
399 E 1st AVENUE (COMPLETE APPLICATION)
DE420195 - CD-1(402)

TP/BB/WL/LEB/LM

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Joseph, Engineering Services
D. Naundorf, Housing Policy and Projects
D. Shearer, Park Board

Also Present:

T. Potter, Urban Design & Development Planning
B. Balantzyan, Development Services
L. Beaulieu, Landscape Design
M. Linehan, Urban Design & Development Planning
R. Choy, Engineering Services
W. LeBreton, Development Services

APPLICANT:

Onni Group
Attn: Chip Lyall
300 - 550 Robson St.
Vancouver, BC V6B 2B7

PROPERTY OWNER:

Onni Group
300 - 550 Robson St.
Vancouver, BC V6B 2B7

EXECUTIVE SUMMARY

- **Proposal:** The development of 4 buildings ranging in height from 7 to 15 storeys comprised of: 2 Live/Work buildings with a commercial podium; 1 Hotel building; and 1 Office building all over a common 4 level underground parkade and storage facility.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Building Review Branch comments

Appendix D Applicant's Plans and Elevations and Design Rationale

● **Issues:**

1. Architectural Expression;
2. Live-Work unit layout;
3. Building Sustainability; and
4. Public Art.

- **Urban Design Panel: Support (8-1)**
-

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE420195 submitted, the plans and information forming a part thereof, thereby permitting the development of 4 buildings ranging in height from 7 to 15 storeys comprised of: 2 Live/Work buildings with a commercial podium; 1 Hotel building; and 1 Office building all over a common 4 level underground parkade and storage facility, subject to the following conditions:

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

- 1.1 Design development of the building elevations of the Live-Work Buildings and the Hotel to provide greater evidence of the building type and its use.;

Note to Applicant: the cited inspiration for the design, the voxel, is a three-dimensional element however the development of the building elevations appears shallow in their expression. The industrial and technological influence could be drawn upon to give more clarity and strength of the design concepts and the building expression.

- 1.2 design development of live-work units to provide bonafide space to support work, making, production or similar functions. Further to this, large work, gathering, and meeting space must be provided at the ground floor of each of the live-work buildings;

Note to Applicant: the present unit layouts in live-work buildings 1 and 2 do not appear to substantially differ from any typical condominium space plan. Greater consideration needs to be brought forth to providing units that can compartmentalize work functions from living functions. The “*flex workspace*” located in the hotel building is not supported because it will not provide practical support to the live-work buildings.

- 1.3 design development to improve the passive solar strategies such as solar shading, and amount of glazing as it appears on all buildings;

Note to Applicant: Although described in the application material, the design of the building elevations could exhibit a more fulsome response to solar orientation. In particular, the office building does not appear to be informed by solar orientation. Inclusion of solar strategies will serve to strengthen the architectural expression.

- 1.4 Design development to clarify and provide a suitable location for public art that is appropriate for the neighborhood and also evocative of a creative arts campus.

Note to Applicant: see also standard condition A.1.34 for further details.

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

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

• Technical Analysis:

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED																																																
Site Size ¹	-	-	Irregular																																																
Site Area ¹	-	-	110,680.0 ft. ²																																																
Floor Area ²	Live-Work 180,000.0 ft. ² Hotel 100,000.0 ft. ² Retail Store 152,569.0 ft. ² General Office } Storage Warehouse } 2,936,972.0 ft. ² Total (all uses) 3,369,541.0 ft. ²	-	Live-Work 180,000.0 ft. ² Hotel 100,000.0 ft. ² Retail Store 44,735.0 ft. ² General Office 80,000.0 ft. ² Storage Warehouse 89,330.0 ft. ² Total (all uses) 494,065.0 ft. ²																																																
Total CD-1 site ²	Sub-areas 1, 2, 3A, & 3B: Total (all uses) 3,369,541.0 ft. ²	-	Sub-area 3B: Total (all uses) 494,065.0 ft. ²																																																
Balconies ³	Open 14,400.0 ft. ² (max. 8% of provided Live-Work area)	-	Open 14,256.0 ft. ² (7.9% of 180,000.0 ft. ²)																																																
Amenity ³	Live-Work 10,764.0 ft. ²	-	Live-Work 10,382.0 ft. ²																																																
Height ⁴	Sub-Area 1 150.0 ft.	-	LW1: t/o roof 148.6 ft. LW2: t/o mech. penthouse 147.8 ft. Hotel: t/o roof 148.1 ft. Office:t/o elev. penthouse 116.1 ft.																																																
Parking ⁵	Small Car (25% of 632) max. 158	Live-Work 164 Hotel 194 Office + Retail 229 Storage Warehouse 45 Total (min.) 632 Disability (min.) 20	Live-Work 224 Hotel 194 Office + Retail 224 Storage Warehouse 44 Total 686 Small Car 157 Disability 21																																																
Loading ⁶	-	<table border="0"> <tr> <td></td> <td>Cl. A</td> <td>Cl. B</td> <td>Cl. C</td> </tr> <tr> <td>Live-Work</td> <td>1</td> <td>2</td> <td>0</td> </tr> <tr> <td>Hotel</td> <td>1</td> <td>2</td> <td>0</td> </tr> <tr> <td>Office</td> <td>1</td> <td>2</td> <td>0</td> </tr> <tr> <td>Retail+Sto.</td> <td>0</td> <td>6</td> <td>2</td> </tr> <tr> <td>Total</td> <td>3</td> <td>12</td> <td>2</td> </tr> </table>		Cl. A	Cl. B	Cl. C	Live-Work	1	2	0	Hotel	1	2	0	Office	1	2	0	Retail+Sto.	0	6	2	Total	3	12	2	<table border="0"> <tr> <td></td> <td>Class A</td> <td>Class B</td> <td>Class C</td> </tr> <tr> <td>Live-Work</td> <td>2</td> <td>1</td> <td>0</td> </tr> <tr> <td>Hotel</td> <td>2</td> <td>2</td> <td>0</td> </tr> <tr> <td>Office</td> <td>1</td> <td>2</td> <td>0</td> </tr> <tr> <td>Retail+Sto.</td> <td>4</td> <td>5</td> <td>0</td> </tr> <tr> <td>Total</td> <td>9</td> <td>10</td> <td>0</td> </tr> </table>		Class A	Class B	Class C	Live-Work	2	1	0	Hotel	2	2	0	Office	1	2	0	Retail+Sto.	4	5	0	Total	9	10	0
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Bicycle Parking ⁷	-	<table border="0"> <tr> <td></td> <td>Class A</td> <td>Class B</td> </tr> <tr> <td>Live-Work</td> <td>273</td> <td>6</td> </tr> <tr> <td>Hotel</td> <td>6</td> <td>6</td> </tr> <tr> <td>Office } Retail }</td> <td>6</td> <td>6</td> </tr> <tr> <td></td> <td>23</td> <td>6</td> </tr> <tr> <td>Sto. W/hse.</td> <td>8</td> <td>0</td> </tr> <tr> <td>Total</td> <td>310</td> <td>24</td> </tr> </table>		Class A	Class B	Live-Work	273	6	Hotel	6	6	Office } Retail }	6	6		23	6	Sto. W/hse.	8	0	Total	310	24	<table border="0"> <tr> <td></td> <td>Class A</td> <td>Class B</td> </tr> <tr> <td>Live-Work</td> <td>284</td> <td>16</td> </tr> <tr> <td>Hotel</td> <td></td> <td>6</td> </tr> <tr> <td>Office } Retail }</td> <td></td> <td>4</td> </tr> <tr> <td></td> <td></td> <td>6</td> </tr> <tr> <td>Storage Warehouse }</td> <td>41</td> <td>0</td> </tr> <tr> <td>Total</td> <td>325</td> <td>32</td> </tr> </table>		Class A	Class B	Live-Work	284	16	Hotel		6	Office } Retail }		4			6	Storage Warehouse }	41	0	Total	325	32						
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Live-Work Unit Size ⁹	-	Minimum 506.0 ft. ²	Live-Work units Min. 471.0 ft. ² Max. 1,267.0 ft. ²																																																
Dwelling Unit Size ¹⁰	-	Minimum 400.0 ft. ² Relaxable to 320.0 ft. ²	Hotel units Minimum 357.0 ft. ² Maximum 413.0 ft. ²																																																
Unit Type ¹¹	-	-	<table border="0"> <tr> <td></td> <td>Live-Work</td> <td>Hotel</td> </tr> <tr> <td>Studio</td> <td>0</td> <td>194</td> </tr> <tr> <td>One-bedroom</td> <td>125</td> <td>0</td> </tr> <tr> <td>Two-bedroom</td> <td>85</td> <td>0</td> </tr> <tr> <td>Three-bedroom</td> <td>8</td> <td>0</td> </tr> <tr> <td>Totals</td> <td>218</td> <td>194</td> </tr> </table>		Live-Work	Hotel	Studio	0	194	One-bedroom	125	0	Two-bedroom	85	0	Three-bedroom	8	0	Totals	218	194																														
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¹ **Note on Site Size and Area:** Site area is not verified. Standard Condition A.1.17 seeks confirmation of site area by a BC Land Surveyor.

² **Note on Floor Area:** The proposal is located in Sub-area 3B within a site that consists of 4 sub-areas. Floor area and density is regulated by the CD-1 (402) By-law, which permits a maximum floor area on site rather than a maximum floor space ratio (FSR).

³ **Note on Balconies and Amenity:** Permitted balcony and amenity area is limited to Live-Work units. Although plans indicate proposed amenity area is designated for Live-Work use, the majority of amenity area proposed is located in the Hotel building, which has no provision for amenity exclusions per the CD-1 (402) By-law. Standard Condition A.1.6 seeks compliance.

⁴ **Note on Height:** Building height of the LW1 and Hotel buildings does not include proposed rooftop structures, eligible for increased building height, providing access to green roofs, in accordance with Planning - By-law Administration Bulletin entitled, "Roof-mounted Energy Technologies and Green Roofs - Discretionary Height Increases".

⁵ **Note on Parking:** Required parking for Office, Retail, and Storage uses is achieved by double-counting required disability parking spaces, in accordance with Section 4.1.15 - Calculation of Disability Parking Spaces, of the Parking By-law. The Live-Work component is deficient in the number of disability parking spaces, and Standard Condition A.1.18 seeks compliance.

⁶ **Note on Loading:** Staff support loading relaxation based on submitted rationale and access/loading configuration as reviewed. Standard Condition A.1.22 outlines loading requirement and seeks clarification of proposed Class A loading spaces.

⁷ **Note on Bicycle Parking:** Submitted drawings are unclear as to the number of proposed Class A and Class B bicycle spaces. Standard Condition A.1.24 seeks clarification.

⁸ **Note on Passenger Spaces:** The proposal is deficient in the number of passenger spaces, and Standard Condition A.1.23 seeks compliance.

⁹ **Note on Live-Work Unit Size:** Out of 218 Live-Work units proposed, 23 units are undersized. Standard Condition A.1.4 seeks compliance.

¹⁰ **Note on Dwelling Unit Size:** Staff are satisfied of the livability and privacy of proposed studio type units in the Hotel component of the proposed development, and support relaxation of dwelling unit size, pursuant to Section 10.21.2 of the General Regulations of the Zoning and Development By-law, in consistency with other hotels.

¹¹ **Note on Unit Type:** Proposed work component associated with Live-Work units is General Office.

• **Legal Description**

Lot: P
 District Lots: 200A & 264A & 2037
 Plan: BCP39441

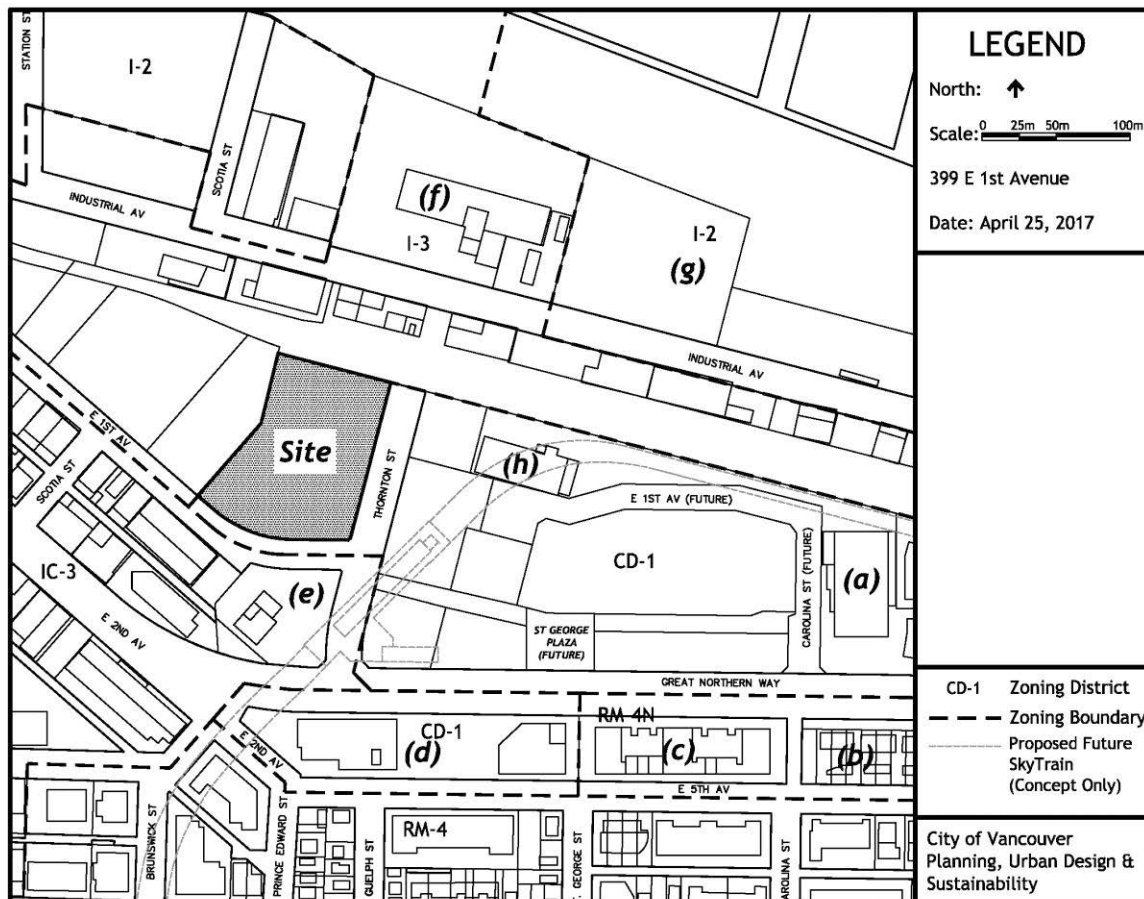
• **History of Application:**

16-07-13 Complete DE Submitted
 16-08-24 1st Urban Design Panel Review
 17-01-30 Revised Complete DE Submitted
 17-02-22 2nd Urban Design Panel Review
 17-04-05 Development Permit Staff Committee

• **Site:** The site is approximately 1.03 ha in the False Creek Flats located north of 1st Avenue, west of Thornton Street and south of the BNSF rail yard. The site has a substantial north-south cross-slope. Vehicle access is located at the north end of Thornton Street serving both residential, retail, and service needs. Along the west property line is a 15.24 m Statutory Right of Way in favour of the City of Vancouver. This right of way is to accommodate the future daylighting of Brewery Creek. In the interim, this area is a landscaped public space.

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

- a) Centre for Digital Media (CDM|577) - 577 Great Northern Way, 2-storey institution;
- b) Northern Way Housing Cooperative - 675 E 5th Avenue, 5-storey residential complex;
- c) 525 E 5th Avenue, 4-storey residential complex;
- d) St. Francis Xavier Roman Catholic Church and School - 428 Great Northern Way, 3-storey church;
- e) Canvas - 401 Great Northern Way, 7-storey residential and artist building;
- f) Recycling Centre - 455 Industrial Avenue;
- g) BNSF Rail Yards - 459-649 Industrial Avenue, industrial land; and
- h) Equinox Gallery, 525 Great Northern Way, 2-storey warehouse and gallery



• **Background:**

Lot P is subject to CD-1 (402) which comprises 1.03 ha of land in the False Creek Flats located north of 1st Avenue, west of Thornton Street and south of the BNSF railyard. Approved by Council in 1999, CD-1 (402) reflected the intent of Finning International Inc. to develop the site as the Great Northern Way Technology Park. To accompany the CD-1, a Structure Plan and Design Guidelines were adopted to guide redevelopment. Ultimately, the Technology Park concept was not successful so in 2001 Finning gifted the lands to the Great Northern Way Campus Trust (GNW Trust) comprised of four academic institutions: UBC, SFU, Emily Carr University and BCIT.

The aspirations for the site evolved; consequently, between May and December 2013 City staff worked collaboratively with the GNW Trust and Emily Carr University to develop a updated Structure Plan and Design Guidelines. The revised Structure Plan and Design Guidelines are intended to offer general guidance while allowing flexibility in the design process and in implementation, on the following:

- (a) Road network and walking, cycling, and motor vehicle circulation;
- (b) Development parcel configuration and phasing;
- (c) The future Station at Thornton Street;
- (d) Site grading and flood control levels;
- (e) Open space and park configuration;
- (f) Site servicing and utilities;
- (g) Public realm design; and
- (h) Skytrain Extension.

The revised Structure Plan did not alter land use or density provisions. A key aspect of the revised Structure Plan includes the creation of vital open space for the campus which includes a park space at Thornton Street, a plaza at the foot of St. George Street, and a pedestrian spine. The revised Structure Plan and amended Design Guidelines were approved by Vancouver City Council on February 4, 2014 to facilitate the redevelopment of the site as a cultural and artistic district, including the relocation of the Emily Carr University of Art and Design. The plan supports the City's goals to create job space, to attract investment, and to revitalize the area in an environmentally sustainable way. In February of 2013 Great Northern Way Trust sold Lot P to the Onni Group.

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

The site is subject to the CD-1 (402) By-law. The site is in sub-area **3B** with respect to use and Sub-area **1** in terms of height. In this By-law there is a broad range of uses from Child Day-Care to various service uses. In section 5 of the By-law uses are correlated to densities across the entire campus. In Sub-area 3B there is 16 722 m² available for Live-Work uses and 9 290 m² available for Hotel use. In general, it is thought that there is more density ascribed to the site than can be achieved in its built form. The permissible heights in the By-law range from 13.71m to 45.72m. The Lot P site has an allowable height of 45.72m (150 ft.)

There are also design guidelines for the area (Great Northern Way Guidelines) that were updated in February of 2014. Unlike others, they do not contain substantial form of development parameters but instead provide general performance criteria to support the making of a creative campus including the creation of a successful public realm and open space that enhances the campus life and also benefits the neighbourhood.

Key principles and goals of the Guidelines include some of the following:

- (a) create a strong sense of place for an emerging arts campus;
- (b) create a pedestrian spine and public open space to enhance wayfinding and link buildings to open spaces and a future transit station;
- (c) provide a high degree of amenity and open space for students;

- (d) establish new grades to better integrate the site to the surrounding neighbourhood;
- (e) buildings that are greater than 250' in length are to be broken down into smaller increments.

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

Density and Use: The design of all buildings in the proposal, located in Sub-area 3B, in terms of density and use is consistent with the listed uses in the By-law and meet the density allocations in Section 5 of the By-law. More specifically, the live work floor area of 16 722 m² (180,000 sf), Office use of 7 432m² (80,000 sf), and hotel use of 9 290 m² (100,000 sf) are all within the limits defined in the By-law.

Built Form: The site planning in terms of building placement is generally consistent with early planning studies of the site. The orientation of the buildings allow sun exposure to the public space between the buildings, in addition to facilitating pedestrian movement through the site. There is an approximate 8.0 m setback along 1st Avenue to allow for transition of grade, room to accommodate the public realm treatment adjacent to the bikeway on 1st Avenue.

The height and massing of the buildings are consistent with the design guideline objectives and meet with the height criteria of the By-law. The separation between buildings is sufficient to support the livability of the residential units. In terms of the material and expression of the buildings, three of the buildings, live-work and hotel, generally use the same motif and selection of materials. The architectural idea for the buildings is based on a voxel which is a 3D pixel. Although the voxel is a 3 dimensional entity, the elevations appear to be low-relief and two dimensional in their expression. The design development of these buildings can be strengthened if they were informed by the industrial character of the area, the use of the buildings, and the enhancement of sustainable measures. Further design development along these lines has been requested in recommended Condition 1.1.

Buildings LW1 and LW2 are proposed as live-work buildings comprised of two 15 storey buildings and 16,722m² of living space. The mix of units is diverse; however, staff reviewed the unit layouts and there does not appear to be sufficient attention in the unit design to support work functions. The units do not substantially differ from any typical residential only layout. Staff request further design development to unit layouts that can better support work and living functions (see recommended Condition 1.2).

The office building carries the appearance of a typical office building with use of a window wall system. The project appeared at the Urban Design Panel in August, 2016 and at that time, the panel was of the opinion that the office building was a mere extrusion and under articulated. Some architectural “clips” have been added at the corners of the building, the expression does not otherwise seem to respond to context or solar orientation. Further design development will serve well to articulate the building, respond to context, and solar orientation. Staff recommend further design development of the office elevations in recommended Condition 1.3.

Public Realm: The design of the public realm includes a range of hard and soft landscape solutions, gathering areas, rainwater infiltration and detention strategies, a water feature and space for children’s play. The rainwater infiltration area occurs on the Statutory. Stairs and an elevator occur towards the western portion of the site to facilitate pedestrian movement through the site. There is also a stair towards the NW corner of the site ensuring that pedestrians can move freely from the public area in the statutory right of way (Brewery Creek) to the children’s play area. This design attribute was in response to earlier advice received by the Urban Design Panel. The plaza area, in the centre of the site, has been identified as a potential area for the placement of public art, in addition to the south wall of the hotel building. Staff recommend that the public open space is well suited and recommend that the applicant provide further clarity on the specific nature and quality of the public art contribution for the proposal and its location (see recommended Condition 1.4).

• **Conclusion:**

Staff consider this an appropriate response to the site in terms of its site planning, overall scale, massing, and design for the public realm. Staff recommend support of the proposed application subject to meeting the recommended conditions of approval outlined in this report and in Appendix A.

URBAN DESIGN PANEL

Introduction: Tim Potter, Development Planner, introduced the site as being located on E 1st Avenue at Thornton Street. There is a significant slope going from north to south across the site. The BNSF railway is located immediately to the north of the site, and the site is governed by CD-1 (402) which was updated in 2013. The proposed development application is comprised of a hotel building, an office building, two live-work buildings and a public plaza, and a landscaped area on the Brewery Creek Statutory right of-Way (SRW). The proposed maximum height of the buildings on the site is 150 ft. Previous Panel's Consensus on Key Aspects Needing Improvement: Overall, the site massing and layout does not fit together well based on past guidelines, and does not appear to be generated from the context of the site; The pixel/voxel articulation is a superficial applied expression and is not 3 dimensional enough, for example the unit planning and how it relates to the massing and expression of the building are not integrated; The layering and materiality could be further developed; The landscaping is too commercial and corporate and doesn't take into consideration the livework residential uses; There should be more amenity space for the live/work residents; There should be a more credible separation between the live work/space evident in the unit plans. Advice from the Panel on this application is sought on the following: 1. Have the panel's previous concerns been satisfied successfully?

• **Applicant's Introductory Comments:** The applicant team noted that the architectural expression has been edited down to a more controlled identity. A look was taken at 'landing' the buildings. The area is not well-developed currently, but up the hill the predominant material is brick. So brick has been used at the ground floor and re-enforced though canopies. Wherever one walks in the site, you can walk through the site without re-tracing your steps. The entryways have been opened up and highlighted through arch details, and there is now another way into the hotel for pedestrians at the upper levels. As in other developments, there is a shared larger amenity for the buildings. The circulation pattern is an essential component to the site design. There is a bicycle route along great northern way, and there is a setback which responds strongly to this condition through an active and animated space, and the slope has been taken advantage of by adding retail entries where the grade drops down. The type of open space provided is the most appropriate considering the live/work space locations. All of the rainwater goes down into a depression to create a very native, bipedal area. Water elements are used throughout the site to add playfulness, and there are private patios on the live/work, rooftop space on the hotel, and urban agriculture up at the roof. Public art has been thought about, and there is a planned space for a significant piece of art. The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

- a) Design development on the live/work spaces to make them look less like condos while still encouraging the live/work dynamic;
- b) More consideration should be given to bicycle movement throughout the site;
- c) Consider a changing, dynamic art component which is connected to Emily Carr;
- d) The urban agriculture is not necessary or successful over the office building.

Related Commentary: The panel started by noting that the concerns from the previous panel have been mostly resolved. However, it looks like static public art options are being explored and the applicants should consider a more dynamic option instead. Try doing something which would work with Emily Carr to create a cultural precinct. Re-consider the urban agriculture; it is on top of a commercial

building and will not be used. The playground needs a little bit more design development as well. Also, develop the live/work typology a bit more. Spice things up a bit. Younger generations do not get around by cars, and more thought needs to be given to cycling in consideration of this. Develop the bike storage and parking much more, and really encourage bicycling in the area by provision of cycling concessions.

• **Applicant's Response:** The applicant team thanked the panel and noted that it is interesting how the panel liked the previous pixelated scheme a bit better. The live/work the comments are appreciated, and there could have more work facilities in the area.

EVALUATION: SUPPORT (8-1)

ENGINEERING SERVICES

The proposed development is situated in the Great Northern Way Campus (GNWC) Lands which are adjacent to the existing Central Valley Greenway, within 1.2 km of the VCC-Clark SkyTrain Station, 400 metres of Main Street, and on the 84 bus route. As such, the development is well-positioned to have high levels of walking, cycling and transit use.

There has been a longstanding expectation that the Millennium Line would be extended from the current terminus at VCC-Clark through the GNWC and further westward to Central Broadway, and ultimately to the University of British Columbia. Most recently, Phase 1 of the Millennium Line Broadway Extension to Arbutus Street was included in the regional Mayors' Council Transportation Plan and is currently going through reference case design work and a procurement readiness exercise.

The GNWC structure plan was developed with consideration that the Millennium Line SkyTrain extension passes across the north edge of the Campus Lands and turns southward towards a new station at Thornton Street and Great Northern Way. Once the SkyTrain extension is operational, given the increased convenience, transit capacity and connectivity, overall parking demand is expected to reduce. SkyTrain construction is expected to disrupt vehicular access to Thornton Street for an extended period of time, and as such, this application is responsible for providing traffic signal and intersection improvements at Scotia Street and Great Northern Way; refer to Engineering Condition A.2.6.

With respect to loading spaces for the project, based on the provided rationale and access/loading configuration as reviewed, Transportation is comfortable supporting a relaxation of the loading requirements of 2 Class C and two Class B bays, on condition that the applicant provide a total of 10 Class B and 9 Class A loading bays. Two of the 9 Class A bays are to be provided in the live-work parking level to offset the one Class B loading shortfall for this use (refer to standard condition A.1.22).

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

LANDSCAPE

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

HOUSING POLICY & PROJECTS / CULTURAL SERVICES

Housing staff have reviewed the plans and seek further design development to the “Live Work” buildings, in order to support enhanced livability in a dense urban context (see standard conditions A.1.34 and A.1.36).

While there is a Detailed Public Art Plan in place, recent discussions with the applicant may lead to changes to the Plan that would focus the public art to the central plaza, rather than on the hotel building. This will require review and approval by the Public Art Committee (refer to standard condition A.1.34).

ENVIRONMENTAL PROTECTION BRANCH

The existing Certificate of Compliance of 2000 for the subject site was issued for CSR-Commercial standards, which is applicable to the proposed development. According to the plans of November 29, 2016 there are no residential units at grade for the two proposed live/work towers. Therefore a remediation agreement is not required.

BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

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

Further comments regarding Building By-law requirements, and specifically comments provided by Vancouver Fire and Rescue Services, are contained in Appendix C attached to this report.

NOTIFICATION

Two site signs were placed at the site, one facing East 1st and one facing Thornton Street. On February 27, 2017, 416 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.

A total of 9 written responses were received via email. Of all of the responses, 1 expressed direct opposition to the proposal and 8 expressed significant concerns as outlined below.

Tower Design: Some respondents commented that the buildings’ design did not embody the Rubix concept, as presented in the design rationale; and that the applicant should do more to reflect the innovative and interesting nature of the Great Northern Way campus buildings currently under construction.

Staff Response: Condition 1.1 seeks further design development of the Live Work and Hotel buildings, to strengthen the clarity of the proposed design concepts.

Density, Height, and View Impacts: There were some concerns about how the proposed buildings would negatively affect views to the north, for those residents living south of Lot P. There were also concerns that the proposed building heights were above that which is allowed in the CD-1 by-law.

Staff Response: The proposed use, density, and height of this project conform to the CD-1 bylaw.

Brewery Creek Open Space: Some respondents were interested in the landscape plans for the Brewery Creek statutory right of way (15.24 meters setback, along the western boundary of the site) and how to improve its performance as a public space, and pay homage to Brewery Creek in a more meaningful way.

Staff Response: The design of the Brewery Creek statutory right of way will be subject to further staff review and approval (please see recommended engineering condition A.2.5).

Retail Spaces at Grade: Some respondents were concerned about the size of the proposed retail spaces possibly being conducive to large format retailers that could create congestion and traffic issues in the neighbourhood.

Staff Response: With respect to the proposed commercial and retail uses, the parking and loading requirements of the Parking by-law have been met. These spaces will be appropriately served.

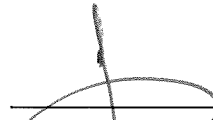
Construction Noise & Other Impacts: There were concerns about construction noise, disruption and traffic impacts of additional developments in the neighbourhood. Residents in the surrounding properties want to see construction activities carefully handled to minimize the impacts, and potential conflicts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

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.

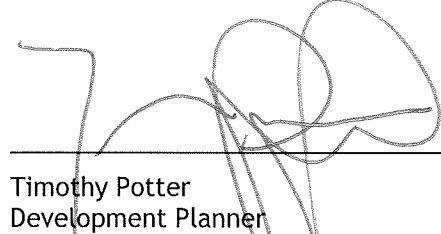
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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 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.

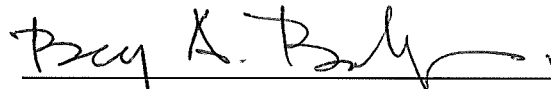
Staff Committee supports this application and is satisfied that this proposal is consistent with the rezoning and supports the application with the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



Timothy Potter
Development Planner



Berg Balantzyan
Project Coordinator

Project Facilitator: Wendy 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 Council approval for Live-Work use;

Note to Applicant: Live-Work use is currently limited to Victory Square, Gastown, Chinatown, and Hastings Street Areas, per resolution of Council at the Public Hearing on October 20, 2005.

A.1.2 Council approval for amendments to the CD-1 (402) By-law, as presented at the Public Hearing on December 15, 2015;

A.1.3 the proposed form of development can and does become approved by City Council;

A.1.4 Live-work units containing a minimum floor area of 47.0 m² (506.0 ft.²) in accordance with Section 11.23 - Live-Work Use of the Additional Regulations of the Zoning and Development By-law, noting the following:

- i. measurement of unit size shall be calculated using the inside dimension of the walls. Interior partition walls, within the live-work unit, are to be included in the measurement.
- ii. Further, any bulk storage EXCLUDED FROM FSR CALCULATIONS shall NOT be included in the measurement of the live-work unit floor area;
- iii. the following units do not comply:
 - a) 1-bedroom Type C Unit (501.0 ft.²) on Levels 2 to 12, Live-Work building 1 (LW1);
 - b) 1-bedroom Type A Unit (471.0 ft.²) on Levels 2 to 12, and 1-bedroom Type H Unit (482.0 ft.²) on Level 2, Live-Work building 2 (LW2);

A.1.5 clarification and confirmation of proposed floor area;

Note to Applicant: Floor areas on Statistics tables and FSR overlays do not match.

A.1.6 design development to relocate all amenity areas in the Hotel building to the Live-Work building(s);

Note to Applicant: Exclusion from the computation of floor area is permitted only for amenity areas associated with Live-Work use. Amenity areas in the hotel building will be included in the computation of Hotel floor area.

A.1.7 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, Director of Legal Services, and Chief Building Official for a Flood Plain Covenant prior to Building Permit issuance;

Note to Applicant: The site is located in a designated flood plain.

A.1.8 provision of a minimum floor level elevation of EL 4.6 m for Level P1, in compliance with "Flood Plain Standards and Requirements" of City of Vancouver Land Use and Development Policies and Guidelines;

Note to Applicant: Elevation and Section drawings show both EL 4.5 m and EL 4.6 m for Level P1.

A.1.9 provision of the interpolated building grade under the northwest corner of the elevator/stair core rooftop of the Office building, to be shown on Drawing No. 05A - Height Overlay;

A.1.10 submission of complete and fully-dimensioned drawings, in a consistent form of measurement;

Note to Applicant: Submitted drawings are in metric, but floor areas are in Imperial measure. Both should be in one measure or the other.

A.1.11 provision of vertical vent space(s) to accommodate future proposed restaurant exhaust from retail store levels;

Note to Applicant: Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.

A.1.12 notation/clarification of the uses of all rooms/spaces in the entire proposed development, including but not limited to the following:

i. all open and/or enclosed balconies, noting the following:

- a) all balconies should be illustrated on the floor plans, matching on the small and large scale floor plans;
- b) open roof decks, i.e., decks directly above spaces included in floor area, e.g., on Level 2 in LW1 and LW2, may be excluded from balcony area, but portions of roof decks located above balconies or open space, such as on the north and south sides of rooftop in LW1, and east side of rooftop in LW2, must be included in the computation of balcony area;

Note to Applicant: Submission of revised overlays indicating all spaces included or excluded from balcony area calculations will be required.

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

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

iii. heat pump area/space in the following units:

- a) 2-bedroom Type D unit on Levels 2 to 14 in the Live-Work 1 building;
- b) 2-bedroom Type B unit on Levels 2 to 12, 2-bedroom Type I unit on Levels 2 to 10, and 3-bedroom Type C unit on Level 13 in the Live-Work 2 building;

iv. "Office" to be noted as "General Office" on floor plans;

v. "Storage Warehouse" to be noted as "Data Storage Warehouse" on the floor plan of Level P5, Drawing No. 14;

A.1.13 compliance with Planning - By-law Administration Bulletin entitled, "Bulk Storage and In-suite Storage - Multiple Family Residential Developments", noting the following:

i. storage rooms shall not contain windows, as in the 1-bedroom Type F unit on Levels 2 to 14, and in the 3-bedroom Type H unit on Level 15 in the Live-Work 1 building;

Note to Applicant: If windows are to remain, notation shall be provided on plans stating, "Opaque glass to exterior, gypsum board and framing to interior - typical to storage rooms adjacent to exterior fenestration".

- ii. each storage unit in the underground parking levels must accommodate minimum 5.7 m³ (200.0 ft.³) of storage space, have a minimum clear horizontal dimension of 1.2 m (4.0 ft.) in all directions, and a full floor-to-ceiling height of minimum 2.1 m (6.9 ft.);

Note to Applicant: Storage units should be dimensioned to demonstrate compliance.

- A.1.14 provision of a minimum of 2.75 m (9.0 ft.) clear height under the sign band of the commercial units;

Note to Applicant: The height requirement does not apply to recessed sign bands which are flush with the storefront glazing.

- A.1.15 provision of notation on plans confirming that: “Public art is shown for reference only and is not approved under this Development Permit.”

- A.1.16 deletion of references to outdoor seating;

Note to Applicant: Outdoor seating shall be approved under a separate Development Permit. This would likely occur once a commercial tenant is identified, and details of the operation are available.

- A.1.17 confirmation of site area after all required dedications, verified by a British Columbia Land Surveyor;

- A.1.18 compliance with Sections 4.8.1 and 4.8.4 - Disability Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services, including the following:

- i. provision of a minimum of 8 disability parking spaces for 218 proposed units in the Live-Work component of the proposed development;

Note to Applicant: Submitted plans indicate only 7 disability parking spaces designated for Live-Work use.

- ii. a minimum of 2.3 m (7.5 feet) unobstructed vertical clearance is required for a disability parking space and all entry points, manoeuvring aisles, and access ramps leading to the disability parking space. Compliance with required vertical clearances should be clearly demonstrated on the submitted plans;

- A.1.19 provision of curbs, in accordance with Section 4.8.9 - Curbs, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Curbs should be dimensioned and identified with notation on the floor plans.

- A.1.20 clarification of proposed number of parking spaces, noting the following:

- i. Class A loading spaces should not be numbered as parking spaces;
 - ii. 2 parking stalls are numbered Parking Stall No. 96 on all levels of the underground parking plans;
 - iii. space noted as “80 - not a stall” should be deleted from the Level P4 parking plan;
-

A.1.21 confirmation that at least 20 percent of all off-street Live-Work parking spaces, and 10 percent of commercial parking spaces will be available for charging of electric vehicles;

Note to Applicant: Although this is a Building By-law requirement under Part 10 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link: <http://vancouver.ca/home-property-development/electric-vehicle-charging-requirements.aspx>

A.1.22 based on submitted data, provision of a minimum of seventeen (17) loading spaces is required in accordance with the Parking By-law, to the satisfaction of the General Manager of Engineering Services, noting the following:

- i. a minimum of one Class A loading space is required for each of the Live-Work, Hotel, and General Office components of the proposed development;

Note to Applicant: Proposed number of Class A loading spaces should be clarified. The Loading table on Drawing No. 02 notes 6 proposed, but plans show 9 spaces.

- ii. a minimum of two Class B loading spaces is required for each of the Live-Work, Hotel, and General Office components of the proposed development, and 6 Class B loading spaces are to be provided for the combined requirement of the Retail Store and Storage Warehouse components;
- iii. a minimum of two Class C loading spaces is required for the combined requirement of the Retail Store and Storage Warehouse components of the proposed development;
- iv. number and class of loading spaces designated for each use should be noted on the submitted plans;

Note to Applicant: Engineering does not object to the requested loading relaxation of 2 Class C and 2 Class B loading bays for this site on condition that the applicant provides a total of 10 Class B and 9 Class A loading bays. 2 of the 9 Class A bays are to be provided in the live-work parking level to offset the one Class B loading shortfall for this use.

A.1.23 provision of a minimum of one Class A passenger loading space for the Hotel component of the proposed development, in accordance with the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

A.1.24 provision of bicycle parking, in accordance with Section 6 of the Parking By-law, as follows:

- i. a minimum of 29 clothing lockers is required for each gender for the 41 commercial Class A bicycle spaces proposed on Level P1, in accordance with Section 6.5 - Clothing Lockers, of the Parking By-law;

Note to Applicant: At least 50 percent of the clothing lockers must be full size.

- ii. clarification of proposed number of Class A bicycle spaces in the bicycle room adjacent to the commercial bicycle room on Level P1;

Note to Applicant: "38 Spaces" is noted, but 35 spaces are shown.

- iii. of the proposed total number of Class A bicycle spaces, at least 20 percent must be bicycle lockers, and a maximum of 30 percent may be vertical spaces;

Note to Applicant: Bicycle lockers, in accordance with Section 6.3.18 - Bicycle Locker Design and Security, of the Parking By-law, should be graphically represented with doors for easier identification on the plans.

- iv. a minimum of 6 Class B bicycle spaces is required to be provided on site for each of the Live-Work, Hotel, General Office, and Retail Store components of the proposed development;

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

- A.1.25 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meter in a manner that minimizes their impact on the building's open space and the public realm;

Note to Applicant: In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways, and parking or loading areas.

- A.1.26 provision of the following notations on the submitted plans:

- i. "The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";
- ii. "The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law";
- iii. "A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";
- iv. "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighborhood and comply with Noise By-law No. 6555".

Standard Landscape Conditions

- A.1.27 Design development to increase soil volumes for tree planting, as follows;

- i. Provision of larger raised planters in the central courtyard area to a minimum distance of 1.25 m soil radius per tree (measured from trunk to inside surface of planter);
- ii. Provision of larger raised planters in the area between the hotel and office a distance of 1 m soil radius per tree (measured from trunk to inside surface of planter);
- iii. Increase the width of the planters in the area between the hotel and office a distance of 1 m soil radius per tree (measured from trunk to inside surface of planter);
- iv. Lower the slab to the area east of the office building to accommodate trees. The tree planting trough should be 1 m deep and be continuous in the horizontal plane. The terraces may need to be reconfigured to allow for a min. 1 m soil radius per tree (refer to section 1, sheet L7.1).
- v. Increase the width of the planter east of the Live Work 1 building to accommodate trees. The tree planting trough should be a distance of 1 m soil radius per tree (measured from trunk to inside surface of planter).
- vi. Provision of wider raised planters to the south of the Live Work 1 building to a min. distance of 1 m soil radius per tree (measured from trunk to inside surface of planter);

- A.1.28 Provision of additional sections, as follows:

- i. through at grade tree plantings (for example, the trees in between the Hotel and the Live Work 1);
-

- ii. through the west edge and into the adjacent Brewery Creek landscape area;

Note to Applicant: This information is required to demonstrate compatibility with the adjacent site.

- A.1.29 Provision of a soil volume overlay sheet;

Note to Applicant: The plans shall show hatching, notations and labels to clarify the depth and width of various types of soil planters (above and below grade), where applicable. This should be presented in large scale plan view for of each of the six sub-areas denoted by the key plan.

- A.1.30 Illustration of rain water management solutions on the landscape and architectural plans;

Note to Applicant: This is intended to depict how rainwater is managed and connections are made from the landscape and the building. This need not be at the level of detail of mechanical design.

- A.1.31 Provision of a detailed written description of the rain water management strategy;

Note to Applicant: This shall describe how rainwater is managed and how any performance expectations for quantity and quality of rain water runoff are satisfied.

- A.1.32 Clarification of tree removal or tree retention;

Note to Applicant: There are two trees noted on the survey along the west edge. These trees may have been retained during site preparation work. Trees that are outside the work zone should be protected.

- A.1.33 Provision of a protection plan for the vegetation along the west edge (Brewery Creek);

Housing Policy & Projects / Cultural Services Conditions

- A.1.34 Provision of a detailed Public Art Plan;

Note to Applicant: Due to recent changes to the proposed public art for this site, the Public Art Plan will need to be reviewed and confirmed by the Public Art Committee before issuance of the development permit (see also recommended condition 1.4).

- A.1.35 Design development to the proposed outdoor rooftop space to include a common outdoor amenity area, for all of the residents of the live work buildings, which includes a soft surface landscaped area suitable for a range of children's play activity;

Note to Applicant: Play equipment is neither required nor encouraged, but natural elements such as logs / boulders / sand which provide a range of motor skills and creative play opportunities is encouraged. The rooftop outdoor common amenity area should include planters which provide opportunities for urban agriculture by residents and provide the necessary supporting infrastructure (hose bib, potting bench and tool storage closet or chest).

- A.1.36 Design development to the rooftop to co-locate with the common outdoor amenity area an indoor common amenity room (equipped with kitchenette, storage closet, and an accessible washroom) of at least 37m²;
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A.2 Standard Engineering Conditions

- A.2.1 modification or replacement of SRW Agreement B59475 (Explanatory Plan 12403) to reflect only the portion still required running along part of the west property line (reduced due to the relocation of the east-west running section of sewer line to the north end of the site) is required;
- A.2.2 confirmation that access thereto and egress therefrom the Lot S Parking Spaces is available for use by the City, the Province and the Users, or make legal arrangements to provide 5 alternate parking spaces per the Temporary Parking Agreement (CA3636061-CA3636068) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services;
- A.2.3 delete the portion of exterior stairs shown within the "Service ROW" (SRW CA5434545), west of the vehicle turn-around area;
- A.2.4 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Above Grade Bulkhead Agreement BB741535-7 (providing the City with an easement of support for adjacent City streets) prior to building occupancy;

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 DP stage.

- A.2.5 provision of a separate application to the General Manager of Engineering Services for the detailed design of the Brewery Creek Open Space Area per the Brewery Creek Open Space Agreement (BN316010-BN316011). Please submit a copy of the civil, electrical, and landscape plans directly to Engineering for review;
- A.2.6 Provision of intersection improvements and new traffic signals at Great Northern Way and Scotia Street, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The improvements include, but are not limited to, geometric changes, installation of left turn bays, installation of traffic signal poles and street lights, installation of bike signals and audible signals, installation or replacement of traffic signal controllers and signal infrastructure, construction or relocation of curb, relocation of poles and utilities, installation of pavement markings, and all associated or incidental Road Works.

- A.2.7 Provision of detailed design of sidewalk crossing for fire access to the Hotel, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Detailed design should include sidewalk improvements and removal of street trees to accommodate fire trucks. See also Appendix C for further details regarding required fire fighting access.

- A.2.8 deletion of the portions of the buildings that encroach into SRW EPP49212 and SRW Plan LMP 44115;
- A.2.9 deletion of the portion of the parkade that extends beyond the southern property line;

Note to Applicant: Refer to page 52 of the drawing set.

- A.2.10 design and location of all crossings, to the satisfaction of the General Manager of Engineering Services;
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Note to Applicant: Submission of a crossing application is required.

A.2.11 removal of canopies that encroach over the east property line shown on page 49;

A.2.12 clarification of garbage storage and pick-up space;

Note to Applicant: Please show containers and totters on plans for recycling and garbage needs and refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins. and Note; 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.2.13 provision of top of wall and bottom of wall elevations in metric at key points of any walls located at the property line and adjacent to any sidewalks;

A.2.14 provision of a minimum 18" setback between any sidewalk and any planting located at or near sidewalk elevation. The setback may be a sod grass strip or hard surface. This is required to minimize encroachment of the plant material onto the sidewalk;

A.2.15 Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- a) provision of additional turn swaths by a Transportation Engineer showing two-way vehicle flow manoeuvring is provided at the top of the parking ramp, on the inside radius, for the ramps on the P2 and P3 parking levels. Refer to the NE corner of the Office elevator and stairwell core for the corner that is of concern.
- b) provision of design elevations at all entrances, both sides of the parking ramps at all breakpoints, both sides of the loading bays, throughout the parking and loading areas and at all entrances.

Note to Applicant: The slopes and length of the ramp sections must be shown on the submitted drawings.

- c) provision of section drawings showing elevations, vertical clearances, and security gates for the main ramp, the parking levels and loading bays.

Note to Applicant: Label minimum clearance for parking levels on the drawings, including overhead gate and mechanical projections. Minimum 2.3m clearance is required for Class A loading and disability spaces and 3.8m clearance is required for Class B loading.

- d) confirm that minimum 2.0m vertical clearance is provided for stalls 230 and 231 on the P4 parking level.

Note to Applicant: provide a section drawing through the stalls with the minimum vertical clearance dimensioned on the drawings.

- e) provision of minimum 20' aisle width for the residential overhead gates.
 - f) label the elevators on all the parking levels.
 - g) confirm pedestrian access/egress is provided to the Hotel elevator from the Hotel parking on the 3rd and 4th floor parking levels.
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Note to Applicant: Hotel parking should be located so that pedestrians are not required to use the vehicle ramp to access the elevator. Engineering recommends relocating the 5 hotel parking spaces on P4 to the P3 parking level.

- h) provision of 2.6m stall width for stall 118 on the P4 parking level.
- i) provision of parking curbs or wheel stops for perpendicular or open-ended stalls. Stalls include, but are not limited to: 95-96,115-119,129-130, and stalls 181-183 on Level P3.
- j) clarify the loading routes from the live work loading bay to the Live Work 2 Lobby and from the Retail loading bays to the Retail units on the Ground Floor.

Note to Applicant: Show the loading routes on the plans.

- k) provide automatic door openers on the doors providing access to the bicycle room(s).
- l) provision of plans showing the access route for the Class A bicycle parking to reach the outside.
- m) provision of additional Vehicle Trip Generation, Operational Capacity Review and Synchros modelling that includes a scenario for an un-signalized intersection at Thornton and Great Northern Way.

A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work.
 - A.3.2 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 a copy to the City of Vancouver.
 - a) Upon completion of remediation, a Notification of Completion of Independent Remediation must be submitted to the Ministry of Environment and a copy to the City of Vancouver.
 - b) Dewatering activities during remediation may require a Waste Discharge Permit.
 - c) Submit a copy of the completion of remediation report with supporting data signed by an Approved Professional confirming the lands have been remediated to the applicable land use prior to occupancy permit issuance.
 - A.3.3 Must comply with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal Bylaws (e.g. Fire Bylaw, Sewer and Watercourse Bylaw).
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B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated April 5, 2017. 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 **November 6, 2017**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 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 Engineering Services advises that:
- i. detailed design of the HVAC and mechanical heating system including any provisions for waste heat recovery and reuse must be reviewed and approved by the General Manager of Engineering Services prior to issuance of building permit.
- Note to Applicant:** The applicant shall refer to the Energy Utility System By-law (9552) and NEU Connection Guideline (2016) for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the mechanical design;
- ii. submission of a Neighbourhood Energy Utility (NEU) application for energy service, specifying service request date, is required prior to issuance of building permit.
- B.1.7 Environmental Services advises that:
- i. Erosion Sediment Control Plan is required at the Building Permit application stage for review and acceptance;
 - ii. a Waste Discharge Permit may be required for dewatering activities subject to the groundwater quality prior to treatment.
- B.1.8 Addressing Coordinator advises that:
- i. additional addresses may be required prior to issuance of the Building Permit. Unit numbers are to be assigned, for example 1st storey (100 series), 2nd storey (200 series) etc. A floor layout plan, including addressing and unit numbers, is to be submitted prior
-

to Building Permit issuance and shown on drawings submitted with full construction drawings. For information please contact Addressing Coordinator at 604.873.7986;

- ii. application for new street names on public and private property must be submitted to the Civic Asset Committee, c/o/ The City Clerk's Office, and approved by City Council. All new street names (public and private) must be in place before the Building Permits can be issued.

B.2 Conditions of Development Permit:

- B.2.1 All services, including telephone, television cables and electricity, shall be completely underground.
- B.2.2 No exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
- B.2.3 Amenity areas of 1,225.0.0 sq. ft. on Level 2 of LW1 and LW2, excluded from the computation of floor area, 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 tenants of the LW1 and LW2 buildings; 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 LW1 and LW2 buildings.
- B.2.4 All approved street trees shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit or any use of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.5 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
- B.2.6 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use of occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.7 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.8 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.9 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

Note to Applicant: In cases where it is not practical, due to adverse weather conditions or other mitigating factors, to complete the landscaping prior to occupancy of a building, the City will accept an Irrevocable Letter of Credit [amount to be determined by the City] as a guarantee for completion of the work by an agreed upon date.

- B.2.10 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health & Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the Health Acts necessitate changes to this permit and/or approved plans the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.11 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work.
- B.2.13 This site may be affected by a Development Cost Levy By-law. Levies will be required to be paid prior to the issuance of Building Permits.
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Building Review Branch Comments

The following comments are based on the architectural drawings dated January 25 2017 that have been submitted for Development Application DE420195. This is a cursory review in order to identify issues which do not comply with the 2014 Vancouver Building By-law #10908 (VBBL).

- The high building provisions of Subsection 3.2.6. are applicable.
- Demonstration of compliance with ASHRAE 90.1-2010 will be required at the Building Permit stage. Note that vestibules are required for commercial spaces with floor area greater than 278.7 m².
- FD access to the hotel: main entrance does not appear to be located 3m to 15 m from the FD access route
 - *Comments provided by Vancouver Fire and Rescue Services:*
“The hotel portion will require a fire access route to be provided within 3 to 15 m of the building entrance. No fire access routes are shown. If provided on the plaza, drawings must show the road on the plaza, 6 m minimum width, 12 m turning radius, 5 m overhead clearance. Portion of plaza over which the fire access route is provided must be clearly demarcated, surfaced with concrete or other material designed to permit accessibility under all climatic conditions, and structurally sufficient to support fire trucks.:
- Location of storage/ warehouse portion of the office building to be reviewed with respect to FD access route
- Central control facility, firefighters' elevator and stairwells equipped with standpipes shall be centrally located in close proximity to the firefighters' entrance per VBBL 3.2.5.19
- Hotel: Length of dead ended portion of public corridor exceeds 6m
- It appears that exit stairs that serve hotel floor levels discharge into the same exit corridor. This is not acceptable.
- Office building: Distance between exits is less than one half the maximum diagonal dimension of the floor area. If each office level is a single suite/ tenancy then interior walls or corridor design might be required in order to achieve separation between exits.
- Live-work units: The VBBL 2014 permits residential quarters integrated with the studio for the use of artists occupying the studio (Class A and B artist studio) when certain provisions are met. However, the VBBL does not provide any guidelines with respect to the proposed office use or other uses listed in the zoning by-law (Health Care Office, Barber Shop or Beauty Salon, Photofinishing or Photography Studio, etc) when they are incorporated into residential units. We strongly recommend that by law requirements such as requirements for fire separation between adjoining major occupancy, accessibility requirements for non-residential occupancies, etc. are reviewed and addressed as appropriate.
- The adaptable housing requirements of 3.8.5. are applicable to all dwelling units. The requirements of 3.8.2.27.(4) are in addition to 3.8.5. Requirements of 3.8.2.31 are applicable to the Hotel
- Addressing, floor level and suite numbering shall comply to the requirements of Bulletin 2015-005-BU (revised October 20, 2015)

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.
