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129 Keefer Street (COMPLETE APPLICATION)  
DE420078 - HA-1A

ML/MC/TT

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

M. So (Acting Chair), Development Services  
C. Joseph, Engineering Services

**Also Present:**

M. Linehan, Urban Design & Development Planning  
T. Tenney, Development Services  
M. Cheng, Development Services

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**APPLICANT:**

STANTEC  
1100 - 111 Dunsmuir Street  
Vancouver, BC  
V6B 6A3

**PROPERTY OWNER:**

0979100 BC LTD  
4556 Marine Drive,  
West Vancouver, BC  
V7W 2N9

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**EXECUTIVE SUMMARY**

- **Proposal:** To develop on this site a nine-storey mixed-use building with retail on the ground floor and 32 dwelling units on levels two through nine, all over two levels of underground parking with vehicular access from the lane via a car-elevator.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

● **Issues:**

1. Daylighting of units (light wells);
2. Height transition to adjacent site;
3. Compliance with site servicing and BC Hydro clearance requirements; and
4. Design refinements in-keeping with Chinatown HA-1A Design Guidelines.

- **Urban Design Panel: SUPPORT with Recommendations**
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE420078 submitted, the plans and information forming a part thereof, thereby permitting the development of this site with a nine-storey mixed-use building with retail on the ground floor and 32 dwelling units on levels two through nine, all over 2 levels of underground parking with vehicular access from the lane via a car-elevator, subject to the following conditions:

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

- 1.1 design development to improve the livability of the dwelling units by providing more substantial light wells or a central courtyard and revised unit layouts to ensure all inhabitable rooms have access to daylight;

**Note to Applicant:** Provision of 2 and 3 bedroom family units is encouraged; however, the proposed units at Levels 2 to 7 are quite deep and the interior bedrooms have limited access to daylight via the proposed light wells, particularly at the west elevation. Studio units at Levels 2 to 7 have bedrooms located in an alcove with similarly limited daylight access. Substantially larger light wells or a courtyard should be provided in keeping with Sections 4.4.3 and 7.1.5 of the Chinatown HA-1A Design Guidelines and Section 4.5.2 of the HA-1A District Schedule. A reduction in density is anticipated with design development to provide the above. Refer to Standard Condition A.1.3 and A.1.4.

- 1.2 design development to provide better a transition to the adjacent lower building to the east, as follows:

- i. The east setback of 16.75 ft. (5.1 m.) should be provided for the full depth of the penthouse massing at Levels 8 and 9;
- ii. Screen walls should be provided in addition to planters at eastern edge of roof decks to ensure privacy.

**Note to Applicant:** A reduction in the size of the mechanical penthouse is required as per Standard Condition A.1.1 and A.1.2.

- 1.3 design development to incorporate site servicing requirements at the lane while maintaining a retail component consistent with the expectations of the Chinatown HA-1A Design Guidelines;

**Note to Applicant:** A PMT (Pad Mounted Transformer) and one Class-B loading space will be required at the lane. One car elevator space may be deleted to accommodate these items. The loading space may be used as an amenable lane-facing patio and shopfront during the periods when loading is not occurring. Maximize visual and physical porosity by providing glazing between the loading space and the adjacent retail interior. Special fine-grained paving at the lane and thoughtful use of lighting are aspects that would also help satisfy this condition. Further, a Loading Management Plan demonstrating that patio activity may occur in this area at dedicated times of the day, should be submitted. See Standard Condition A.1.17 and Standard Engineering Condition A.2.1, as well as Engineering commentary.

- 1.4 design development to ensure compliance with minimum safe clearance requirements for new construction adjacent existing BC Hydro overhead conductors and pole-mounted transformers at the lane;

**Note to Applicant:** Design modifications to address the above should not compromise residential livability; residential units at the lane must maintain operable windows and functional balconies.

- 1.5 design development to refine the frame element to better respond to the Chinatown HA-1A Design Guidelines in particular the historic 25 ft. (7.6 m.) parcelization pattern;

**Note to Applicant:** The frame element emphasizes a 50 ft. (50.2 m.) frontage. Refinement to the frame should reduce its' visual prominence relative to the vertical façade elements, including balconies and bays, which express the historic 25 ft. (7.6m.) parcelization pattern. Consider the use of colour to emphasize the balcony elements.

- 1.6 design development to improve the public realm interface and retail use at Keefer Street in keeping with the historical character of Chinatown as follows:

- i. provide continuous weather protection with an operable and retractable high-quality cloth awning. The minimum horizontal extension of the canopy should be 8 ft. (2.4 m.) Refer to Standard Engineering Condition A.2.5.
- ii. The storefront bays at Keefer Street should be brought forward to align with the edge of the public realm (i.e. front property line).
- iii. Further detail should be added to the lower façade, including the storefront and inset entry thresholds, to provide a finer scale of visual interest.
- iv. A minimum 12 ft. (2.4 m.) floor to floor height should be provided at the ground floor retail level for its' full depth from Keefer Street to the lane.

- 1.7 design development and provision of large-scale architectural details for the following façade components to ensure high quality and visual richness in keeping with historical Chinatown buildings:

- i. lower street façade and storefront;
- ii. retractable awnings;
- iii. balconies (posts, railings and soffits); and,
- iv. brick frame elements.

**Note to Applicant:** Confirm brick is to extend along exposed portions of the side party walls.

- 1.8 design development to provide improved private outdoor space;

**Note to Applicant:** A minimum 4 ft. (1.2 m.) depth should be provided for balconies at the Keefer elevation and the lane elevation. This will require additional setback of the east portion of the lane elevation.

- 1.9 design development to meet the expectations of the High Density Housing for Families with Children Guidelines for common indoor and outdoor amenity space;

**Note to Applicant:** Children's play space should be provided.

- 1.10 identification on the architectural and landscape drawings of any built features intended to create a bird friendly design; and

**Note to Applicant:** Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted.

For more information, see the guidelines at  
<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

- 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:**

Technical Review for: 129 Keefer Street		Zone: HA-1A		DE420078
PERMITTED / REQUIRED		PROPOSED		
Site Size		Per Survey Plan	49.97/49.98 ft X	122.02 ft
Site Area		Per Survey Plan	566.52 m <sup>2</sup> =	6,098.00 ft <sup>2</sup>
Uses		Dwelling: Dwelling Uses Retail: 3 Retail Units		
Frontage	Maximum shopfront width		24.93 ft	16.25 ft
Setbacks <sup>1</sup>	Rear Yard Minimum Residential	Front Yard		
		Keefer Street - South		0 ft
		Side Yard		
		Interior - East		0 ft
		Interior - West		0 ft
		Rear Yard - Lane - North		
		Retail at Level 1		3.30 ft
		Residential at Level 2		4.00 ft
Height <sup>2</sup>			89.90 ft	
		Top of mechanical/stairs		97.22 ft
		Top of rooftop decks guardrail		91.80 ft
FSR <sup>3</sup>		Residential: Dwelling		5.56 FSR
		Non-residential: Retail		1.49 FSR
		Total		7.06 FSR
Floor Area <sup>3</sup>		Residential: Dwelling		33,934.77 ft <sup>2</sup>
		Non-residential: Retail		9,112.73 ft <sup>2</sup>
		Total		43,047.50 ft <sup>2</sup>
Balcony		Open residential balconies	7.25%	2,460.32 ft <sup>2</sup>
Amenity		Level 1 mezzanine	1.82%	619.00 ft <sup>2</sup>
Dwelling Unit Type		Studio	38%	12 units
		One bedroom	0%	0 units
		Two bedroom	38%	12 units
		Three bedroom	25%	8 units
		Total	100%	32 units
Horizontal Angle of Daylight <sup>4</sup>	Requirement of one angle of 50 degrees, or two angles with a sum of 70 degrees over a distance of unobstructed view at 78.74 ft  Minimum distance may be relaxed to 7.87 ft	Applicant to demonstrate compliance		

continue with Parking, Loading, Bicycle on the next page

Technical Review for: 129 Keefer Street				Zone: HA-1A				DE420078				
PERMITTED / REQUIRED				PROPOSED								
Parking <sup>5</sup>	Residential Use			Residential Use								
		Standard			Standard			8				
		Disability	2		Disability			2				
		Maximum Small Car (25%)	4		Small Car			14				
		Minimum	17		Residential Use Total			24				
	Non-Residential Use			Non-Residential Use								
		Standard			Standard			0				
		Disability	1		Disability			0				
		Maximum Small Car (25%)	1		Small Car			0				
		Minimum	6		Non-Residential Use Total			0				
	Maximum	7										
	All Uses Total	23		All Uses Total			24					
Loading <sup>6</sup>	Class A B C			Class A B C								
	Residential	0	0	0	Residential	0	0	0				
	Non-Residential	0	2	0	Non-Residential	0	0	0				
	Total	0	2	0	Total	0	0	0				
Bicycle <sup>7</sup>	Class A B			Class A A A B			H V L					
	Residential	40	6	Residential	28	12	0	6				
	Non-Residential	2	0	Non-Residential	0	0	0	0				
	Total	42	6	Total	40	6						

**Notes:**

**1 Note on Height:** Standard Condition A.1.1 seeks compliance with Section 4.3 - Height of the HA-1A District Schedule of the Zoning and Development By-law. Height is measured to the top of stairs #801, #802 if mechanical appurtenances comply with Standard Condition A.1.2.

**2 Note on Setbacks:** Staff supports the relaxation of the proposed rear yard setback for residential.

**3 Note on FSR and Floor Area:** There is no Floor Space Ratio requirement in the HA-1A District Schedule. The following areas are included in the computation of floor space ratio: all floors, amenity areas, and floor areas above base surface which are used for heating and mechanical equipment, bicycle storage and residential storage. The following areas are excluded in the computation of floor space ratio: open residential balconies, roof decks, exhaust shafts in accordance with Section 10.40, and floor areas at or below base surface which are used for heating and mechanical equipment, bicycle storage and off-street parking.

**4 Note on Horizontal Angle of Daylight:** Standard Condition A.1.3 seeks compliance with Section 4.10 - Horizontal Angle of Daylight of the HA-1A District Schedule of the Zoning and Development By-law.

**5 Note on Parking:** Standard Condition A.1.7 seeks compliance with and small car parking spaces requirement for residential use, and parking requirements for non-residential use (retail).

**6 Note on Loading:** Standard Condition A.1.8 seeks compliance with Section 5.2.5 of the Parking By-law in regards to off-street Class B loading space regulation for non-residential use (retail).

**7 Note on Bicycle:** Standard Condition A.1.9 seeks compliance with Section 6.2.5.1 of the Parking By-law in regards to off-street Class A bicycle space regulation for non-residential use (retail).

• **Legal Description**

Lot: 20  
Block: 15  
District Lot: 196  
Plan: VAP184

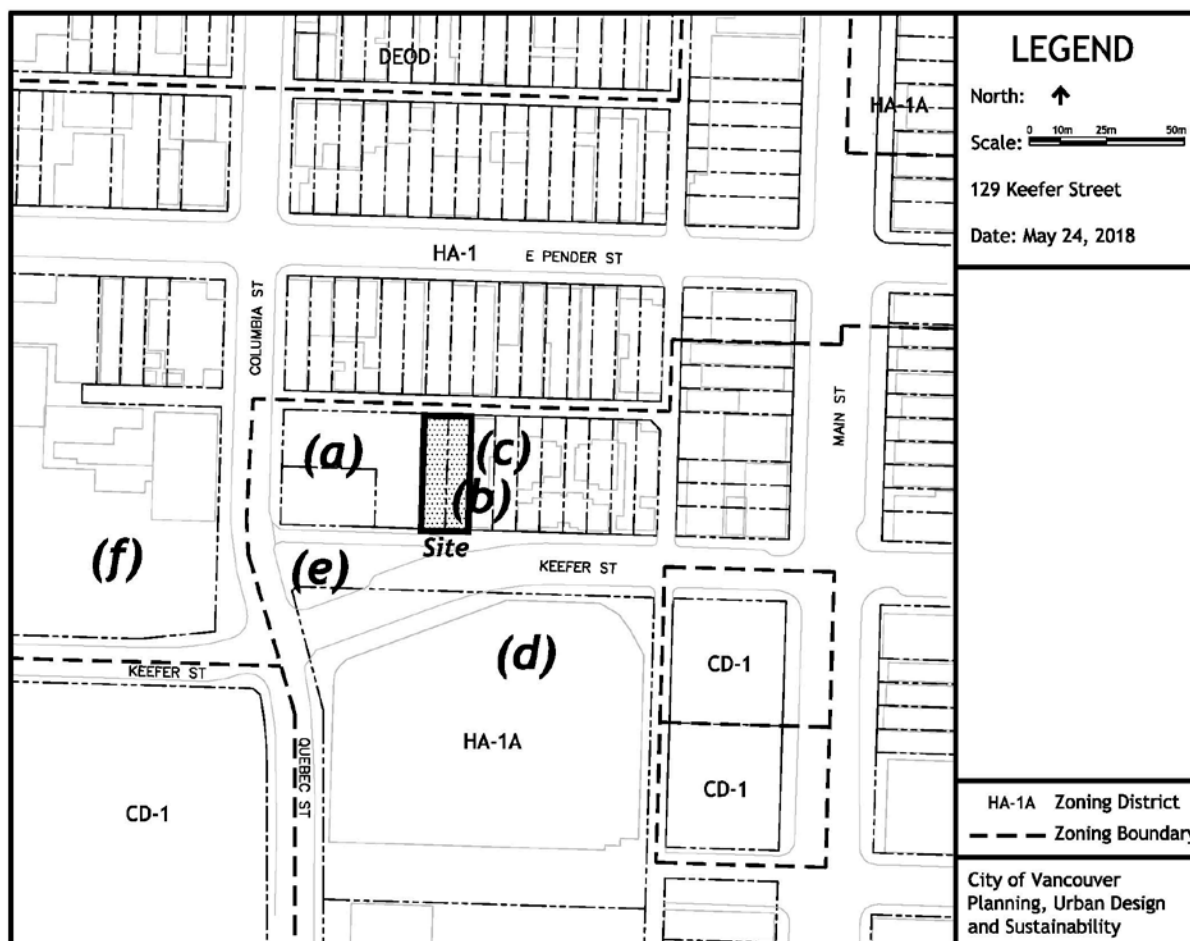
• **History of Application:**

16 02 04 Complete DE submitted  
17 04 05 Urban Design Panel - first appearance  
17 11 01 Urban Design Panel- second appearance  
18 06 01 Development Permit Staff Committee

• **Site:** The site is located mid-block on the north side of Keefer Street between Columbia Street and Main Street, and adjacent to the Chinatown Memorial Plaza. It is a 50 ft. by 122 ft. site with vehicular access to a rear lane.

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

- (a) 105 Keefer Street - surface parking lot
- (b) The Keefer - 133 Keefer Street, 5-storey mixed-use building, Heritage 'C';
- (c) 137 Keefer Street - proposed 9-storey mixed-use building (DP Approved May 2017);
- (d) Chinatown EasyPark - 180 Keefer Street, 5-storey parking garage;
- (e) Memorial Square;
- (f) Sun Yat-Sen Gardens - 89 Expo Boulevard, 0.83h park.



• **Background:**

A development permit application was submitted on February 4, 2016. The application was reviewed by the Urban Design Panel on April 5, 2017 with resubmission recommended to address concerns with regards to the contextual analysis and the form of development. The Chinatown Historic Area Planning Committee reviewed the application on March 9, 2017. The committee also noted concerns with respect to the form and encouraged the applicant to consider a greater range of affordability and provision of family units.

A revised application was submitted in October 2017 in response to staff review and advisory panel commentary. The revised application was reviewed by the Urban Design Panel on November 1, 2017 and supported with recommendations for further design development. The application was reviewed by the Chinatown Historic Area Planning Committee on February 8, 2018 and supported as presented with recommendations for further design refinement.

This application was submitted and is being reviewed under the current HA-1A District Schedule and Design Guidelines. It is noted that during the review of this application, Planning staff have been engaged in review of Chinatown Development Policy Changes. On June 5, 2018 Council referred staff recommendations resulting from that review, including amendments to the Chinatown HA-1 and HA-1A Districts Schedule, Design Guidelines and Polices, to Public Hearing in late June.

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

**HA-1/HA-1A District Schedule**

The intent of this District Schedule is to encourage the preservation and rehabilitation of significant early buildings of Chinatown, while also providing basic development controls that regulate land uses and building form for new development. The HA-1A zone establishes the maximum building height at 90 ft. (27.4 m.) and permits both dwelling and commercial uses.

While the maximum building height of 90 ft. (27.4 m.) should be achievable, the form of development (and resultant density) is subject to discretionary approval by the Development Permit Board or the Director of Planning, to ensure appropriate fit of new development in this distinct community. All new buildings in HA-1A require review and approval of the Development Permit Board or the Director of Planning, based on the consideration of the following:

- (a) the intent of this Schedule and all applicable policies and guidelines adopted by Council;
- (b) the submission of any advisory group, property owner or tenant; and
- (c) the effect of new visible exterior surfaces on the architectural and historically significant characteristics of the existing building on site or adjacent buildings.

The District Schedule also regulates a rear setback of 3.3 ft. (1.0 m.) across the full width of the building, except that where any portion of a building contains residential uses, that portion shall be set back 22.97 ft. (7 m.) from the rear property line. Open balconies may project into the rear setback.

The Development Permit Board may relax the rear setback subject to the consideration of the following:

- (a) the intent of this Schedule and all applicable policies and guidelines adopted by Council; and
- (b) the submission of any advisory group, property owner or tenant.

The District Schedule also regulates aspects of livability by requiring that all inhabitable rooms be equipped with a window to access views, fresh air and natural light.



## HA-1A Design Guidelines

The intent of the guidelines for new buildings is to encourage contemporary new development that is responsive to the Chinatown community's established cultural and historic identity. They describe a historic architectural context within which new development must be compatible, in terms of scale and neighbourliness, architectural language and design quality. The intent is not to replicate or mimic heritage buildings, but to ensure that new buildings have a level of complexity and an engaging architectural expression compatible with the character of the areas heritage buildings. The guidelines also provide standards of public realm design, and livability for residential development.

In particular, the guidelines encourage an architectural expression that includes a well-proportioned front façade that clearly delineates a storefront base (with mezzanine), middle body and upper cornice. Within this composition, a regular rhythm of vertically-oriented 25 ft. (7.6 m.) bays is expected to reflect the historic parcelization pattern.

Building mass located above the 70 ft. (21.3 m.) height line should be made visually subordinate and set back, so that the height perceived from the street and sidewalks is lessened and more compatible with shorter historic buildings.

The guidelines also provide direction for courtyard typologies in order to achieve minimum standards for livability with regards to daylight access, ventilation and privacy.

Finally, an aspiration to activate the rear laneways is stated in the guidelines, through the placement of ground-floor retail spaces adjacent to the lane.

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

#### HA-1/HA-1A District Schedule

A height of 90 ft. (27.4 m.) and uses (Dwelling Uses and Retail Store) that are proposed in this development are outright allowances in HA-1A.

Standard condition A.1.1 requires that the height be reduced to comply by reducing the height of the mechanical penthouse.

The *achievement* of the 90 ft. (27.4 m.) height and use, with respect to the form of development, external design, and livability, however, are subject to discretionary approval.

A relaxation of the 22.97 ft. (7 m.) rear setback for residential uses to 3.9 ft. (1.2 m.) to the building façade is proposed to align with the adjacent building to the east. The frame detail and balconies project into the proposed reduced setback.

#### HA-1A Design Guidelines

The application meets the intent of the guidelines, with respect to achieving new development that is compatible with the historic architecture and urban fabric of the neighbourhood.

#### Neighbourhood and Street Character

The proposal responds to the historic parcelization pattern of Chinatown by breaking up the Keefer street frontage into 25 ft. (7.6 m.) bays within a 50 ft. (15.2 m.) frame. The street wall is well-articulated and the composition reflects the traditional hierarchy of historical Chinatown buildings with a more contemporary expression. Recommended Conditions 1.5 and 1.6 seek further refinement to the architectural design and street character.

The building contributes to a vibrant public realm by providing small-scaled commercial/retail units at the street frontage and on the lane. A commercial mezzanine is also provided consistent with historical commercial uses.

#### Scale and Form of Development

Building mass located above the 70 ft. (21.3 m.) height line is set back and visually subordinate. A set back to the upper massing is also provided along the east side to respond to the adjacent lower height building to the east. Recommended Condition 1.2 recommends reduction in the height of the mechanical penthouse and additional set back to further improve the massing transition to the east neighbour.

#### Architectural Components

The proposal responds to the distinctive balcony-style architecture of historic Chinatown facades, without replicating them. The proposal offers small-width storefronts with transom windows. The Keefer St. façade is broken into 25-foot (7.6 m.) bays distinguished by vertical balconies with ornamental railings. A masonry frame in a lighter colour helps to anchor the primary facade.

Recommended Conditions 1.5 and 1.6 seek further refinement to the architectural design, including the provision of finer-scaled details that are critical for achieving compatibility with the visual richness of historic buildings. The elements include retractable cloth canopies, frit patterns on glass balcony railings, and brick cladding at exterior party walls.

#### Public Realm

The design will adhere to the Council-approved streetscape treatments for the public realm in Chinatown (ie. granite cobblestone tree surrounds, sidewalk paver design, etc.).

Although fixed and rigid canopy systems are typically required throughout the city as rain and snow protection over retail-fronting sidewalks, the retractable cloth canopy system has been identified by staff and citizens as a strong character-defining element in Chinatown. Cloth awnings serve as weather protection, but they have also contributed to the intangible atmosphere of historic Chinatown. Being integral to the rich engagement that Chinatown businesses have with the public sidewalk, they would be used to shield direct sunlight off the produce and wares for sale, which were placed on the public sidewalk. Extended, these colourful canopies created an experiential quality unique to Chinatown, with their intimate sense of enclosure over the sidewalk, the dramatic change in ambient light, as well as being one of the main opportunities for signage. The retractable nature of the awnings also contributes to sidewalk experience that can change quickly, in direct response to changes in weather during throughout the day. Recommended Condition 1.6 (i) calls for a retractable cloth awning system for the storefront.

While the design guidelines seek lane activation as a goal, staff are cognizant of the unavoidable utilitarian uses that must be located against the rear property line, such as the pad-mounted transformer, a loading space and an access to underground parking within the 50 ft. width. While these elements must be located on sites with new developments, Recommended Condition 1.6 (iv) seeks design development to incorporate and reconcile the provision of these elements with the retail use by maximizing visual and physical porosity to the retail unit.

#### Residential Livability

Light wells are proposed at the interior property lines provide light and ventilation to interior bedrooms at residential units. Recommended Condition 1.1 recommends further design development to ensure that units have appropriate access to light and ventilation through the provision of significantly larger wells or a courtyard. A commensurate reduction in density is anticipated.

• **Conclusion:**

Staff recommend approval of this application with the design conditions delineated in this report.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on April 5, 2017, and again on November 1, 2017. The minutes from both meetings are included below:

**First Review - April 5, 2017**

**EVALUATION: Resubmission Recommended**

**Introduction:** Marie Linehan, Development Planner, introduced the project as a Development Permit Application in Chinatown HA-1A District. This site is at the north side of Keefer Street between Columbia and Main Streets. It is currently a vacant site, 50 feet by 122 feet.

The adjacent site to the east is a 25 foot lot with an existing Heritage “C” building of 5-storeys with commercial at grade and residential above. The next lot to the east is also a 25 foot lot with a development permit application in the latter stages of the approval process, for a new 10-storey building with commercial at grade and residential above. To the west is a 150 foot lot at the corner of Keefer and Columbia which has a rezoning application proposing a 12-storey mixed use building, which is currently under review.

The proposal is for a new 10-storey building with retail at the ground floor (including a retail unit at the lane), a 2nd floor commercial mezzanine level, and 8 storeys of residential above. The proposed density is 8 FSR with an overall height of 90 feet. An open passage way is provided along the west side connecting from Keefer Street to the lane with the main residential entry accessed midway along the passage.

Under the Chinatown Design Guidelines, new buildings should reflect to the historic scale and character of the neighbourhood. The intent isn't to mimic heritage buildings, but to provide a general sense of alignment with the historical context, in particular:

- The narrow building frontages derived from the typical lot width of 25 feet
- The predominant street wall height of 70 feet

Heights up to 90 feet can be considered, with upper storeys setbacks above the street wall. The upper massing should be clearly subordinate to the street wall and consider adjacent lower buildings and provide a suitable transition.

For the proposal, a stepped street façade is proposed with a height of approximately 75 feet at the east side and 85 feet at the west side. Setbacks to the upper massing are provided at 15 feet from the front and 4 feet from the side.

A rear setback of 23 feet is required for residential uses to ensure privacy and livability across the lanes. This can be relaxed.

The building aligns with the adjacent building at the rear at the east, stepping back to provide the required 23 foot setback to residential at the west portion. Historical buildings in Chinatown also have clear hierarchy in term of the facade composition which should be reflected in the new building design.

Ms. Linehan then took questions from the panel.

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

Comment on the overall form of development, and the response to the Chinatown Guidelines, with particular regard to:

1. Height: Is the overall height to 90 feet supported?
  - a. Is the design of the upper massing sufficiently subordinate to the street façade?
  - b. Is a suitable transition provided to the adjacent lower building as viewed from the public realm?
  - c. Are the front and side setbacks sufficient?
2. Comment on the stepped street façade.
3. Comment on the rear setback relaxation.
4. Comment on the architectural expression and detailing of the street façade.

**Applicant's Introductory Comments:** The applicant team said the intention of the design was to activate the lane and create the proper context on the street façade. The units are uniquely designed for a client with an 'open plan' that will allow them to design the space with furnishings. Ample glazing is planned on both of the facades. The project is a test case for a viable mixed use project.

Chinatown is an area filled with unique buildings with a multi-layered expression with European and Chinese materials and forms. There is a contemporary component to the design to attract people into the community. There is a strong cornice and canopies that are seen in Chinatown. The upper residential component provides a 'step back' in the design. The project is a modern interpretation of Chinatown that is meant to be contextually appropriate. The design also speaks to the industrial character and motifs of the area.

The roof top has a contemporary interpretation of traditional garden spaces. There are private outdoor spaces proposed. There are four upper garden spaces with separate staircases.

**Panel Consensus:** Having reviewed the project it was moved by Mr. Wen and seconded by Mr. Cheng, and was the decision of the Urban Design Panel:

THAT the Panel recommends **RESUBMISSION** of the project after addressing the following concerns:

- A more comprehensive design package based on the Chinatown HA-1A Guidelines and contextual analysis
- A more well-proportioned building design
- Address livability issues particularly adjacent light wells
- The architecture should not be imitative with fake materials, for example, the cornice materials
- Revisit all exterior building materials and details
- Revisit breezeway safety and code issues
- Provide common amenity spaces
- Provide further resolution of parking, loading, kitchen exhaust and building services
- A landscape plan should be provided
- A registered landscape architect should be present during the presentation
- A sustainability proposal should be added to the presentation

**Related Commentary:** The panel noted that the height and density is not supportable until the form of development is addressed. There was not enough materials and information to adequately comment on

the façade design and side setback. Some members felt the upper massing seemed heavy at the side elevation and did not provide a good transition. The rear setback relaxation façade seems supportable. The strongest part of the project is the retail in the lane. One member noted the use of rugged steel gate is appreciated.

The breezeway connection should be logical and practical. It should not be used as an entry to the building due to security concerns and functionality. The building needs more amenity spaces for residents. It was suggested to provide common access to the roof deck. The building should be meet LEED standards. There should be a higher resolution of services, for example, commercial ventilation.

**Applicant's Response:** The applicant team thanked the panel.

## Second Review - November 1, 2017

### EVALUATION: SUPPORT with Recommendations

**Introduction:** Marie Linehan, Development Planner, introduced the project as a Development Permit Applicant in Chinatown HA-1A District. This is the second review by the Panel.

This site is at the north side of Keefer Street between Columbia Street and Main Street, and adjacent the Chinatown Memorial Plaza. It is currently a vacant site, 50' x 122'. The adjacent site to the east is a 25' lot with an existing Heritage C- listed building ("the Keefer") of 5-storeys with commercial at grade and residential above. To the west is a 150' lot at the corner of Keefer Street and Columbia Street which has a development permit application proposing a 9-storey mixed use building, currently under review by the Development Permit Board. The proposal is for a new 10-storey building with retail at the ground floor (including a retail unit at the lane), a 2nd floor commercial mezzanine, and 8 storeys of residential above. The proposed density is 7.25 FSR with an overall height of 90'. Under the Chinatown Design Guidelines, new buildings should reflect the historical character of the neighbourhood. The applicants are seeking a more contemporary expression, which may be considered. The intent is not to mimic historical buildings, but the design of new buildings should be informed by historical buildings, in particular:

- There should be a predominant street wall height of 70'. Heights up to 90' can be considered, with upper storeys setbacks above the 70' street wall. The upper massing should be clearly subordinate to the street wall and consider adjacent lower buildings to provide a suitable transition.
- Façade composition should reference a 25' frontage as per the historical lot width.

Historical buildings in Chinatown have clear hierarchy which should be reflected in the new buildings, consisting of: a commercial storefront base with transom windows and a high level of detail for pedestrian interest, a commercial mezzanine, an upper façade with a vertical composition, and a strong cornice line at the top.

A rear setback of 23' is required for residential uses to ensure privacy and livability across the lanes. The building aligns with the adjacent building at the rear at the east, stepping back to provide the required 23' setback to residential at the west portion.

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

1. Does the revised design address the previous commentary of the Panel with regards to design character, quality, and livability issues?

2. Is the revised design compatible with the adjacent sites and does it provide a good fit with the overall Chinatown character as outlined in the Guidelines?
3. Comment on the rear setback which is a relaxation.

The planning team then took questions from the panel.

**Applicant's Introductory Comments:** The applicant began by noting that they intended the new design to provide a response to the previous UDP commentary and the Chinatown Design Guidelines. The proposed street wall was straightened to the 70 foot street wall and not stepped like the previous design. The brick frame is informed by Chinatown's brick wall and cornice composition. The frame is 50 feet wide in reference to other 50 foot parcels on Keefer Street, and the two singular storefronts and balcony elements reintroduce the 25 foot pattern to create a secondary rhythm. Both historical and modern elements were considered with detailing to include reveals in the brick frame, as well as metal perforations at the storefront. There are two different colour mosaics to differentiate the storefronts. The materials provide a hierarchy. The two grey tones were chosen in order to bring the storefront forward visually. On the commercial frontage, the mechanical items have been integrated into the facades. The breezeway was deleted to address security concerns and a more generous residential entry lobby connected to the light well has been introduced.

The roof garden is utilized for outdoor amenity space. There are semi private spaces provided for social gatherings. There is a variety of plant materials proposed in various types of planter boxes. The plantings are intended for privacy and create an interesting landscape. The proposed materials are simple and durable. The wooden deck is intended to provide a warm atmosphere to the space. The applicant team then took questions from the panel.

**Panel Consensus:** Having reviewed the project it was moved by Mr. Jerke and seconded by Ms. Parsons and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

- The ground level needs to better address Chinatown Memorial Plaza.
- Provide more prominence to the 25 foot rhythm; this may be tied to reducing the prominence of the frame.
- Reduce the height of the mechanical penthouse and amenity room to provide a better transition to the lower building at 135 Keefer Street.
- Consider the livability of the units with light wells. Increase the depth of light wells, particularly the east light well adjacent 135 Keefer Street.
- Better emphasize the residential entrance on Keefer Street.
- Consider careful integration of lighting into the façade.
- Consider an appropriate colour palette.

**Related Commentary:** Overall the panel thought the proposal was an improvement from the previous UDP presentation. The design was noted as having clarity and order, and the contemporary interpretation was appreciated.

It was noted that the façade was elegant and the balcony fretwork provided texture which should be brought to the foreground visually. There was a discussion about the prominence of the brick frame which emphasizes a 50 foot frontage. The delicacy of the façade may be overwhelmed by the frame.

It was suggested to provide a sharper taper to the frame to reduce its bulk, or a narrower frame at the sides with a bigger frame at the top similar to "the Keefer" adjacent. One member noted a "twin" of

the rear elevation could be repeated at the front for a stronger 25 foot pattern. One member noted the 50 foot frontage provides relief to the repetition of the 25 foot pattern at both sides.

It was stressed that the treatment of the ground level is very important in Chinatown in particular due to the interface with the plaza. The storefront and canopy lack visual interest in comparison to the intricacy of the balconies above and need more detailing. The storefront may come forward so that it is not blocked by the frame and will better address the plaza.

The members expressed concern with the livability of spaces adjacent the light wells and recommended redesign of units and/or deeper wells to provide more light penetration. Some members mentioned that the use of white at the penthouse might be considered too stark and not contextual, although some panel members appreciated the contrast to Chinatown's traditional colour palette. There were similar comments with regards to a suggestion to use red for the balcony fretwork.

The rear setback was noted as an "anomaly" fitting the character of Chinatown lanes. The lane activation was appreciated and the lane treatment was seen as more successful because it is asymmetrical. It was recommended to consider built-in planters rather than pots at the roof.

Applicant's Response: The applicant team thanked the panel.

#### **CHINATOWN HISTORIC AREA PLANNING COMMITTEE**

The Chinatown Historic Area Planning Committee reviewed this application on March 9, 2017 and again on February 8, 2018. The minutes from both meetings are included below:

##### **First Review - March 9, 2017**

Paul Cheng, Senior Development Planner, COV, introduced the application to develop a 10-storey mixed-use building with commercial uses on the first two floors and residential uses above. Issues identified related to: compatibility with historic character of Chinatown; compliance with the Rezoning Policy for Chinatown South (HA-1A) and Design Guidelines for HA-1A; proposed setback (rear yard for residential); building massing and architectural character; and proposed mix of uses.

With reference to displayed models and poster boards, Doug Hamming, Stantec Architects, and the applicant team discussed the project's attempt to meet the spirit of both existing and incoming City policies.

CHAPC member John Atkin disclosed that he had provided the applicant with an unpaid and voluntary historical site analysis.

The applicant received comments and responded to questions regarding: balcony design; an error in drawing B104; affordability of units; inspiration for the front entrance; proximity to the monument to Chinese Canadians; FSR; shadow analysis; floor to ceiling height of residential units; application for a setback relaxation in the rear; massing compared to neighbouring developments; privacy considerations; resolution of architectural elements; amenities; and opportunities for animating the lane.

6:40 p.m. (Vincent) Pui Lam Ho departed the meeting.

MOVED by Mark Sheih  
AND SECONDED by Gregory Borowski

THAT the Chinatown Historic Area Planning Committee acknowledges the efforts of the applicant to develop 129 Keefer Street, particularly the efforts to activate the laneway, the opportunity provided

for smaller fine grain retail units, and the consideration given to the historical industrial connections of the site.

CARRIED

Main Motion  
MOVED by Mark Sheih  
AND SECONDED by Gregory Borowski

THAT the Chinatown Historic Area Planning Committee, with respect to the application to develop 129 Keefer Street site, note its concerns about massing of the project relative to the neighbouring buildings; and encourage the applicant to provide a greater range of affordability and provision of family units.

Amendment to the Motion  
MOVED by Andrew Lau  
AND SECONDED by Mark Sheih  
That the Main Motion be amended to add “height” between “about” and “massing”  
DEFEATED  
(1 member abstaining from the vote)

QUESTION was then called on the Main Motion as originally put and it was  
CARRIED  
(1 member abstaining from the vote)  
MOVED by Gregory Borowski  
AND SECONDED by Marianne Amodio

THAT the Chinatown Historic Area Planning Committee, with respect to the application to develop 129 Keefer Street site, encourage the applicant to consider a 50’ foot expression of frontage.

### Second Review - February 8, 2018

Marie Linehan, Development Planner, COV, introduced the project and reviewed comments made when the project was first considered by CHAPC March 9, 2017. Raed Alkhateeb, Project Designer, Stantec, provided an overview of the design changes, and Nalon Smith, Landscape Architect, Stantec, provided an overview of the landscape design elements.

Discussion ensued on: market viability of the lane units; design of the commercial area; property management; waste management systems; policy change requiring non-residential units on the mezzanine level; protection for the greenery; collective support for the contemporary interpretation; the first design's bold frame; use of the car lift as a loading bay; potential to include a play structure; how this building meets the adjacent heritage building; desire for further color exploration.

MOVED by Mark Shieh  
AND SECONDED by Marianne Amodio

THAT the Chinatown Historic Area Planning Committee supports the proposal for 129 Keefer Street - DE 420078 as presented, and recommends further consideration of:

- The interface between this project and the heritage building at 135 Keefer Street, with special attention to the cornice
- Color
- Preference for the frame design expressed in the rendering dated October 2017.

CARRIED



## ENGINEERING SERVICES

Engineering has reviewed the application and is supportive of the loading relaxation from two Class B Spaces to one Class B Space. The applicant will be required to resubmit plans that meet the requirements outlined in the Parking Bylaw and Design Supplement related to loading.

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

## 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 are contained in Appendix C attached to this report.

## NOTIFICATION

On February 20, 2017, 1,055 postcards were sent to neighbouring property owners advising them of the application, offering additional information on the city's website ([vancouver.ca/devapps](http://vancouver.ca/devapps)), and providing information on a public open house. A site sign was also installed on the site. This information was also e-mailed to 441 people on the City's Chinatown email list. In summary, we received eight responses, including a response from owners of units in the adjacent building. Two responses were supportive, two responses had questions regarding the project, and four responses expressed concerns. These concerns are outlined below.

### Open House

The Open House was held on Tuesday, March 7, 2017 at the Chinese Cultural Centre. Thirty-five people signed in at the open house and nine comment sheets were received. In summary, two comment sheets supported the project. The remaining comment sheets raised concerns with regard to the lack of affordable and social housing provided in this application and the overall height of the building.

### Re-notification

On May 4, 2018, 3,221 postcards were sent to neighbouring property owners advising them that the application had been slightly revised to address concerns raised by the Urban Design Panel and noting that the City's website had been updated to provide revised plans for the application. This information was also sent out to 712 people on the Chinatown e-mail list, 29 groups listed on the City's DTES Community Group list, and to 522 members of the DTES listserv. In summary, we received three responses: one supporting the application and two responses with questions.

Concerns Identified in Notification Responses

Comments received in opposition to the application expressed concern for the following:

- Residential units would be luxury condos;
- No social or affordable housing units included in the application;
- The proposal would continue gentrification in the area.

Staff Response: The development permit application is for a mixed-use development with market residential units, which is an allowable use under the HA-1A District Schedule. It is expected that dwelling units will be sold at current market rates. There is no requirement under the existing HA-1A zoning and policies to provide social housing on this site.

Comments received from owners of the adjacent building at 133 Keefer Street known as ‘The Keefer’ expressed concern for the following:

- Height of the proposal is significantly greater than that of ‘The Keefer’;
- Proposed roof decks would allow for overlook onto the roof deck of ‘The Keefer’ and would impact privacy and security;
- No design consideration given to the impact this proposal would have on the integrity of ‘The Keefer’, a listed Heritage “C” building.

Staff Response: Under the Chinatown Design Guidelines, new buildings should reflect the historic scale and character of the neighbourhood. The intent is not to mimic heritage buildings, but to provide a general sense of alignment with the historical context, including narrow building frontages derived from the typical lot width of 25 ft. (7.6 m.) and the predominant street wall height of 70 ft. (21.3 m.) Heights of up to 90 ft (27.4 m.) can be considered, with upper storeys setback above the street wall. In this proposal, the building mass located above the 70 ft. (21.3 m.) height line is visually subordinate and set back. A substantial setback is also provided at the east side to respond directly to the adjacent building, ‘The Keefer’. Recommended Condition 1.2 asks for design development to improve the transition to ‘The Keefer’ building and help in ensuring privacy.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

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

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of one Class B Loading space as required under Section 5 - Off-Street Loading Space Regulations.

Staff Committee has considered this proposal under the existing HA-1A regulations and guidelines.

The Staff Committee supports the relaxations proposed and the proposed development with the conditions contained in this report.



M. So  
(Acting) Chair,  
Development Permit Staff Committee



Marie Linehan  
Development Planner



Maria Cheng  
Project Coordinator

Project Facilitator: T. Tenney

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

### A.1 Standard Conditions

- A.1.1 compliance with Section 4.3.2 - Height of the HA-1A District Schedule of the Zoning and Development By-law;

**Note to Applicant:** City building grades plan is required. Height is measured to the top of stairs #801, #802 if mechanical appurtenances comply with Standard Condition A.1.2. Provide interpolated building grade elevations and detailed calculations to demonstrate compliance. Refer to Recommended Condition 1.2.

- A.1.2 compliance with Section 10.11 - General Regulations of the Zoning and Development By-law;

**Note to Applicant:** Mechanical appurtenances must not exceed one-third of the width of the building as measured on any elevation drawings and do not, in total, cover more than 10 percent of the roof area. If this condition cannot be met, building height is measured to the top of mechanical appurtenances. Provide dimensions and detailed calculations to demonstrate compliance. Refer to Recommended Condition 1.2.

- A.1.3 compliance with Section 4.10 - Horizontal Angle of Daylight of the HA-1A District Schedule of the Zoning and Development By-law;

**Note to Applicant:** Exterior windows of all habitable rooms must comply with the angle and unobstructed distance requirements. Show the angle and distance for each exterior window for each habitable room to demonstrate compliance. Refer to Recommended Condition 1.1.

- A.1.4 design development to delete all internal bedrooms at all studio units;

**Note to Applicant:** Refer to Recommended Condition 1.1.

- A.1.5 design development to provide direct street access from Keefer Street to commercial unit 3;

- A.1.6 compliance with Bulk Storage and In-Suite Storage - Multiple Family Residential Development administrative bulletin;

**Note to Applicant:** A minimum of 200 cubic feet (5.7 cubic metres). of bulk storage is required for each dwelling unit. A minimum clear horizontal dimension of 3.9 ft (1.2 m.) in all directions is required for bulk storage below base surface. Provide dimensions and detailed calculations to demonstrate compliance. Refer to the bulletin at <http://bylaws.vancouver.ca/bulletin/b004.pdf> for requirements.

- A.1.7 compliance with Section 4 - Off-street Parking Space Regulations of the Parking By-law, to the satisfaction of the General Manager of Engineering Services:

- i. reduce the proposed number of small car parking spaces in accordance with Section 4.1.8 for residential use;
  - ii. provide parking spaces in accordance with Sections 4.3.1 and 4.8.4.b for non-residential use (retail);
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- iii. confirm at least 20 percent of all off-street parking spaces will be available for charging of electric vehicles;
- A.1.8 compliance with Section 5 - Off-Street Loading Space Regulations of the Parking By-law, to the satisfaction of the General Manager of Engineering Services:
- i. provide one Class B loading space in accordance with Section 5.2.5;
- A.1.9 compliance with Section 6 - Off-Street Bicycle Space Regulations of the Parking By-law, to the satisfaction of the General Manager of Engineering Services:
- i. provide Class A bicycle spaces in accordance with Section 6.2.5.1 for non-residential use (retail);
  - ii. provide at least 20% of Class A bicycle spaces as bicycle lockers in accordance with Section 6.3.13A;
  - iii. provide the required 6 Class B bicycle spaces on private property;
  - iv. provide one electrical receptacle per two bicycle spaces for the charging of electric bicycles;
- A.1.10 provision of floor area overlays;
- Note to Applicant:** Indicate the areas by use at each level. Refer to Area Calculation and Tracing Overlay Requirements administrative bulletin for more information at <http://bylaws.vancouver.ca/bulletin/a008.pdf>.
- A.1.11 provision of the following additional information:
- i. specify commercial units by use;
  - ii. add the following 3 notations on the plans:
    - a. "Construction of the bicycle rooms to be in accordance with Section 6.3 of the Parking By-law."
    - b. "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."
    - c. "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(s) assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits."
- A.1.12 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;
- A.1.13 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.1.14 written confirmation shall be submitted by the applicant that:
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- i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
- ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
- iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

### Standard Landscape Conditions

A.1.15 provision of detailed, dimensioned landscape plans and materials plan to verify the types of materials, size of all planters, planting areas, hardscaped areas, at all levels of the building;

**Note to Applicant:** Additional conditions may apply.

A.1.16 provision of compliance with the City of Vancouver Bird Strategy, by providing plants which include bird friendly habitat.

### Crime Prevention Through Environmental Design (CPTED)

A.1.17 identify on the plans strategies that consider the principles of CPTED including the following conditions:

- i. limiting opportunities for nuisance activities, mischief in alcoves, and blind corners;
- ii. limiting unobserved access or activity and encouraging natural visual surveillance;
- iii. site lighting developed with considerations for safety and security; and
- iv. reduced opportunities for graffiti.

**Note to Applicant:** In particular, the frame element should not extend to the lane at the rear ground floor elevation, so as not to create an alcove.

### A.2.0 Standard Engineering Conditions

A.2.1 provision of a shared use agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the Class B loading space between the commercial and residential uses and label the space as 'Residential and Commercial Loading'.

**Note to Applicant:** the shared use agreement should specify allocated time periods for shared use by residential vs. commercial units, and include a loading management plan to satisfy Recommended Condition 1.3.

A.2.2 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 19 and 20 to create a single parcel;

A.2.3 design elevations are required at all new entrances on both sides of the car lift;

**Note to Applicant:** ensure all design elevations are located on property line adjacent to all entrances.

A.2.4 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including:

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- i. provision of dimensions for all parking spaces on all levels and design elevations throughout all parking levels to calculate slope and crossfall;
- ii. labelling of all parking spaces on plans, including those designated as commercial spaces;
- iii. identification of all columns and structural elements on all parking levels;
- iv. provision of dimensions for the narrowest section of the access aisles on all parking levels;

**Note to Applicant:** For aisle widths less than 21.7 ft. (6.6 m.), additional stall width will be required.

- v. provision of additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4 ft. (1.2 m.) from the end of the stall;

**Note to Applicant:** For all parking levels, stall #7 requires a width of 8.5 ft. (2.6 m.) and parallel stalls #1, #2, and #3 require a width of 8.8 ft. (2.7 m.).

- vi. provision of minimum vertical clearance for the vehicle elevator, security gates, and parking levels.

**Note to Applicant:** a section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. A vertical clearance of 7.5 ft. (2.3 m.) is required for access and maneuvering to all disability spaces.

- vii. provision of a signed letter from the B.C. Safety Authority which supports the provision of the vehicle elevator/lift device;

- viii. provision of additional information and details for the car lift shown on drawing A200;

**Note to Applicant:** clarify the car lift function and show all overhead doors and dimension the maximum length and height of both spaces in the car lift.

- ix. provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

**Note to Applicant:** the route must be 'stairs free'. Should the parking ramp or elevator be required to provide this access, this should be confirmed on the plans.

Please contact Jennifer White of the Neighbourhood Parking and Transportation branch at 604.871.6474 for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

- A.2.5 provision of a canopy application for all new canopies and awnings that encroach onto City property is required; and

**Note to Applicant:** note that canopies must be fully demountable and drained to the buildings internal drainage systems. Please submit a copy of the site and elevation drawings of the proposed canopy for review.

- A.2.6 provision of Chinatown public realm treatment on Keefer Street adjacent the site.
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**A.3.0 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 any subsurface work;
- A.3.2 provision of a Notice of Commencement of Independent Remediation submitted to the Ministry of Environment with a copy to the City of Vancouver, in the event that contamination of any media are encountered; and
- 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.
  - Dewatering activities during remediation may require a Waste Discharge Permit.
  - 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 Compliance with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal By-laws (e.g. Fire By-law, Sewer, and Watercourse By-law).
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**B.1.0 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **December 11, 2018**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 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.1.3 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.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

**B.2.0 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
  - B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
  - B.2.5 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
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**B.2.6** This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.

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