
1668 DAVIE STREET (COMPLETE APPLICATION)
DE419443 - C-5A

JMB/CK/WL/LM

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
N. Szeto, Engineering Services

Also Present:

C. King, Urban Design & Development Planning
W. LeBreton, Development Services
J. Bosnjak, Development Services
K. Gilbertson, Housing Policy and Projects

APPLICANT:

Larco Investments Ltd.
Attn: Art Phillips
300-100 Park Royal
West Vancouver, BC
V5T 1A2

PROPERTY OWNER:

Larco Investments Ltd.
Attn: Art Phillips
300-100 Park Royal
West Vancouver, BC
V5T 1A2

EXECUTIVE SUMMARY

- **Proposal:** To develop a 23 storey mixed-use building with one level of commercial (first floor) and 22 levels of residential (2nd to 23rd floors) containing 158 dwelling units (all secured market rental) all over six (6) levels of underground parking, having vehicular access from the lane. The parkade of the new development will connect to the existing parkade under the commercial portion of this site that will contain parking for the commercial portion and the existing residential building.

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

● **Issues:**

1. Tower Separation.
2. Davie St. retail frontage & public realm.
3. Parking.
4. Lane elevation.
5. Amenity Space Provision.

- **Urban Design Panel: SUPPORT (5-4)**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE419443 submitted, the plans and information forming a part thereof, thereby permitting the development of a 23 storey mixed-use building with one level of commercial (first floor) and 22 levels of residential (2nd to 23rd floors) containing 158 dwelling units (all secured market rental) all over six (6) levels of underground parking, having vehicular access from the lane, subject to the following conditions:

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

1.1 compliance with Section 4.3.2 - Height regulation in the C-5A District Schedule;

Note to Applicant: See also Conditions 1.7, A.1.2 & A.1.29. A reduction of 5.76 meters or compliance with Section 10.11 of the Zoning and Development bylaw is required to meet the maximum height permitted in this zone.

1.2 design development to the commercial façade in response to the C-5A District Schedule;

Note to Applicant: Intent is to reflect the small-scale pattern of West End shops and add pedestrian interest. Section 4.2.1 requires that occupancies at grade be limited to no more than 7.7 meters wide and Section 4.17.1 recommends specific measures to facilitate pedestrian interest. While staff support the proposed retail dimensions inside the building in the interest of accommodating a wide range of tenants, the exterior expression on Davie Street should be adjusted. This can be accomplished by dividing the exterior treatment of the commercial frontage into 7.7 meter increments. See also recommended condition 1.3 and standard condition A.1.1.

1.3 design development to improve the Davie St. frontage public realm as follows:

i) elimination of air intake vents within 7ft sidewalk setback;

Note to Applicant: Relocate vents to lane frontage.

ii) eliminate the planter and bench proposed east of the residential entry recess;

Note to Applicant: The public realm to Davie St. is weakened by the number of recesses to which this landscape feature contributes. Similar consideration should be given to the bike racks proposed west to the residential entry. See also standard condition A.1.16;

iii) strengthen the visual prominence of the residential entry in the streetscape;

Note to Applicant: Consideration should be given to reducing the corner of the CRU shop front to improve visibility of the residential entry.

iv) reduce the apparent scale of the podium at street level by lowering the weather protection canopy;

Note to Applicant: the weather protection canopy should step in response to the falling grade west across the frontage to reduce the apparent height of the podium and provide a more pedestrian friendly scale within the setback from Davie St.

- v) improve material quality of the Davie St. frontage;

Note to Applicant: A higher quality material finish such as stone should be provided in place of the painted concrete finish to the shop front. Similar consideration should extend to ground plane material.

1.4 design development to lane elevation as follows:

- i) provision of oversight glazing from the bike storage room to the loading bay and reconfiguration of bike storage to improve overlook;

Note to Applicant: This will mitigate CTPED concerns around the lack of passive supervision to the lane.

- ii) consideration of relocation of the bike storage room adjacent to the loading bay and provision of common amenity room in the location to provide an active use at grade to the lane;

Note to Applicant: This should be considered in tandem with the requirements of Standard Engineering Condition A.2.8 (h).

- iii) improvement in material quality;

Note to Applicant: Given the lack of active day-lit uses to the lane elevation, a higher quality material finish is required to improve visual interest to the lane elevation.

- iv) revision of scale and massing as required to facilitate the addition of substantial landscape buffering;

Note to Applicant: See also Landscape Condition A.1.15.

1.5 arrangements to the satisfaction of the Chief Housing Officer and the Director of Legal Services to enter into a Housing Agreement and/or section 219 Covenant securing all 158 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:

- a) That such units may not be subdivided by deposit of a strata plan;
- b) That none of such units may be separately sold;
- c) That none of such units will be rented for less than one month at a time;

1.6 design development to relocate some family sized units (3 bedroom) to lower floors to meet the requirement of Section 8.2.3 of the West End Community Plan;

Note to Applicant: Section 8.2.3 states: In market housing require that 25% of units in new multi-family developments have two and three bedroom units for families designed in accordance with the High Density Housing for Families with Children Guidelines and located on the lower floors.

1.7 design development to the rooftop level as follows:

- i) improve the provision of amenity space in the building through the provision of a universally accessible common outdoor space at rooftop level;

Note to Applicant: See also Conditions 1.1, A.1.2 & A.1.29. Rooftop amenity space should be developed in line with the City of Vancouver bulletin 'Roof Mounted Energy Technologies and Green Roofs - Discretionary Height Increases'. Discretionary height increases necessary to achieve barrier-free access to this space will aid in the resolution of other design conditions concerning over height elements.

- ii) improve the top of the building as an element of the skyline;

Note to Applicant: See also Conditions 1.1, A.1.2 & A.1.29. In tandem with the development of the rooftop amenity, over height elements should be minimized where possible and their profile designed to provide visual interest as an element of the skyline.

- 1.8 consideration to improve the sustainable design of the building envelope;

Note to Applicant: Intent is to reduce the energy required to heat and cool this building. This may be accomplished through the use of solar shading, triple glazing and the avoidance of thermal bridging at window frames and projecting concrete structures such as fins and balconies. Consider the use of thermally broken door and window frame, and either insulating the concrete projections or installing thermal breaks

- 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)	MINIMUM	PROPOSED
Site Size ¹	-	-	39.934 m. x 92.713 m.
Site Area ¹	-	-	3,700 sq. m.
Height ²	64 m. <i>(Discretion by DPB)</i> 18.3 m. <i>(Outright)</i>		Top of Elevator/Stair/Mech. 69.76 m. Top of Mechanical 66.52 m. Top of Wall Fin 63.76 m. Top of Parapet 63.90 m.
Floor Area ³	25,900 sq. m. <i>(Section 5.1)</i> 8,140 sq. m. <i>(Outright)</i>	-	Commercial (Proposed) 263.1 sq.m. Residential (Proposed) 11,246.6 sq.m. Total (Proposed) 11,509.7 sq.m. Commercial (Existing) 1,567.0 sq.m. Residential (Existing) 9,577.0 sq.m. Total (Existing) 11,144.0 sq.m. Commercial (Proposed + Existing) 1,830.1 sq.m. Residential (Proposed + Existing) 20,823.6 sq.m. Total (Proposed + Existing) 22,653.7 sq.m.
FSR ³	7.00 - Section 5.1 2.20 - <i>Outright</i>	-	Commercial (Proposed) 0.07 Residential (Proposed) 3.04 Total 3.11 Commercial (Existing) 0.42 Residential (Existing) 2.59 Total 3.01 Commercial (Proposed + Existing) 0.49 Dwelling Units (Proposed + Existing) 5.63 Total (Proposed + Existing) 6.12
Balconies	1,381 sq.m.		1,044 sq.m.
Amenity	600 sq.m.		169 sq.m.
Rear Yard		4.5 m. (Residential)	7.865 m.
Frontage ⁴	7.7 m.		17.02 m.
External Design ⁵		- specific design features as described in this regulation;	- see table on pages 10 and 11;
Parking ⁶	<u>Total</u> Commercial 16 Spaces <u>New</u> Commercial 2 Spaces <u>Existing</u> Commercial 14 Spaces	<u>Total</u> Commercial 13 Spaces Disability 2 Space Residential 144 Spaces Disability 13 Spaces <u>New</u> Commercial 2 Spaces Disability 0 Spaces Residential 80 Spaces Disability 6 Spaces	<u>Commercial</u> Stalls Incl. Bonus Standard 5 5 Small Car 4 4 Disability 2 4 Total 11 13 <u>New Residential</u> Stalls Standard 66 Small Car 12 Disability 6 Car Share 0 Total 84

		<u>Existing</u> Commercial 11 Spaces Disability 2 Space Residential 68 Spaces Disability 7 Spaces	<u>Existing Residential</u> Stalls Incl. Bonus Standard 32 32 Small Car 6 6 Disability 7 14 Car Share 3 15 Total 48 67
Loading ⁷		2 Class B (New)	1 Class A & 1 Class B
Bicycle Parking ⁸		Class A Class B Total 198 6	Class A Class B Total 198 TBC
Use ⁹			- Commercial (Confirm approved use per District Schedule) - Dwelling Units in Conjunction
Unit Type			Secured Market Rental Housing Units (New): Studio 41 One Bed 64 Two Bed 43 Three Bed 10 Total: 158

¹ **Note of Site Size and Site Area:** The proposed site size and site area is based on the properties being consolidated. See Standard Condition A.2.1.

² **Note on Height:** The height of the building is above the maximum permitted in the C-5A District Schedule. Section 4.3.2 of the C-5A District Schedule allows the Development Permit Board to relax the regulation in Section 4.3.1. The top of the elevator/stair is considered to be the overall height of the building as it does not comply with Section 10.11.1 of the zoning and development bylaw. Standard condition A.1.2 seeks compliance. There is no encroachment into View Cone 20 but standard condition A.1.2 seeks confirmation of height and compliance of the View Cone.

³ **Note of Floor Area and FSR:** Section 5.2 of the C-5A District Schedule allows the Development Permit Board to relax the regulation in Section 4.7 allowing a greater Floor Area/FSR as long as (a) floor area is no greater than 7.0 FSR and (c) either a minimum of 20% of floor area is used for social housing or all dwelling units are secured market rental. The proposal complies with Section 5.2 (a) and (c).

⁴ **Note of Frontage:** The maximum frontage exceeds the maximum permitted in the C-5A district schedule, of the Zoning and Development Bylaw, which the Development Permit Board does not have authority to relax. The Director of Planning supports the frontage as proposed. See condition 1.2 and standard condition A.1.1.

⁵ **Note on External Design:** See External Design Table on Pages 10 and 11.

⁶ **Note on Parking:** Standard Condition A.1.4 seeks compliance with Section 4.3.6 - Residential uses - Downtown of the Parking By-Law.

⁷ **Note on Loading:** Standard Condition A.1.5 seeks compliance with Section 5 of the Parking bylaw;

⁸ **Note on Bicycle Parking:** Standard Condition A.1.6 seeks compliance with Section 6 of the Parking bylaw;

⁹ **Note on Use:** Standard Condition A.1.8 seeks compliance with Section 2 of the Zoning and Development bylaw;

• **Legal Description**

Lot: 1, 2, 3, 4, and 5 (Except W 26')
 Block: 62
 District Lot: 185
 Plan: 92

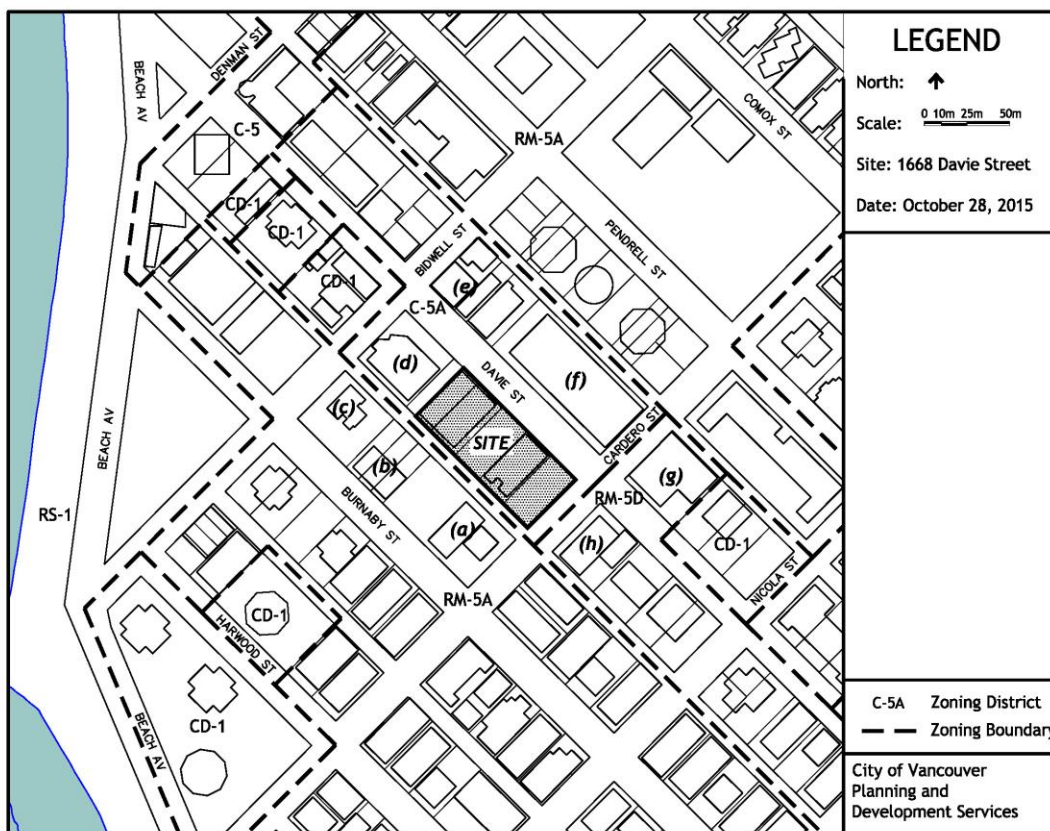
• **History of Application:**

15-08-13 Complete DE submitted
 15-10-07 Urban Design Panel
 15-11-04 Development Permit Staff Committee

• **Site:** The site is located in the Lower Davie Village area of the West End neighbourhood on the south side of Davie Street at its intersection with Cardero Street. The proposed redevelopment is of a currently underutilized surface parking area of the western extents of a lot assembly extending for 93m frontage along Davie Street from Cardero St. to mid-block between Davie and Bidwell Streets. 28.7m of the Davie St. frontage currently acts as surface parking the full lot depth of 40m to the lane behind. Existing single storey retail development extends along the Davie St. frontage to Cardero St., and is intended to remain in use through new development. An existing 18-storey residential building containing 100% rental units has its entrance from the Cardero St frontage. Existing residential and commercial uses share an underground parkade extending as far as the vacant portion of the lot on which new development is proposed. Commercial loading is from the lane to the rear.

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

- (a) Surfcrest, 1251 Cardero Street - 22-storey residential building
- (b) Kevin Manor, 1661 Burnaby Street - nine-storey residential building
- (c) Alexander Park, 1236 Bidwell Street - 23-storey residential building
- (d) Baybreeze, 1208 Bidwell Street - four-storey mixed-use building
- (e) 1188 Bidwell Street - future 22-storey mixed-use building
- (f) Safeway, 1641 Davie Street - one-storey grocery store
- (g) The Hampstead, 1188 Cardero Street - four-storey residential building
- (h) Maple Apartments, 1220 Cardero Street - nine-storey residential building



• **Background:**

A development application was submitted on August 13, 2015 following pre-application discussions with staff on potential forms of development on this site under the provisions of the West End Community Plan and C-5A zoning. A public Open House was held on October 20, 2015. The proposal was reviewed by the Urban Design Panel on October 7, 2015 at which time it was supported.

The application is generally in line with the West End Community Plan, and all the residential units will be secured as market rental.

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

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 priority. The Plan identifies new rental housing opportunities and has a goal of providing new rental units through additional density and rezoning applications in the areas noted as Corridors.

The Plan identifies Corridors as generally the newer areas of the community well-served by transit, services and amenities, where the majority of new housing and job space has been built over the past 40 years. It notes that the Corridors provide additional opportunities to accommodate job space and housing that meet the needs of the community. For market housing the Plan requires that 25% of units in new multi-family developments have two and three bedroom units for families designed in accordance with the High Density Housing for Families with Children Guidelines, which should be located on the lower floors.

The Lower Davie Corridor extends between Denman Village and Davie Village and consists of two sub-areas. Overall directions in the Plan for Lower Davie include increasing densities to help deepen housing affordability, while maintaining existing height limits.

Area A, in which the application is located, runs between Denman and Cardero Streets and comprises two blocks of mixed use and commercial buildings. The permitted heights and densities in this area are described in the C-5A zoning. A set back of 7 ft (2.13m) from Davie Street to improve pedestrian sidewalk space is also noted the Plan. Tower floorplates in this subarea are limited to a maximum area of 5500sf (511m²).

C-5, C-5A and C-6 Districts Schedule (West End Commercial Districts)

The intent of this Schedule is to provide for retail and services uses and forms of development compatible with the primarily residential character of the West End and to provide for dwelling units in C-5A designed to be compatible with commercial uses. This schedule encourages external building design, the scale and function of which is oriented towards pedestrians. The C-5A district differs from the others in this schedule in that it provides density bonuses for social housing or secured market rental housing, unlike C-5; and has a lower density and scale than the C-6 district.

The Schedule supports the development of rental housing through Section 5.2, which allows the Development Permit Board to relax the floor space ratio (FSR) regulation in Section 4.7 up to 7.0 FSR for a project in which all dwelling units are secured as rental.

Section 4.3.2 of the C-5A District Schedule allows the Development Permit Board to relax the permitted height regulation in Section 4.3.1 to a maximum of 64 m (210 ft.).

Section 4.2.1 limits the frontage of any individual occupancy at grade to be no more than 7.7m (25.3ft). An evaluation of the regulations on external design, Section 4.17, is provided under the Response to Applicable By-laws and Guidelines section that follows.

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.

• Response to Applicable By-laws and Guidelines:

West End Community Plan

The application helps to fulfill a number of goals under the West End Community Plan, especially the delivery of new rental housing.

Density

The proposed increased density of 6.12 FSR is within the approvable ratio of 7.0 FSR that is intended to achieve rental housing on this site. The application proposes that 53 of the 158 dwelling units are two bedrooms or more. At 33% of proposed units, this exceeds the requirement that 25% of the units have two and three bedrooms, which is suitable for families with children.

Tower and Podium Heights

The proposed 2-storey commercial podium height is acceptable under the West End Plan, which sets a maximum of 3 storeys. The parapet height where the new commercial podium meets the existing 1-storey commercial podium is consistent across new and existing development, with the second storey of new podium development made by possible by the substantial fall across the site to the west.

The height to the top of parapet of the proposed tower at 63.9m (209.6ft) is within the maximum height of 64m (210ft) that is noted in the West End Plan and the C-5A regulations. However, elevator and mechanical spaces extend to 69.7m (228.9ft) and so exceed the permitted heights by 5.76m (18.9ft). Given the intent of the Plan to maintain established heights in this area and concerns expressed by residents, Recommend Condition of Approval 1.1 and Standard Condition A.1.2 seek elimination of over height elements to correspond to the permitted height, or redesign of those elements under Section 10 of the Zoning and Development Bylaw to minimize their apparent mass.

Tower Floorplate

The tower floorplate of 5500sf (511m²) is maintained by the new 23-storey tower proposed, and a separation distance of 80ft (24.4m) is maintained between the proposed tower and any adjacent developments above 60ft (18.3m) in height, including the existing 'Regency Park' rental tower that shares the development lot.

C-5, C-5A and C-6 Districts Schedule (West End Commercial Districts)

The application generally meets the intents and regulations of the C-5A zoning, except for height and two further areas noted below.

Frontage

The proposed commercial space occupies 16.4m (54ft) of the total 28.7m (94ft) frontage to Davie St of new development. This exceeds the regulation limiting maximum occupancy to 7.7m (25.3ft). In the absence of an applicable relaxation provision in the zoning, the applicant may choose to appeal this requirement. Staff are of the opinion that the urban design intent of the regulation can be addressed by adjusting the exterior design slightly (see Condition 1.2 and Standard Condition A.1.1). Design development of the Davie St. public realm and residential entry per Condition 1.3 addresses complementary concerns of the urban design intent behind the frontage regulation.

Davie Street Public Realm

The urban design intent of the limitation of commercial occupancy frontage is bolstered by a number of external design considerations meant to ensure the delivery of an appropriate pedestrian scale to the Davie St. frontage. Condition 1.3 seeks improvement of the Davie St. public realm through a series of improvements to the scale, massing and materials in this area. These measures correspond to external design guidance contained in Section 4.17 outlined in the table below.

External Design

<p>4.17.1 All developments shall provide along all abutting streets any one or a combination of display windows, individualized tenancy unit design, building articulation, pedestrian entrance definition via a recess or projecting canopy or any other architectural features which facilitate pedestrian interest to the satisfaction of the Director of Planning.</p>	<p>Generally met with design development recommended in Condition 1.3 to improve public realm performance.</p>
<p>4.17.2 The first storey shall be built to the front and side property lines except as noted in sections 4.4.1 and 4.5.1 while the remaining storeys may terrace back from the property lines.</p>	<p>Generally met with 2.1m (7ft) commercial sidewalk setback provided as per West End Community Plan, except in the vicinity of the commercial parking elevator.</p>
<p>4.17.3 Direct pedestrian access at the fronting street at or near grade level to each individual commercial occupancy which abuts the fronting street of a development site shall be provided.</p>	<p>Generally met with design development recommended in Condition 1.2 to improve public realm performance.</p>
<p>4.17.4 Continuous weather protection having a minimum depth of 1.5 m in the form of a retractable fabric awning, a canopy attached to the building face by bolts to facilitate easy removal, or other forms satisfactory to the Director of Planning and City Engineer shall be provided along the fronting street and flanking street where the adjoining site on the flanking street is in a C district.</p>	<p>2.1m (7ft) canopy is provided exceeding the minimum requirement of this regulation. Design development per Condition 1.3 seeks to improve the performance of this canopy.</p>
<p>4.17.5 That portion of building located at the intersection of a fronting and flanking street where the adjoining site on the flanking street is in a C district shall be rounded with a minimum radius of 1.8 m, indented or truncated with minimum dimensions of 1.8 m by 1.8 m, or architecturally treated by other means to facilitate pedestrian amenity to the satisfaction of the Director of Planning.</p>	<p>Not applicable.</p>

4.17.6 Building corners at the intersection of a fronting and flanking street where the adjoining site on the flanking street is in a C district shall be accentuated by variances of height, cupolas, domes, or other architectural appurtenances, or any proposals varying from the above, satisfactory to the Director of Planning.	Not applicable.
4.17.7 A minimum of one pedestrian entrance to commercial uses shall be provided from the flanking street where the adjoining site on the flanking street is in a C district.	Not applicable.
4.17.8 All garbage container storage areas shall be screened from view from nearby sidewalks and dwelling units.	Garbage container storage rooms are provided at parking levels to satisfy this condition.
4.17.9 Mechanical equipment shall be enclosed and set back so as not to be visible from street level or architecturally treated by other means satisfactory to the Director of Planning. Exposed duct work is not permitted.	Condition 1.3 seeks design development to meet this condition by relocating exposed vents away from public realm setback area.
4.17.10 Dwelling uses shall provide: (a) pedestrian access separate from access to other uses; (b) a minimum of one bicycle rack per four dwelling units in an enclosed storage room.	Dwelling entries and bike storage have been addressed. Condition 1.4 seeks design development to the bike storage room to the rear of the main floor level to address CPTED concerns in the loading bay.

Lane Elevation

As a result of the continuing occupancy of both existing commercial uses and residential uses during new construction, bike storage is located to the rear of the main floor level rather than at P1 level as typically expected. A consequence of this is that the rear of the main floor does not provide opportunities for active uses along the lane that would add to the safety of the lane through passive overlook, and also reduce the scale of the lane elevation to something more pedestrian friendly. While staff are supportive of the continued use of commercial space on-site, and of avoidance of relocation of tenants of the existing residential building, Condition 1.4 seeks various elements of design development to improve the performance of the building as it relates to the rear lane.

Amenity Space Provision

While the proposed development provides a number of internal amenity rooms with small contiguous outdoor spaces at the L2 & L3 levels, staff are of the opinion that a greater effort toward the provision of outdoor amenity space must be made to be consistent with recent approvals in the West End. Condition 1.7 seeks the provision of a rooftop amenity space to be provided in tandem with design development to improve the top of the building as a skyline element and to adjust height to comply with regulations. This is being sought as an alternative to the development of active amenity space on the roof of the existing retail space which is not practicable with continued occupancy during construction and without triggering major renovations of the existing residential tower that would lead to tenant relocation.

● **Conclusion:**

This application has generally addressed the applicable policies, and will increase the stock of rental housing in the West End within a form of development anticipated by the new community plan. Staff support the application, subject to the conditions noted.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 8, 2015, and provided the following comments:

EVALUATION: Support (5-4)

- **Introduction:** Sailen Black, Development Planner, on behalf of Colin King, introduced the project as a complete development permit application. The site currently hosts surface parking lot over an underground parkade serving a London Drugs. To west is a four-storey mixed use building with a TD Trust at the corner, to the south are apartment buildings ranging from 9 to 21 storeys, and east on Davie Street there is an 18 storey tower. Existing developments along the north side of Davie Street are generally low scale commercial. Further west across Bidwell is the recent Alexandra tower which was developed after a rezoning, and includes the restored façade of the heritage Maxine's building at 1209 Bidwell Street.

Relevant policy for the area includes the West-End Community Plan and C-5A zoning guidelines. The West-End Plan was adopted in 2013, and allows the Board to consider up to 7.0 FSR for conditional approval. This consideration is subject to design review and the provision that all units are secured market rentals. The aim of this is to increase the amount of basic rental stock in the West End as sites are redeveloped.

The site is located in a "Corridor" area of the West End Plan, which generally aims to provide job space and meet the housing needs of the community. The intent for the Lower Davie corridor is to increase densities to help deepen housing affordability, while maintaining existing height limits.

Policy for the area includes:

- To maximize views and sunlight on sidewalks, residential floor plates should be set back above the podium level(s) and should not exceed 511 sq. m (5,500 sq. ft.)
- Building materials should be more varied and reflect the architectural character of surrounding buildings; especially for the lower floors
- Sculpt built form to maximize sunlight on the sidewalks.
- A setback of 7 ft. from the property line is expected to provide pedestrian space

General built form principles for the West End include:

- Ensure that new development does not adversely impact shadowing on recognized public open space and Village areas as a performance measure to ensure that these spaces have solar access when citizens are typically more active
- New development should be responsive to adjacent and nearby private views by shaping built form to optimize performance.

Section 10.4 Laneways

A distinctive feature of the West End is its network of wider than normal laneways. Laneways in the community are 10 metres (33 feet) wide, making them unique in Vancouver. The typical laneway width elsewhere in the city is 6 metres (20 feet). While maintaining their primary function for servicing, the extra width provides opportunities for better pedestrian lighting, landscaping and gardens, seating, and other public realm improvements.

New buildings in the area are required to be connectable to a district energy system. As a complete development application the Green Buildings Policy for Rezonings (i.e. LEED) is not required.

The Development Permit Board may increase the maximum height of a building in this area from 18.3 m (60 ft.) to a maximum of 64 m (210 ft.) on a discretionary basis.

The proposal is for a 23-storey residential tower containing 158 dwelling units. Commercial space is located at grade and a loading bay, parkade entrance and other service uses exist on the lane. There is an FSR of 6.1 and a floor area of 12,207 sq. m. Outdoor common spaces for children are proposed at level three, with common rooms and roof decks to exist at level two. Significant bike rooms are proposed at grade, with access from the street and lane.

Advice from the Panel is sought on the following items:

1. Looking at both pedestrian edges (lane and Davie), would any specific elements benefit from further development?
 2. On the material choices, including their relation to the architectural character distinctive West End buildings
 3. Does the Panel have any advice on the approach to sustainable design?
 4. Any other aspects of the landscape or architectural design proposed for this complete development application
- **Applicant's Introductory Comments:** The proposal involves a property with an existing 18-storey tower and a one-storey podium which accommodates a number of Commercial Retail Units (CRUs) and a London Drugs. There is an existing 1 ½ storey underground parking garage which is accessed from the lane. As London Drugs is to be retained and remain open during construction, and the only provisions will be for the parking access and the second means of exit out of the parking area.

Design Guidelines for the area require a 7 ft. setback and continuous weather protection along Davie Street. They also limit CRU frontage along Davie Street to 25 ft. which a relaxation is being sought for.

The biggest challenge for the site is the slope and tying the six-storeys of underground parking with the London Drugs. The storefront has been broken down with articulation to prevent it from becoming monotonous. The residential entry has also been setback from the commercial frontage, and layers are used to break things up into several different experiences. Setbacks have been used as a chance to create more planting opportunities and allow for a better flow of pedestrian traffic. There is clarity in the connection between the underground parking and the CRUs, which creates an architectural transition point. Proposed materials in this area include concrete block.

On the lane once of the constraints is to keep the loading access to London Drugs intact. There is six-stories of underground parking which has pushed the bicycle storage and mechanical spaces up to level one, behind the CRU and the main lobby. Open spaces for fitness and an amenity room have been created in the back, where a children's play area also exists.

The architectural expression comes from the surrounding context, and includes strong vertical gestures which contrast with the ribbon windows on the adjacent building. This provides clarity between the glass and wall.

The units in the building include 34% two and three-bedroom units and range from 400 sq. ft. to 1100 sq. ft. A lot of attention has been paid to privacy and overlook, with balconies being located on the corners. Each balcony has also been recessed into the building, which allows for additional privacy and corner glazing in all the units. By pulling the tower back from the edge as much as possible expansive views to the water are created at the higher elevations.

Materials in the building include tile on the lower levels. Along the entry into the main component are concrete blocks, with painted concrete on the slab extensions. Spandau glass is also used with rhythm and pattern throughout the building on the balconies.

Hydronic heating is being implemented within the building and could potentially be connected to the district energy system. Glazing has been kept to 45%, and the recessed balconies provide some solar shading.

The frontage is being upgraded, with a fourth tree being added to the three existing street trees on the site. Current trees are set in tree-grades; these will be removed and replaced with planting pockets which will be integrated with street tree planting to provide more greenery along the edge. Benches and bicycle racks are being used to increase pedestrian traffic and activate the area. A patio off the amenity creates an indoor/outdoor connection with planting to provide some scale and colour throughout the seasons.

Along the lane edge some vines have been added to the London Drugs wall to soften the edges. The third level contains semi-private patios and community agriculture, with storage for garden supplies at one end. Irrigation will be used throughout the planting and gardens.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to increase the resolution of the podium; mastery of the tower should be brought into the podium
 - Habitability and excitement are needed in the lane to encourage occupation
 - Integration of the tile and other materials in a meaningful way
 - The Davie Street frontage requires more clarity; it is currently too busy
 - Design development to better tie the tower and base together
 - Consideration to be given to thermal bridging; energy requirements have not been met
 - Design development of the amenity space; the interior and exteriors programs should be paired, and more family units are needed on the level with the children's play area
 - Increase weather protection on Davie Street
- **Related Commentary:** The panel thanked the applicant team and noted that it is exciting to see new towers added as rentals to the west-end stock, although more thought could be given to increasing the affordability of the units. The proposal is for a simple elegant structure with a nice cadence, and a colour palette which is appropriate and tasteful. Thought should be given to the detail of the solid panels and the expression of the building as detailing will make or break it. Detailing on the window wall and balconies will determine if the building is expressed simply or not.

Currently the lane lacks habitability and is quite harsh and bleak. Additional landscaping to break down the scale would help. Design development is needed with regards to the buffer between the lane and the children's play area, as screening the walls does not do much. Using architectural treatment would do more to daylight the back spaces and to add character to the area.

The outdoor and indoor amenity spaces are currently too small. Eliminating the private decks on the roof, or opening up the courtyard by moving the planters, would help to free up space in order to increase the outdoor amenity. Additionally, bike parking should be moved in order to improve the first level since it could be better used as a lobby or amenity.

Currently the Commercial Retail Unit (CRU) volume on Davie makes the street wall seem to tower over pedestrians. As well, they result in an over-abundance of doors along Davie Street. Breaking down the scale of the two-storey wall and simplifying the area would help to better break down the scale and encourage pedestrian movement in the frontage. More thought should also be given to the awnings in this area as they are currently too high to provide continuous weather protection.

While the colours and materials proposed seem good, more play should be done with the overall pattern. Experimenting with the material rhythm or a more vertical design would better distinguish this building as an evolution of the West-End. The ground floor and podium especially seems lacking in character and require a higher quality finishing or more boldness of design in order to bring the quality up to the level of the rest of the building.

While the balconies provide a bit of solar shading the units look as though they will be very hot in the summer as there is no heat recovery ventilation. Consideration should also be given to thermal bridging as the building does not currently meet district energy requirements. Overall much more work is needed in order to make the units more sustainable and more liveable.

- **Applicant's Response:** The applicant team thanked the panel for the comments, and noted that they will take them under advisement.

ENGINEERING SERVICE

The existing commercial functions of the site are proposed to remain in operation during and after construction of the proposed residential tower. The proposed construction will require some of the parking and loading to be displaced. Condition A.2.4 requires a construction management plan that outlines how parking and loading will be provided for the existing uses during construction.

Under the Parking By-Law, the site generates the requirement for one Class B loading space for each of the existing commercial and proposed residential components. The applicant has proposed a rationale to provide one Class A and one Class B space to share between commercial and residential uses. Given the proposed shared management of the parking and loading, Engineering supports the rationale provided additional information and commitments are provided as detailed in conditions A.2.5, A.2.6, and A.2.7.

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)

Recommendations related to CPTED concerns are contained in prior-to condition 1.4 and CPTED condition A.1.24.

LANDSCAPE

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

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

West End Community Plan (W.E.P.)

This site is subject to section 8.1.6 of the WECP which states: “In Area ‘4’ within Lower Davie and Lower Robson, additional density can be bonused up to 7.0 FSR for new developments that provide 20% of floor space as social housing or 100% secured market rental housing.” This requirement is reflected in the C-5A District Schedule, which states that: “The Director of Planning or the Development Permit Board may relax the regulations in the C-5A and C-6 districts regarding permitted floor space ratio for dwelling units in conjunction with other permitted uses, if the Director of Planning or the Development Permit Board first considers the intent of this schedule, and all applicable Council policies and guidelines, and:

- a) the floor space ratio does not exceed 7.0 in the C-5A district and 8.75 in the C-6 district;
- b) the floor space ratio for non-residential uses in the C-6 district must be no less than 1.2; and
- c) either a minimum of 20% of the floor area included in the calculation of floor space ratio must be used for social housing, or all dwelling units must be secured market rental housing.

The existing site is a surface car park with no rental units. The proposed development will yield 158 secured market rental units and is therefore consistent with the West End Community Plan and District Schedule. The chart below provides a summary of the changes in rental and social housing units under the West End Community Plan, including this application.

DE Application	Status	Stream	Existing Rental	New Rental	New Social Housing	New Condo
1171 Jervis Street	Approved	Min 20% Social Housing	27	0	28	63
1188 Bidwell Street	Approved	100% Secured Market Rental	12	108	0	0
1668 Davie Street	Application in process	100% Secured Market Rental	0	158	0	0
Total			39	266	28	63
Net change in rental			227			

High Density Housing for Families with Children Guidelines

The proposed 23 storey multiple dwelling includes 43 two bedroom and 10 three bedroom units (a total of 53 units or 34% of the total number of units) which may be suitable for families with children. Relocation of some family units to lower floors is recommended (see recommended condition 1.6)

Consistent with the High Density Housing for Families with Children Guidelines, an indoor amenity room with kitchenette and storage is adjacent to two accessible washrooms and is proposed adjacent to and with access to common outdoor amenity space on level 2. Design development is needed to confirm that a baby change table is added to the washrooms (see condition A.1.25)

Also consistent with the guidelines, the proposed level 2 outdoor amenity area includes an outdoor BBQ terrace with a partial overhead canopy for family or social gatherings.

Also consistent with the guidelines, an additional multi-purpose indoor amenity room with washroom is proposed adjacent to and with access to common outdoor amenity space on level 3. Design development is needed to confirm that the proposed washroom is wheelchair accessible and to add a baby change table to that washroom (see condition A.1.26)

Also consistent with the guidelines, an outdoor amenity area is proposed adjacent to the level 3 indoor amenity room with a children's play area, including play equipment and natural landscape elements. Design development is sought for the children's play area to ensure these areas can accommodate a range of children's play activities, for children of various ages. Play equipment is not required for the children's play areas, but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, a small/tangible water stream or feature, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged. (see condition A.1.27)

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 new developments. Consistent with these guidelines the common outdoor area on level 3 includes accessible garden plots which can support urban agriculture activity. Design development is needed to include a compost bin for yard waste and a hose bib location/s. (see condition A.1.28)

Design development is sought to utilize the rooftop of the proposed development to create an opportunity for additional common amenity space and urban agriculture. This area would offer unobstructed views of much of the west end and would create a space for communal social gatherings. (see condition A.1.29)

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

A site sign was placed at the site, in front of the surface parking lot and facing Davie Street, on October 1, 2015. On October 2, 2015, 882 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. The postcard and the development application materials were posted online at vancouver.ca/devapps. In addition, an open house was advertised on the signs and online, and was hosted on the evening of October 20, 2015. The Autumn 2015 edition of the West End Plan Implementation Newsletter included information about the project and upcoming open house. This newsletter was sent to the West End Plan list-serve and was posted at key locations in the community. Approximately 50 people attended the open house (28 signed in) and we received 12 written comment forms from that evening.

To date, a total of 21 written responses have been received. Two respondents requested additional information about the application, one expressed support for the project, and 16 respondents wrote in either direct opposition or with significant concerns as outlined below.

Construction Noise & Other Impacts: There were concerns about construction noise, disruption and traffic impacts of additional developments in the neighborhood. Residents in the surrounding properties want to see construction activities carefully handled to minimize the impacts.

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. Use of City streets will be subject to and reviewed for impacts to the surrounding transportation network by Engineering Services prior to being granted permits for work on street.

Access to Light and Views: There were concerns about how the proposed building would limit light and block existing private views for residents living in surrounding buildings.

Staff Response: Staff acknowledge the concern over this change, and note that this application is the second proposal under the West End Community Plan for Area A of the Lower Davie corridor, following the recently approved development across Davie St. at 1188 Bidwell St. Staff note that the general massing of occupied space has been shaped within the intended development capacity of the new West End Plan, and feel that the overall massing avoids view impacts in excess of the Plan. However, staff recommend reducing the height to meet the C-5A limit or design development to minimize view impacts of the over height elements through Condition 1.8. Private view impact analyses provided show that the main view impact is on existing adjacent development fronting Cardero St., and staff note that minimum tower separation distances are met to all adjacent development.

Building Design: One respondent expressed concern that this project did not do enough to meet its own goal of integrating West End elements such as ribbon windows and textured concrete / mosaic aspects. They requested the architect to provide more considerate, context-specific architecture so that the building is improving the neighborhood rather than only adding density.

Staff Response: Staff are satisfied that the tower form responds to the West End context and note that Conditions 1.3 and 1.4 specifically design improve of external material quality at podium level to improve the performance of the building in this regard.

Parking: Some respondents were concerned that there is inadequate parking provided for this project, and that it will contribute to overall traffic congestion in the West End. Others wrote that this project provides too much parking and that the City should be discouraging vehicles from the West End.

Staff Response: The proposed parking rate for the new residential tower meets the required downtown parking standard. The site itself has good access to services through walking and cycling and to further encourage fewer private vehicle trips, Condition A.2.8 (h) requires all bicycle parking spaces to be provided for all uses including the existing residential tower.

Housing for Families: One respondent was concerned that, with all of the 2 & 3 bedroom units located on the uppermost floors of the building, they will not be affordable for families.

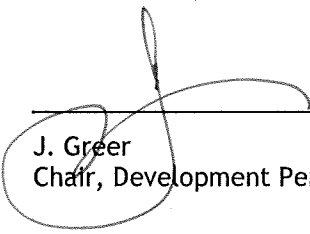
Staff Response: Per the High Density Housing for Families with Children Guidelines, Condition 1.6 explicitly addresses this concern by seeking relocation of family units to lower floors of the building.

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 a decision by the Development Permit Board.

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.

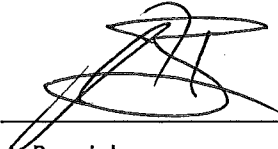
It also requires the Board to consider a By-law relaxation, per Section 5.2 of the C-5A District Schedule. The Staff Committee supports the relaxations proposed.



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 the applicant can and does obtain a relaxation from the Board of Variance to allow an occupancy with a frontage in excess of 7.7 m on a floor within 2 m of grade;

A.1.2 compliance with Section 4.3.2 - Height, of the C-5A District Schedule;

Note to Applicant: A reduction of 5.76 m or compliance with Section 10.11 of the Zoning and Development bylaw is required to meet the height permitted in this zone. Confirmation of view cone compliance will also be required (Contact: Dean McKay or Jane Bateman).

A.1.3 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 elevator shaft, stairwells, guard rails, parapets, etc... are all to be shown on elevation plans and roof plan. Transfer the numbers shown on roof plan to the elevation drawings.

A.1.4 compliance with Section 4.3.6 - Residential uses - Downtown, in accordance with the Parking By-law;

Note to Applicant: A total of 68 parking spaces are required for the existing residential tower (current proposal shows 67 spaces with bonuses included.)

A.1.5 compliance with Section 5 - Loading of the Parking By-law;

Note to Applicant: A total of 2 Class B spaces are required.

A.1.6 compliance with Section 6 - Bicycle Parking of the Parking By-law;

Note to Applicant: A total of 6 Class B spaces are required.

A.1.7 provision of details of bicycle rooms, in accordance with Section 6 of the Parking By-law, which demonstrates the following:

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

A.1.8 confirmation of Section 2.2 - Uses, of the C-5A District Schedule of the Zoning and Development By-law;

Note to Applicant: An approved use as noted in the by-law is to be noted on the plans ("CRU" is not an approvable use under the by-law).

A.1.9 renaming the gym to "Amenity - Gym";

A.1.10 provision of a minimum of 5.7 m³ (200 cu. ft.) of useable storage space for each dwelling;

Note to Applicant: This space is for the storage of bulky items, [e.g., winter tires, ski and barbecue equipment, excess furniture, etc.] The storage area[s] may be below grade with individual lockers in a common space; however, laundry facilities should not be located inside such storage areas. Refer to Bulk Storage - Residential Development bulletin for more information. Northwest and Southwest units have storage rooms that do not comply as they are located in a bedroom.

A.1.11 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.1.12 written confirmation shall be submitted by the applicant that:

- a) the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
- b) adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
- c) 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.1.13 deletion of all references to the proposed signage, or notation on plans confirming that: "All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner assumes responsibility to achieve compliance with the Sign By-law and to obtain the required sign permits.";

Note to Applicant: The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

A.1.14 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.1.15 design development to improve the interface with the lane by the addition of substantial landscape buffering, including minimum two trees, woody evergreen shrubs, ground cover and vines;

Note to Applicant: It is understood that revisions to the architecture are required for this condition to be viable (see also recommended condition 1.4.)

A.1.16 design development to improve frontage at Davie Street by relocation of bike racks away from the street façade, providing a more open and inviting expression of the courtyard, complete with minimum one additional tree and seating opportunities;

A.1.17 design development to expand programming to include an intensive green roof on top roof level, having additional urban agriculture plots, including the infrastructure required and larger common gathering spaces promoting social interaction;

A.1.18 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.

- A.1.19 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.1.20 provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including paving, furnishings, historical features, planters on structures, benches, fences, gates, arbors and trellises, and other features.

Note to Applicant: Details should confirm adherence to the West End Community Plan. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate root balls of proposed trees well into the future. Planting details should confirm the use of soil cells or structural soil for tree plantings on grade.

- A.1.21 new proposed street trees should be coordinated with Engineering and Park Board and the addition of the standard note regarding street trees: "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.1.22 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.1.23 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.

Crime Prevention Through Environmental Design (CPTED)

- A.1.24 Design development to Unit F Level 3 to take into consideration the principles of CPTED as it relates to opportunities for mischief, vandalism, and break and enter.

Note to Applicant: CPTED concerns arise from the ease of access between the unit patio and the adjacent roof of commercial premises.

Housing Policy & Projects / Social Policy & Projects / Cultural Services

- A.1.25 design development to the level 2 common washrooms to confirm a baby change is added.

- A.1.26 design development to the level 3 indoor amenity room to confirm the washroom is wheelchair accessible and to add a baby change.
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A.1.27 design development to common outdoor amenity area proposed on level 3 to allow for a range of children's play activities for a range of ages.

Note to Applicant: Play equipment is not required for the children's play areas, but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, sandbox, a small/tangible water stream or feature, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged.

A.1.28 design development to the outdoor amenity / urban agriculture areas on level 3 to add a compost bin for yard waste and to show hose bib location/s.

A.1.29 design development for additional common outdoor amenity and urban agriculture space on the roof of the new tower.

A.2 Standard Engineering Conditions

A.2.1 consolidation of Lots 1 to 4 and 5 except the W 26' to create a single parcel;

A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement and Indemnity agreement (E64077 - two commercial crossings);

Note to Applicant: Arrangements are to be secured prior to issuance of the development permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition at the development permit stage.

A.2.3 provision of building setback and a surface statutory right of way to achieve a minimum 5.5 meter distance from the back of the City curb to the building face;

Note to Applicant: Remove all structures, bicycle racks, planters and benches from within the setback area. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension.

A.2.4 provision of a construction management plan that demonstrates adequate parking and loading to serve ongoing commercial operation and residential tower to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Should on-site parking become unavailable through construction, suitable off-site provisions will be required.

A.2.5 provision of a letter from the existing commercial operation (London Drugs) acknowledging they have been made aware of changes to loading space truck access and that they are able to modify truck delivery size to accommodate the necessary changes;

A.2.6 provision of analysis and recommendations by a Transportation consultant to:

- a) determine the functionality of truck ingress and egress into the existing London Drugs loading space;
 - b) determine if any on-site modifications will be required to ensure its existing functionality;
 - c) identification of dimensions of the truck which delivers to the London Drugs store and if any reduction in truck size would be required to access the loading space in future;
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- d) whether the existing overall loading bay length, to be diminished through the placement of bollards protecting egress from the future exit corridors opening onto the lane, will be detrimental to the London Drug loading operation;

Note to Applicant: There is a large grade difference between the lane and the loading space within 10' of the loading dock bumpers on the building.

- A.2.7 provision of a loading management plan to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The plan will describe how both the Class A and Class B loading spaces will be shared between the existing commercial and proposed residential uses and include a letter of commitment confirming that they will be shared.

- A.2.8 compliance with the Parking and Loading Supplement to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The following items are required to meet the Parking and Loading Design Supplement:

- a) slope of the loading bay must not exceed 5%;
- b) provision of a standard loading throat (4.6 m in width at 68 degrees);
- c) provision of a double throat, where available space exists, for the Class B loading space to allow trucks to travel either direction in the lane and access the on-site loading spaces;
- d) provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay including the existing London Drugs loading space, and at all entrances;
- e) label all approved on-site Class B loading spaces for existing buildings;
- f) modification of access to the bicycle parking to provide automatic door openers for the bicycle room(s);
- g) identification of the intended access route between the bicycle rooms and the exterior of the building with a line and arrow;

Note to Applicant: the Parking By-Law does not allow the use of stairs and there are several sets of stairs proposed which must be used for cyclist egress. If the public parking elevator is proposed, it must be sized to provide adequate room for 2 persons with bicycles and should have an interior minimum dimension of 1.683m by 2.051m with front and rear access doors. The elevator as shown does not comply with these dimensions.

- h) provision of all required Class A bicycle parking for the existing as well as proposed uses;

Note to Applicant: The addition of this new tower to the site is a significant change and compliance with Class A bicycle parking for all the residential uses on the site is required.

- i) improve visibility for two-way vehicle movement at turns (Section I.B & I.C); and

Note to Applicant: provision of parabolic mirrors located in the corners is recommended and should be noted on plans.

- j) modification of the parking entry ramp to provide a corner cut at grid line B8 to facilitate improved right turns toward the existing residential entry.

Please contact Rob Waite of the Neighborhood Parking and Transportation Branch at 604-873-7217 for more information.

- A.2.9 clarification of the pedestrian access routes for the disabled parking spaces for the existing residential building;

Note to Applicant: A clearly defined accessible access route to the existing residential tower is required for users of the disability stalls.

- A.2.10 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 3 Shared Vehicles and the provision and maintenance of 3 Shared Vehicle Parking Spaces for use exclusively by such Shared Vehicles, on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

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

Note to Applicant: Shared vehicle spaces are required to be a minimum width of 2.9m.

- A.2.11 provision of street trees adjacent the site as space permits;
 - A.2.12 a canopy application is required. Canopies must be fully de-mountable and meet the requirements of the Building By-law;
 - A.2.13 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review;
 - A.2.14 clarification of garbage pick-up operations. Provide written confirmation that a waste hauler can access and pick up from the location shown. Pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying;
 - A.2.15 the General Manager of Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private
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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; and

- A.2.16 provision of an Energy Transfer Station room to the satisfaction of the General Manager of Engineering Services.
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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 **November 4, 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 **May 31, 2016**, 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.1.6 The existing sewer service records indicate service to be within the proposed excavation area. The applicant will be required to coordinate the installation of a proposed new service or maintain the existing service until an upgrade can be provided at a new location for the entire property.

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 Neighbourhood Energy Utility (NEU) Conditions of Development Permit:
 - a) Detailed design of the building HVAC and mechanical heating and cooling system must be submitted to and approved by the General Manager of Engineering Services prior to issuance of building permit.
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- b) Confirmation, prior to issuance of building permit, that all heating equipment for all buildings comprising the development shall be centralized within one common mechanical room at parkade level, and that a dedicated space not less than 21 m² (225 ft²) shall be allocated within the central mechanical room, or other dedicated space connected to the central mechanical room, to serve as the development's future Energy Transfer Station (ETS) connecting buildings to the Neighbourhood Energy System. The dedicated ETS space should be clearly labelled.
 - c) Completion of the Confirmation of Neighbourhood Energy Connectivity Requirements letter of assurance by the design engineer of record, prior to issuance of building permit, certifying that the mechanical design of all buildings within the development adheres to the Neighbourhood Energy Connectivity Standards - Design Guidelines.
- B.2.5 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.2.6 In the event, contamination of any environmental media are encountered, a Notice of Commencement of Independent Remediation must be submitted to the Ministry of Environment and copied to the City of Vancouver
- * Upon completion of remediation, a Notification of Completion of Independent Remediation must be submitted to the Ministry of Environment and copied to the City of Vancouver
 - * Dewatering activities during remediation may require a Waste Discharge Permit
 - * Submit a copy of the completion of remediation report signed by an Approved Professional stating the lands have been remediated to the applicable land use prior to issuance of an Occupancy Permit
- Notice of offsite migration must be submitted to the Ministry of Environment and copied to the City of Vancouver if offsite contaminant migration is suspected or identified. Supporting investigation and remediation data/reports must be provided to the City of Vancouver.
- B.2.7 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.
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Processing Centre - Building comments

- a) The new parkade will be adjacent and connected to the existing commercial/ residential parkade which serves the adjacent residential building. The proposed design needs to be reviewed as it might trigger upgrading requirements for the existing commercial/ residential building.*
 - b) Location of the east property line is not indicated on the drawings. If the east property line aligns with the GL- F than openings located in the east exterior wall and not more than 1.2m from the property line must be protected with closures providing fire-protection rating in conformance with the fire-resistance rating required for the wall.
 - c) Access to the existing parkade and exiting from the existing parkade will be provided through the new parking area. Legal agreement(s) will be required between owners of the adjacent properties.
 - d) VBBL 2014 Subsection 3.8.5. prescribes adaptable housing provisions which are applicable to this project.
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