
1488 ROBSON STREET (COMPLETE APPLICATION)
DP-2016-00376 - C-6

DW/JMB/LK

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

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

Also Present:

D. Wiley, Urban Design & Development Planning
J. Bosnjak, Development Services
L. King, Development Services
M. Vernooy, Housing Policy and Projects

APPLICANT:

Musson Cattell Mackey Partnership
#1600 - 555 Burrard Street
Vancouver, BC
V7X 1M9

PROPERTY OWNER:

1488 Robson Street Holdings Ltd.
1555 - 200 Burrard Street
Vancouver, BC
V6C 2G8

EXECUTIVE SUMMARY

- **Proposal:** To develop the site with a mixed-use building (31 and 32 storey towers) that includes 300 dwelling units (237 market/63 social housing), retail use on ground floor, and office use on the second and third floors all over three levels of underground parking accessed from the lane and also requesting an increase in the Floor Space Ratio using a Heritage Density Transfer from a donor site at 12 Water Street (providing 35,800 sq. ft.).

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Building Review Branch Comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

● **Issues:**

1. Livability of the non-market housing and amenities;
2. Public realm design (street frontages and lane); and
3. Building and tower setbacks.

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

THAT the Board APPROVE Development Application No. DP-2016-00376 submitted, the plans and information forming a part thereof, thereby permitting the development of a mixed-use building (31 and 32 storey towers) that includes 300 dwelling units (237 market/63 social housing), retail use on ground floor, and office use on the second and third floors all over four levels of underground parking accessed from the lane and also requesting an increase in the Floor Space Ratio using a Heritage Density Transfer from a donor site at 12 Water Street (providing 35,800 sq. ft.), 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 non-market housing, as follows:

- a) Provide for the livability of the non-market dwelling units, by meeting requirements for minimum floorspace, size of outdoor amenity space, and unit mix;

Note to Applicant: To meet this condition, it is anticipated that an additional storey of non-market housing may be required. Refer to standard conditions A.1.3 and A.1.28.

- b) Provide a functional, accessible layout in every dwelling unit;

Note to Applicant: The livability of many non-market units is compromised by structural posts that interfere with the usability of rooms and circulation. Refer also to standard condition A.1.28.

- c) Provide access from the primary living space to the private outdoor space for all non-market dwelling units (ie. refer to the north-west corner units of the west tower);
- d) Mitigate views from private balconies into adjacent suites (ie. refer to north-east corner units of both the west and east towers);
- e) Remove internalized rooms (ie. without an exterior window. Refer to north-west corner unit, Level 6);
- f) Relocate the balconies for the south-west corner units from the lane to Nicola Street;
- g) Provide Juliette balconies for the dwelling units at-grade fronting on the lane, with improved landscaping between the building face and the property line;
- h) Provide minimum 4ft. clear balconies at the lane, for upper storeys;

Note to Applicant: Window locations indicated on the current floorplans do not correspond to the Elevation drawings. Drawings must be coordinated.

1.2 design development to relocate the Public Bike Share (PBS) to Nicola Street;

Note to applicant: The preferred location for the PBS is at the corner of Robson Street and Nicola Street (refer to standard Engineering condition A.2.1). It is noted that the commercial unit at the corner may need to be reduced in width, so that the PBS and the entry to the market housing can both be accommodated at the corner. The PBS should not interfere with the prominence or visibility of the entry to the non-market housing, and cannot be intersected by exit paths. This condition may result in a reduction in floor area.

1.3 design development to provide increased building setbacks, as follows:

- a) Increase the setback at the lane to a minimum 6ft. from property line to the principle building face, and minimum 1.5ft. from the property line to the extreme outer limits of the building (ie. architectural “frames” or projecting balconies);
- b) Increase the setback of the east tower face to a minimum 7ft. from the podium face;

Note to Applicant: While the West End bulletin recommends a 12ft. setback from the tower to the podium face, a lesser setback will be considered on this site, to preserve the outdoor amenity space for non-market housing. The non-market outdoor amenity should not be reduced in overall size. This condition may result in a reduction in floorspace.

1.4 design development to improve the public realm, as follows:

- a) Provide a continuous weather protection canopy on Robson Street (ie. remove gaps between segments);
- b) Relocate planters out from underneath the canopy, to provide unimpeded pedestrian flow with weather protection;
- c) Remove the trench condition at the south-west corner fronting the lane, as indicated in Section 3/A302. On this section drawing, re-label “Social Housing” at Level 01 to “NMH Bike Storage.”
- d) Reconfigure the “architectural frame” elements on the lane elevation to ensure the feasibility of the planting below (Refer to standard condition A.1.21);
- e) Provide lane bulges with landscape treatment, between Gridlines 16 to 12 (west end of lane), and Gridlines 1 to 4 (east end of lane), outboard of the property line (Refer to standard Engineering condition A.2.9);

Note to Applicant: The West End Plan stipulates that laneways should contribute to high-quality public realm, serving as secondary walking routes (see pg 67). The Site plan and Landscape Plan (L1.0) do not indicate a trench at the lane; drawings must be coordinated. The projecting square “frames” would compromise the landscaping and cause potential maintenance issues, particularly where they are close to grade. An “arch” with an open bottom, rather than fully-enclosed frame, may be explored.

1.5 design development to improve the functionality of the non-market amenities, as follows:

- a) Provide a furniture layout for the common amenity space to demonstrate its functionality;
- b) Provide a more substantial landscape buffer between the non-market and market outdoor spaces;

Note to Applicant: The non-market common amenity spaces may need to be expanded to meet minimum size requirements, or additional indoor and outdoor spaces may need to be provided (refer to standard condition A.1.28). It’s recommended that the area directly south of the pool be redesigned as an unoccupied green space (approx. 25ft wide), to provide privacy and separation between the two children’s play spaces, while acting as a visual amenity to both. Note that further conditions may follow from the information and design response provided.

- 1.6 consideration to refine the architectural expression of the towers, as follows:
- a) Improve the shaping and detailing of the tops of the towers, to create a more distinctive profile in the skyline;
 - b) Differentiate the two towers through the use of different materials and colour palette, and/or different profiles at the tops of the towers;
 - c) Strengthen the architectural expression through a bolder use of accent materials (ie. copper);
 - d) Strengthen the expression of the market residential lobbies, by increasing the depth of the “wrapping” canopy, and improved lighting and landscape;

- 1.7 design development to improve the sustainable design of the building envelope; and

Note to Applicant: Intent is to reduce the energy required to heat and cool this building. This may be accomplished by: reducing the proportion of glazing on the tower elevations; the use of triple glazing; further solar shading; and/or avoiding thermal bridging at window frames and projecting concrete structures such as balconies. Consider thermally broken door and window frames, and either insulating the concrete balconies or installing thermal breaks.

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

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>. See also standard condition A.1.26.

- 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 (C-6 District Schedule):

	PERMITTED (MAXIMUM)	MINIMUM	PROPOSED
Site Size	-	-	330.12 ft. x 124.09 ft.
Site Area	-	-	40,965 sq.ft.
Height ¹	299.87 ft. (Section 5.3) 209.97 ft. (Conditional) 60.03 ft. (Outright)		Top of Parapet (West) 294.56 ft. Top of Guardrail (West) 296.99 ft. Top of Parapet (East) 299.38 ft. Top of Guardrail (East) 301.72 ft.
Floor Area ²	394,288 sq. ft. (10% H.D.T.) 358,444 sq. ft. (Section 5.2) 106,509 sq. ft. (Outright)	49,158 sq. ft. (Section 5.2 : Non-Residential) 67,632 sq. ft. (20% Social Housing)	Non-Res. 49,922 sq.ft. Social Housing 59,019 sq.ft. Dwelling Units 279,139 sq.ft. Total 388,080 sq.ft.
FSR ²	9.63 - 10% H.D.T. 8.75 - Section 5.2 2.60 - Outright	1.20 (Section 5.2 : Non-Residential)	Non-Res. 1.22 Social Housing 1.44 Dwelling Units 6.81 Total 9.47
Balconies	40,463 sq. ft.		39,918 sq.ft.
Amenity	10,000 sq. ft.		7,871 sq.ft.
Rear Yard	4.93 (Residential)		5.00 ft.
External Design ³			- See discussion on Page 10
Parking ⁴	Non-Res. 40 Spaces	Non-Res. 32 Spaces Disability 3 Spaces Residential 224 Spaces Disability 11 Spaces	Non-Res. 31 Spaces Disability 2 Spaces Residential 276 Spaces Disability 14 Spaces
Loading ⁵		Class A Class B Non-Res. 1 3 Res. 0 2 Total 1 5	Class A Class B Non-Res. 1 3 Res. 0 2 Total 1 5
Bicycle Parking ⁶		Class A Class B Non-Res. 10 12 Res. 375 6 Total 385 18	Class A Class B Non-Res. 11 0 Res. 351 0 Total 362 0
Use			- Office, Retail (Non-Res.) - Dwelling Units in Conjunction (Res.)
Unit Type ⁷			Social Housing: Non-Social Housing: One Bed 13 (20%) One Bed 54 (23%) Two Bed 44 (70%) Two Bed 141 (59%) Three Bed 6 (10%) Three Bed 40 (17%) Five Bed 2 (1%) Total: 63 (21%) Total: 237 (79%) Total S/H + Non S/H = 300 Units

¹ **Note on Height:** Section 5.3 of the C-6 District Schedule allows the Development Permit Board to relax the regulation in Section 4.3 allowing a greater Height as long as (a) the maximum height is no greater than 299.87 feet and (b) either a minimum of 20% of floor area included in the calculation of floor space ratio is used for social housing, or all dwelling units must be secured market rental housing. Standard conditions A.1.2 and A.1.3 seek confirmation of both Section 5.3 (a) and (b) - Height of the C-6 District Schedule of the Zoning and Development Bylaw. Top of guard rail for the east tower is to meet section 10.11 of the Zoning and Development Bylaw.

² **Note of Floor Area and FSR:** Section 5.2 of the C-6 District Schedule allows the Development Permit Board to relax the regulation in Section 4.7 allowing a greater Floor Area/FSR as long as (a) the floor space ratio does not exceed 8.75 in the C-6 district schedule; and b) the floor space ratio for non-residential uses in the C-6 district must be no less than 1.2; and c) either a minimum of 20% of floor area included in the calculation of floor space ratio is used for social housing, or all dwelling units must be secured market rental housing. Under Section 4.75 of the C-6 District Schedule, an additional 10 percent heritage density transfer (maximum 9.63 FSR or 394,288 sq. ft.) may be considered by the Development Permit Board. Standard condition A.1.3 seeks confirmation of Section 5.2 (c) of the C-6 District Schedule of the Zoning and Development Bylaw.

³ **Note on External Design:** See External Design Table on Page 10;

⁴ **Note on Parking:** Standard condition A.1.7 seeks compliance with Section 4.3.1 - Non-residential spaces and Section 4.8.4 - Disability Spaces of the Parking Bylaw.

⁵ **Note on Loading:** Standard Engineering conditions A.2.2 and A.2.3 seek further information to clarify access to loading bays will not conflict with two way passenger car flow. Vehicle turn swathes to be provided to show passenger car and SU9 truck maneuvering to and from the lane to the P1 parking level and loading bays and two way passenger car vehicle flow from Level 1 to the P1 parking level. Two-way flow between Class B vehicles and passenger vehicles to be maintained the length of the ramp and independent maneuvering into and out of the loading bays to be demonstrated.

⁶ **Note on Bicycle Parking:** Standard condition A.1.10 seeks compliance with Section 6 - Bicycle Parking of the Parking Bylaw.

⁷ **Note on Unit Type:** The west end community plan requires at least 50% of all social housing units are 2 and 3 bedroom units. An increased number/proportion of family units beyond the standard 50% is acceptable. However, including more studio and/or 1 bedroom units, as well as reducing average unit size and improving unit efficiency is encouraged. See standard condition A.1.28.

• **Legal Description**

Lot: 1
Block: 44
District Lot: 185
Plan: 15341

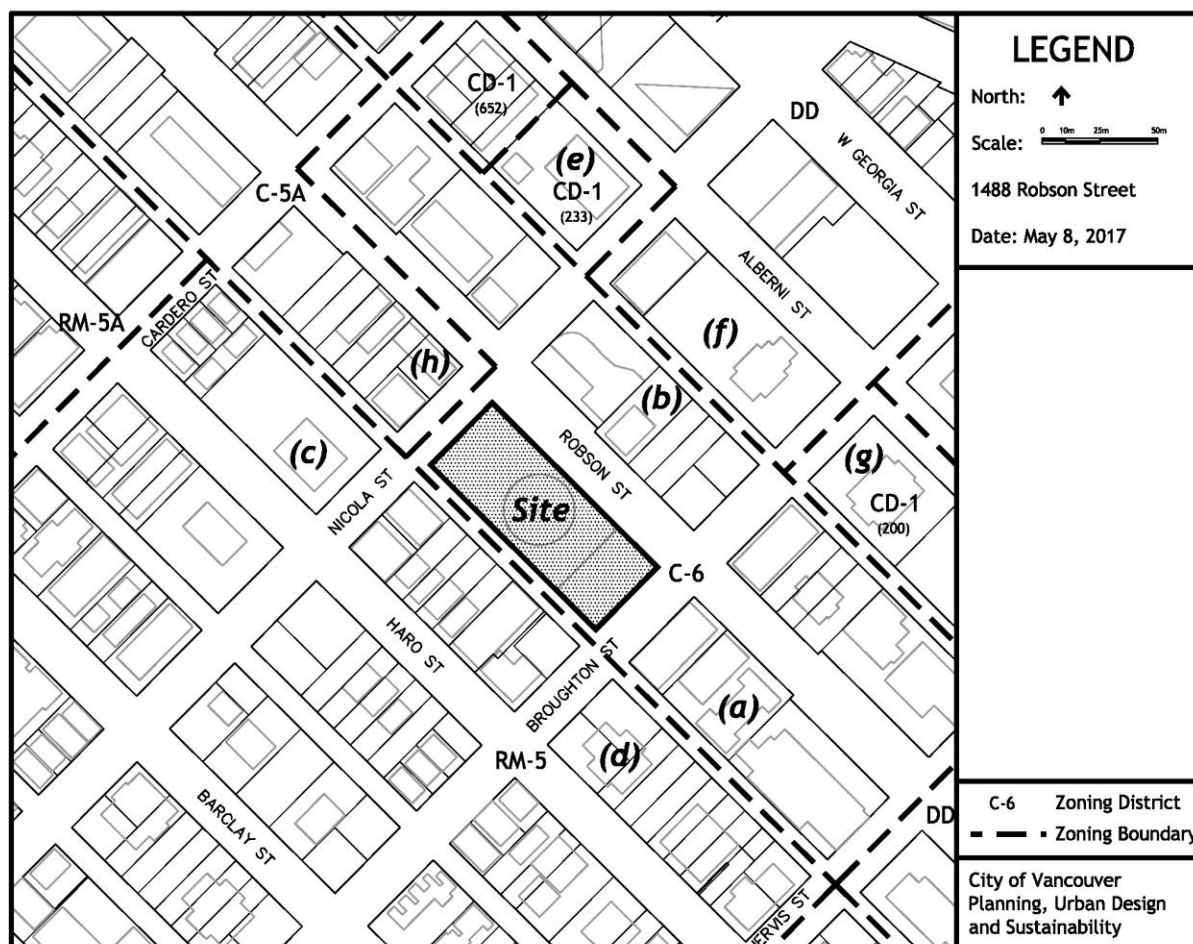
• **History of Application:**

16 08 19 Complete DE submitted
16 10 19 Urban Design Panel
17 03 08 Urban Design Panel
17 05 17 Development Permit Staff Committee

• **Site:** The site is located on the south side of Robson Street between Nicola Street and Broughton Street. Currently located at the site is the 42 storey Empire Landmark Hotel with a three storey podium. The lot size is 330 by 124 feet deep with a 30 foot cross-slope.

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

- (a) 1348 Robson St, Barclay Hotel, 3-storey heritage building (mixed use)
- (b) 1431 Robson St, Riveria Hotel, 11-storey building (hotel)
- (c) 1501 Haro St, 22-storey residential building
- (d) 840 Broughton St, 11-storey residential building
- (e) 1500 Alberni St, 30-storey residential building
- (f) 1444 Alberni St, 20-storey mixed use building
- (g) 738 Broughton St, 26-storey residential building
- (h) 1500 Robson St, DP Application in progress



• **Background:**

A development application was submitted on August 19, 2016, for a redevelopment of this site on Lower Robson Street, under the provisions of the West End Community Plan and C-6 zoning. The proposal contains two residential towers (31 and 32 storeys) on a four storey podium, with underground parking. Twenty percent of the residential units will be secured as social housing, with the balance as market strata. A public Open House was held on October 11, 2016. The proposal was reviewed by the Urban Design Panel on October 19, 2016, but was not supported; it was reviewed a second time, on March 8, 2017, and received the Panel's support.

The application is generally in line with the objectives of the West End Community Plan.

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

West End Community Plan

The West End Community Plan provides a clear direction for positive urban development and public benefits in the West End over the next 30 years. The Plan identifies the need to increase the supply of affordable housing for all household types, including families with children, and introduces policy to achieve a variety of housing choices and community facilities to attract and retain a vibrant local workforce. The Plan incentivizes new social and rental housing through additional density and rezoning applications in the areas noted as 'Corridors'. The Corridors are where the majority of new housing and job space has been built over the past 40 years, and are well-served by transit, services and amenities. The Plan anticipates that these Corridors will continue to provide opportunities for job space and housing to meet the community's evolving needs.

The Lower Robson Corridor extends from Denman Street to Jervis Street and consists of two subareas. Area B, in which the application is located, comprises two blocks with a mix of uses and building forms, including: hotels, residential towers on commercial podiums, and low-rise commercial buildings. The Plan anticipates that Lower Robson, Area B, will provide affordable housing options in mixed-used developments, as well as larger format commercial uses at grade. With the provision of either 20% social housing or 100% rental housing, developments can be considered for additional height up to 300 ft. and density up to 8.75 FSR (plus an additional 10% via a heritage density transfer). A three storey podium should be provided, to accommodate a minimum 1.2 FSR of commercial space.

Built form guidelines in the Plan recommend widening sidewalks and increasing building setbacks to create an enhanced public realm. Commercial and public uses along the street frontages should be maximized, while residential lobbies should be inset from the property line. Residential floor plates should be set back above the podium and be less than 511 square metres (5,500 square feet), to create a more slender tower profile. Finally, the built form should be sculpted to maximize sunlight on the sidewalk and maintain key public views (ie. to the North Shore mountains).

The Plan requires that 50% of social housing units and 25% of market units are two and three bedrooms units for families, meeting the standards of the High Density Housing for Families with Children Guidelines.

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

The intent of this Schedule is to provide for retail and services uses and forms of development compatible with the primarily residential character of the West End and, in C-6, to provide for dwelling units in mixed use developments. This schedule encourages pedestrian-oriented forms of development, in terms of building design, scale and function. The C-6 district differs from C-5 and C-5A in that it provides a transition between Downtown and the West End, by providing for a greater density and scale.

The Schedule supports mixed social and market housing developments through Section 5.2, which allows the Development Permit Board to relax the floor space ratio (FSR) regulation to a maximum of 8.75 FSR for a project in which 20% of residential floor area is used as social housing.

The schedule allows the Development Permit Board to relax the height regulation to a maximum of 91.4m (300ft) through Section 5.3.

The schedule also contains External Design Regulations, which will be further described in the “Response to Applicable By-laws and Guidelines”.

West End – Tower Form, Siting and Setbacks (Bulletin)

This bulletin provides special guidance for the siting and massing of new residential towers in the West End. It stipulates that shadowing on parks, public open space and the “villages” (ie. shopping streets) should be minimized between 10 am and 4:00 pm at the equinox. Developments on Robson Street must provide a minimum 7ft. front yard and, for larger sites such as this subject property, the residential tower should be set back a minimum 12ft. from the podium face on any street frontage. Tower depth is limited to 85ft., and an 80ft. separation between towers must be maintained. (Note: This DP application was received before the West End Bulletin was issued.)

High Density Housing Guidelines for Families with Children

These guidelines address key issues of site, building and unit design to provide for improved residential livability for families with children. Some quantitative standards are provided to assist applicants in their design as well as City staff in their evaluation.

• Response to Applicable By-laws and Guidelines:

West End Community Plan

The application meets a number of goals under the West End Community Plan, especially the delivery of new social housing.

Density

The proposed increased density of 9.47 FSR, which includes a 10% transfer of density to support heritage preservation on other sites, is within the approvable ratio for developments that include social housing under C-6 zoning. The application proposes that 50 of the 63 dwelling units of the non-market housing are two bedrooms or more, which exceeds the requirement that 50% of social housing units be suitable for families with children. Similarly, 183 of the 237 dwelling units of the market housing are two-bedrooms or more (including 40 three-bedroom units), which exceeds 25% target for family-oriented units stipulated in the Plan.

Tower and Podium Heights

The proposed podium height exceeds the three storey limit that is recommended in the West End Plan. As the site slopes down considerably (24ft.) from east to west, the applicant has proposed a stepped podium, ranging from two storeys at the east end to four storeys at the west end. The four storey portion of the podium steps down at the corner, so that a three storey streetwall is expressed on Nicola Street. A prominent cornice line (which is segmented on the Robson Street façade to follow grade) reinforces the expression of a three storey commercial podium along all three street frontages.

The overall tower height of 299.4ft. (31 and 32 storeys) is within the 300 ft. maximum discretionary height under C-6 zoning. Mechanical structures, as well as stair and elevator overruns that provide roof access, exceed the 300ft. height limit, but are well set back from the parapet. Standard condition A.1.2 asks for confirmation that the Guardrails for the private roof patios comply with the height limit.

Setbacks

The Plan’s intent to create a generous public realm and active commercial uses is positively addressed along Robson Street, where a 7ft. setback and a large forecourt for the office entry are provided. However, planters and trees obstruct much of the area under the weather protection canopies. The public realm environments on Nicola Street, Broughton Street, and the lane are quite constricted, with setbacks as little as 3ft. in some areas. Staff recommend relocation of the planters, provision of a continuous weather protection canopy, and improvement of the setbacks on the secondary street frontages (see recommended conditions 1.3 and 1.4).

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

The application generally meets the intents and regulations of the C-6 zoning.

The following is an evaluation of the application’s response to the regulations on external design, Section 4.17:

4.17	External Design	Staff Assessment
4.17.1	All developments shall provide along all abutting streets any one or a combination of display windows, individualized tenancy unit design, building articulation, pedestrian entrance definition via a recess or projecting canopy or any other architectural features which facilitate pedestrian interest to the satisfaction of the Director of Planning.	This condition is met. Multiple commercial units (limited width), a mid-block forecourt, a weather canopy, planters and paving treatments are provided to facilitate pedestrian interest.
4.17.2	The first storey shall be built to the front and side property lines except as noted in sections 4.4.1 and 4.5.1 while the remaining storeys may terrace back from the property lines.	This condition is met. Note that the West End Plan and Bulletin seek setbacks on street frontages to support an enhanced public realm.
4.17.3	Direct pedestrian access at the fronting street at or near grade level to each individual commercial occupancy which abuts the fronting street of a development site shall be provided.	This condition is met. The main floor slab is stepped so that individual commercial units are at or near to grade.
4.17.4	Continuous weather protection having a minimum depth of 1.5 m in the form of a retractable fabric awning, a canopy attached to the building face by bolts to facilitate easy removal, or other forms satisfactory to the Director of Planning and City Engineer shall be provided along the fronting street and flanking street where the adjoining site on the flanking street is in a C district.	A condition is recommended to better satisfy the intent of this regulation (see recommended condition 1.4).
4.17.5	That portion of building located at the intersection of a fronting and flanking street where the adjoining site on the flanking street is in a C district, shall be rounded with a minimum radius of 1.8 m, indented or truncated with minimum dimensions of 1.8 m by 1.8 m, or architecturally treated by other means to facilitate pedestrian amenity to the satisfaction of the Director of Planning.	This condition does not apply.

4.17.6	Building corners at the intersection of a fronting and flanking street where the adjoining site on the flanking street is in a C district shall be accentuated by variances of height, cupolas, domes, or other architectural appurtenances, or any proposals varying from the above, satisfactory to the Director of Planning.	This condition does not apply.
4.17.7	A minimum of one pedestrian entrance to commercial uses shall be provided from the flanking street where the adjoining site on the flanking street is in a C district.	This condition does not apply.
4.17.8	All garbage container storage areas shall be screened from view from nearby sidewalks and dwelling units.	A condition is recommended to confirm compliance (see standard condition A.1.20).
4.17.9	Mechanical equipment shall be enclosed and set back so as not to be visible from street level or architecturally treated by other means satisfactory to the Director of Planning. Exposed duct work is not permitted.	A condition is recommended to confirm compliance (see standard condition A.1.20).
4.17.10	Dwelling uses shall provide: (a) pedestrian access separate from access to other uses; (b) a minimum of one bicycle rack per four dwelling units in an enclosed storage room.	This condition is met.

West End – Tower Form, Siting and Setbacks (Bulletin)

As this development permit application was received prior to the issuance of the West End Bulletin, the guidelines in the Bulletin have not been stringently applied. The Bulletin is nonetheless a useful reference for the form of development and urban design objectives for this area.

The application meets most of the form of development guidelines in the Bulletin, including tower depth and separation. The application does not, however, meet the guideline that towers should be set back minimum 12ft. from the podium face, as the east tower is set back only 4 or 5ft. Staff recommend that this setback be increased to 7ft., to reduce the visual and shadow impacts of the tower on the pedestrian realm (see recommended condition 1.3). The application also does not meet the objective of minimizing “new” shadowing on shopping streets, as this two-tower scheme has much greater shadow impacts than the existing single tower, particularly from noon to mid-afternoon on the equinox. Through the application review process, the applicant team revised their design to reduce the podium height and tower width, which slightly improves the shadow performance.

High Density Housing Guidelines for Families with Children

The application includes private open spaces for individual units and co-located indoor and outdoor common amenity spaces for both the market and non-market housing, in fulfillment of the Guidelines. Design development is required to improve the indoor and outdoor amenity space for the non-market housing (see recommended condition 1.5).

• **Conclusion:**

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

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on March 8, 2017, and provided the following comments:

EVALUATION: Support (4-3)

- **Introduction:** Paul Cheng, Development Planner, introduced the project as existing on the south side of Robson Street between Nicola Street and Broughton Street. Currently the site includes the 42-storey Empire Landmark Hotel and is 330 ft. by 124 ft. with a 30 ft. cross-slope.

This project is subject to the C-6 *District Schedule*. The Intent of which is to development compatible with the primarily residential character of the West End and to encourage external building design, the scale and function of which is oriented towards pedestrians. External Design also includes display windows, individualized tenancy unit design, building articulation. It also includes architectural features which facilitate pedestrian interest.

The West End Community Plan includes a ground-oriented focus in uses and public realm quality. New development needs to contribute to public realm vitality by contributing active uses towards pedestrian interest and related public realm design.

Policy for Lower Robson includes overall heights that are 60 ft. outright and up to 210 ft. conditionally with podium heights of up to three storeys. Density is up to 2.6 FSR, but can be relaxed to 8.75 FSR in connection with social housing. Built form is sculpted to maximize sunlight on the sidewalks, and there is provision of a 7 ft. setback from property line to enhance the pedestrian realm.

The proposal includes 20% social housing and a Social housing amenity space at Level 4. A market housing amenity space takes up most of Level 5.

The following consensus items were stated at the previous UDP review for this application. Please comment on how well this design iteration has responded to these concerns:

- The horizontal expression of the buildings was considered monotonous and did not work well with the context of the fine grain and slope of Robson Street;
 - There were concerns about the massing and how the buildings do not stack to create a composition for a contextual fit that justifies the increased density;
 - The lane elevation is problematic in terms of creating a pedestrian friendly walkable environment, perhaps because the saw tooth form of the building at this level makes it so irregular;
 - The 2 foot setback in the lane was a concern with respect to livability of the units and the pedestrian environment;
 - The podium height and mass was questioned especially with respect to the grain on Robson Street;
 - There should be better resolution to the social housing entries;
 - The long hallway connecting the elevators for the social housing units needs access to daylight and relief from the length.
- **Applicant's Introductory Comments:** The applicant team started by noting their focus on clean lines and reformed detail in order to fit into the existing context.

Since the previous panel presentation, the balconies have been moved and the floorplate has been made smaller. This caused a reduction in width of 10% as seen from Robson Street which results in a smaller, more slender appearing tower.

The podium has been split into two elements with one element on the higher part of Robson Street and one on the lower part. The intent is to have it step down with the slope of Robson Street. A proposed setback is intended to create a public plaza.

There is a more unified architectural expression. Material expression includes stone, concrete, charcoal metal framing and copper elements are used across the scheme.

Reduction in the height of the podium has reduced the horizontal emphasis on the towers. The towers have been rotated back onto the City grid, and the podium has been significantly reduced in height to provide a more urban fit.

In the new proposal the sawtooth element has been removed from the lane-side in favour of an expression of each housing unit to add a rhythm to the lane elevation. The entire setback of the façade has been increased to a 5 ft. setback.

The public plaza is created by the surround units and has a 50 ft. opening onto Robson Street which allows for a break in the street wall. The openings between the plants and seating have been opened and made more playful. Everything has direct street access and sticks to the Robson Street scale.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

- The buildings are too monotonous for Robson Street - they should be less suburban and could have much more 'punch';
- Consideration should be given to providing more differentiation between the towers;
- The units at the back are too close to the active lanes and will suffer from noise impacts;
- The play space separation is unnecessary and these spaces should either be combined or more distinctly separated;
- More should be done to improve sustainability;
- Move the planters and create a continuous canopy to improve the pedestrian realm.

- **Related Commentary:** The panel started by noting that the project seems to have addressed all the previous comments, but that the tower itself could be much more exciting considering the height of it. Having segmented weather protection does not respect the importance of the pedestrian experience. Planters should be moved outside of the rain cover to allow for increased access to that cover by people.

The horizontality of the proposed project makes the façade seem as monotonous as the previous proposal was. The towers need to meet the ground somehow, and the response along Robson Street seems like the wrong response. Consideration should be given to having different materials, more articulation, and less segmentation of the canopies. The top of the buildings are not well resolved and the copper material is too timid. It also does not seem appropriate to have two identical towers on this block. Pay more attention to creating diversity between the towers and to strengthening the lobbies through lighting or signage.

There is some great variety in amenity spaces, but it seems like the spaces are unsafe and more attention should be paid to crime prevention through environmental design (CPTED). While the art elements in the amenity space are nice, it would be better if the art were real and integrated with the landscape rather than decorative.

There is too much rubber surfacing and more natural materials should be considered instead. As well, having two barely-separated play areas seems cruel, and considering that one is linked with regular housing and one with social housing this sends a terrible message. Either integrate the two play areas into one big space, or provide much better separation between them.

Much more consideration should be given to sustainability in the buildings.

The units at the back are not livable considering the acoustic impacts of the active lane. This needs to be fixed through better mitigation or re-orientation of these units.

- **Applicant's Response:** The applicant team noted that the play spaces are segmented at the request of the City. They also noted that the glazing ratio has been reduced in an effort to acknowledge sustainability.

Adjournment

There being no further business the meeting adjourned at 6:40 p.m.

ENGINEERING SERVICES

Although the application appears to be generally compliant with the number of loading and parking spaces required by the Parking Bylaw, the application requires further review with respect to parking and loading design. Standard Engineering condition A.2.3 requires compliance with the Parking and Loading Design Supplement including such items as two way maneuvering, ramp slopes, vertical clearances, column location etc. A complete redesign of the parkade may be required upon further review.

This site is a key location for securing a Public Bike Share Station due to the site's proximity to the Robson commercial area and the bike route on Nicola. Engineering Services has been working with the applicant since early in the application process to secure the preferred location, integrated into the design of the building (see standard Engineering condition A.2.1).

There have been some concerns about traffic impacts due to the project and its construction. Standard Engineering condition A.2.2 requires a traffic study to determine the impacts on adjacent intersections due to the development. The applicant is required to provide Engineering with a construction management plan prior to construction; the applicant must also request any street use from Engineering Services. Deconstruction of the existing building and noise complaints are reviewed by the Development, Building and Licensing Department at the City of Vancouver.

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

HOUSING POLICY & PROJECTS

West End Community Plan

The West End Community Plan provides a framework to guide positive change, development and public benefits in the West End. Deepening housing affordability and meeting the needs of a growing community are a priority. The Plan identifies new social housing opportunities and has a goal of providing over 500 social housing units through additional density and rezoning applications in the Corridors. For market housing the Plan requires that 25% of units in new multi-family developments have two and three bedroom units for families designed in accordance with the High Density Housing for Families with Children Guidelines and located on the lower floors. The Plan requires that 50% of social housing units are two and three bedroom units for families with children. The definition of

“social housing” applicable to this application, located within Zoning and Development By-law, is as follows:

- (a) in which at least 30% of the dwelling units are occupied by households with incomes below housing income limits, as set out in the current “Housing Income Limits” table published by the British Columbia Housing Management Commission, or equivalent publication;
- (b) which is owned by a non-profit corporation, by a non-profit co-operative association, or by or on behalf of the City, the Province of British Columbia, or Canada; and
- (c) in respect of which the registered owner or ground lessee of the freehold or leasehold title to the land on which the housing is situate has granted to the city a section 219 covenant, housing agreement, or other security for the housing commitments required by the city, registered against the freehold or leasehold title, with such priority of registration as the city may require.

The proposal for the social housing includes 80% family units and the market housing component includes 77% family units, exceeding the requirement.

High Density Housing for Families with Children Guidelines

The intent of the guidelines is to address the key issues of site, building and unit design which relate to residential livability for families with children. The guidelines provide both quantitative measures and qualitative guidance on designing family-friendly housing, including outdoor and indoor amenity and play areas, safety and supervision of children, and provision of storage space appropriate for families.

The proposed mixed-use building contains 183 market units (77 % of total) with 2 or more bedroom units (comprised of 141 2-bedroom, 40 3-bedroom, and 2 5-bedroom units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the Development Permit application. Unit design and associated storage and amenity space must meet the intent of these Guidelines.

City of Vancouver Housing Design and Technical Guidelines for Social Housing

The purpose of these Guidelines is to help guide housing partners through the project design and development process on social housing projects, including social housing such as this application, delivered turn-key to the city through inclusionary zoning provisions. They outline the minimum standards required by the City of Vancouver for materials, finishes, equipment and technical specifications. Their intent is to realize City policies and goals that include for example, “The Housing and Homelessness Strategy”, “The Climate Change Adaptation Strategy”, “The Greenest City Action Plan: 2020”, and “ The Healthy City Strategy”, within the context of built environment. The desired outcome is to encourage livability and inclusivity, as envisioned in these policies and in accordance with the regulatory framework set out in the Vancouver Building Bylaw and the Zoning and Development Bylaw.

All social housing units shall be designed using the City of Vancouver’s Housing Design and Technical Guidelines. Further revision of the drawings to meet the intent of the Guidelines for the social housing units are required, including unit mix, size, and amenity spaces (see standard condition A.1.28).

Urban Agriculture Design Guidelines for Private Realm

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture

Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments. Design development is required to include opportunities for edible landscaping in the outdoor amenity space for both the market and social housing units (see standard condition A.1.31).

NOTIFICATION

Two site signs were placed on site, one facing Robson Street and the other facing Nicola Street. On September 26, 2016, 2227 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's website. The postcard and the development application materials were posted online at vancouver.ca/devapps. In addition, an open house was advertised on the signs and online, and was hosted on the evening of October 11, 2016. The September/October 2016 and April/ May 2017 West End Plan Implementation Newsletters also included information about the project and upcoming Development Permit Board date. This newsletter was sent to the West End Plan list-serv and was also posted at key locations in the community.

Thirty-seven people signed in at the open house and 16 written comment sheets were received. A revised submission was received on February 28, 2017 and a second postcard notification was sent on March 7, 2014 to neighbouring property owners. Seventeen additional written comments were received from notification. In summary, 10 respondents requested more information or were neutral, 3 respondents support the project and 20 wrote in direct opposition or with concerns outlined below. Comments from both the open house and notification are summarized below.

Demolition: Multiple residents expressed concerns about demolition in regard to noise, air pollution, exposure to hazardous materials, clean-up, damage to adjacent buildings, compliance with City By-laws and notification to surrounding residents. A pre-construction survey of surrounding buildings was requested. Some residents favour implosion as it would be faster than other methods, while others had safety concerns with this approach. Some concerns were noted about demolition waste and it was suggested the existing building be converted to multiple dwelling use.

Staff Response:

- There are no minimum requirements for reuse and recycling in commercial buildings.
- The property owner has not determined demolition methodology at this time and whether the building will be imploded.
- A salvage and abatement (hazardous materials) permit must be obtained prior to demolition which will require compliance with the Vancouver Building By-law and Worksafe BC.
- Prior to issuance of a demolition permit, a demolition plan must be reviewed and approved by Engineering Services and Development, Buildings and Licencing Services.
- There are no COV requirements for the owner of the property to undertake a pre-demolition survey of the adjacent buildings.

Construction: Concerns were received about the duration to construct the new building and associated noise, air pollution and traffic impacts to adjacent residents. Some residents requested the developer conduct pre-construction surveys on surrounding buildings prior to construction and that construction be limited to 5 days a week to reduce noise impacts. Concern that the lane will be blocked and residents in adjacent buildings will not be able to access their parking was also conveyed. It was requested that permit parking in the lane be maintained during construction and a City contact be provided to report City By-law violations.

Staff Response:

- A construction management plan must be approved by Engineering Services prior to construction, and will need to address how access to properties sharing the lane would be

maintained during construction. If temporary lane closures are required for a portion of the lane, there would be advance notification and impacts to the neighbourhood would be considered along with means for alternative access. Standard condition B.2.5 requires a request to Engineering for anticipated street use during construction prior to issuance of the Development Permit.

- If there are noise complaints during construction residents can call 311, the Supervisor of District Building Inspections will be contacted and an inspector would be assigned to follow up. Follow up includes contacting the site superintendent and a site visit.
- If there are concerns regarding vehicle access parking enforcement can be contacted at 311.

Traffic and Parking: Some residents expressed concern that there will be an increase in cars using the lane and access and egress into the building will increase congestion. Particular concern for increased conflicts at the intersection at Nicola Street and Robson Street and at Nicola Street and the lane were noted. Additional access/egress on Robson Street or Broughton Street was suggested. Adjacent residents are also concerned about noise impacts from the parking gate.

Other concerns include blocked access for emergency vehicles, additional cars parking in the permit parking at the lane as well as inadequate parking in the neighbourhood.

Staff Response: A traffic study investigating impacts on the adjacent intersections is required in standard Engineering condition A.2.2. The application is generally compliant with the required number of parking and loading under the Parking Bylaw.

Building Design: Some residents were concerned the building size does not fit in with the character of the West End. Specific concerns were the podium is too flat and detached from the towers. High quality finishing was noted as important and it was requested that materials shown on the proposal should be implemented at construction.

Staff Response: In response to concerns from the Open House and the first UDP review, the applicant team substantially redesigned the podium, to reduce its height and apparent “flatness,” and to create a more integrated design with the towers. The two towers are significantly shorter, and somewhat more slender, than the existing tower on the site. Their height and proportion (ie. floorplate size) are as anticipated by the West End Plan and guidelines. The high-quality materials and details that have been proposed in this DP application are required to be maintained in the Building Permit submission. Should a substitution be requested, an application to amend the DP permit would need to be reviewed and approved.

Mechanical Equipment Impacts: Some residents expressed concern that the mechanical equipment and air intake vents will create noise impacts for residents in the adjacent building across the lane and requested that the location be moved.

Staff Response: The podium elevation on the lane is primarily comprised of dwelling units (non-market housing). Additionally, there is a single parkade ramp entry, mid-block. There are no air intake vents proposed on this building elevation. The kitchen exhaust for the commercial units is on the podium rooftop, approximately 30ft. from the parapet. The mechanical exhaust for the residential use is located on the tower rooftops.

Shadowing: Some residents are concerned that the building will create shadowing on adjacent buildings.

Staff Response: The proposed towers will create some additional shadowing to the north and east, across Robson Street. At the same time, access to light for some portions of neighbouring buildings to the north and east will actually be improved, as the existing tower will be removed. Shadowing to the west, across Nicola Street and the lane, will be reduced, as the new towers are at a lower height than

the existing tower.

Building Height and Size: Some residents were concerned that the building is not high enough to achieve its' full potential. A height of 600 ft. and higher FSR was suggested. Other residents expressed concern that the building height is too high and suggested a height of 200 ft.

Staff Response: The proposed 299.4ft height is congruent with the maximum discretionary height (300ft) described in the West End Community Plan and the C-6 District Schedule. Towers of this height, and in this location, reflect the form of development anticipated by the Plan, which underwent an extensive public consultation process and was approved by Council. Note that this height is significantly less than the existing tower at 387 ft.

Privacy and Views: Some residents are concerned about the loss of privacy and increased views into units of adjacent buildings from the new building.

Staff Response: The applicant's comprehensive view impact study documents views from nearby towers at 1480 Barclay Street, 1421 Robson Street, 1361 Robson Street and 738 Broughton Street. The study demonstrates that there is little to no difference in view impacts between a standard C-6 development versus the proposed development with greater height and density (for social housing). Views from 1480 Barclay will be somewhat impacted, as sightlines to the north will be reduced from 19% to 11%. Views from the other three towers are much less impacted, retaining 84% to 94% of their sightlines. It is noted that some views lost to the two-tower schemes are mitigated by views gained by the removal of the existing tower.

Existing Restaurant: Some residents expressed a desire to retain a restaurant use on the upper floors to continue to provide the public with access to existing views.

Staff Response: The C-6 zone for the site permits restaurant use, but there are no requirements to include this use in the development.

Community Arts and Culture Space: It was requested that the development include space allocated for community arts and culture.

Staff Response: While the West End Plan seeks to encourage partnerships with the West End and Robson Business Improvement Associations to enhance the area as a cultural hub there are no requirements for new developments to include arts and culture spaces. The public benefits required for new developments seeking bonus density in the C-6 district are secured market rental and/or social housing.

Social Housing: Some resident suggested opportunities to encourage interaction between the non-market and market housing residents be explored such as shared lobbies and amenities.

Staff Response: The non-market housing units will comply with the Housing Design and Technical Guidelines for non-market housing as per standard condition A.1.28.

Seniors: The West End Seniors Network expressed a desire to be connected with senior residents in non-market housing to provide support.

Staff Response: This request can be shared with the non-market housing provider when selected.

Access to Services: Some residents are concerned there are inadequate resources for residents moving into the development such as spaces in schools and community centres.

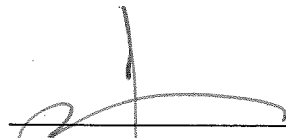
Staff Response: The West End Plan has a comprehensive Public Benefits Strategy (PBS) that provides direction for future capital investments needed to support growth in the community over the next 30 years. The PBS covers six key areas: community facilities, parks and open spaces, affordable housing, public safety, transportation, and utilities. It has 10 year and 30 year priorities, and identifies the cost estimates and funding strategies for these public benefits. Regarding schools, City staff work closely with VSB staff to ensure future school capacity needs are addressed.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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

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

It also requires the Board to consider By-law relaxations, per Section 5.2 and 5.3 of the C-6 District Schedule. The Staff Committee supports the relaxations proposed.



J. Greer
Chair, Development Permit Staff Committee



Danielle Wiley
Development Planner



Joe Bosnjak
Project Coordinator

Project Facilitator: Lisa King

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 provision of a Letter “B” (sample copy attached) which includes confirmation from the owner of the “donor” site that the agreement has been finalized, and confirming the new “balance” of transferable density remaining on the donor site;

A.1.2 compliance with Section 4.3 - Height, of the C-6 District Schedule of the Zoning and Development By-law;

Note to Applicant: Discretionary height increases required to achieve barrier-free access to this space will be considered as per the City of Vancouver bulletin on ‘Roof Mounted Energy Technologies and Green Roofs - Discretionary Height Increases’.

A.1.3 compliance with Section 5.2(c) and 5.3(b) of the C-6 District Schedule of the Zoning and Development By-law;

Note to Applicant: A minimum of 20% of the floor area included in the calculation of floor space ratio is used for social housing. The 20% is not to include storage rooms, amenity spaces, bike rooms, or anything noted in the C-6 district schedule. Updated overlays are required to show compliance.

A.1.4 provision of rear yard dimension from property line to building face;

A.1.5 compliance with the Bulk Storage and In-Suite Storage - Multiple Family Residential Developments Bulletin;

Note to Applicant: One storage room or locker is required for each residential unit. Minimum sizes are to be met for each locker, above or below base surface. A minimum of 5.7 m³ (200 cu. ft.) of useable storage space for each dwelling unit for the storage of bulky items such as winter tires, ski and barbecue equipment, excess furniture, etc.; See Bulk Storage and In-Suite Storage - Multiple Family Residential Development Bulletin.

A.1.6 separation between the non-residential and residential parking area;

A.1.7 compliance with Section 4.3.1 - Non-residential Uses - Downtown and 4.8.4 - Disability Parking, in accordance with the Parking By-law;

Note to Applicant: A minimum of 32 non-residential parking spaces is required for this proposal. Also a minimum of 3 disability parking spaces are required for the non-residential portion. Label and number all the stalls with residential (R) or non-residential (NR) and its corresponding space number [i.e. R1, R2, NR1, NR2, etc...]. Note only the number of actual stalls on the drawings and show any bonuses on the statistics table.

A.1.8 compliance with parking for the Social Housing portion;

Note to Applicant: A minimum of 1 space per 10 studio/1 bedroom unit and 1 space for every 2 dwelling units that are 2 or more bedrooms is required.

A.1.9 labelling the loading bays as residential or non-residential;

A.1.10 compliance with Section 6 - Bicycle Parking of the Parking By-law;

Note to Applicant: A total of 375 Class A is required for the residential portion and 18 Class B spaces for the entire proposal. Class B spaces are to be fully on private property. See also standard engineering condition A.2.6. Access aisle widths for the Class A spaces are to be in compliance with the parking bylaw. Some columns are reducing the aisles to less than the 4' required.

A.1.11 provision of details of bicycle rooms, in accordance with Section 6 of the Parking By-law, which demonstrates the following:

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

A.1.12 labelling of all room names/units/etc.;

Note to Applicant: Label storage, bedroom, kitchen, etc. for each unit.

A.1.13 provision of complete and fully-dimensioned floor plans;

A.1.14 provision of access to mezzanine level in Retail use;

Note to Applicant: Stairwell access to mezzanine level will be counted in floor area.

A.1.15 provision of detailed floor and roof elevations for each floor and roof level in the building, as related to the existing grades on site;

Note to Applicant: Top of elevator shaft, stairwells, guard rails, parapets, etc. are all to be shown clearly on elevation plans and roof plan.

A.1.16 confirmation if the trellis on 7th level roof deck is covered or open to above;

Note to Applicant: Label the trellis as open to above or covered. If the trellis is covered this will count in floor area.

A.1.17 provision of an acoustical consultant's report to be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

A.1.18 written confirmation shall be submitted by the applicant that:

- 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;

A.1.19 deletion of all proposed signage or notation on plans stating: "All signage are shown for reference only and are not approved under this Development Permit.";

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

A.1.20 confirmation on the drawings that all garbage container storage areas are to be screened from view from nearby sidewalks and dwelling units, and all mechanical equipment shall be enclosed and set back so as not to be visible from street level;

Note to Applicant: Exposed duct work is not permitted.

Standard Landscape Conditions

A.1.21 design development to improve the lane interface by providing more substantial planting beds with woody plants and replacing the river rock bed with planting bed;

Note to Applicant: These plants should be able to withstand rough lane traffic and difficult vehicular maneuverability. Planter curbs should be detailed, to confirm.

A.1.22 provision of section details at a minimum scale of 1/2"=1'-0" scale to illustrate all proposed landscape elements, including typical planters, benches, seat walls/stairs, trellises and any other furnishings, with references on the plan;

A.1.23 provision of maximized growing medium for trees and shrub planting to ensure long term health and sustainable growth on slab condition, to be confirmed by provision of a typical detail for tree planting on structure, including dimensions;

Note to Applicant: Structures such as underground parking slabs may need to be altered to provide adequate depth and continuous soil volumes. Soil depths should exceed the BCSLA standard.

A.1.24 coordination of removal and proposed street trees with Engineering and the Park Board and the addition of the following note on the plans:

"Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Eileen Curran at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Cabot Lyford at Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion."

A.1.25 provision of more detailed planting labels for Level 7 Planting Plan, defining each individual plant drift, to clarify design intent;

- A.1.26 provision of bird friendly plants on the plant palette, enabling bird habitat conservation and bird habitat promotion (See recommended condition 1.8.);
- A.1.27 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

“Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Park Board”.

Note to Applicant: Methods of tree protection for street trees (as approved by Park Board) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection.

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

- A.1.28 design development for the social housing units to accommodate the following:
- a) Seek to provide a larger number of social housing units within the floor area allocation by bringing the unit sizes and mix into closer alignment with the Housing Design and Technical Guidelines;
Note to Applicant: An increased number/proportion of family units beyond the standard 50% is acceptable. However, including more studio and/or 1 bedroom units, as well as reducing average unit size and improving unit efficiency, is encouraged.
 - b) Minimum size of the social housing indoor amenity space and room detail;
Note to Applicant: A minimum of 15 square feet of amenity space is required per housing unit. Provide a room layout drawn to scale (including accessible washroom, kitchenette and storage closet, and furniture) for the common amenity space to demonstrate its functionality;
 - c) Provision of detailed description of outdoor play area , including materials, play elements, and equipment;
 - d) Explore feasibility of including family childcare unit at a location where appropriate outdoor space is available on level 5, southeast corner;
 - e) Provision of the 5% accessible units in both family and single unit types;
 - f) Provision of furniture layout for project office and manager room;
 - g) Provision of a heat treatment room located within the parking garage or off the main lobby of the social housing facility is required. Clarify if the room labeled as a “heat transfer” room is a “heat treatment” room and provide the dimensions for this room.
 - h) Provision of storage space for building maintenance and warranty period material;
 - i) Eliminate glazing in bedroom closets;
 - j) Correct errors in suite labelling (e.g. 1 bedroom is identified as a 2 bedroom);
 - k) Include powder room in 3 bedroom units;
-

- l) Applicant to display a sign on the site, throughout construction, that acknowledges that social housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City; and
- m) Provision of Letter of Credit to City of Vancouver for equivalent to the cost of the exterior shell of the social housing air space parcel.

Note to Applicant: All building components that relate to the social housing must be designed and delivered in compliance with the City's Housing Design and Technical Guidelines, to the satisfaction of the General Manager of Community Services. A meeting with City staff to discuss details of design development before prior-to response is suggested.

A.1.29 arrangements made, to the satisfaction of the Director of Legal Services in consultation with the General Manager of Community Services and the Director of Facilities Planning and Development, to secure the applicant's obligation to design, build and deliver to the City social housing units which comprise 20% of the project floor space, and associated parking and bike storage for such social housing, all contained within a separate air space parcel. The agreement or agreements will address, but not be limited to, the following issues:

- a) Breakdown of unit types (i.e. studios, 1 bedroom units, 2 bedroom units, etc.), sizes, parking numbers and finish specifications must be as per the City's Housing Design and Technical Guidelines version 9.6 or as described further in these conditions;
- b) Unit design and associated storage and amenity space must be as per the City's High-Density Housing for Families with Children Guidelines;
- c) The air space parcel for the social housing must be designed to be as autonomous as possible, with design considerations maximizing the efficiency and minimizing the cost of operations over the life of the project and within the larger development;

A.1.30 grant the City an option to purchase, for a nominal purchase price, the social housing air space parcel, exercisable upon completion of construction of the social housing; and

A.1.31 design development to market and non-market outdoor amenity spaces to include opportunities for edible landscaping.

Note to applicant: Please see Appendix A of Urban Agriculture Guidelines for suggested edible plant species.

A.2 Standard Engineering Conditions

A.2.1 the PBS space as shown on Sheet L1.0 along Broughton Street north of the lane is not acceptable:

- a) **Size:** At a minimum a 19m x 4m sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2m wide and has a required bicycle maneuvering zone of 2m for a total width of 4m;

Note to Applicant: The proposed PBS space as shown is 4m wide however the full 19m length is not shown to be continuous but is split into two sections measuring 12.8m and 6.4m and is separated by the Non Market Housing lobby entrance. Applicant to provide 19m x 4m of continuous space for PBS.

- b) **Location:** The station must be fully located on private property while still clearly visible to the public with 24/7 public access. The preferred location is near the intersection of Robson and Nicola Street to allow easy access to the street;

Note to Applicant: The proposed location of the PBS space as shown along Broughton Street is not acceptable. Applicant to revisit locating the PBS space along the west side of the site along Nicola Street which is the existing bike route.

- c) **Access:** Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station;
- d) **Surface treatment:** A hard surface is required with no utility access points within the PBS station footprint (except as noted below). Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval;
- e) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided;
- f) **Sun exposure:** There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day;
- g) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station;

Note to Applicant: Refer to Schedule A and Sketch A in 'Design Standards for Public Bike Share (PBS) Rezoning and Development Application Requirements' document (<http://vancouver.ca/files/cov/design-standards-for-public-bike-share.pdf>)

- A.2.2 provision of a traffic study performed by a qualified Transportation Engineer, investigating the impacts on the adjacent intersections and providing a review of on-site loading and parking maneuvering and access;

Note to Applicant: traffic signal upgrades may be required upon further review of traffic study to be provided.

- A.2.3 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- a) Provision of additional design elevations on both sides of the main parking ramp, the circulation ramps and the manoeuvre aisle at all break points, through the loading bays, access corridors to bicycle storage rooms and at all four corners of the parking levels to calculate the slope and crossfall;
- b) Confirm the main parkade ramp slope to P1;

Note to Applicant: There are inconsistencies between the ramp slope shown on drawings A205 (11.8%) and A207 (12.5%).

- c) Design development to provide a slope on the main ramp not to exceed 10% for access and manoeuvring to the Class B loading;
- d) Confirm if a wireless FOB or an enter phone is proposed for the main parkade ramp and note on plans;
- e) Provision of vehicle swathes performed by a qualified Transportation Engineer showing passenger car and SU9 truck manoeuvring to and from the lane to the P1 parking level and SU9 truck manoeuvring to and from the parkade ramp and all of the Class B loading bays;

Note to Applicant: Two-way flow between Class B vehicles and passenger vehicles to be maintained the length of the ramp and independent manoeuvring into and out of the loading bays to be demonstrated. A jug handle and flares at the top of the main ramp may be required to maintain two-way flow.

- f) Provision of a corner cut on the inside radius at the top of the ramp from Level 1 to P1 is required for two way flow;
- g) Provision of separation between the Class B loading maneuvering and the parkade main circulation;
- h) Provision of additional section drawings showing elevations, vertical clearances, and security gates for the main ramp, the parking levels and through the loading bays;

Note to Applicant: Minimum clearances for the ramp, the parking levels and the loading bays to be labelled on the drawings, including overhead gate and mechanical projections.

- i) Minimum 12'6" clearance is required for Class B loading;
- j) Minimum 2.3m clearance is required for Class A loading and disability spaces;
- k) Provision of minimum 20' drive aisle width on the circulation ramp from Level 1 to P1 for two way flow;

Note to Applicant: Columns and curb line shown on ramp on drawing A205 reduce ramp width to less than 18'.

- l) Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4' from either end of the stall;

Note to Applicant: Examples include, but are not limited to, East Tower garage 1 and 5, West Tower garage 3, stalls 67R, 78R, 189 and 268R. Single module stalls with a wall and column such as commercial stall 1 require 2.9m width.

- m) Relocate the 2 columns from the Commercial disability stall and the commercial stall west of the disability parking to comply with the Parking Bylaw. Refer to gridlines C, between 5 and 7 on drawing A205;
 - n) Confirm separation between private garages East Tower 3 and 4;
 - o) Eliminate conflict between stall 241R and the West Elevator access door on P3;
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- p) Show hatching on access aisles for all disability stalls, to door access and residual space that is not designated as a stall throughout the parking levels;

Note to Applicant: this is to ensure that these areas remain clear from parking.

- q) Clarify if curbs are proposed throughout the parking levels;
r) Clarify curb line shown on P2 west of the elevator pit;

Note to Applicant: 21'8" aisle width is required for vehicle maneuvering into stalls. All columns to be shown on plans.

- s) Relocate the columns shown in the loading corridors and the bicycle corridors to provide minimum 1.2m width;

Note to Applicant: loading corridors and loading doors should be minimum 4' width to accommodate a pallet and pallet jack for loading operations;

- t) Modification of the loading bay design;
u) Relocate the column shown in the loading bay located at gridlines 3, D;
v) Provide additional loading bay width for the second and subsequent loading space (each additional space must be 3.8m wide);
w) Provision of a convenient, stair free loading route to and from the Class A and B loading bays and the CRU units;

Note to Applicant: Although the corridors are stair free, most CRU units show internal stairs which may interfere with loading functionality.

- x) Provision of updated plans showing the "stair free" access routes for the Class A bicycles to reach the outside;
y) Provide automatic door openers on the doors providing access to the bicycle room(s).

Please contact Jennifer White of the Parking Management 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.2.4 clarification is required as to whether the planter walls are proposed to encroach into the lane (as indicated on page A206) or the wood (ipe) seating is meant to encroach onto Robson Street (page L1.0). Apart from demountable weather protection canopies, any other building features encroaching onto City property are to be deleted;

Note to Applicant: Seating to be a minimum of 0.305 m (1'-0") behind the property line, which is separate from the planters and include detailed specifications on the landscape plans.

- A.2.5 a canopy application is required. Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness (VBBL section 1A.9.8);

A.2.6 provision of Class B bicycle parking on private property;

Note to Applicant: should bicycle racks be desired on public property staff will provide an approved location prior to building occupancy once new sidewalks and all street features are installed and constructed. Class B bicycle parking must be provided as per the parking by-law on-site or relaxed to the satisfaction of the Director of Planning. On-street bicycle parking does not count towards class B bicycle requirements. See standard condition A.1.10.

A.2.7 clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane;

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.

A.2.8 provision of a separate application to the General Manager of Engineering Services for street trees, sidewalk and lane improvements is required. Please submit a copy of the landscape plan directly to Engineering for review noting the following requirements;

- a) Provision of CIP broom finish concrete sidewalks with saw cut joints between the exposed aggregate front boulevard and the property line on Robson Street and deletion of the proposed exposed aggregate bands in the sidewalk;
- b) Provision of CIP broom finish concrete sidewalks with saw cut joints between the new 1.83 m (6'-0") sod grass front boulevard, including CIP concrete pads for parking meters, and the property line on Nicola Street and deletion of the proposed exposed aggregate front boulevard near the intersection with Robson Street;
- c) Provision of CIP broom finish concrete sidewalks with saw cut joints between the new 1.53 m (5'-0") sod grass front boulevard, including CIP concrete pads for parking meters, and the property line on Broughton Street and deletion of the proposed exposed aggregate bands and front boulevard;
- d) Provision of a standard concrete laneway crossings on Broughton and Nicola Streets including new curb returns and ramps on both sides of the lane to current standards;
- e) Provision of upgraded street lighting on Robson and Nicola Streets to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required; and

A.2.9 an encroachment agreement must be registered on the title to the key commercial component of the development, and not to residential strata's, to secure maintenance and responsibility for the lane treatment and landscaping;

- a) The lane should use standard City construction materials, or use materials and construction methods that are accepted by the City. City acceptance includes requiring that the plans are consistent with relevant approved public realm plans and special treatment areas, that materials are proven to provide a reasonable level of service, reliability, availability, and meet all of our required functional standards (friction, accessibility, etc.);

Note to Applicant: Engineering does not support the treatments currently shown in the lane; preference is for standard lane treatment (asphalt) supplemented with landscape

- bulges, as possible upon further review of turning movements, as per recommended condition 1.4.
- b) The anticipated future uses of the lane should support the proposed treatment;
 - c) The lane improvements should provide a benefit to the public;
 - d) Public access cannot be restricted; and
 - e) Revised building grades are required for the proposed lane design.

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.
- 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.
 - 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)
- 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)
- A.3.4 Erosion Sediment Control Plan is required at the Building application stage for Environmental Protection's review and acceptance.
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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 May 17, 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 **June 12, 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 Details of swimming pools/hot tubs to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction;

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
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- 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.
- B.2.6** Confirmation, prior to issuance of building permit, by the design engineer of record certifying that:
- i. The building-scale low-carbon energy system is designed to achieve a greenhouse gas performance outcome of less than 6 kg CO₂/m².
 - ii. The supply and return temperatures of all hydronic heating and domestic hot water loads adhere to the *Neighbourhood Energy Connectivity Standards - Design Guidelines* to allow an eventual future connection to a district energy system.
- Note to Applicant:** If the applicant is pursuing a building-scale low-carbon energy system as approved, they shall refer to Sustainability Conditions of Development Permit for any additional requirements.
- B.2.7** Where, at the time of building permit, the applicant chooses not to pursue an approved building-scale low-carbon system designed to achieve a greenhouse gas performance outcome of less than 6 kg CO₂/m², design of the development shall adhere to the following requirements:
- i. Detailed design of the building HVAC and mechanical heating and cooling system must be submitted to and approved by the General Manager of Engineering Services prior to issuance of building permit.
 - ii. Confirmation, prior to issuance of building permit, that all heating equipment for all buildings comprising the development shall be centralized within one common mechanical room at parkade level, and that a dedicated space not less than 225 ft² shall be allocated within the central mechanical room, or other dedicated space connected to the central mechanical room, to serve as the development's future Energy Transfer Station (ETS) connecting buildings to the Neighbourhood Energy System. The dedicated ETS space should be clearly labelled.
 - iii. Completion of the *Confirmation of Neighbourhood Energy Connectivity Requirements* letter of assurance by the design engineer of record, prior to issuance of building permit, certifying that the mechanical design of all buildings within the development adheres to the *Neighbourhood Energy Connectivity Standards - Design Guidelines*.
- B.2.8** This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
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Processing Centre - Building Comments

The following comments are based on the architectural drawings dated February 17, 2017 that have been submitted for Development Application DP-2016-00376. 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.
 - Parking Level P1: non market housing parking shall be provided with access to at least two exits.
 - Parking level P1: west portion of this parkade level (service rooms) shall be provided with access to at least two exits.
 - Exiting to be review with respect to security measures in the building.
 - West tower exit stair (GL 12) Level 1: storage room (condo bike) cannot open into the exit.
 - East tower exit stairs (GL 4 and GL3): it is not clear at what level below grade stairs discharge to outside. Note stairs that serve the level below grade must be separated from the stairs serving above grade levels.
 - Two-level pool amenity space: if the 2nd level of the amenity does not comply with mezzanine requirements, than this 2-level space might be required to comply with requirements for interconnected floor levels.
 - 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. Fire department access to the building(s), FA and sprinkler zoning to be discussed with fire department.
 - 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.
 - 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.
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