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1661 QUEBEC STREET (COMPLETE APPLICATION)  
DE418488 - Pending ZONE CD-1

PC/JMB/AW/LH

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

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

**Also Present:**

P. Cheng, Urban Design & Development Planning  
J. Bosnjak, Development Services  
A. Wroblewski, Development Services  
K. Mulji, Engineering Services  
I. Malis, Engineering Services

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**APPLICANT:**

Rafii Architects  
Attention: Foad Rafii  
1600 Howe Street  
Vancouver, BC  
V6Z 2L9

**PROPERTY OWNER:**

Concert Properties Ltd.  
Attention: Kate Sunderland Ratzlaff  
9th Floor - 1190 Hornby Street  
Vancouver, BC  
V6Z 2K5

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**EXECUTIVE SUMMARY**

- **Proposal:** To develop the site with a 15 storey multiple dwelling building having 174 units, all over two levels of underground parking, including a parking area for future development for buildings 3 (sub area 3) and building 4 (sub area 4) having vehicular access from the proposed Pullman Porter Street in Sub-area 2.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Landscape Plans

Appendix F Context/Streetscape/View & Shadow Analysis

Appendix G Design Rationale / Sustainability

Appendix H Public realm / Loading Strategy

● **Issues:**

1. Provision of on-site loading spaces;
2. Requirements for stronger historical references within the public realm, with special regard to Railspur Mews and Railspur Plaza;
3. Redesign of the courtyard access/exit from the underground parking garage, in order to encourage its use as a primary means of bringing residents and visitors directly up to the public realm;

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

THAT the Board APPROVE Development Application No. DE418488 submitted, the plans and information forming a part thereof, thereby permitting the development of the site with a 15 storey multiple dwelling building containing 174 units, over 2 levels of underground parking, subject to enactment of the CD-1 By-Law and Council's approval of the Form of Development.

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

1.1 design development, to the satisfaction of the Director of Planning and the City Engineer, to remove the proposed surface loading spaces on proposed Pullman Porter Street in order to accommodate several required functions including:

- i) public sidewalks along the north and south edges of the roadway;
- ii) a treed outer boulevard directly adjacent to the public sidewalk;
- iii) a minimization to any potential conflicts between pedestrians and the loading activities.

Note to Applicant: This Condition to be read in conjunction with Standard Condition A.1.17.

1.2 significant design development to further integrate historical character-defining elements that reflect the past uses of Southeast False Creek, into the public realm including:

- i) reference to the historical original and industrial 1913 shorelines;
- ii) the incorporation of historical materials such as rail-ties, heavy-timber, railyard elements, etc. into the design of the furniture and landscape elements within Railspur Mews and Railspur Plaza;
- iii) a minimum of one significant artifact or art piece within the public right-of-way that strongly evokes the history of the Railyard nature of this locale.

1.3 design development to improve the proposed exit stair, located in the publicly-accessible semi-private courtyard, to encourage its use for both exiting AND entering, between the underground garage and the outdoor public realm, including:

- i) natural light to penetrate into the P1 and P2 levels;
- ii) internal design to act as a centralized, wayfinding feature within the P1 and P2 parking levels;
- iii) is widely-viewable and conveniently-accessible from all areas of the underground parking garage levels;
- iv) a secured entry system that would allow residents, visitors and car-share members to access this parking entrance from the public realm.

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

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

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Area <sup>1</sup>			Overall 279,253 sq.ft. Sub-Area 2 35,007 sq.ft.
Floor Area	135,022 sq. ft.		135,161 sq.ft.
Balconies	16,200 sq. ft.		Open 12,980 sq.ft.
Amenity	10,000 sq. ft.		2,846 sq.ft.
Height <sup>2</sup>	145.51 ft.		Top of Parapet Wall 145.84 sq.ft. Top of Elevator Machine/Stair 157.82 sq.ft.
Parking <sup>3</sup>	Residential 179  Visitor 26  Small Car (25% max.) 23	Residential Disability 90 7  Visitor 13	<b>Residential (Building 2)</b> Standard 110 Small Car 68 Disability 8 Car Share 3 Total 189  Visitor 18
Bicycle Parking <sup>4</sup>		Residential Class A 218 Class B 6	Residential Class A 222 Class B 0
Loading <sup>5</sup>		Total Class A 0 Class B 1	Total Class A 0 Class B 0
Horizontal Angle of Daylight <sup>6</sup>		- 50°/78.7 ft. or 2 angles with sum of 70°/78.7 ft.	- no enclosed balconies permitted on this site; show compliance for all units;
Unit Type		- 35% of Dwelling Units must include two or more bedrooms; - minimum of 61 dwelling units to be two or more bedroom;	Jr. One Bedroom 30 One-bedroom 55 One-bedroom + Den 2 One-bedroom + EB 10 <b>Two-bedroom 53</b> Two-bedroom + Den 11 Two-bedroom (PH) 4 Two-bedroom + Den (PH) 2 <b>Townhouse 7</b> Total 174  Two-bed or more 77 (44%)

<sup>1</sup> **Note on Site Area:** The proposed site area is based on the properties comprised of Parcel Area 3A and 3B of the South East False Creek: Official Development Plan. This parcel has six sub-areas to which this application relates to sub-area 2.

<sup>2</sup> **Note on Height:** The height of the building is above the maximum permitted in the Draft CD-1 bylaw. The top of parapet is considered to be the overall height of the building. Standard condition A.1.13 seeks compliance with the overall height. This proposal does not encroach into the View Cone 3: Queen Elizabeth to the Downtown skyline and North Shore Mountains.

<sup>3</sup> **Note on Parking:** The overall proposed parking is above the maximum permitted per the Parking bylaw. Standard Condition A.1.15 seeks compliance with Section 4.5A.1 - Required and Permitted Parking Spaces of the Parking Bylaw. As for the Parking the minimum number of parking spaces has been met with more standard spaces than required, and therefore the small car space overage is compliant.

<sup>4</sup> **Note on Bicycle Parking:** Standard Condition A.1.18 seeks compliance with Section 6 - Class B Bicycle Spaces of the Parking Bylaw.

<sup>5</sup> **Note on Loading:** Standard Condition A.1.17 Seeks compliance with Section 5 - Loading of the Parking By-law. See Appendix H for Loading Strategy.

<sup>6</sup> **Note on Horizontal Angle of Daylight:** Standard condition A.1.14 seeks compliance with Section 7 - Horizontal Angle of Daylight, of the draft CD-1 bylaw.

**Note on Parking Level:** This development permit only consists of review of the parking area for Building 2. The other areas are for reference only and will be reviewed accordingly with following Development Permits for Building 3 and 4. (See Standard Condition A.1.16)

• **Legal Description**

Lot: 5  
 Block: E  
 District Lot: 200A & 2037  
 Plan: 12958

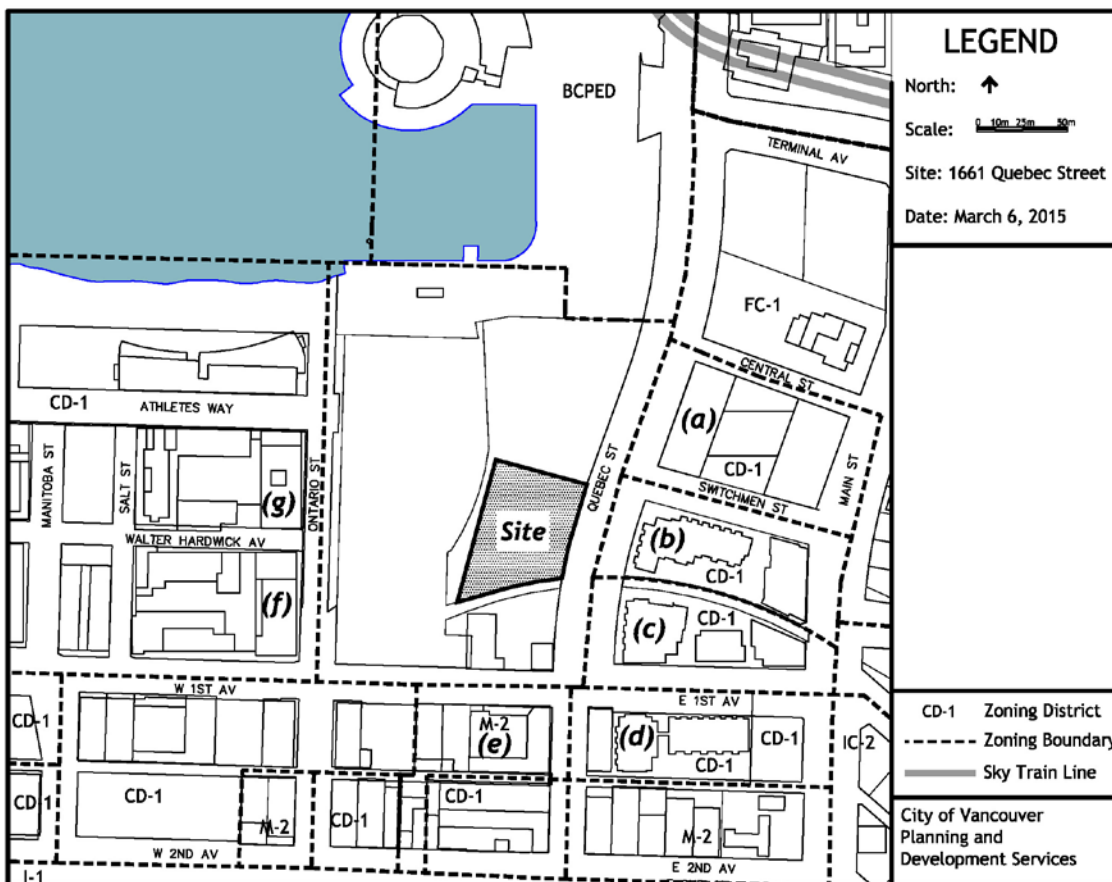
• **History of Application:**

14 10 24 Complete DE submitted  
 15 01 28 Urban Design Panel  
 15 02 25 Development Permit Staff Committee

• **Site:** The site is located in Southeast False Creek and is bound by Ontario, West 1<sup>st</sup> Avenue, Quebec Street and the waterfront walkway. Subdivision of this large site as part of the overall plan, will provide two new streets within the site and create this parcel of land which will also be accessed by Switchman Street (through dedication) and Pullman Porter Street (through a SRW).

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

- (a) Central, 1618 Quebec Street - 18-storey mixed-use residential/office building
- (b) Lido, 110 Switchmen Street - 19-storey mixed-use residential/commercial building
- (c) Block 100, 111 E 1<sup>st</sup> Avenue - 15-storey mixed-use residential/commercial building
- (d) Meccanica, 108 E 1<sup>st</sup> Avenue - 12-storey residential building
- (e) Mario's Gelato, 88 E 1<sup>st</sup> Avenue - 4-storey ice-cream manufacturing plant.
- (f) Sails (Village on False Creek), 1661 Ontario Street - 12-storey mixed use residential/commercial building
- (g) Kayak (Village on False Creek), 1633 Ontario Street - 11-storey mixed-use residential/commercial building



• **Background:**

On April 24, 2014, City Council approved an application to rezone a consolidated set of properties from M-2 to CD-1 (Comprehensive Development District) to allow 58,020 s.m. (624,525 sq.ft.) of residential development in five separate buildings. This rezoning was done in accordance to the Southeast False Creek Official Development Plan, and includes a 9,748 s.m. (104,925 sq.ft.) social housing building (Building 1) as a major component of the public benefits derived from this and other rezonings within the Southeast False Creek precinct. Buildings 2 to 5 within the rezoning area, are to be entirely composed of market residential use.

This application follows the rezoning with a proposal for the first market residential building (Building 2). Furthermore, a separate Development Permit application for Building 1 has been recently submitted, and will be brought to the Development Permit Board at a later date. As a condition of the rezoning, the social housing component (Building 1) must be delivered to the City prior to the awarding of an Occupancy Permit for Buildings 3, 4 or 5.

As part of this application, the majority of the new publicly-accessible areas that are required for proper vehicular and pedestrian movement throughout the rezoning area are also proposed. These would include Pullman-Porter Street, Railspur Mews, Railspur Plaza, and Switchman Street. Furthermore, the underground areas that will serve to accommodate the required parking stalls of Buildings 3 and 4 are also included in this application.

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

**Pending CD-1 By-law (approved June 10<sup>th</sup>, 2014)** - The CD-1 By-law sets limits to building height and density for this particular sub-area, as well as delineate urban design requirements of the proposal, including building setbacks and general interfaces between the private and public spaces. Furthermore, Design Development Rezoning Conditions were included to address Urban Design deficiencies that were identified in the Rezoning application.

**Southeast False Creek Public Realm Plan (July 20, 2006)** - The SEFC Public Realm Plan outlines the requirements for a rich treatment of the public realm, evoking the cultural history of the area as well as the sustainability features within the neighbourhood. Specialized paving treatment, street furniture, lighting standards and historical references are expected to be incorporated within the public realm treatment of this CD-1 area.

**Southeast False Creek Private Lands - Public Realm Enrichment Guidelines** - The SEFC Private Lands - Public Realm Enrichment Guidelines further outline the public realm requirements to the Private Lands within SEFC (outside of the Athlete's Village). Historical references to the area through public art or the provision of historical artifacts are required, as well as customized street furniture and paving patterns.

**Southeast False Creek Design Guidelines for Additional Penthouse Storeys (July 20, 2010)** - Following the development of the Olympic Village in 2010, Council recognized an opportunity for the developers of the privately owned lands within SEFC to contribute further towards public benefits (eg. Housing affordability, heritage), and directed staff to develop a policy approach for increases in building height. The resulting policy supports up to two additional partial penthouse storeys, and commensurate density, on buildings in certain areas within SEFC. These additional storeys are subject to urban design analysis to ensure a minimization of impact on the public and private realms.

**Southeast False Creek Official Development Plan (SEFC ODP)** - The SEFC ODP envisioned the transformation of underutilized industrial waterfront land into a high-density, predominantly residential neighbourhood, demonstrating the City's ability to move significantly towards more

sustainable development practices. It seeks to encourage vitality, diversity, and cultural richness in a manner that respects the history and context of the area.

**Southeast False Creek Green Building Strategy (adopted July 2004 and amended July 2008)** - This policy provides a green building strategy for Southeast False Creek, requiring the achievement of a minimum baseline of environmental performance in all facets of building design and construction. This strategy applies to all medium and high density residential, mixed-use, commercial, institutional, and industrial developments in SEFC. This includes connectivity to the existing Neighbourhood Energy Utility. As part of the review process, the proposal will include sustainability strategy that should enable the project to earn LEED Gold certification.

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

Once the Recommended Conditions of Approval and the Standard Conditions in Appendix A are satisfied, the proposal will conform to the regulations delineated in the CD-1 By-Law with respect to allowable Use, Building Height and Density.

**Surface Loading Provisions:** While this proposal provides the required visitor, shared car and residential parking spaces as delineated in the CD-1 By-law and the Vancouver Parking By-Law, the loading requirements remain an outstanding issue which requires design resolution. Due to the dimensional constraints of this site, locating the loading spaces in the underground parking level is physically challenging. As a result, the application proposes to locate the required loading spaces on the surface, within the public realm Right-Of-Way of proposed Pullman Porter Street. Staff have reviewed the proposed design and require significant changes in order to insure a harmonization between pedestrian and vehicular traffic, landscaping requirements of the neighbourhood, and the functionality of the loading area itself. Recommended Condition 1.1 should be read in conjunction with Standard Condition A.1.17 and Appendix H

**Historic References:** A strong reference to the historic Railyard use of this area is required in the Southeast False Creek Public Realm Plan and the SEFC Private Lands - Public Realm Enrichment Guidelines. As part of the overall rezoning application for this area, it was noted by staff that an "Artifact Plaza" had been proposed at the northwest corner of East 1<sup>st</sup> Avenue and Quebec Street. This plaza was to contain a large artifact that strongly evoked the area's past in the form of an old streetcar, that could be fully accessible to the public. It has since become apparent that the required sidewalk space needed for this artifact will be needed for the future streetcar line planned for this area. This thereby precludes the possibility of a large, interesting, place-making artifact within the public realm of the rezoning area. With the advice from the Urban Design Panel, Staff propose that an artifact of lesser scale be located within the remainder of the public realm in this rezoning area, the main areas of which are under the purview of this application. Recommended Condition 1.2 calls for a significant relic or art-piece to be located within the main public spaces, such as Railspur Mews and the adjacent Railspur Plaza.

**Underground Parking Exit Stairs:** A particular element of this proposal involves the design of an exit stair from the P1 and P2 levels of the underground parking garage. Due to exiting requirements by the Vancouver Building By-Law, it can be difficult to incorporate all exit stairs within the bodies of the main buildings. This is typically preferable in Staff review since it would avoid any potentially obtrusive physical elements within the public realm. Further, an emergency exit stair is a utilitarian use that is rarely-used, and which can in turn socially deaden the public spaces around it. The Applicant has proposed to locate such a free-standing exit stair adjacent to the semi-public courtyard space, but with an architecturally or artistically interesting treatment of the housing structure within the landscape, as a means of enriching the public space around it. While staff recognize the particular challenge of locating exit stairs within the building's form for these unique site conditions, there remains the concern that a lack of activation of this semi-public area will result. In order to guarantee that the public spaces around this feature will be active, staff require a rethink of this proposed exit

stair into a pedestrian connector between the public realm on the surface and the private parking levels underneath. Such a link would encourage the use of the outside public realm to access the ground floor-oriented dwelling units, throughout the rezoning area, which is a socially and physically healthier alternative than via the underground parking lot, internal corridors and internal elevators. As such, this element should perform the function as an orienting and wayfinding element within the P1 and P2 garage levels, where a commodious amount of natural light and architectural interest may be observed from throughout most of the underground garage areas. Recommended Condition 1.3 calls for the acceptance of this feature if it is designed to function as a facilitator of increasing pedestrian traffic in the public realm outside.

Other minor design conditions can be found in **Standard Conditions A.1.1 to A.1.8:**

Standard Conditions A.1.3 and A.1.4 look to further improve the usability and safety of Railspur Mews and Plaza, by increasing casual surveillance opportunities from the adjacent residential units, and by offering some variation of public seating and table arrangements in order to maximize the use of this space as a quiet, more enclosed public space.

Standard Conditions A.1.5 and A.1.6 look for some architectural refinement to the main body and top of the tower element, in order to improve the overall visual legibility of the building, and to stronger reflect the industrial history of the area as described in the SEFC ODP.

Standard Condition A.1.8 requires that a high-level of architectural detailing and finishing are achieved for the proposed external exit stair, which is directly adjacent to the public sidewalk.

**Response to applicable Design Development Rezoning Conditions:**

Rezoning Condition A.(b).3: Design development to incorporate all vehicular access ramps into underground parking garages be architecturally integrated with a building, thereby reducing their visual impact as experienced from the public realm.

**Applicant Response:** For Building 1, the proposed location of the ramp entrance has been incorporated into the main body of the building.

**Staff Assessment:** Staff are satisfied with the proposed design of the parking ramp and consider this condition to be met.

Rezoning Condition A.(b).4: Design Development to relocate all proposed stair accesses to underground parking garages onto private areas, in order to maximize the amount of useable space on public areas.

**Applicant Response:** Since the rezoning application, the stair access has been relocated from Railspur Plaza to the semi-private courtyard, thereby freeing up more space for public use in the Plaza.

**Staff Assessment:** The relocation of the major stair to a more private area, thereby increasing the usability of Railspur Plaza for the public, is considered a design improvement and meets the intent of the condition. Furthermore, Recommended Condition 1.3 seeks to further increase the usage of this stair in order to activate the space directly adjacent to this stair with activity.

A second, more minor exit stair from the underground parking garage has been located onto private property. Due to its adjacency with the public sidewalk on Switchmen street, Standard Condition A.1.8 will ensure that the architectural treatment of the housing structure will be visually amenable.

Staff are satisfied that this condition has been met.



Rezoning Condition A.(b).5: *Design development to the proposed building setbacks from property lines to conform with setbacks listed in the 3A/3B Design Guidelines, in order to support sufficient area for private patios, private porches. Private overhead balconies, public sidewalks, enhanced landscape treatments and other urban design considerations. That the proposed semi-private courtyards of buildings 2 and 5 be redesigned to be fully accessible by the public, and visibly welcoming from the public sidewalk.*

**Applicant Response:** The application drawings have not dimensioned the building setbacks.

**Staff Assessment:** Standard Condition A.1.9 seeks clarification of the required setbacks on the drawings, to ensure compliance with the setbacks delineated in the design guidelines. Furthermore, Standard condition A.1.10 and Landscape condition A.1.32 requires a revision to the courtyard landscaping to ensure a welcoming interface with the Pullman Porter Street, and a written guarantee that this courtyard will not be gated and fenced-off in the future. This condition is not considered fulfilled, and has been carried over in the form of Standard Condition A.1.9.

Rezoning Condition A.(b).6: That the public plaza located at the western end of Railspur Mews (Railspur Plaza) be provided with a minimum area of 1300 sq.ft. Note to Applicant: the minimum area calculation does not include the portion of Railspur Mews that will be subject to a Surface Right-of-Way agreement.

**Applicant Response:** The Applicant has stated verbally that the plaza is in excess of 1300 s.f. in size.

**Staff Assessment:** This condition is not considered fulfilled, has been carried over in Standard condition A.1.23, which requires the applicant to confirm the size of the plaza through an FSR overlay.

• **Conclusion:**

Staff consider this development proposal to be generally well-resolved. Staff recommend approval of this project with conditions contained in this report.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on January 28, 2015, and provided the following comments:

**EVALUATION: SUPPORT (7-0)**

- **Introduction:** Paul Cheng, Development Planner, introduced the proposal for one of five buildings that belong to one large parcel that has been rezoned. He noted that there have been some changes to the site plan from the original ODP and it was agreed at a previous review of the Urban Design Panel that overall the proposal has an improved set of principles for the public realm. He mentioned that the public park is more legible in terms of its shape and relationship with the sea wall. Mr. Cheng mentioned that the other buildings planned for the site will be developed in the

future. The laneway was originally envisioned as a road to provide vehicle circulation throughout the area however during the rezoning it was found that there wasn't a lot of space for a full road so it is now going to be more of an enhanced laneway. The courtyard on the lane will be open to the public and includes a water element. The water element separates the public aspect of the courtyard from the semi-private area that will be primarily accessible by the residents of the building but also accessible to the public. Mr. Cheng mentioned that providing underground loading has become difficult due to circulation so what is being proposed is a couple of loading areas on the lane. He also mentioned that there are private patios facing Railspur Mews and the top two storeys are penthouse units.

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

- Commentary on the overall site planning of the proposal including the interface between the private and the public realm and the quality of the proposed public spaces.
- Does the proposal succeed in providing a sense of visual openness and accessibility between the semi-private courtyard and the public realm?
- Does the proposed Railspur Mews public plaza provide a variety of possible activities for the public to enjoy? Should there be more design elements that will draw the public to this space?
- Does the proposed on-grade loading scenario succeed in providing a workable loading zone while minimizing its impact on the public realm?
- Does the proposed interface with Railspur Mews sufficiently activate the public realm?
- Commentary on the proposed architectural character and its response to the general principles of the Design Guidelines.
- Do the two proposed penthouse storeys create a legible and architectural "finish" to the top of the building while also minimizing impact with respect to shadowing and overall building mass?

Mr. Cheng took questions from the Panel.

- **Applicant's Introductory Comments:** Richard Henry, Architect, further described the proposal and mentioned that they had the opportunity to redesign the public realm and juggle some of the building volumes. One of the objectives was to create a stronger sense of place and they have created a hierarchy of circulation mechanisms so rather than having a normal city street, they went to a wider boulevard entrance to the park. As well they went to a laneway mews to make it more accessible for all vehicles. Mr. Henry mentioned that there were a couple of important nodes that were mentioned in the original ODP. They are using the courtyard to place a piece of significant public art. Mr. Henry described the architecture and mentioned that the penthouse units have been setback on the north side to reduce overshadowing of the park. The tower will have solar shading devices that will integrate with the window systems. On the west façade there is a combination of horizontal and vertical shading devices. He also noted that they have moved the parking ramp off Switchman and added a townhouse bay.

Foad Raffii, Architect, mentioned that they looked at every possibility for the entrance to the loading but because they had to raise the building to meet the new flood plain requirements they needed to find a location that would allow bringing trucks onto the property. As a result they have added loading surface loading off the lane.

Peter Kreuk, Landscape Architect, described the landscaping plans and mentioned that there will be a huge children's play area in the city park so they wanted the focus on the courtyard to more of a quiet, relaxing place. There is dock area along the edge of the water with picnic tables. Railspur Mews will have catenary lighting to make for a unique expression. Urban agriculture and children's play is proposed for the roof of the podium and as well there are a number of private patios on all the levels. An extensive green roof is proposed for the top of the tower.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Consider a change in the colour and material palette to enliven the building;
  - Design development to better incorporate the framing elements to be more rational and volumetric;
  - Design development to relocate or remove the exit stair in the courtyard space;
  - Consider adding an indoor and outdoor amenity space at grade;
  - Consider increasing the identity of the loading area.
- **Related Commentary:** The Panel supported the proposal and thought the overall site planning was successful as a continuation of the new site plan introduced at the rezoning.

The Panel supported the architectural design and thought it was in keeping with other projects in the area. Several Panel members thought there was too much grey painted concrete and suggested using an alternative material such as metal panels or adding another colour. However, they did think that the white frames added some interest to the facades although they lacked rational and were viewed as an appliqué. One Panel member suggested wrapping the corner unit decks in the tower around the facade and adding more windows that would be open to the views.

The panel thought the lower podium and townhouses were handsome and that they vary in their material palette. As well they noted that the penthouse glazing was similar to the framing elements and needed some character as well as the addition of sustainability features. As well some Panel members thought the tower was a little bland and that the framing elements looked a little applique. Another Panel member thought the framing elements at the corners could increase the identity of the building and suggested extending them in such a way as to them so they feels better connected to the tower.

The Panel thought the landscaping for the most part was well handled along with the public realm and proposed open spaces but found a couple of elements in the landscape that were problematic. This included the exit stair that comes up from the courtyard adjacent to the lane. The Panel wanted to see the stair either relocated or deleted as it interrupts the flow of the space. One Panel member suggested finding a way to engage the water in the courtyard perhaps with the use of some stairs. As well there was a suggested to have the access to the townhouses from the laneway.

A couple of Panel members wanted to see a ground floor amenity space with corresponding outdoor space. Another Panel member suggested making the below grade gym more of a multipurpose room and add in a washroom and kitchen area. Panel indicated if there was a way to connect the amenity spaces to the outdoors it should be investigated.

A couple of Panel members thought the loading was hard to find and suggested the applicant find a way to better identify the area.

A few members thought the townhouses should provide better activation to Railspur Mews and to the lane. Most members felt that Railspur Mews did not require more elements to draw people, but should instead be simpler to create a quieter space of respite.

- **Applicant's Response:** Mr. Raffii acknowledged the positive feedback from the Panel and said that they would do their best to bring them into the project. He mentioned that they didn't want to fence off the landscaped courtyard from the public. As well he noted that there isn't an amenity space at grade, however they is one on the 8<sup>th</sup> floor.

Mr. Henry acknowledged that the Panel had some good comments especially about the grey colour palette.

## 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)

Standard Conditions A.1.4 and A.1.12 look to increase casual surveillance of the public realm from the adjacent dwelling units.

Standard Condition A.1.7 requires that the underground parking garages are treated with good lighting and white paint treatment, which increase visibility within the spaces.

## LANDSCAPE

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

## HOUSING POLICY

### URBAN AGRICULTURE

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments. Consistent with these Guidelines, garden plots, and edible plantings including pear, apple, fig and cherry trees, along with the supporting infrastructure of potting benches and tool storage are proposed for the 8th floor podium. Design development is needed to show the location of hose bibs (see Standard Condition A.1.39)

## PLAY AREA AND AMENITY ROOMS

The proposed 15 storey residential development includes a total of 77 units with two or more bedrooms (44% of total units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this site.

Consistent with these guidelines the following amenities are proposed for this development:

- A level two amenity gym with accessible washroom;
- A level eight 751 sq ft multipurpose amenity room with kitchenette, storage closet and washroom (confirmation that this washroom is accessible is needed) see Standard Condition A.1.38
- A level eight common outdoor amenity area which includes a sodded lawn and an area suitable for a range of children's play activity (including sandbox and play hut)

## 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 C attached to this report.

#### **NOTIFICATION**

On February 10, 2015, 3,078 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. One site sign was installed at the site, describing the project and referring people to the website for more information. There have been 5 responses received, the comments are summarized below:

- Concern that the proposed heights will block views of neighbouring buildings.
- Concern about the lack of greenspace for the number of people living in the area.
- Concern that more density will add to traffic congestion.

#### **Staff Response:**

While existing private views from neighbouring buildings may be impacted by this proposed building, the building height and forms proposed in this application conform to the CD-1 zoning that was adopted by City Council after a public hearing.

The entire Southeast False Creek area was designed to maximize the availability of green spaces and parks for new residents. As part of the rezoning of this area, the envisioned park space will be available, in the future, for all nearby residents and the general public. In contrast to the current use of this land as a private paved surface parking lot, the overall amount of green space in the area, useable to the public, will see a net increase.


An increase in population may result in an increase of traffic congestion. However, the Southeast False Creek neighbourhood has been designed to encourage and maximize alternative transportation modes such as walking, cycling and taking public transit. By ensuring that these other modes are well-served, the actual increase in traffic congestion may not be as dramatic as suggested by the increase in population.

**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.

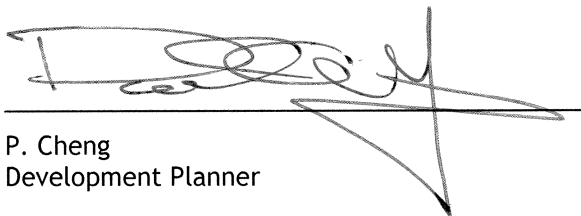
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

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



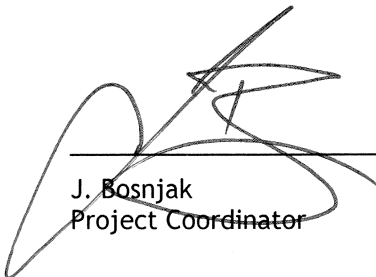
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J. Greer  
Chair, Development Permit Staff Committee



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P. Cheng  
Development Planner



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J. Bosnjak  
Project Coordinator

Project Facilitator: A. Wroblewski

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

### A.1 Standard Conditions

- A.1.1 the pending CD-1 By-law can and does become enacted by City Council;
  - A.1.2 the proposed form of development can and does become approved by City Council;
  - A.1.3 provision of three or four variations of public seating and table arrangements for Railspur Plaza, to ensure the possibility of a multitude of quiet activities such as reading, eating lunch at a table, conversing, playing card and board games, etc.;
  - A.1.4 design development to increase the opportunities for casual surveillance of the public realm by incorporating outdoor patios, balconies or Juliette balconies directly facing Railspur Mews and the northern section of proposed Pullman Porter Street;
  - A.1.5 design development to reduce the amount of gray-painted, smooth-finished concrete on the tower component;  
**Note to Applicant:** this can be achieved by replacing the grey with a more colourful treatment, and stronger references to the area's industrial history.
  - A.1.6 design development to visually clarify and enrich the top treatment of the tower component, involving the proposed white framing element and the elevator penthouse;
  - A.1.7 design development to improve security and visibility in underground in accordance with section 4.12 of the parking by-law and by painting the walls and ceiling of the parking garage white.
  - A.1.8 provision of large-scale details of the proposed curtain-wall exit-stair enclosure at the northwest corner of this sub-area;
  - A.1.9 clarification of the building setbacks from the public realm components to ensure general conformance with the Urban Design Guidelines in Appendix "F" of the CD-1 By-law;
  - A.1.10 written confirmation stating that the semi-private courtyard will remain an open and welcoming feature when viewed from Pullman Porter street, and that in the future no gates or fences will be installed to lessen the visual and physical accessibility of this courtyard for the public;
  - A.1.11 provision of an interim landscape plan, to the satisfaction of the Director of Planning, that provides adequate surface treatment over the parking areas, should construction of buildings 3 & 4 be delayed;
  - A.1.12 consideration to relocate the indoor amenity space to directly adjacent to the ground-plane semi-public courtyard and the public realm;
  - A.1.13 compliance with Section 6.2 - Height, of the draft CD-1 bylaw;  
**Note to Applicant:** A reduction of 0.33 feet at the top of parapet is required.
  - A.1.14 compliance with Section 7 - Horizontal Angle of Daylight, of the draft CD-1 bylaw;
-

**Note to Applicant:** Removal of the slider walls in Unit(s) B/B1 to create one room. No enclosed balconies are permitted on this site.

- A.1.15 compliance with the number of parking spaces in accordance with the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Parking spaces are to not exceed the maximum permitted per the Parking By-law. Section 4.5A.1 of the Parking Bylaw permits a maximum of 179 parking spaces for building 2. This number includes any Visitor/Disability spaces.

- A.1.16 removal of off-street parking information from the plans for the future underground parking for buildings 3 and 4;

**Note to Applicant:** Parking calculations for building 3 & 4 will be reviewed during the development permit applications for those buildings. Stall lines and parking counts are to be removed and parking areas should be noted as “future parking”. It is the applicant’s responsibility to ensure compliance with the parking by-law for buildings 3 & 4.

- A.1.17 compliance with Section 5 of the Parking By-Law, Off-Street Loading Space Regulations;

**Note to Applicant:** The required loading space is to be provided off-street, including the proposed Pullman Porter Street. Surface loading spaces must operate independently of public sidewalks. Staff are generally satisfied with the 3 x 9 metre loading space for Building 2, illustrated in Appendix H. Furthermore, design development will be required to resolve the loading spaces required for Buildings 3 and 4, prior to the submission of a Development Permit application.

- A.1.18 provision of bicycle parking in accordance with the Parking By-law;

**Note to Applicant:** Six Class B bicycle space are required as noted in Section 6.2.1.2 of the Parking By-law.

- A.1.19 details of bicycle rooms, in accordance with Section 6 of the Parking By-law, that demonstrates the following:

- i. a minimum of 20 percent of the bicycle spaces to be secured via lockers;
- ii. a maximum of 30 percent of the bicycle spaces to be vertical spaces;
- iii. a provision of one electrical receptacle per 2 bicycle spaces for the charging of electric bicycles;
- iv. notation (on the plans) that “construction of the bicycle rooms to be in accordance with Section 6.3 of the Parking By-law”; and
- v. compliance with Section 6.3.5 - Bicycle Room Size.

- A.1.20 provision of detailed floor and roof elevations for each floor and roof level in the building, as related to the existing grades on site;

**Note to Applicant:** Top of guard/parapet and top of elevator shaft parapet to be provided on elevation plans.

- A.1.21 provision of any proposed amenity space on the plans, including details regarding type, finishing, equipment and/or furnishings;

- A.1.22 provision of coordinated architectural section drawings confirming slab heights;
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**Note to Applicant:** Adequate planting depth is to be coordinated with landscape drawings (See Landscape Conditions A.1.29 & A.1.31).

- A.1.23 provision of a separate FSR overlay plan to confirm Railspur Plaza meets the minimum required 1,300 sq. ft.;
- A.1.24 provision of building grades and existing/finished elevations on site plan;
- A.1.25 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.1.26 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; 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.1.27 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

#### Standard Landscape Conditions

- A.1.28 provision of an enhanced quality public realm, to include stronger historical railway references and historical shorelines in the form of public art and interpretive signage (See Recommend Condition 1.2);
- A.1.29 provision of maximized tree growing medium and planting depths for tree and shrub planters to ensure long term viability of the landscape;

**Note to Applicant:** Underground parking slabs and retaining walls may need to be altered, sloped or lowered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths for trees should be minimum 24" to 36", depending on the tree size/type. For trees planted along Pullman Porter Lane where no Engineering infrastructure conflicts, Silva Cells should be extended under sidewalk.

- A.1.30 provision of improved sustainability by the provision of edible plants, in addition to urban agriculture plots;

**Note to Applicant:** Edible plants can be used as ornamentals as part of the landscape design. Shared gardening areas should reference and be designed to adhere to Council's Urban Agriculture Guidelines for the Private Realm and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

- A.1.31 provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including paving, water features, furnishings, historical features, planters on structures, benches, fences, gates, arbours and trellises, and other features;

**Note to Applicant:** Details should confirm adherence to the SEFC Public Realm Enrichment Guide and Public realm Plan. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future.

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Planting details should confirm the use of soil cells or structural soil for tree plantings on grade.

- A.1.32 provision of sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces;

**Note to applicant:** The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

- A.1.33 coordination of street trees with the Engineering Department and Park Board to determine ultimate street tree types and locations;

**Note to Applicant:** Please provide the following notation of the plans: "Final species, quantity and spacing to the approval of City Engineer and the Park Board. Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species."

- A.1.34 provision of a high-efficiency automatic irrigation system for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade;

- A.1.35 provision of a Landscape Lighting Plan for security purposes;

**Note to Applicant:** Lighting details can be added to the landscape drawings, all existing light poles should be shown.

- A.1.36 provision of a trellis and vines over the underground garage access ramp.

### Sustainability

- A.1.37 provision of space heating, domestic hot water, and cooling energy monitors (if space cooling service is provided) for all units in the project;

**Note to Applicant:** The intent of this condition is to accurately and fairly apportion energy use to the units based on each unit's actual energy utilization so as to create energy awareness and encourage conservation behaviors. Drawings should reflect the integration of this unit energy monitoring equipment into the building design.

### Social Planning/Housing Centre/ Cultural Affairs

- A.1.38 design development to the Level 8 amenity washroom to clarify that it is wheelchair accessible and to add a baby change table;

- A.1.39 design development to the urban agriculture on Level 9 to show location of hosebibs;

### A.2 Standard Engineering Conditions

- A.2.1 arrangements are to be made to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and where necessary the Approving Officer for:

a) conveyance of portion of City-owned Lot 307,

b) subdivision of Lots 1 and 5 and the conveyed portion of Lot 307 to result in:

i. dedication of a 20 metre wide production of Switchmen Street for road purposes,

- ii. dedication of the south 5 metres of the site for road purposes,
- iii. dedication of the east 2.7 metres of the site for road purposes,
- iv. dedication of a truncation in the southeast corner of the site measured from the intersection of the easterly and southerly dedications a distance of 19.36 metres in a northerly direction and 10.72 metres in a westerly direction, for road purposes,
- v. creation of a lot for the northerly park area of approximately 0.18 Hectares, to be conveyed to the City. Note: the Approving Officer may require the park lot to be consolidated with the City park portion of Lot 307,
- vi. creation of a separate conventional (2D) lot for the housing site (Area 1),
- vii. creation of three separate lots for the balance of the site (Area 2, Area 3, and Area 4).

A.2.2 provision of a Statutory Right of Way(s) (which may be volumetric) for utilities, public access purposes, and use as if a City street with or without vehicles to be maintained by the owner over the proposed Pullman Porter Street;

**Note to Applicant:** Neighbourhood Energy Utility pipes are required to be accommodated within parkade level 1;

A.2.3 provision of a 6 metre wide Statutory Right of Way for utility purposes (in favour of the City) over the City park portion of Lot 307 generally in the alignment of the extension of Switchmen Street west to Ontario Street;

A.2.4 clarification of arrangements for dealing with encroachments from the subject site onto Future Buildings 3 and 4 (planters, portions of parkade stairwell);

A.2.5 provision of civil and street and lane lighting design drawings to the satisfaction of the General Manager of Engineering Services;

A.2.6 clarification of residential garbage pick-up operations to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Confirmation that a waste hauler can access the site and manoeuvre for loading and unloading from the compactor/garbage bin/recycling bin locations is required. Residential garbage bins must not be left at grade for any reason;

A.2.7 provision of a streetscape design plan to the satisfaction of the General Manager of Engineering Services and the Director of Planning, in accordance with the SEFC Public Realm Enrichment Guidelines;

**Note to Applicant:** A separate application to the General Manager of Engineering Services is required.

A.2.8 confirmation that the NEU room shown is adequate and in the right location (including identifying any required SRW's through the site);

A.2.9 drawings are to include the revised geometric designs for Quebec Street, 1st Avenue, New Laneway and Switchmen Street;

A.2.10 provision of final building grades and corresponding design elevations at all entries;  
**Note to Applicant:** Building grades will be provided once the final geometrics and 3D designs are confirmed for streets adjacent the site.

A.2.11 provision of a Shared Vehicle strategy outlining the location of all required Shared Vehicles within the CD-1 boundaries to the satisfaction of the General Manager of Engineering Services;

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**Note to Applicant:** The accepted strategy will determine the number of Shared Vehicles to be accommodated on Building 2 and will meet the requirements of the Green Mobility Strategy (see conditions A.2.14 and A.2.15).

A.2.12 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of Shared Vehicle(s) and the provision and maintenance of 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, all according to the accepted Shared Vehicle strategy, including the following:

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

A.2.13 clarification on how “Access to Loading and Below Grade Car Share” is to be managed.

**Note to Applicant:** Where access through gates, doors or elevators is intended, clarify how this will be managed and operated to ensure all hours access to car share vehicles;

A.2.14 provision of an updated Green Mobility Strategy as submitted with the Quebec & 1<sup>st</sup> Master Plan Transportation Assessment dated July 31, 2013 to the satisfaction of the General Manager of Engineering Services and ensure that any legal agreements that may be required of this strategy are executed to the satisfaction of the General Manager of Engineering Services and Director of Legal Services prior to development permit issuance;

A.2.15 provision of a Letter of Commitment to implement TDM strategies as proposed in section 3.3.4 of the Transportation Assessment and Management Study as part of the Green Mobility Strategy;

A.2.16 provision a Rainwater Management Strategy to the satisfaction of the General Manager of Engineering Services;

A.2.17 provision a Zero Waste Planning Strategy to the satisfaction of the General Manager of Engineering Services and ensure that any legal agreements that are a requirement of this strategy are executed to the satisfaction of the General Manager of Engineering Services and Director of Legal Services;

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A.2.18 provision of standard crossing design for parkade entry. Please show typical scored crossing design for parkade entry;

A.2.19 provision of the following note on the landscape plans:

“A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details.”

A.2.20 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services;

**Note to applicant:** The following items are required to meet provisions of the parking by-law and the parking and loading design supplement:

i. provision of a minimum 20’ wide overhead security gate to facilitate 2 way vehicle movement;

**Note to Applicant:** the separation of the emergency egress “man doors” from the overhead security gate resulting in the provision of an 18’ wide gate at numerous locations within the underground parking is not supported.

ii. modify the bicycle parking to meet bylaw and design supplement requirements;

**Note to Applicant:** The Class A bicycle spaces for buildings 2, 3 & 4 must be located to conveniently serve each of the building sites, provide barrier free access to grade via ramps and or elevators and all be located on the P1 level. The proposed parking ramp of 15% grade is not acceptable as bicycle access, grades less than 12.5% will be supported or alternate access via elevators are also acceptable.

iii. correct the reference to electrical receptacles for bicycle charging to read “one receptacle for every 2 bicycle spaces”;

iv. clearly label the provision of automatic door openers on all the bicycle room doors and in the notes for the bicycle rooms;

v. clarify the intended materials to be used for the internal and external bicycle room walls;

**Note to Applicant:** expanded metal is the by-law standard, chain link fencing which is not permitted.

vi. confirmation that the parkade support columns are adequately sized for all uses including support of the SRW roadway, any modification to their size may impact the proposed parking space dimensions;

vii. provision of design elevations on both sides of all parking ramps at all breakpoints, on both sides of the loading bay, and at all entrances;

viii. modify the parking ramp design to:

a. provide a transition slope of 7.5% to 10 % slope for a minimum of 4m (13’ 1 ½”) at the bottom of the main parking ramp at P1;

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**Note to Applicant:** the drawing proposes a slope of 12% for only a 10' length.

- b. provide minimum 9' x 9' corner cuts at the top and bottom of the parking ramps from grade to P1 and from level P1 to P2;
  - c. delete the parking spaces, relocate security fences and introduce transition grading showing design elevations where the corner cuts are required on the P1 and P2 parking levels;
  - d. modify bicycle access as required at grid line PC3/PD3 on P1 where the corner cut with 7.5% to 10% slope will be located;
  - e. clarify and correct the notation on the P2 and P1 parking levels which conflict with the information shown on the section drawing and indicating a 12% slope at the bottom of the main parking ramp and an 11% slope on the parking ramp between P1 and P2.
- ix. provision of a minimum 9' x 9' corner cut at grid lines 2B and 3B adjacent the tower core;

**Note to Applicant:** the structural core must be chamfered in order to allow 2 vehicles travelling in opposite directions to pass unobstructed. This is a requirement where 200 or more vehicles must pass. A reduction in the proposed 24' wide parking ramp is possible and may help with this redesign.

- x. label all types of parking and loading spaces with numbers, dimensions, and commercial or residential;
  - xi. provision of additional parking stall width for spaces adjacent walls;
  - xii. provision of wheel stops located within a parking space(s) which are situated perpendicular to another parking space;
  - xiii. clarify and clearly note on plans where the kayak storage referenced on section drawing A 4-3 at grid line PG is located within the P1 parking area.
- A.2.21 clarify and clearly label the required public bike share space at either the north or south edge of the rezoning site with dimensions of either 34m x 4m or 17.5m x 7.5m as approved at rezoning;
- A.2.22 relocate the proposed ventilation grates located within the SRW at the northwest corner of the site to the satisfaction of the General Manager of Engineering Services and Director of Planning;
- A.2.23 confirmation that the vista room shown will adequately serves all 3 buildings, or clarify location of Vista switches and / or Pad Mounted transformers;
- A.2.24 provision of a letter of credit to secure car share vehicle obligations (\$50,000.00 per vehicle);
- A.2.25 provision of letters of credit for the services agreement.
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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 February 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 **(September 23, 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 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 No gates shall be permitted to enclose the public plaza (Railspur Plaza) at any time.
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- B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
- B.2.7 No enclosure of balconies is permissible for the life of the building.
- B.2.8 Amenity areas/common residential storage spaces excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion. Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or commercial tenants of the building; AND  
Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.
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### Processing Centre - Building comments

The following comments are based on the architectural drawings dated October 2014 that have been submitted for Development Application DE418488. This is a cursory review in order to identify issues which do not comply with the 2014 Vancouver Building By-law #10908 (VBBL).

1. The design of the building and the shared parkade will require multiple Alternative Solutions and reciprocal easement agreements with respect to shared structural support; fire separations/firewalls; shared building systems including sprinklers and fire alarms; entry to one building via the adjacent property; etc. A building code analysis report will be required at the building permit stage that clarifies the relationship between buildings/properties and the proposed solutions for VBBL compliance.
  2. The high building provisions of Subsection 3.2.6. are applicable.
  3. A fire access route in conformance with 3.2.5.5. and 3.2.5.6. is required adjacent to future Buildings 3 and 4. Early review by Vancouver Fire and Rescue Services is recommended.
  4. \*\*The principal entrance to the building and the entrances to the townhouses facing Switchmen Street and the new lane must comply with the fire access requirements of 3.2.5.5. Alternative solutions may be required where the travel distance for firefighting is exceeded.
  5. Enhanced parkade security is required per 3.3.7.7. Consider in particular the requirement for glazing in vestibules at the parkade levels and the termination of stair shafts at the ground storey.
  6. \*\*The Building 3 & 4 parkade requires two exits leading directly to the exterior from both levels P2 and P1. Note that the openings to the Building 2 do not appear to meet the requirements for a horizontal exit.
  7. \*\*The maximum travel distance to an exit appears to be exceeded on level P2 of Building 2.
  8. \*\*Access to two independent exits must be provided from all floor areas at all times. Gates through security fences may not be obstructed by parked vehicles (consider two gates on gridline PE on level P1) and security fences/gates may not prevent access to two exits. Note the requirement of 3.3.1.5.(2) for the minimum distance between egress doors from an area served.
  9. Access to parkade stairs leading to storeys at or above grade must be via vestibules per 3.3.5.4.(1).
  10. The exit through the ground floor residential lobby must comply with the requirements of 3.4.4.2.
  11. \*\*The adaptable housing requirements of 3.8.5. are applicable to all dwelling units in the building, including the requirement for washrooms with showers on the ground floor of multi-level dwelling units larger than 50 m<sup>2</sup> in total floor area. The requirements of 3.8.2.27.(4) are in addition to 3.8.5.
  12. The urban agriculture/play area on level 8 must be accessible.
  13. The roof patio on level 8 may require a second means of egress if the area, occupant load, or travel distance exceeds the limits of 3.3.1.5. The doors leading from a room or area
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serving more than 60 people must swing in the direction of travel to an exit in accordance with 3.3.1.11.(2).

14. Demonstration of compliance with ASHRAE 90.1-2010 will be required at the Building Permit stage.

15. Vancouver Building By-law #10908 is now in effect. Building permit applications are required to comply with VBBL #10908 in its entirety.

\*\* Items marked with asterisks have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

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