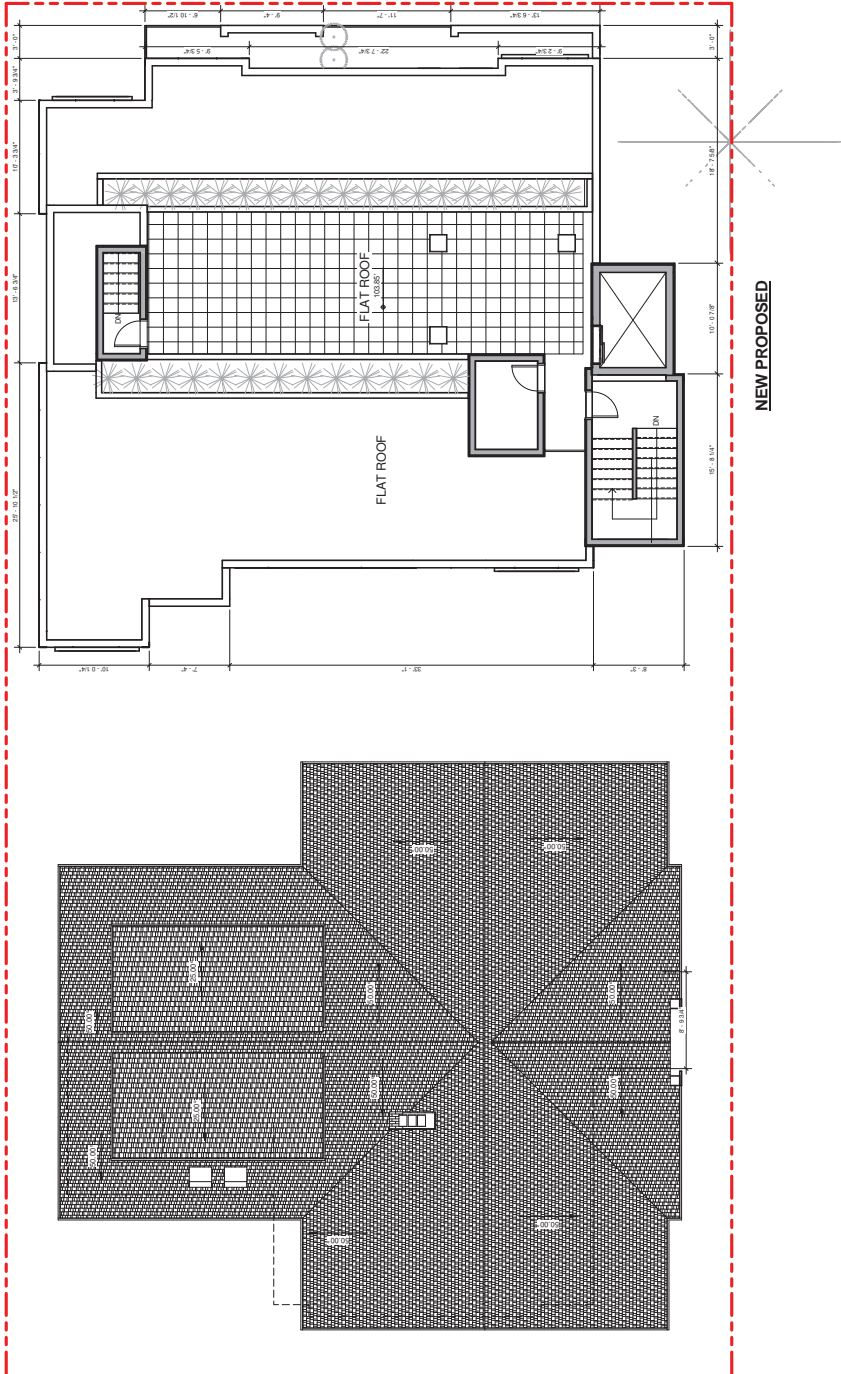
PROPOSED LEVEL FOUR
3/16" = 1'-0"

Project: **Project Number** 1529 COMOX
Owner COMOX
Address VANCOUVER
Design: PLANS - Proposed Roof
Project Status: SUBMISSION
Project Status: SUBMISSION
Date: 2015-11-03
Description:

REVISION	No.	Date	Description

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DWG. NO. **A105**
 Scale: 3/16" = 1'-0"



① PROPOSED ROOF LEVEL
 3/16" = 1'-0"

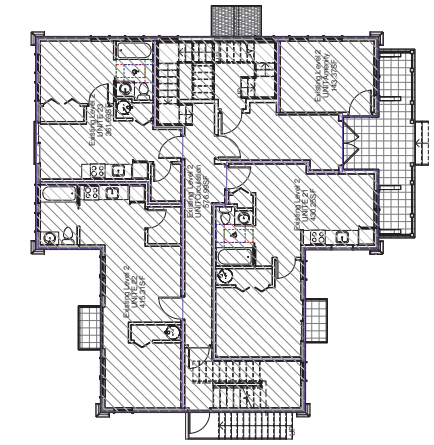
Project:
Project Number
Owner
1529 COMOX
VANCOUVER
Designer:
AREA PLANS - EXISTING
BUILDING AREA INCL. NEW
CONST.
Project Status:
SUBMISSION

DATE	DESCRIPTION
2015-11-13	DDP

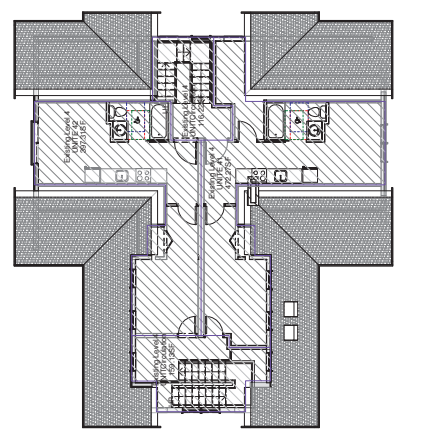
NO.	DATE	REVISION	DESCRIPTION

All Drawings in this set to be read in conjunction with the contract documents. The architect is not responsible for the accuracy of the information provided to the architect before commencing work. The architect is not responsible for the accuracy of the information provided to the architect before commencing work. The architect is not responsible for the accuracy of the information provided to the architect before commencing work.

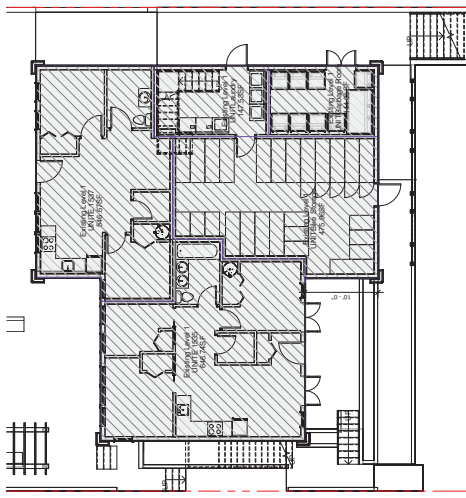
Scale: 1/8" = 1'-0"
DWG. NO. A115



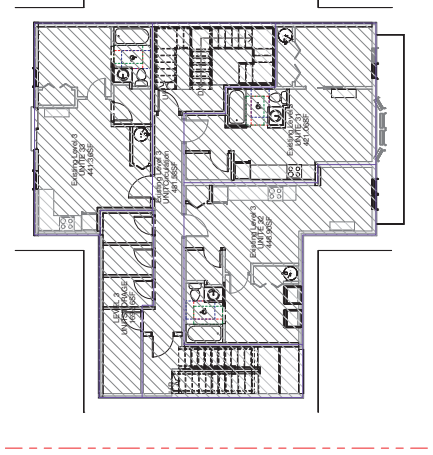
2 EXISTING LEVEL 2 - New Construction
1/8" = 1'-0"



3 EXISTING LEVEL 4 - New Construction
1/8" = 1'-0"



1 EXISTING LEVEL 1 - New Construction
1/8" = 1'-0"



3 EXISTING LEVEL 3 - New Construction
1/8" = 1'-0"

LEVEL	UNIT #	Area
Existing Level 1	E 1525	627
Existing Level 1	E 1527	627
Existing Level 2	E 21	430
Existing Level 2	E 22	415
Existing Level 2	E 23	362
Existing Level 3	E 31	421
Existing Level 3	E 32	449
Existing Level 3	E 33	441
Existing Level 4	E 42	397
Grand Total:	10	4582

LEVEL	UNIT #	Area
Existing Level 2	Circulation	577
Existing Level 3	Circulation	482
Existing Level 4	Circulation	159
Existing Level 4	Circulation	116
Grand Total:	4	1334

LEVEL	UNIT #	Area
Existing Level 1	Bike Storage	476
Existing Level 1	Garbage Room	144
Existing Level 1	Laundry	148
Existing Level 2	Antenay	493
Grand Total:	4	911

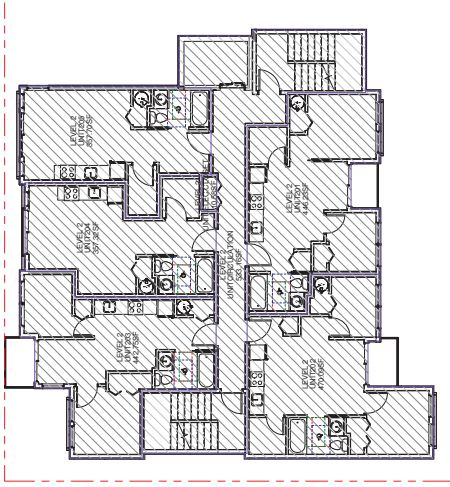
Date	Description
2015-11-10	

No.	Date	Revision	Description

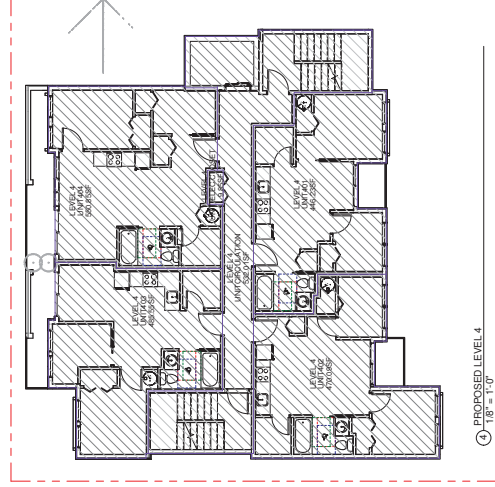
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DWG. NO: **A116**

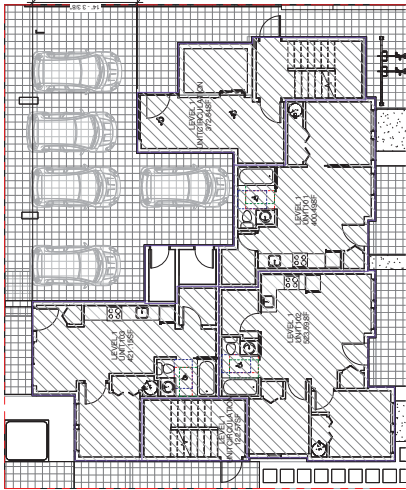
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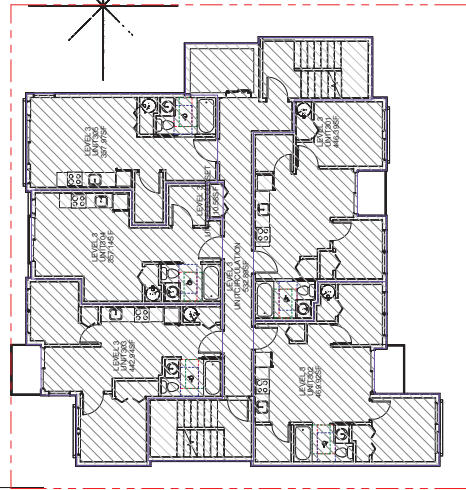
① PROPOSED LEVEL 1
1/8" = 1'-0"



② PROPOSED LEVEL 2
1/8" = 1'-0"



③ PROPOSED LEVEL 3
1/8" = 1'-0"



④ PROPOSED LEVEL 4
1/8" = 1'-0"

Level	Unit #	Area
LEVEL 1	101	400
LEVEL 1	102	524
LEVEL 1	103	421
LEVEL 2	201	446
LEVEL 2	202	443
LEVEL 2	204	357
LEVEL 2	205	358
LEVEL 3	301	446
LEVEL 3	302	470
LEVEL 3	303	443
LEVEL 3	304	358
LEVEL 3	305	358
LEVEL 4	401	446
LEVEL 4	402	470
LEVEL 4	403	488
LEVEL 4	404	551
Grand Total: 17		7448

Level	Unit #	Area
LEVEL 1	CIRCULATION	153
LEVEL 1	CIRCULATION	172
LEVEL 2	CIRCULATION	533
LEVEL 3	CIRCULATION	533
LEVEL 4	CIRCULATION	532
Grand Total: 5		2083

Level	Unit #	Area
LEVEL 2	ELEC.CLOSET	111
LEVEL 3	ELEC.CLOSET	111
LEVEL 4	ELEC.CLOSET	100
Grand Total: 4		201

Project:
Project Number:
Owner:
1529 COMOX
VANCOUVER
Design:
COVERAGE PLAN

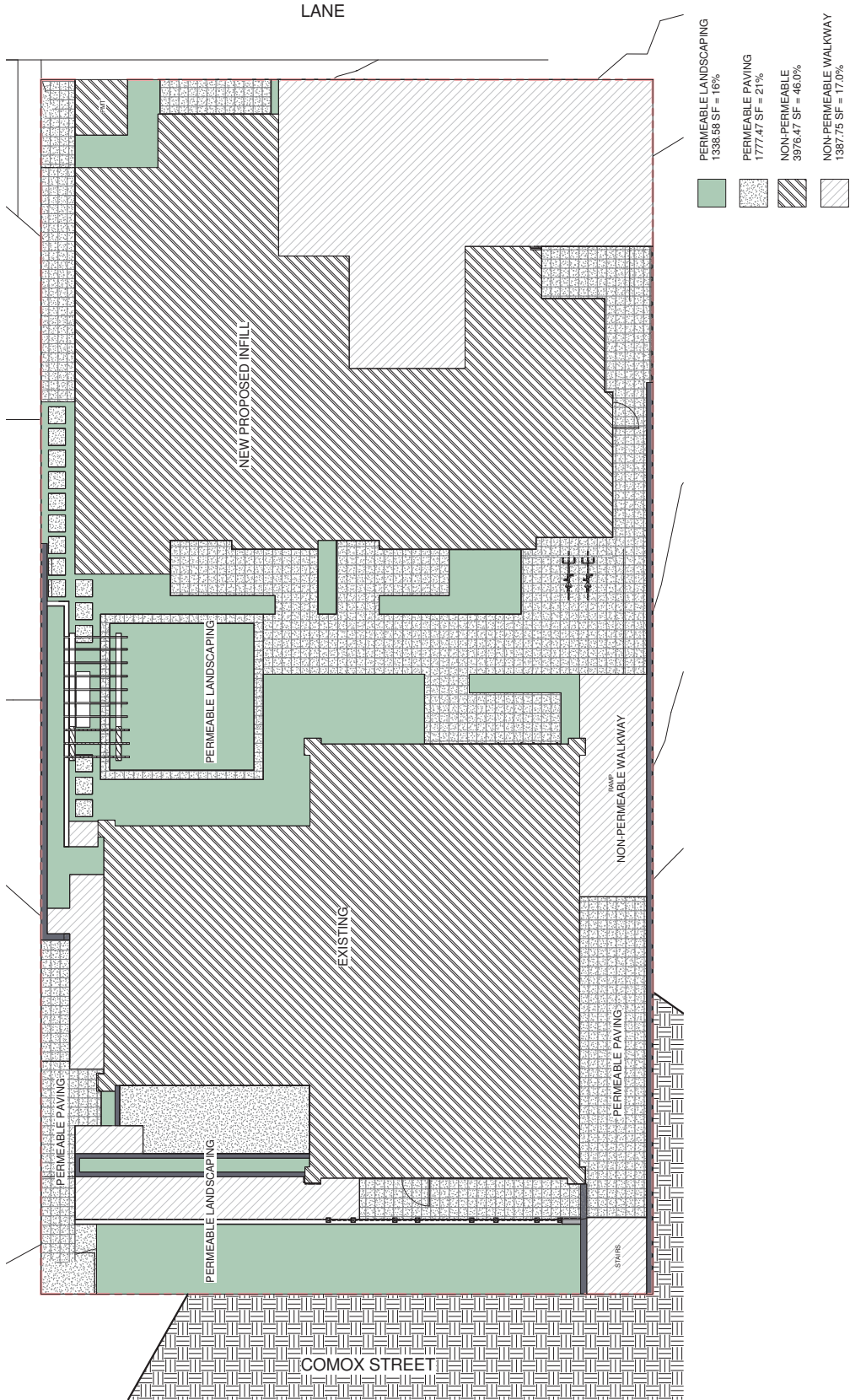
Project Status:
SUBMISSION

Date:
Description:
2015-11-10

REVISION
No. Date Description

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Scale:
3/16" = 1'-0"
DWG. NO.:
A120



Project:
Project Number
Owner
1529 COMOX
VANCOUVER
Designer:
ELEVATIONS

Key/Value	Keynote	Text
1	1/2 Centimeter Weatherboards and associated hardware	Colour: Black
2	Hardie Board Panel (cut to suit from 4'x10' panels) and associated flashings and trims.	Colour: White (SMP)
3	Shingle	Colour: Natural Cedar
4	Existing Refinished Shingle Roof	Colour: Natural Cedar
5	New R50 Sheeps	Colour: Natural Cedar
6	Shingles	Colour: Benjamin Moore Range VC-30 Hastings Red
7	Vinyl fully glazed double sliding doors, high efficiency double glazed.	Colour: Slate Grey
8	Existing Refinished Windows	Colour: White
9	Existing Refinished Windows	Colour: White
10	Balcony / deck guard, Clear glass infill on prefinished aluminum frame.	Colour: Slate Grey
11	Pre-finished aluminum frame.	Colour: Slate Grey
12	Pre-finished aluminum frame.	Colour: Slate Grey
13	Pre-finished aluminum frame.	Colour: Slate Grey
14	New Wood Windows.	Colour: White

Project Status:
SUBMISSION

Date:
2015.01.30

Revision:
No. Date Description

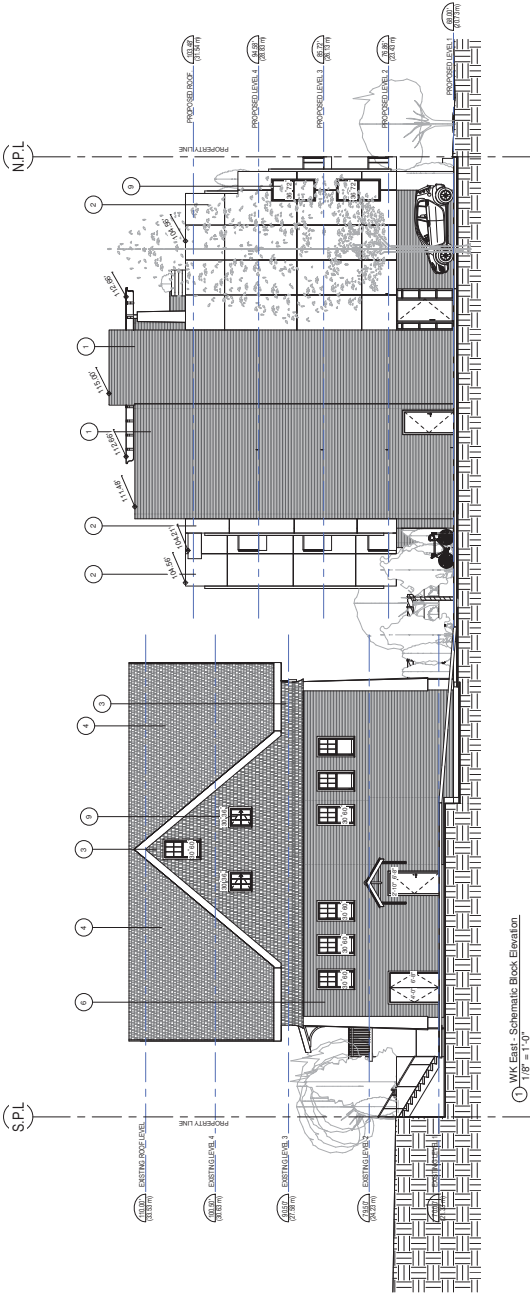
1/8" = 1'-0"

DWG. NO. A200

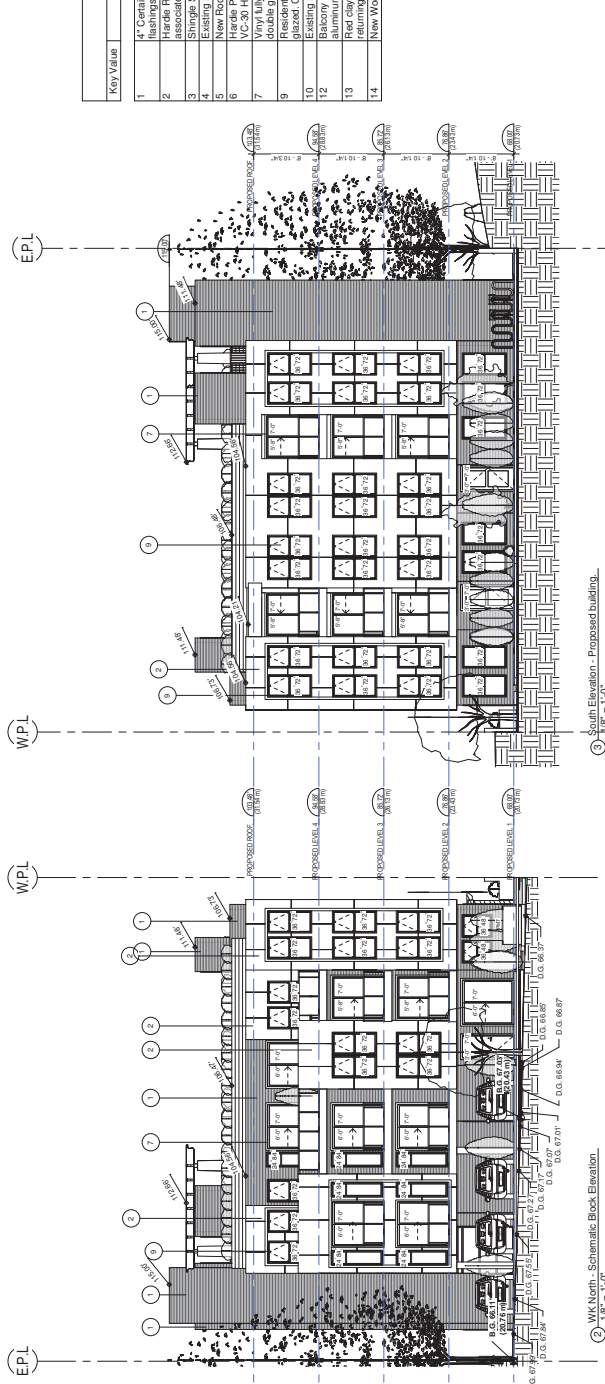
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Scale: 1/8" = 1'-0"

DWG. NO. A200



1 Wk. West - Schematic Block Elevation.
1/8" = 1'-0"



2 Wk. North - Schematic Block Elevation.
1/8" = 1'-0"

3 South Elevation - Proposed building.
1/8" = 1'-0"

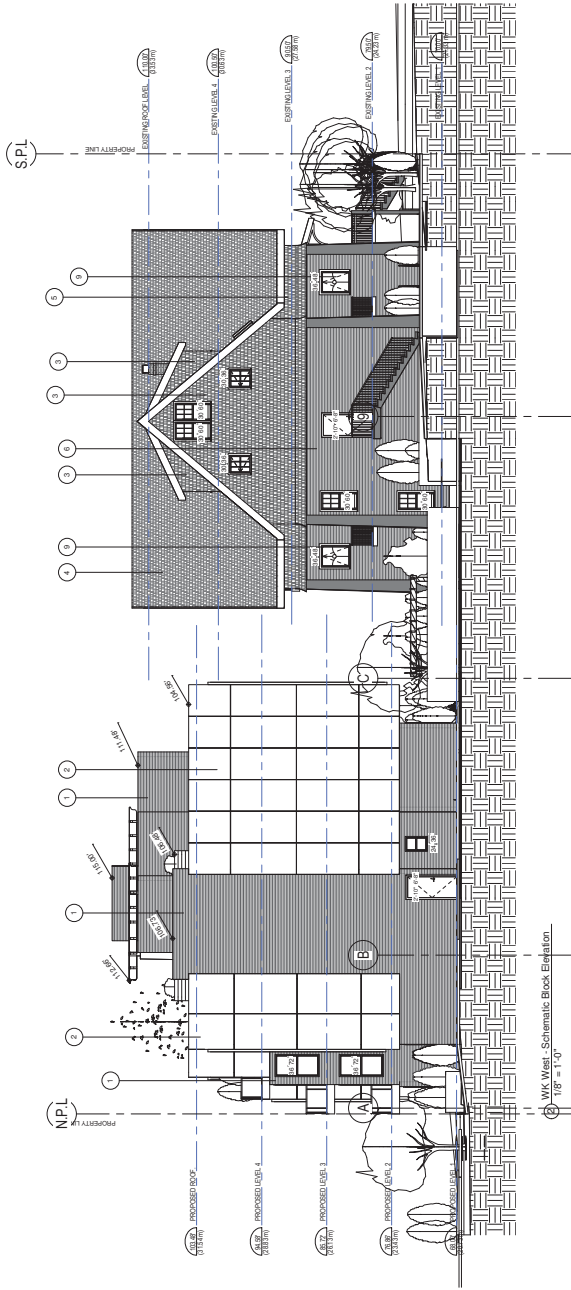
1645 West 5th Avenue
Vancouver, BC V6J 1N5

Tel: (604) 872-2595 Fax: (604) 872-2505
Email: office@AMArchitects.com

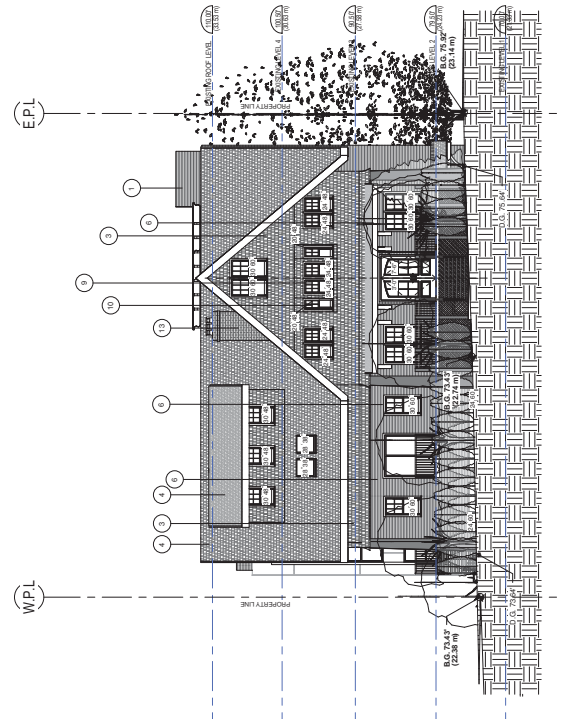
A R C H I T E C T S



Key Value	MATERIAL LEGEND	Keynote Text
1	4" Cephalonia Weatherboards and associated hardware	
2	Hardwood Plywood (Douglas Fir) and associated flashings and trim. Colour: White (SMF)	
3	Shingle Siding Natural Cedar	
4	Existing Refurbished Shingle Roof Natural Cedar	
5	Existing Shingles. Colour: Natural Cedar	
6	NEW ROOF. COLOR: Benjamin Moore Range VC-30 Slate Red	
7	Window glazing double sliding doors. High efficiency double glazed. Colour: Slate Grey	
8	Headlights vinyl windows. High efficiency double glazed. Colour: Slate Grey	
9	Existing Refurbished Windows. Colour: White	
10	Existing Refurbished Windows. Colour: White	
12	Balcony / deck guard. Clear glass infill on unfinished aluminum frame. Colour: Slate Grey	
13	Red clay face bricks to be cleaned and repaired. Remaining brick to be original contractor's replacement.	
14.	New Wood Windows. Colour: White	



WK West - Schematic Brick Elevation
1/8" = 1'-0"



WK East - Schematic Brick Elevation
1/8" = 1'-0"

Project: Project Number
Owner: 1529 COMOX
VANCOUVER
Demolish:
ELEVATIONS

Project Status:
Project Status: SUBMISSION

DWG. NUMBER	DESCRIPTION
20151131.DWG	

REVISION	No.	Date	Description

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DWG. NO.: **A201**
SCALE: 1/8" = 1'-0"
DATE: 11/30/2015

Project:
Owner
1529 COMOX
VANCOUVER
Designer:
ELEVATIONS - MAIN HOUSE

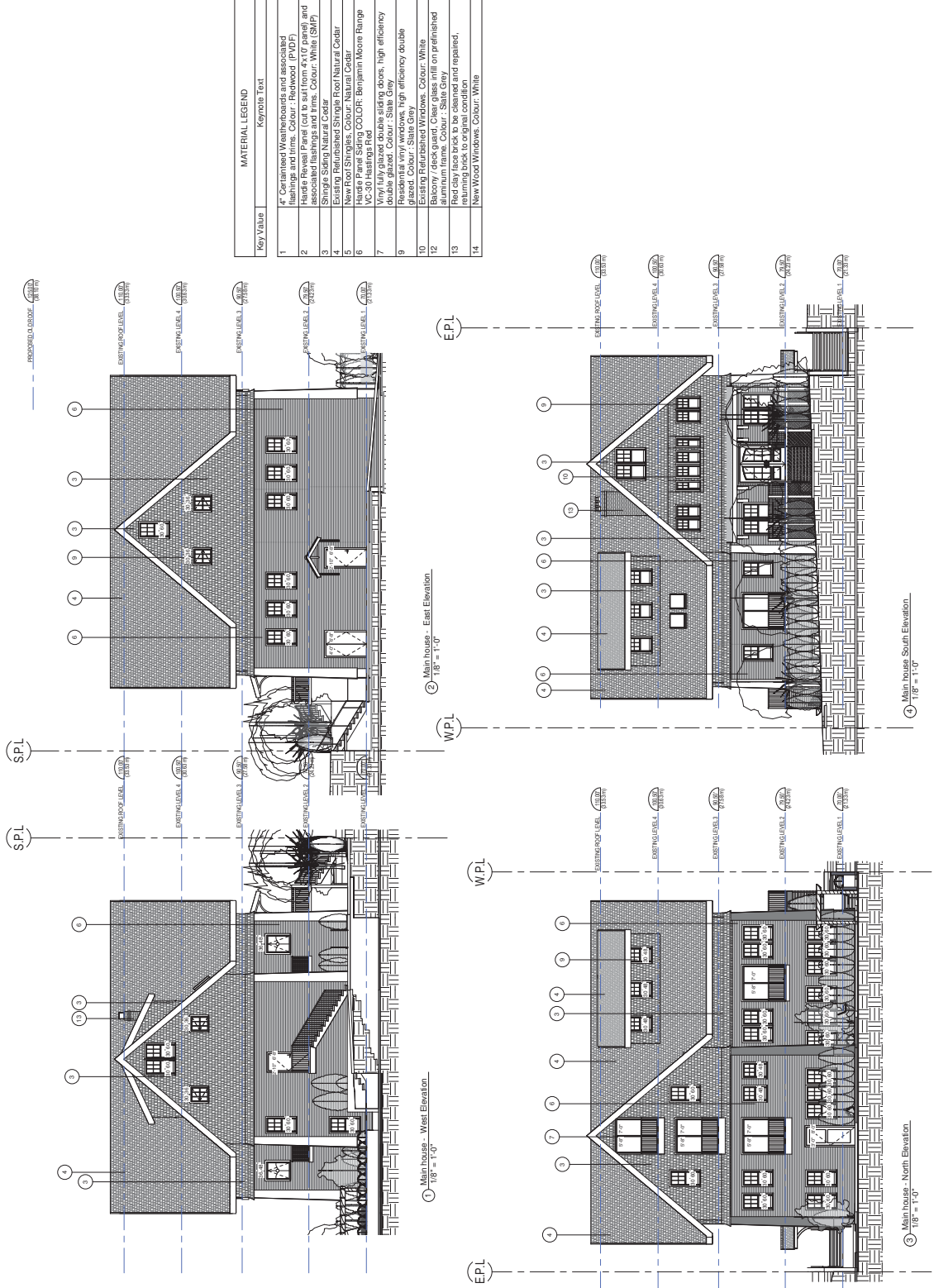
Project Status:
Project Status

Date	Description
2015-11-13	01

No.	Date	Description

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DWG. NO. **A202**
Scale: 1/8" = 1'-0"



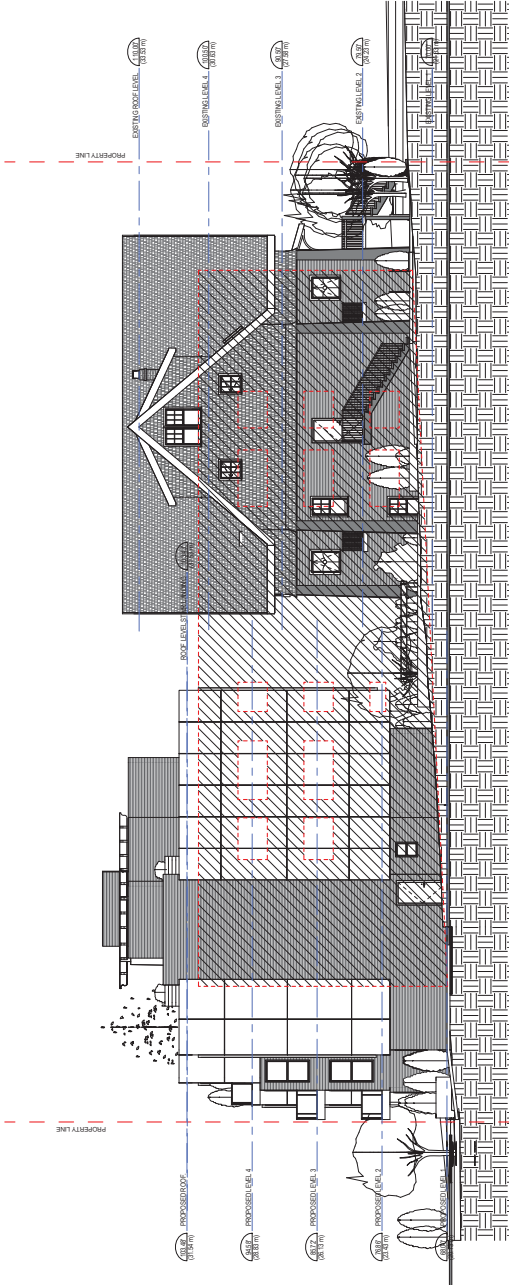
Project:
Project Number
Owner
1529 COMOX
VANCOUVER
Designer:
REFLECTIVE ELEVATIONS

Project Status:
Project Status
DATE
SUBMISSION
Description
2015-01-30

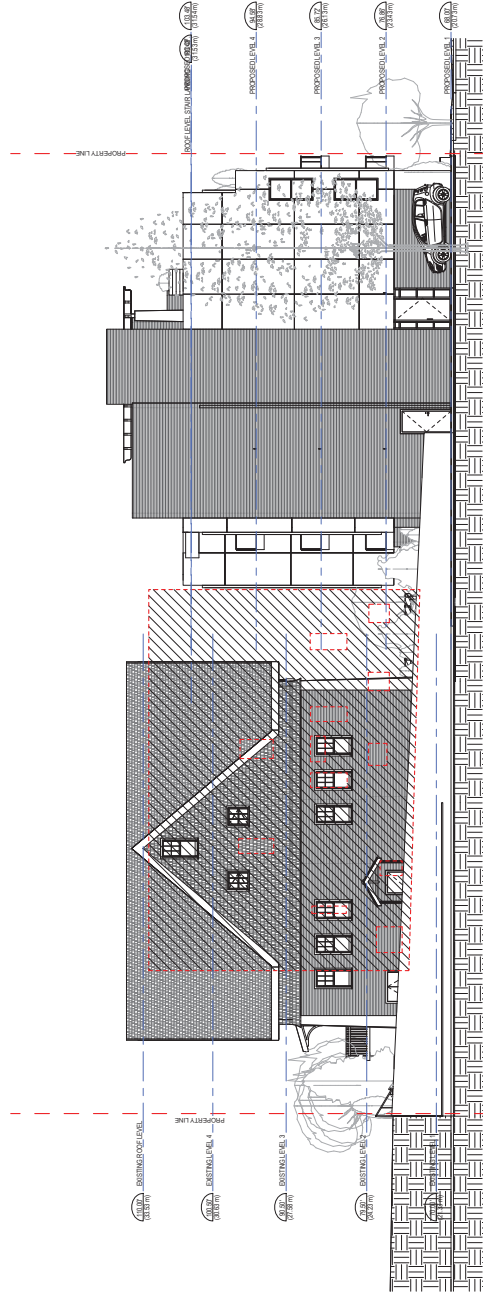
REVISION
No. Date Description

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Scale: 1/8" = 1'-0"
DWG. NO. **A203**



1. Reflective Elevation - West
1/8" = 1'-0"



2. Reflective Elevation - East
1/8" = 1'-0"

Project:
Project Number
Owner
1529 COMOX
VANCOUVER
Designer:
SECTIONS

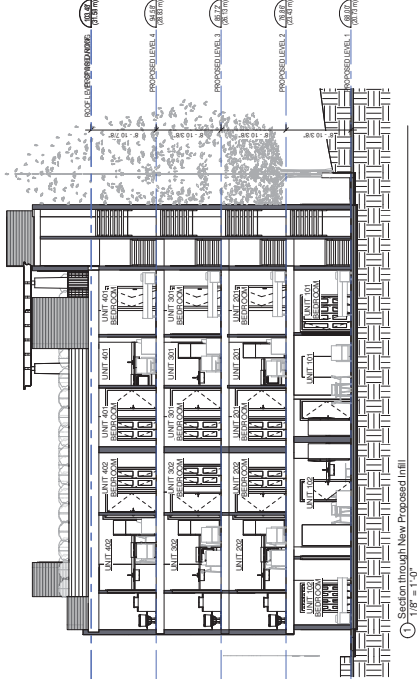
Project Status:
Project Status
SUBMISSION

Date	Description
2015-11-10	

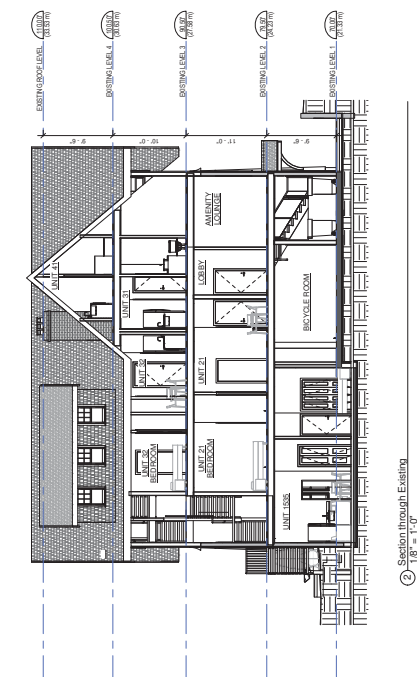
No.	Date	Revision	Description

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Scale: 1/8" = 1'-0"
DWG. NO. A300



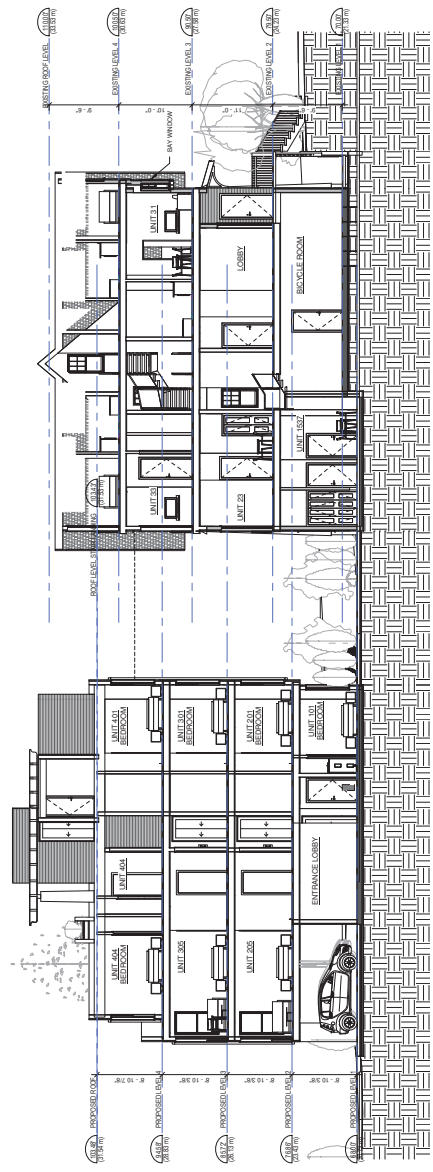
1 Section through New Proposed Infill
1/8" = 1'-0"



2 Section through Existing
1/8" = 1'-0"

EXISTING

NEW PROPOSED INFILL



3 Section through Existing and Proposed 1
1/8" = 1'-0"

Project:
Project Number
Owner
1529 COMOX
VANCOUVER
Design:
FIRE AND RESCUE ACCESS
ROUTE
Project Status:
Project Status

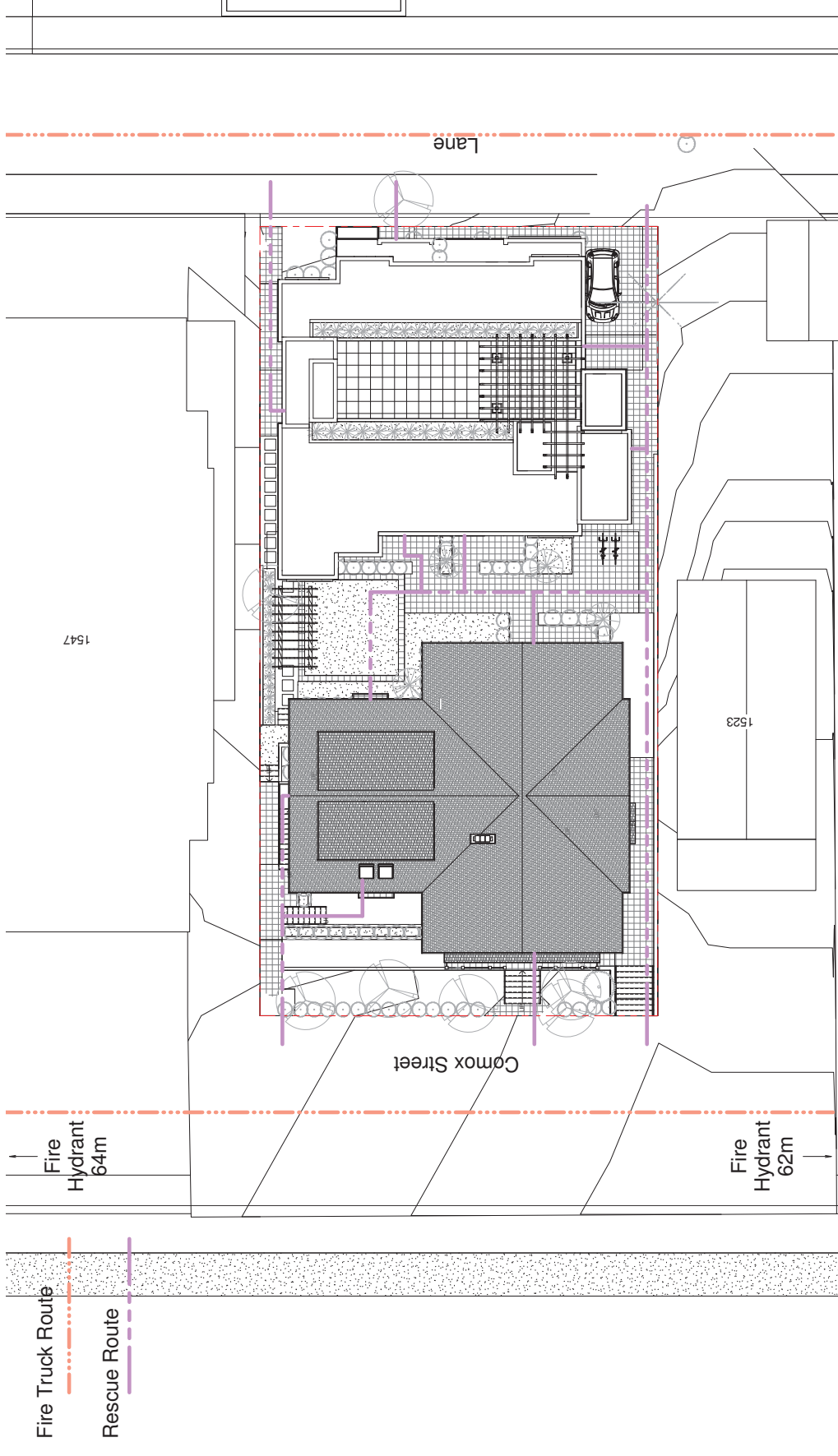
Date
2015-11-10
SUBMISSION

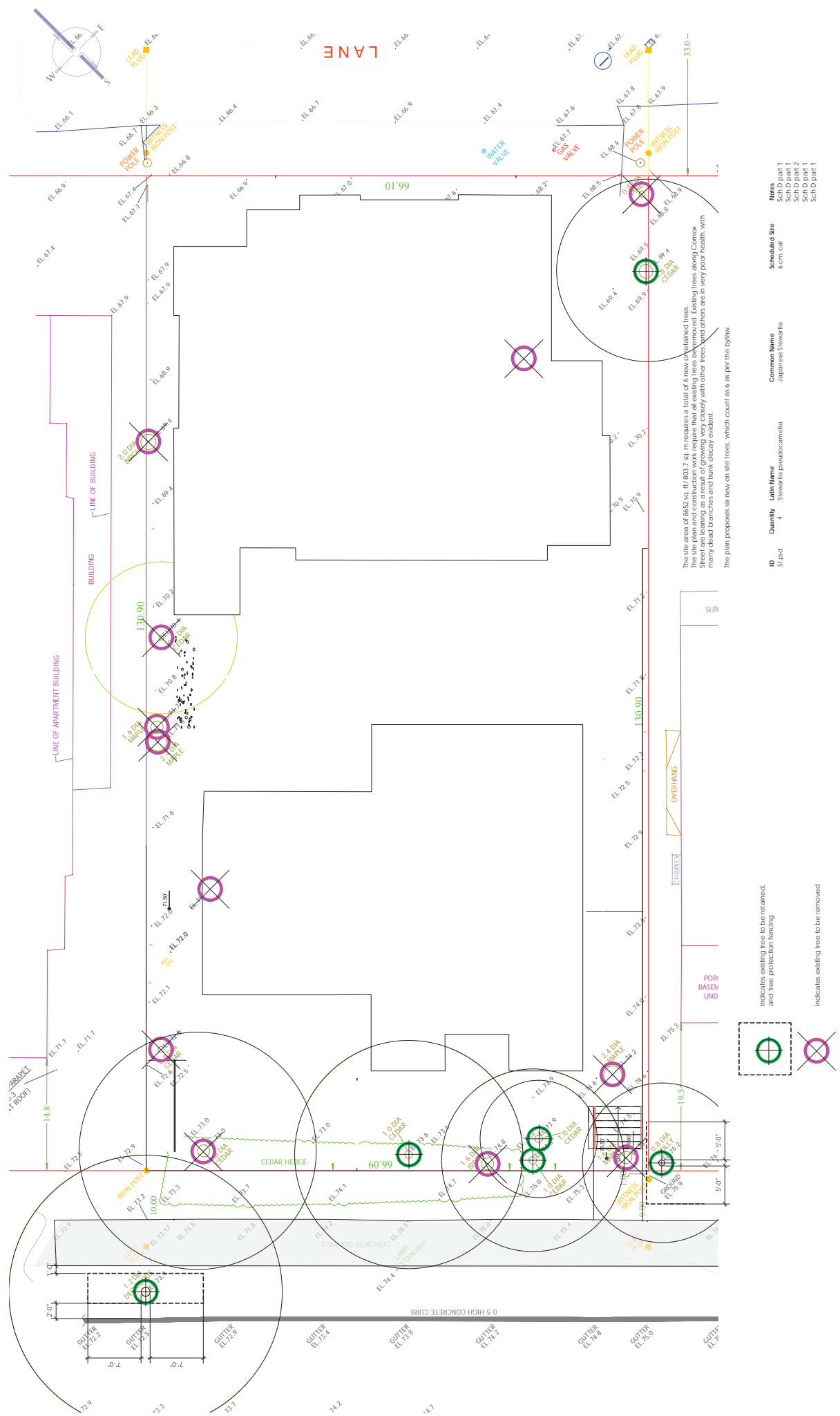
REVISION
No. Date Description

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Scale:
1/8" = 1'-0"

DWG. NO.
A900





Scale: 3/16" = 1'-0"
 Date: May 2014

Project: HERITAGE RESTORATION & INFIL LANEWAY HOUSING
 1120 Comox Street Vancouver
 Drawing: TREE PROTECTION, REMOVAL & RETENTION

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 landscape architects

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 Vancouver, BC, Canada
 1-604-222-9000
 e: dore@duroci.com
 w: damonorienteltd.ca

Notes:
 Sch D part 1
 Sch D part 2
 Sch D part 3
 Sch D part 4

Scheduled Size:
 6 cm. call

Common Name:
 Japanese Stewartia

Quantity:
 4

Lain Name:
 Stewartia pseudocamellia

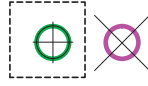
ID:
 S1.pcd

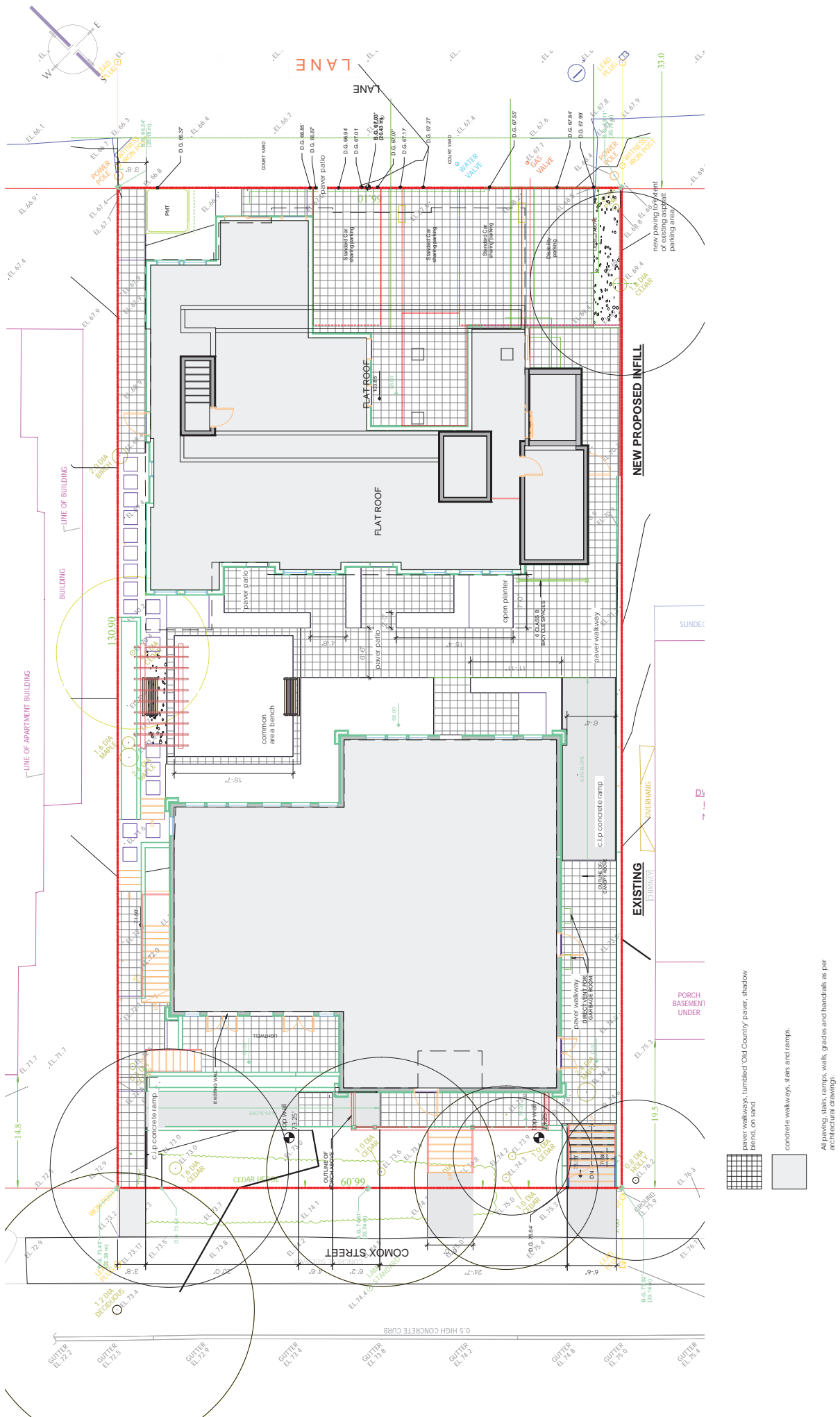
Project Number: 2014.275

The site area of 8652 sq. ft. requires a total of 6 new overplanted trees.
 The site plan and construction work require that all existing trees be removed. Existing trees along Comox Street are leaning as a result of growing very closely with other trees, and others are in very poor health, with many dead trunks and limbs already evident.
 The plan proposes six new on-site trees, which count as 6 as per the bylaw.

Indicates existing trees to be retained,
 and tree protection fencing

Indicates existing trees to be removed







Project: HERITAGE RESTORATION & INFILL LANEWAY HOUSING
 1120 Comox Street Vancouver
 Drawing: HARD LANDSCAPE
 Scale: 3/16" = 1'-0"
 Date: May 2014
 Project Number: 2014-275

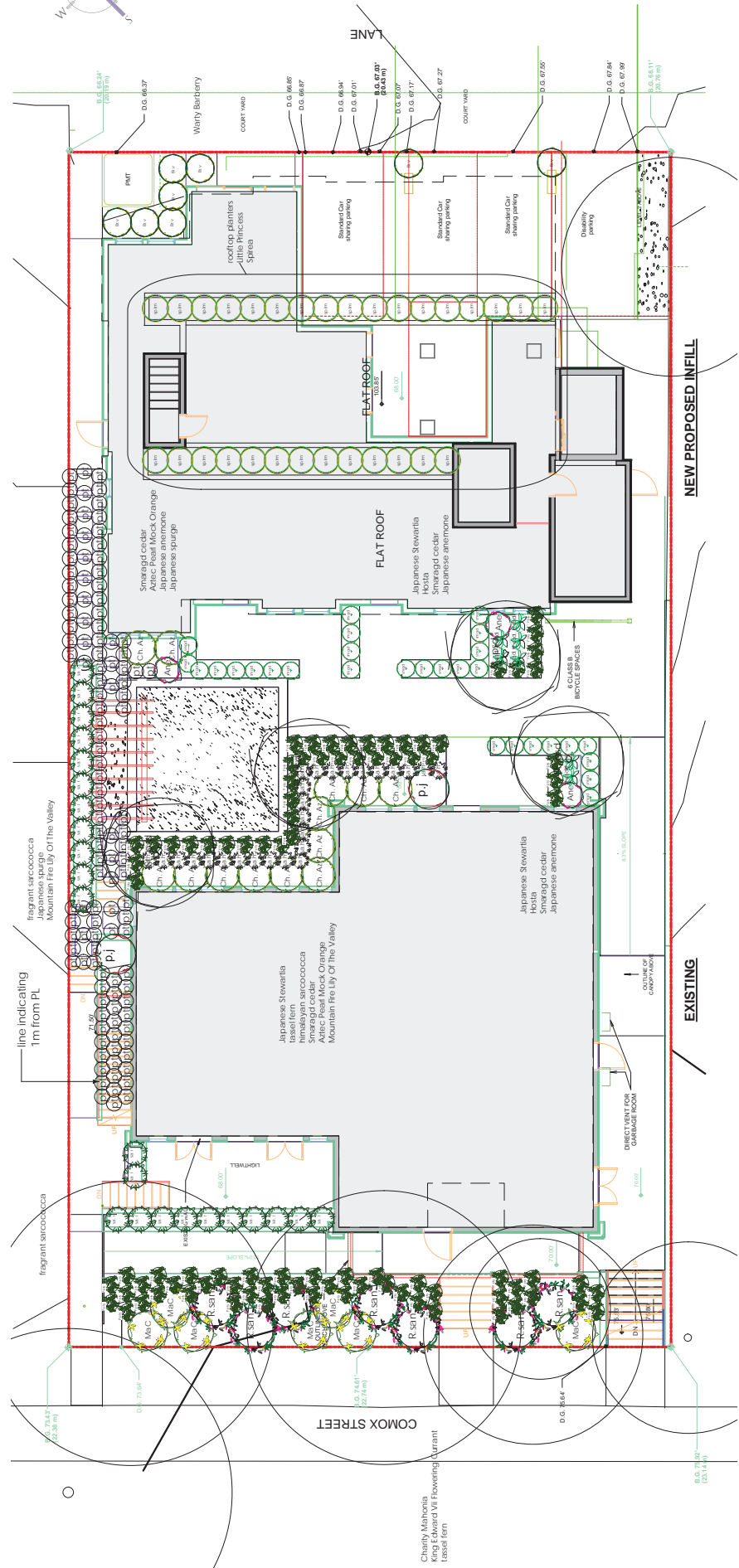
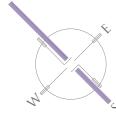
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 Vancouver, BC Canada
 1-604-222-0000
 e: alex@damon-oriente.ca
 w: damonoriente.ca

DAMON ORIENTE LTD.
 landscape architects

Drawing: L-02

APPENDIX C Page 31 of 32

-  paver walkways, tumbled Old Country paver, shadow blend, on sand
 -  concrete walkways, stairs, and ramps
- All paving, stairs, ramps, walls, grades and handrails as per Architectural Grounding.



Recommended Plant List

Trees	ID	Quantity	Latin Name	Common Name	Scheduled Size	Notes
	ST.psd	4	Stewartia pseudocornifolia	Japanese Stewartia	6 cm. cal	

Shrubs	ID	Quantity	Latin Name	Common Name	Scheduled Size	Notes
	B.v	8	Berberis verticillata	Warty Barbary	#3 pot	
	Ch.Az	13	Chrysanthera tomentosa	Artichoke Peppercorn	#3 pot	
	Hyd	7	Hydrangea	Artichoke Peppercorn	#1 pot	
	Ch.C	7	Chrysanthera tomentosa	Artichoke Peppercorn	#1 pot	
	PJ	2	Pteris japonica	Mountain Fire Lily Of The Valley	#3 pot	
	P.pl	89	Polypodium polypheum	Tassel Fern	#2 pot	
	Scan	26	Saxifraga oppositifolia	King Edward VII	#2 pot	
	sa.r	23	Saxifraga oppositifolia	King Edward VII	#2 pot	
	sp.lm	30	Spiraea japonica	Fragrant Sarcococca	#3 pot	
	smgd	29	Thalictrum occidentale	Emerald Cresset	#3 pot	2.5 m. ht.

Perennials	ID	Quantity	Latin Name	Common Name	Scheduled Size	Notes
	Ana	3	Anemone japonica	Anemone japonica	#1 pot	

Groundcover	ID	Quantity	Latin Name	Common Name	Scheduled Size	Notes
	pl	121	Pachyandra terminalis	Pachyandra terminalis	#1 pot	

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Project: HERITAGE RESTORATION & INFILL LANEWAY HOUSING
1120 Comox Street Vancouver

Drawing: PLANTING

Scale: 3/16" = 1'-0"
Date: May 2014

Draw: L-03

Project Number: 2014-275

APPENDIX C Page 32 of 32

All materials and workmanship to BSLA/BCINA Landscape Standards, latest edition

Processing Centre - Building Comments

The following comments are based on the preliminary drawings prepared by Ankenman Marchand dated Jan.19/15 for the proposed development permit. This is a preliminary review in order to identify issues which do not comply with the 2014 Vancouver Building Bylaw.

Building safety facilities such as central alarm and control facility, fire fighters elevator, and stairwells equipped with standpipe connections shall be coordinated with the location of the fire fighters' entrance.

Existing Building:

- a) Fire protection, structural capacity, and accessibility of the existing building are required to be upgraded per Part 11 of the VBBL. This is considered to be a Relocation/ Horizontal addition with corresponding level of upgrade of F4,S4,N4,A4 and E4.
- b) There are exit exposure issues.
- c) Firefighters' path of travel does not comply with minimum width requirements, the lower roof on the west elevation appears to encroach on the required width.