
**CITY OF VANCOUVER
PLANNING & DEVELOPMENT SERVICES**

**DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
October 30, 2019**

**FOR THE DEVELOPMENT PERMIT BOARD
November 25, 2019**

**1503 Kingsway (COMPLETE APPLICATION)
DP-2018-00892 – C2**

MCU/JS/DY/JC

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
J. Olinek, Development Planning
C. Chant, Engineering Services

Also Present:

M. Castillo Ureña, Development Planning
D. Yu, Development Planning
J. Digby, Development Planning
J. Smallwood, Development Services
J. Catarino, Development Services Planning
I. Rodriguez, Engineering Services
C. Cheung, Engineering Services

APPLICANT:

Nathan Gurvich
Cressey Development Group
200-555 West 8th Avenue
Vancouver, BC V5Z 1C6

PROPERTY OWNER:

Cressey (1503 Kingsway) Holdings
200-555 West 8th Avenue
Vancouver, BC V5Z 1C6

EXECUTIVE SUMMARY

- **Proposal:** To develop the site with a 13 storey, mixed-use building consisting of Retail on the first storey, General Office and Fitness Centre uses on the second storey and 116 dwellings from the third to thirteenth storey; and four townhouse buildings with 38 dwellings all over two levels of underground parking having vehicular access from Fleming Street and Dumfries Street.

See	Appendix A	Standard Conditions
	Appendix B	Standard Notes and Conditions of Development Permit
	Appendix C	Applicant's Design Rationale
	Appendix D	Plans and Elevations
	Appendix E	Draft Traffic Impact Study

● **Issues:**

1. Building Height;
2. Floor Area;
3. Building Expression;
4. Public Realm; and
5. Traffic.

- **Urban Design Panel:** Support with Recommendations (5/0).
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2018-00892 submitted, the plans and information forming a part thereof, thereby permitting the development of a 13 storey, mixed-use building consisting of Retail on the first storey, General Office and Fitness Centre uses on the second storey and 116 dwellings from the third to thirteenth storey; and four townhouse buildings with 38 dwellings all over two levels of underground parking having vehicular access from Fleming Street and Dumfries Street, 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 reduce building height to more closely achieve the performance of the C-2 zone;

Note to Applicant: The intent of this condition is to minimize the impacts with regards to the additional height and larger massing, to enhance the contextual fit and better integrate the development with the streetscape, to reduce the building bulk and to address the excess of floor area. Height must be reduced from the podium of the mixed-use building by deleting, at minimum, one storey and set back the fifth storey 2.4 m. Refer to Standard Condition A.1.14.

- 1.2 design development to improve the building expression to achieve a more cohesive architectural statement, including through the following design strategies:

- i. strengthen the vertical legibility of the tower and the horizontality of the podium, including providing a defined 4-storey podium expression;

Note to Applicant: Emphasize the slenderness of the tower through the massing and building expression. Further reduction in the tower floor plate should be explored. The 4-storey podium expression should also be extended along Dumfries Street to the north to better relate to the scale of the townhouse buildings.

- ii. simplify the building expression while reinforcing the architectural narrative;

Note to Applicant: The building should play a more background role on the street and downplay its crowded composition to achieve a more disciplined and simplified expression. The building envelope treatment should be better integrated and clarify all of the various components, including by removing all superfluous features that are not part of the concept. Elements such as the vertical fin extrusions where they meet the lower levels should terminate in a logical way. The sustainability aspects of the façade expression should also be incorporated.

- iii. further refine the tower crown to enhance its architectural contribution to the city skyline;

Note to Applicant: The architectural language of the rooftop should be improved to simplify the geometry, reduce the apparent bulk and height and to bring more visual cohesion to the rooftop and overall building expression. This includes simplifying and/or deleting projecting cornices at medium levels.

- iv. improve the material palette pattern, visual quality and composition across the development; and

Note to Applicant: High-quality materials are required throughout, with focus on improvements to the courtyard elevations of townhouse buildings three and four. Cementitious panels, such as typical hardie panels, are not considered high-quality materials.

- v. enhance the façade composition and expression of the mixed-use building facing Fleming Street.

Note to Applicant: A more congruous expression of the overall elevation should be designed. The resolution of the three townhouse elevations should be carried from (and influenced by) the townhouses north of the lane. A more harmonious and logical composition for the commercial component should be explored.

Note to Applicant: The intent of this condition is to add clarity and cohesiveness to the design to increase contextual fit and streetscape integration. The Urban Design Panel noted concerns with regards to the expression and recommends better overall unity. The design must achieve a leaner, cleaner and elegant building aesthetic.

- 1.3 design development to improve the interface with the lane to emphasize the public realm treatment, pedestrian scale and movement contributing to a more welcoming midblock pedestrian connection, as follows;

- i. substantially diminish the width of the lane; and

Note to Applicant: The width from face of the mixed-use building to face of the townhouse buildings should be approximately 11 m / 12 m and achieve a 1.5 m wide sidewalk on the north side as well as substantial landscape planting strip of approximately 1.5 m on both edges. A minimum separation of 4.9 m clear between townhouse buildings along Dumfries Street and Fleming Street should be maintained.

- ii. provide softer, greener and more visually engaging landscape planting at the pedestrian level, including relocating the proposed patio and the loading bay within the mixed-use building envelope.

Note to Applicant: Substantial landscape planting to provide an adequate buffer between the lane mews and the south face of the townhouses is required. The proposal should minimize negative impacts of the vehicular entrance to the parking ramp and the loading area through enclosure, screening, high-quality finishes, sensitive lighting, and landscaping. These measures should be clearly indicated on the drawings. The residential patio should be relocated either at the courtyard or at the front of the building, therefore, subsequent interior unit redistribution to achieve collocated private outdoor and indoor spaces (living room) is required. The townhouse buildings should take advantage of the corner condition and maintain or increase their transparent treatment (windows) facing mews.

Note to Applicant: The lane should be legible as public pedestrian route (mews) connecting Fleming Street and Dumfries Street while accommodating the utilitarian functions of the mixed-use building. Refer to Engineering Standard Condition A.2.5

- 1.4 design development to improve the usability of the shared courtyard and mews through accessible design, as follows:

- i. enhance (and expand) the central area of the courtyard at the mews intersection as gathering node and provide furnishings and informal play elements to create flexible programming opportunities;
- ii. integrate the elevator core within the townhouse building envelope;
- iii. provide individual accesses from the courtyard to townhouses through their patios;
- iv. relocate exit stairs from parking on Dumfries Street away from the setback;
- v. remove the gates on the two east-west pedestrian mews; and
- vi. consideration to widen the courtyard.

Note to Applicant: The intent of this condition is to promote communal exchange, animate the grade level of the shared courtyard and ensure that the east-west permeability through site occurs. The design and configuration of the courtyard should be flexible to accommodate a range of activities and not only be a pathway.

- 1.5 design development to the publicly accessible parkette at Kingsway to improve and enhance the public character of the open space, as follows:

- i. reducing the amount of seating steps, to free up space for pathways and programming areas;

Note to Applicant: While seating elements are supported, seating steps with a height of 0.3m or less might not be comfortable and/or needed for grading transitions.

- ii. providing layered shrub planting with seasonal interest at the interface with Kingsway, bordering the seating steps;

Note to Applicant: Trees should be strategically located and species be carefully considered to provide shade, visual interest while allowing for sightlines.

- iii. provision of enhancements to serve the cycling community including drinking fountain, bicycle racks as well as pedestrian lighting;
- iv. provision of high-quality and durable materials; and
- v. provision of guardrails and tactile warnings for stairs and ramps that are 5% and above.

Note to Applicant: Guardrails and tactile warnings should be shown both on the plans and with large-scale details.

- 1.6 design development to improve the interface of the units along Fleming Street with the public realm.

Note to Applicant: The private open space (patios) facing Fleming Street should be approximately at the same level as the living rooms to increase usability and privacy. The light wells must be deleted. Provide layered planting with seasonal interest as a green privacy screen while enhancing public realm interface. Refer to Standard Landscape Condition A.1.27.

- 1.7 design development to expand the program, increase sustainability and visual quality on the various rooftops;

Note to Applicant: The proposed height relaxation may be considered subject to providing green roofs in accordance with Planning – By-law Administration Bulletin entitled, “Roof-mounted Energy Technologies and Green Roofs – Discretionary Height Increases”, including for all roofs of the mixed-use building. Submission of an overlay demonstrating compliance with the Bulletin is required. Refer to the following link: <https://bylaws.vancouver.ca/bulletin/bulletin-roof-mounted-energy-technologies-and-green-roofs.pdf>.

Furthermore, shared gardening areas should be designed to adhere to Council’s Urban Agriculture Guidelines for the Private Realm and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation (hose bib locations), potting bench, tool storage and composting.

- 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:	1503 Kingsway			Zone:	C-2			
	Permitted/Required				Proposed			
Site Size ¹	Not Applicable				Irregular Site			
Site Area ¹	Not Applicable				67,023.00	ft²		
Frontage	Not Applicable				166.92	ft.		
Setbacks ²	Front Yard				Front Yard - South			
	Non-dwel. @ Grade:	1.97	ft.		Non-dwel. @ Grade:	5.92	ft.	
	Above Grade:	7.87	ft.		Above Grade:	5.92	ft.	
	Rear Yard				Rear Yard - North			
	Dwelling:	20.01	ft.		Dwelling:	15	ft.	
	Non-Dwelling:	1.97	ft.		Non-Dwelling:	N/A	ft.	
	Side Yard - Exterior				Side Yard - West			
	Non-dwel. @ Grade:	1.97	ft.		Non-dwel. @ Grade:	2	ft.	
	Above Grade:	7.87	ft.		Above Grade:	2	ft.	
	Side Yard - Exterior				Side Yard - East			
	Non-dwel. @ Grade:	1.97	ft.		Non-dwel. @ Grade:	2	ft.	
	Above Grade:	7.87	ft.		Above Grade:	2	ft.	
Height ³	Outright:	45.28	ft.	Tower:	160.89	ft.		
	Discetionary increase:	55.12	ft.	Townhouse 1:	43.27	ft.		
				Townhouse 2:	42.32	ft.		
				Townhouse 3:	31.39	ft.		
				Townhouse 4:	32.08	ft.		
FSR ⁴	Dwelling at Grade:		0.40	Dwelling at Grade:		0.33		
	Dwelling Above Grade:		1.75	Dwelling Above Grade:		1.90		
				Non-Dwelling:		0.35		
	Combined Total:		2.50	Combined Total:		<u>2.58</u>		
Floor Area ⁴				Total Retail:	10,492.29	ft²		
				Total Grocery:	0.00	ft²		
				Total Fitness:	10,245.31	ft²		
				Total Office:	2,504.81	ft²		
				Non-Dwelling Total:	<u>23,242.41</u>	ft²		
	Dwelling at Grade:	26,809.20	ft²	Dwelling at Grade:	21,997.32	ft²		
	Dwelling Abv. Grade:	117,290.25	ft²	Dwelling Abv. Grade:	127,635.10	ft²		
	Dwelling Total:	144,099.45	ft²	Dwelling Total:	<u>149,632.42</u>	ft²		
	Combined Total:	<u>167,557.50</u>	ft²	Combined Total:	<u>172,874.83</u>	ft²		
Balcony	Total:	8%	9,383.22	ft²	Total:	4%	5,610.00	ft²
Amenity	Total:	10%	16,755.75	ft²	Total:	2%	3684.75	ft²

Dwelling Unit Type					Type	%	No.	
					One Bedroom	46%	71	
					Two Bedroom	47%	72	
					Three Bedroom	7%	11	
					Total:	100%	154	
Horizontal Angle of Daylight ⁵	50 ^o /Habitable Room				Not Satisfied.			
Parking ⁶	Total Standard:			183	Total Standard		234	
	Permitted Small Car:	25%		46	Total Small Car	13%	30	
	Total Disability:			9	Total Disability		6	
					Combined Total		<u>276</u>	
Loading ⁷	Class	A	B	C	Class	A	B	C
	Total	<u>0</u>	<u>3</u>	<u>0</u>	Total	<u>0</u>	<u>3</u>	<u>0</u>
Bicycle ⁸		Use	Class A	Class B	Class A		Class B	
		Total:	<u>129</u>	<u>12</u>	<u>190</u>		<u>10</u>	
		Clothing Lockers			Clothing Lockers			
	Total:	<u>3</u>			Total:	<u>0</u>		

Review Notes:

¹ **Note on Site Size and Site Area:** Site area has been based off of the Project Statistics and site area confirmation is requested through Standard Development Review Branch condition A.1.22. The proposed site fronts three streets; Kingsway (south), which is the proposed front yard, Dumfries Street (west) and Fleming Street (east). The rear of the site abuts an adjacent property which is a mixed-use development consisting of Church, Dwelling and Child Day Care Facility uses.

² **Note on Yards/Setbacks:** The C-2 District Schedule has minimum front yard requirements of 1.97 ft. (0.6 m) at grade and 7.87 ft. (2.4 m) for portions of the building above a height of 35.1 ft. (10.7 m) which will also pertain to the side yards which face Dumfries Street and Fleming Street. All street elevations located at 35.1 ft. (10.7 m) do not meet the minimum yard requirements and will be seeking a decrease through Section 4.4.2. Additionally, the C-2 District Schedule has a minimum rear yard requirement for portions of the building containing Dwelling use of 20.01 ft. (6.1 m). The proposed rear yard of 15 ft. (4.6 m) from the property line to the face of the rear townhouse units may be varied as per Section 4.6.2.

³ **Note on Height:** This application proposes a thirteen storey building with roof access located on the thirteenth storey. The C-2 District Schedule has three different height requirements and this application exceeds all height limits beyond the permitted height envelope. A height variance may be considered through Section 4.3.2 of the C-2 District Schedule which states that the Director of Planning or the Development Permit Board may permit an increase in the maximum height up to 55.12 ft. (16.8 m). Verification and confirmation of all proposed heights has been requested through Standard Development Review Branch condition A.1.18.

⁴ **Note on FSR and Floor Area:** Above noted permitted floor area has been based off the total site area prior to any dedications. The maximum permitted combined FSR shall not exceed 2.5, which includes 0.4 FSR for Dwelling uses located at the front street level, or below and 1.75 FSR for Dwelling uses in conjunction with other uses above grade. The above grade Dwelling FSR is proposed at 1.90 FSR which is 0.15 FSR (approximately 10,345 ft²) beyond the permitted. Additionally, the total combined FSR is proposed at 2.58 FSR which 0.08 FSR (approximately 5,320 ft²) beyond the total permitted floor area. Compliance with all FSR requirements has been sought through Standard Development Review Branch condition A.1.14.

⁵ **Note on Horizontal Angle of Daylight:** There are approximately four (4) dwelling units located on levels three to seven that may not meet minimum requirements. Standard Development Review Branch condition A.1.16 seeks compliance with Horizontal Angle of Daylight requirements.

⁶ **Note on Parking:** The parking requirements for this site have been based off of Section(s) 4.2.1.13, (Dwelling in conjunction with another use), 4.2.4.4 (Fitness Centre), 4.2.5.1 (Office) and 4.2.5.3 (Grocery Store) 4.2.1.13 of the Parking By-law. Parking calculations were based off of a worst case scenario with 100% of the floor area proposed for commercial use on the ground floor being calculated as Grocery Store rather than Retail use, as accurate floor areas for proposed uses on the ground floor have not been provided. A total of 183 parking spaces, including 9 disability spaces are required for this application. This application meets the requirements for standard parking spaces, but requires compliance with the provisions minimum amount of disability spaces as per Standard Development Review Branch condition A.1.19 and clarification of proposed uses and associated floor areas as per Standard Development Review Branch condition A.1.15.

⁷ **Note on Loading:** The loading requirements for this site have been based off of Section(s) 5.2.1 (Dwelling), 5.2.3 (Fitness Centre), 5.2.5 (Retail) and 5.2.7 (Office) of the Parking By-law. Three (3) Class B loading spaces and the loading requirements have been satisfied with three (3) Class B loading spaces proposed. However, only two (2) standard full-size Class B loading spaces have been proposed with one (1) narrower Class B loading space. Standard Development Review Branch condition A.1.20 seeks compliance with loading requirements.

⁸ **Note on Bicycle:** Required bicycle parking has been calculated based off of Section(s) 6.2.1.2 (Dwelling use), 6.2.3.3 (Fitness Centre), 6.2.4.1 (Office) and 6.2.5.1 (Retail use) of the Parking By-law. The proposed floor areas for the Fitness Centre, Retail and Office uses has resulted in the requirement of six (6) Class A bicycle spaces, which has triggered requirements for clothing lockers and End-of-Trip Facility requirements. Additionally, this application proposes 100% horizontal bicycle spaces which is not permitted. Standard Development Review Branch condition A.1.21 seeks compliance with clothing lockers, End-of-Trip Facilities and Class A bicycle locker requirements.

• **Legal Description**

Lot: 1 of Block 6, Plan 2497 and
West Part of Block 6, Plan 216
Both of District Lot 352

• **History of Application:**

18 09 28 Complete DP submitted
19 05 14 DP Application amended
19 08 07 Urban Design Panel
19 10 30 Development Permit Staff Committee

• **Site:** The site is located north of Kingsway between Dumfries Street and Fleming Street and is approximately 6,200 square metres in area. There is a 2 metre high retaining wall along the Fleming Street property line. The site is the former location of home improvement store Rona (see figure 1).

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

- King Edward Village, 4028 Knight Street, 17-storey mixed-use building, (c.2008)
- King Edward Village, 1432 Kingsway, 5-storey mixed-use building, (c.2008)
- Vancouver Public Library, 1428 Cedar Cottage Mews
- King Edward Village, 4078 Knight Street, 7-storey mixed-use building, (c.2008)
- King Edward Village, 1483 E King Edward Avenue, 12-storey mixed-use building, (c.2008)
- 1568 E King Edward Avenue, 6-storey mixed-use building, (c.2015)
- St. Margaret's Cedar Cottage Church / Pre-School, 1530 E 22nd Avenue, (c.1995)
- 1-2-storey single family homes; and
- 1475 Kingsway, 3-storey mixed-use building, (c. 1981)

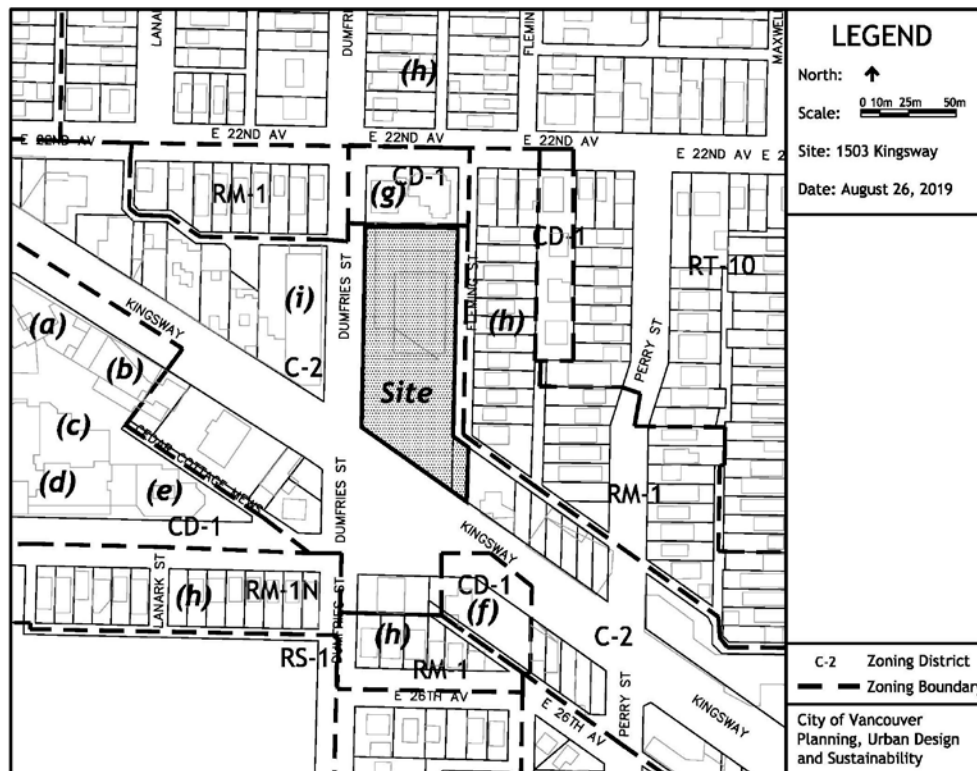


Figure 1: Context and Zoning Map

- **Background:**

Throughout the last few years, staff held a number of pre-application meetings with the applicant to discuss several proposals for the 1503 Kingsway site. The applicant, Cressey Development Group, recommenced discussions with City staff in August 2017 in preparation for making a Development Permit application. At that time, staff evaluated the design and expressed significant concerns with the proposal, as presented, due to a number of issues, including but not limited to: massing and height placement, contextual fit, building expression and absence of integrated open space. Consequently, senior staff held discussions with the applicant in regards to exploring a more compatible form of development and therefore improved building siting and massing through more appropriate density distribution, aimed to better respond to context and site configuration. As a result of these discussions, a higher building form on Kingsway was considered to be explored, subject to greater open space, including increased site permeability and improvements along Fleming Street and better contextual fit. This consideration was based on maintaining the density within what is permitted per the C-2 zone. Throughout this process, the applicant proposed a building height of 16 storeys on Kingsway and held a pre-application public open house to engage the community on April 5, 2018. According to the developer statistics, this meeting was attended by 26 and concerns were height, traffic and lack of community benefits.

An incomplete application was submitted on September 28, 2018 without a comprehensive review by staff and a final Development Permit resubmission occurred on May 14, 2019. As part of the review, an additional public open house showing the proposed height of 13 storeys was held on June 27, 2019 at Trout Lake Community Centre. This session was well attended and a few concerns were raised, including primarily traffic, height and additional amenities. The Urban Design Panel reviewed the application on August 7, 2019 and supported the project with recommendations (5/0).

This application consists of a mixed-use development comprised of a 13-storey building at the corner of Kingsway and Dumfries Street, including a podium of 6 storeys and four 3-storey buildings containing townhouses to the north of the site. Two levels of underground parking are proposed. The application also includes amenity open space, as follows: a publicly accessible mini-plaza on Kingsway, a 6.30 m dedication along Fleming Street providing pedestrian linkage from the northeast corner of the site to Kingsway through the mini-plaza, a lane and two pedestrian mews connecting Fleming Street to Dumfries Street, and a courtyard between townhouse buildings. Statutory right-of-ways and dedication to the City are required to secure public access for most of these spaces.

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

1. **C-2 District Schedule**

Density and Uses. The C-2 District Schedule is intended to provide for a wide range of commercial uses serving both local and city-wide needs as well as dwelling uses along arterial roads. The zoning emphasizes building design that furthers compatibility among uses, ensures livability, limits impact on adjacent residential sites, and contributes to pedestrian interest and amenity.

A typical mixed-use proposal would include retail at-grade (and potentially dwelling uses at grade at the rear of the site) and above. Residential use is a conditional use. Grocery store, fitness centre and office are outright uses.

The floor space ratio shall not exceed 2.50 for all uses combined, with limitations of up to 1.75 in storeys located above the front street level, and up to 0.40 on the front street level storey or below for dwelling uses in conjunction with other uses.

Height. The maximum permitted height of the building is 13.8 m (45.3 ft.), measured from a plane formed by lines extending horizontally back from the officially established building grades at the front property line (see figure 2). It generally allows to accommodate a 4-storey building form, however the number of storeys is not regulated by the zoning. The district schedule allows the Director of Planning or

Development Permit Board, as the case may be, to consider increases (height) or decreases (yards) provided it first considers all applicable policies and guidelines adopted by Council, and the submission of any advisory group, property owner or tenant.

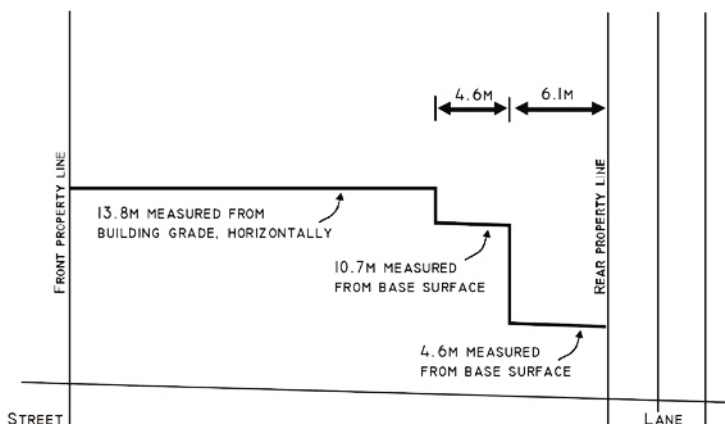


Figure 2: Maximum Permitted Height of a Building (C-2 District Schedule)

2. C-2 Guidelines (2003, last amended 2018)

The guidelines are intended to assist in the wide range of lot sizes, orientations, uses, and neighbouring buildings that occur in C-2 zones. The guidelines provide direction on compatibility among a variety of uses, building massing and design for neighbourliness, street enclosure, residential livability and pedestrian interest for the retail areas.

The intent of the District Schedule and Guidelines is to:

- address the wide range of lot sizes, orientations, uses, and neighbouring buildings that occur in C-2, and to achieve compatibility among a variety of uses, as well as between existing and new development;
- guide building massing and design for neighbourliness, including mitigation of privacy and visual impacts on adjacent residential, with particular consideration for situations where there is no lane between a C-2 zoned site and an R zoned site;
- ensure appropriate street scale and continuous street enclosure and pedestrian interest. In the exceptional cases where residential is located at grade along the street, to ensure appropriate setbacks and treatments;
- ensure a high standard of livability for housing; and
- ensure that both corridor and courtyard forms of residential continue to be possible in mixed use development, in order to allow a measure of housing variety.

3. Kensington-Cedar Cottage Community Vision (1998)

This Vision describes the kind of community that people who live and work in Kensington-Cedar Cottage (KCC) want it to become over the next 10 to 20 years at the time of its implementation in 1998, and how City Plan directions should be implemented in KCC. It identifies what people value and want to preserve, what improvements are needed, and how change should occur.

This Vision recognizes the potential of the mixed-use developments to provide housing, strengthen local shopping areas, and improve safety by adding eyes on the street. However, it also contains ideas to

improve the new housing, reduce the impacts on neighbours, and upgrade the appearance of developments.

The Vision singles out the key community shopping areas. For these selected shopping areas, such as the Kingsway and Knight Shopping Area, the Vision suggests ways to create more convenient, safe, and enjoyable places for community residents to shop.

The Vision focuses on the idea of greening, using planting and public spaces to meet various needs: enhancing community appearance, improving air quality and water drainage, creating places that encourage a variety of activities, and reintroducing nature to balance the urban quality of much of KCC.

4. High-Density Housing for Families with Children Guidelines (1992)

The intent of the guidelines is to address the key issues of site, building and unit design which relate to residential livability for families with children. Although quantitative standards are given in some cases, these are provided to assist applicants in their design as well as City staff in their evaluation.

Where 2 and 3 bedroom units are provided, developments should adhere to these guidelines, which address key issues of site planning, unit design, and provision of amenity spaces, to provide for improved residential livability for families with children.

5. Urban Agriculture Guidelines for the Private Realm (2009)

These guidelines are intended to provide guidance to proponents on the design of urban agriculture installations where they are proposed, and to be used by city staff in assessing these proposals. The use of numbered specifications is subject to interpretation and discretion by City staff.

• Response to Applicable By-laws and Guidelines:

1. C-2 District Schedule and C-2 Guidelines.

Density and Use: The proposed uses for 1503 Kingsway are in accordance with the permitted uses listed in the District Schedule. Office space, ground oriented retail and residential uses are strongly supported by objectives of the C-2 Guidelines in terms of serving both local and citywide markets. The storefront retail component will help to revitalize Kingsway's commercial activity by providing active uses. The allocation of the at-grade residential uses north of the site responds well to the existing context. However, this application exceeds the maximum conditional density (2.50 FSR) by 0.08 FSR and the maximum above grade for dwelling uses by 0.15 FSR. Standard Condition A.1.14 seeks compliance with section 4.7.1 of the C-2 District Schedule.

Height: The maximum height of a building shall not exceed 13.8m (45.3 ft) as described in 4.3 of the District Schedule. The application conforms with the building height for the four townhouse buildings to the north with a 3-4 storeys (max. 43.27 ft.) (see figures 3 and 5 and technical worksheet). However, the mixed-use building has a height of 49 m (160.89 ft) (see figures 4 and 5). This exceeds substantially the maximum building height permitted and, therefore, an increase in height is sought.

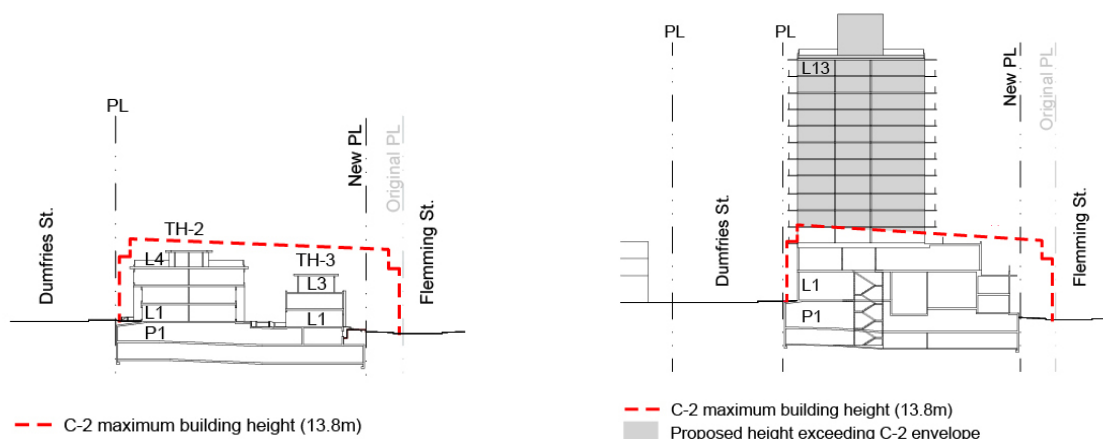


Figure 3: Cross Section Through Townhouse Buildings

Figure 4: Cross Section Through Mixed-use Building

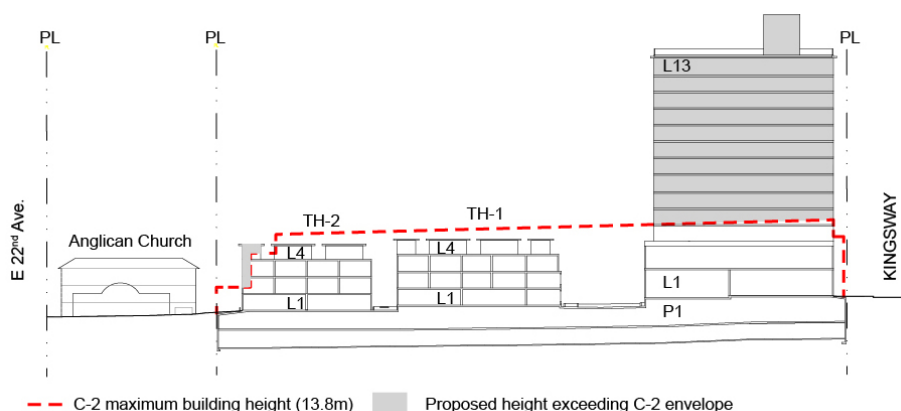


Figure 5: Longitudinal Section Through Development

As outlined in section 4.3.2 of the C-2 District Schedule, *the Director of Planning or Development Permit Board, as the case may be, may permit an increase in the maximum height provided the Director of Planning or Development Permit Board first considers the intent of this Schedule, all applicable policies and guidelines adopted by Council, and the submission of any advisory group, property owner, or tenant.*

Furthermore, the C-2 Guidelines state that *beyond the normal height relaxations permitted by the Zoning and Development By-law General Regulations, relaxations are intended, so as to allow use of roof levels for patios; to provide for desired landscape screening; to allow for sloped roofs; and to address unusual site conditions or locations.*

Staff have considered the provisions in the C-2 District Schedule and C-2 Guidelines and the intent of the zone to achieve compatibility and to address unusual site conditions or locations, thus, staff have evaluated these aspects on the basis of thorough urban design analysis, as follows:

1. Unique Site

The C-2 is an old-implemented zone that generally regulates sites located on arterial streets throughout the city of Vancouver. Typically, while these C-2 sites vary in size, are fronted by an arterial street and have a lane for servicing, they are not substantially deep. Consequently, the C-2 established envelope is usually the feasible buildable area on a standard site.

1503 Kingsway is an extremely large (6226.64 m²) and an abnormally deep site (136.91 m) that extends substantially to the north into the low-scale residential neighbourhood. It is bounded by a wide arterial street (Kingsway, 30 m wide) and two non-arterial streets (Dumfries Street and Fleming Street) with varying flanking zones; RM-1 to the east, CD-1 to the north, C-2 and RM-1 to the west and C-2 and CD-1 to the south. Presently, there is no intervention with a lane north of the site.

Due to its elongated configuration, it potentially precludes from desired east-west permeability when developed under the typical C-2 form of development. Additionally, the parcel also jogs at the south-east corner to enclose Fleming Street to its southern end. Furthermore, the site is also constrained by a challenging topography which is partially reflected in the existing substandard condition on the western side of Fleming Street, currently dominated by a tall retaining wall and without sidewalk.

For reference, the following C-2 sites are large parcels across the city that are worth analyzing and comparing to further identify 1503 Kingsway unique idiosyncrasy.

Table 1: Large C-2 Site Comparison

Large C-2 Sites Comparison				
Address	1503 Kingsway	2777 Kingsway	3320 Kingsway	3410 Kingsway
Size	6226.64 m ² (67023 ft ²)	9763.47 m ² (105093 ft ²)	5550.36 m ² (59744 ft ²)	14568 m ² (156809 ft ²)
Width / Depth	48.58m / 136.92m	88.40m / 111.42m	60.38 / 88.40m	144.06 / 108.37m
Flanking Streets / Zones	N: No lane / CD-1 E: Non-arterial / Rm-1 - C-2 S: Arterial / CD-1 W: Non-arterial / RM-1	N: lane / RM-9AN-RT-11 E: Non-arterial/C-2, RM-9A, RT-11 S: Arterial / C-2 W: Non-arterial / C-2, RS-1, RM-7	N: Arterial / C-2 E: Non-arterial / C-2, CD-1 S: No lane/ RS-1 W: Non-arterial / C-2, RS-1	N: Arterial / C-2 E: Non-arterial / C-2, RS-1 S: Non-arterial / RS-1, CD-1 W: Non-arterial / C-2, CD-1, RS-1
Existing Conditions (topography/ orientation/ location)	Steep/Elongated N-S/North side of street	Relatively flat/Rectangular/North side of street	Steep/Rectangular/South side of street	Steep/Rectangular/South side of street

2. Contextual Fit

The development comprises five buildings at different heights and massed to respond to the varied site conditions and adjacencies. The building siting and orientation allow for an appropriate contextual fit, with a higher mixed-use building form accommodated on an arterial (Kingsway) and several lower residential buildings to the north that relate to existing low-scale RM-1 (see figure 6), courtyard rowhouse zone, which was implemented in 2005 as part of the Kingsway and Knight Neighbourhood Centre: Housing Area Plan. This fractioned massing configuration facilitates better integration and allows for significant pedestrian connections through (and to) site, connecting blocks.

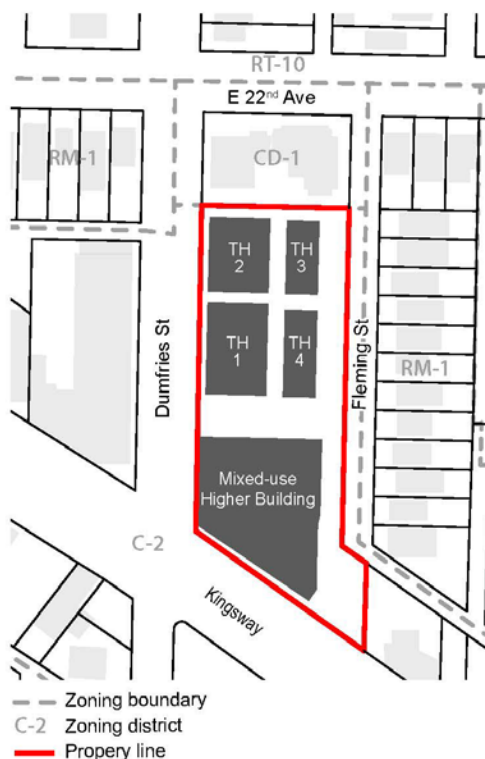


Figure 6: Proposed Development and Relationship to Existing Zoning

The lower massing (townhouses) located north of the lane responds contextually to the immediate existing low scale dwelling across Fleming Street to the east, north and west. The higher building and podium faces Kingsway, a wide arterial, and Dumfries Street. The 6-storey podium provides street enclosure and continuity. Recommended Condition 1.1 seeks to better relate to context by lowering the podium height. The mixed-use has a reduced frontage to minimize the overall massing and provides an amenity space (plaza) to the south-east, in accordance with the C-2 guidelines. Additionally, the open space at this location functions as a pedestrian connector from Fleming Street, which currently terminates in a lane, to Kingsway, regularizing the shape of the parcel (see figure 6). The location of the plaza allows for appropriate solar access between buildings along Kingsway.

Moreover, the development on 1503 Kingsway is located on the north side of Kingsway, diminishing shadowing impacts on existing public open spaces along Kingsway (see figure 7). The taller building is situated across an existing parkette on the southern side of Kingsway which also alleviates the massing impacts and contribute to a feeling of enclosure of this space.

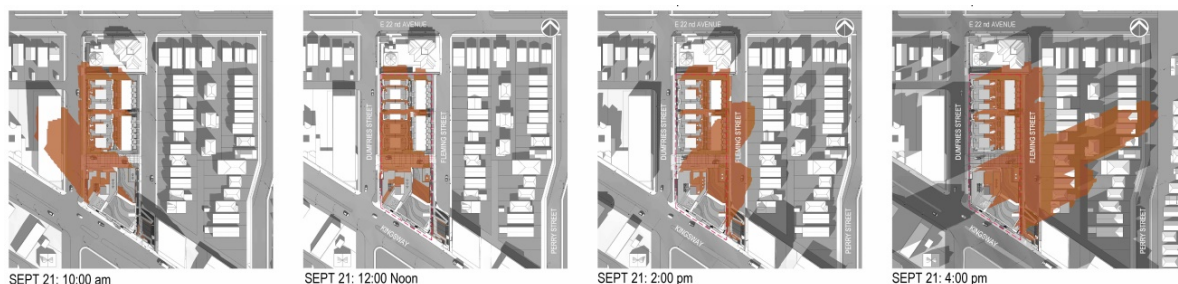


Figure 7: Shadows Diagram

In terms of the overall composition of the urban design of the area, the King Edward Village development further east with a height of 17 storeys, remains as the visual reference at a more prominent corner (Kingsway at Knight Street, arterial-arterial), while 1503 Kingsway plays a secondary role. Recommended Condition 1.2 seeks to reinforce its background role.

3. Precedents

In the recent history of Kingsway, several taller building proposing higher density have been approved along Kingsway under varied policies, as follows:

Address	Zone	Number of storeys
7th Avenue '1 Kingsway'	C-3A	10
288 E 8th Avenue 'Metro Vista'	C-3A	9
285 E 10th Avenue 'The Independent'	CD-1 (Previously C-3A)	21
333 E 11th Avenue	CD-1 (Previously C-3A)	14
2770 Sophia Street 'Stella'	C-3A	12
328 E 11th Avenue	C-3A	11
1402-1436 Kingsway (4028 Knight Street)	CD-1 (Previously C-2)	17
2220 Kingsway	CD-1 (Previously C-2)	14
2330-2372 Kingsway	CD-1 (Previously C-2 & RS-1)	12

At the time of the review of this application, several tall buildings are being considered, currently under rezoning review:

Address	Zone	Number of storeys
445 Kingsway & 2935 St. George	C-2	14
1001 Kingsway	C-2	12
1111-1123 Kingsway	C-2	13
2725-2751 Kingsway	C-2	10

As noted above, this inventory of applications, corroborate that taller buildings along Kingsway have been (or may be) accommodated along this major arterial.

Based on the above, the proposed 13-storey mixed-use building (and the additional townhouse buildings to the north) fit well into the neighborhood and Kingsway character. The development provides better distribution of the density through a more compatible form of development while providing a wide spectrum of open spaces that will add significant amenity area. Consequently, staff are of the opinion that the intent of the height relaxation to address unusual site conditions and greater compatibility is achieved. Furthermore, the Urban Design Panel supported the height relaxation.

Nevertheless, to reduce the appearance of an imposing and bulky massing and to augment integration within the Kingsway streetscape, staff are seeking a reduction in the podium height under Recommended Condition 1.1 (see figures 8 and 9).



Figure 8: Anticipated Height Reduction – Dumfries Street

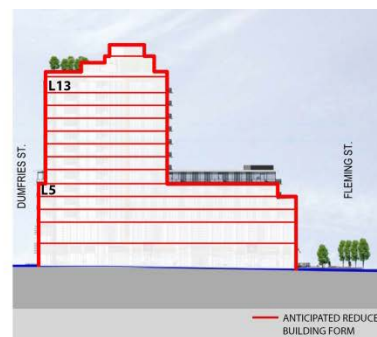


Figure 9: Anticipated Height Reduction – Kingsway

Front Yards and Setbacks. For typical C-2 development sites, a front yard of 2 ft. is required to the 35 ft. height mark and above that, a 8 ft. setback is required. The 2 ft. yard is considered a “build-to” line in order to assist with street enclosure. The increased upper level setback is intended to reduce apparent scale of the building.

- Kingsway Interface. This proposal provides an average of the 2.40m (7.85 ft) setback along Kingsway to approximately 16.11m (53 ft.) in height, and above that begins the increased setback to achieve a 5.5m SRW from back of existing curb. There are balcony projections into the increased setback.

Side Yards and Setbacks. The exterior side yard on a corner site is treated as a front yard. Therefore along Dumfries Street, a 2 feet setback is required for commercial uses and common residential entrance and 3.7m (12 ft) for dwelling uses.

- Dumfries Street Interface. North of the proposed lane, the building meets the required setbacks, including an average 3.7m (12 ft) setback for the at-grade residential uses. However, south of the lane a relaxation is sought for the upper levels setbacks.
- Fleming Street Interface. North of the proposed lane, this application provides a setback for the at-grade residential uses, on buildings TH3 and TH4 to achieve:
 1. a dedication of 6.2 m (20' 4"), to allow street upgrades, including sidewalk; and
 2. additional 3.51 m (11'6") for residential patios.

South of the lane, the setback is reduced to accommodate the mixed-use building, including three townhouses integrated within the development.

Rear Yards and Setbacks: For the rear yard, a minimum of 6.1 m (20 ft.) setback is required for the portion of the building containing residential use. This application is seeking a relaxation of 1.5m (5 ft). Staff support a reduced rear setback as the proposed 15 ft setback space is used for a pedestrian mews that connects from Dumfries Street to Fleming Street. The residential units do not face directly onto this space.

Orientation and Neighbourliness. The orientation of the development respects the established street grid, including where the street is diagonal to the established grid, such as along Kingsway.

The mixed use building has a strong pedestrian orientation, with commercial use at the street edge, maintaining pedestrian comfort and interest. In other cases, where residential uses occur at grade along the street, such as on Fleming Street, townhouses ensure compatibility with neighbouring buildings and uses.

The higher building has been shaped and the floor plate has been optimized to typical 6500 sf to minimize bulk and impacts on existing views. The development yields a great deal of connectivity and access, including a clear hierarchy for pedestrian and vehicular functions, distinguishing access for commercial and residential uses.

Architecture. The overall design and building expression of the buildings appear to resonate with the typical mixed-use buildings across the city of Vancouver. Specifically, the mixed-use building carries the appearance of a standard building with the use of a window wall system, a varied palette of materials and several building features. However, an eclectic design approach to the envelope treatment, lacking of a cohesive expression and disciplined composition through the display of adventitious elements is proposed. Various disjunctive “fins” have been added to the taller building, without a clear resolution and integration of the top and lower ends. Recommended Condition 1.2.v

also pursues to improve mixed-use building eastern façade to neaten up this interface. The framing components that are repeated at grade attempt to allude to a 2-storey expression on Kingsway, reflecting the commercial uses.

On the northern portion of the site, the row and stacked townhouses seek to have their own distinct identities. Nonetheless, the building elevations facing the courtyard have been neglected, diminishing the visual quality of the courtyard space and, therefore, making this space less appealing for residents to use. Recommended Condition 1.2.iv pursues further improvements to the exterior walls and finishing, in accordance with the C-2 Guidelines.

The project appeared at the Urban Design Panel in August, 2019 and at that time, the Panel was of the opinion that the building needs to clarify its expression, improve the material palette and, recommended a better overall unified design. Further design development will serve well to simplify the building, respond to context, and strengthen its integration into the Kingsway streetscape and character. As such, staff are pursuing additional design development to achieve cohesiveness, clarity and improved overall composition through Recommended Condition 1.2.

The C-2 zone is intended to have a high standard of livability for housing. Section 4.10.1 of the District Schedule states that each habitable room must have at least one window on an exterior wall of a building and consequently, staff are seeking compliance for all units to meet section the Horizontal Angle of Daylight regulation (Standard Condition A.1.16). Furthermore, usable private open space should be provided for each residential unit, in the form of balconies, decks or patios with a minimum single horizontal dimension of 1.8 m and minimum area of 4.5 m²; and should be designed to capture sun. In accordance with the C-2 Guidelines, Standard Condition A.1.6 requires an acoustical report to ensure noise impacts do not diminish livability.

In terms of privacy, balconies and decks have been oriented, screened or landscaped to reduce direct overlook of adjacent residential uses or other units in the project. Standard Condition A.1.27 looks to improve overlooking and mitigate impacts from the public realm. Inevitably, some of the units in the taller building overlook towards the proposed townhouses, however, the number of balconies have been decreased towards the northern orientation.

Additionally, staff recommend that the design be amended to include a green roof on the podiums, to improve views from adjacent buildings and to support the development's sustainable design performance.

Public Realm: The development on 1503 Kingsway relies heavily on the design of a large open space concept that aims to repair and stitch the existing urban fabric locally, connecting and integrating the existing blocks to the east and west, therefore adding on-site permeability and promoting walkability (see figure 10).

Additionally, this development is challenged by the significant change in grade across the building frontages. The most significant slope, 7%, occurs from across the Dumfries Street low-rise frontage and the Fleming Street frontage. Additionally, the significant grade changes from Kingsway to Fleming Street are assimilated through the proposed plaza and landscape.

The on-site network of open spaces is comprised of privately owned publicly accessible open spaces (secured by statutory right of ways) as well as dedicated open spaces, as follows (see figure 11):

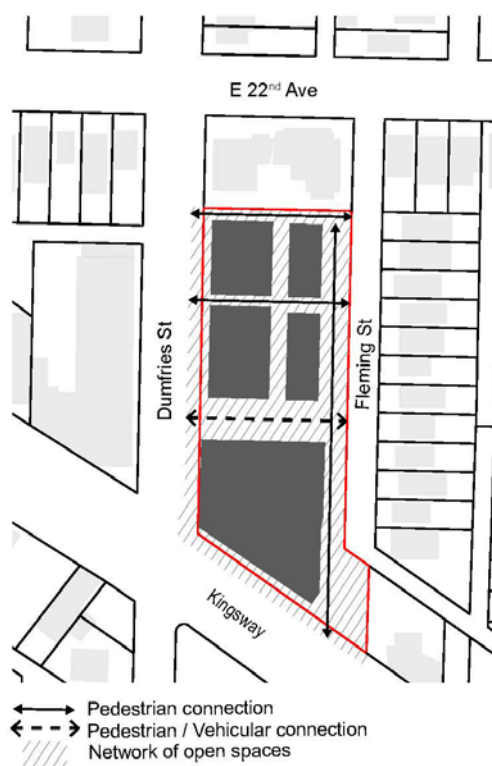


Figure 10: Proposed Open Space & Circulation

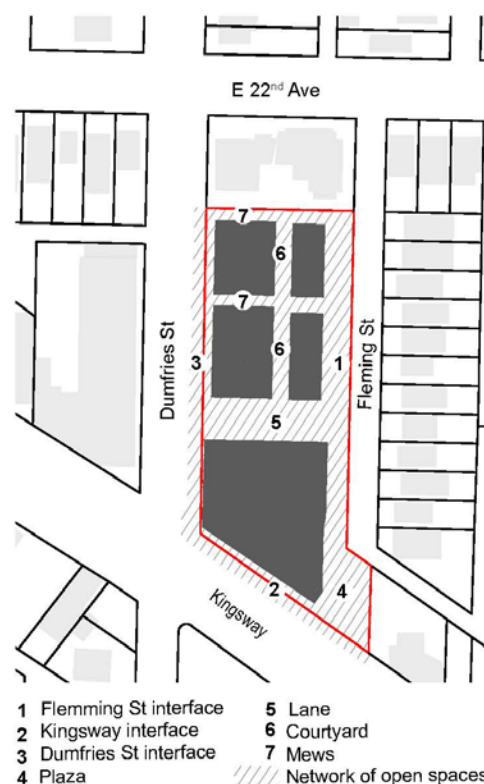


Figure 11: Proposed Network of Open Spaces

1. **Fleming Street Interface.** The existing condition on this street accommodates a retaining wall along the western side and absence of sidewalk presenting, therefore, a substandard condition. As part of the application, the townhouse buildings are set back on Fleming Street to provide a dedication of 6.3 m to allow for street upgrades, including sidewalk, parking, planting and trees, thus establishing a high degree of visual amenity in the form of nature and greenery. Moreover, the proposal provides additional 11ft 6"ft. building setback from Fleming Street frontages for the townhouse buildings. Within this setback, residential patios have been accommodated. Recommended Condition 1.6 seeks to provide functional private open space and buffer the units from the street.
2. **Kingsway Interface.** A setback to provide a Statutory Right of Way of 5.5m from back of existing curb is proposed for sidewalk widening and public pedestrian use.
3. **Dumfries Street Interface.** Street improvements along Dumfries Street adjacent to the site and appropriate transitions are proposed.
4. **Plaza.** A new mini-plaza is accommodated between 1503 Kingsway and 1541 Kingsway. The plaza offers a pedestrian link from Fleming Street to Kingsway to improve and augment north-south connectivity. It is also intended to function as a gathering node supported by the active uses proposed facing this space.
5. **Lane.** A new 14.63m (48 ft) wide lane is situated north between the mixed-use building and the townhouse buildings. Staff are seeking to improve the lane interface with focus on the pedestrian experience under Recommended Condition 1.3.
6. **Courtyard.** The 22ft wide courtyard between the townhouse buildings is intended to act as the semiprivate space for residents to socialize. Recommended Condition 1.4 seeks to enhance the configuration of the courtyard to satisfy this objective identified in the C-2 Guidelines.

7. **Mews.** Two east-west pedestrian mews of 6.48m (21'3") and 4.88m (15ft) wide to increase pedestrian connections and to break down the massing have been accommodated.

Private open space is generally designed to capture sun and views, where possible. Standard Condition A.1.2.ii pursues provision of private open space for all units, in accordance with the C-2 Guidelines.

Parking. As per the C-2 Guidelines, parking is proposed underground with access off the new lane. Design development under Recommended Condition 1.3 is required to improve the lane interface and achieve a better pedestrian experience. Two loading bays are accommodated at the rear of the mixed-use building and one exposed bay at the lane. Staff request that adequate loading, Class B, be provided within the building envelope (see Recommended Condition 1.3.ii) not to compromise residential livability and the public realm interface.

2. Kensington-Cedar Cottage Community Vision (1998)

Acknowledging the antiquity of the Vision objectives, the application helps to fulfil a number of goals under the Kensington-Cedar Cottage Community Vision, especially the delivery of services, housing and open space.

1503 Kingsway is located in the Kingsway and Knight Street shopping area which is one of the major neighbourhood centres to provide a range of shops, services, jobs and housing identified in the Vision. This application provides 23,242 sf. of non-dwelling uses, reinforcing the role of this area and contributing to create more convenient, safe, and enjoyable place along Kingsway.

Commercial uses and services facing primarily Dumfries Street, Kingsway, and a portion wrapping around Fleming Street at the plaza are proposed, removing the large parking lot at the front and, therefore, increasing pedestrian safety and comfort, as desired per the Vision.

In terms of housing, the proposal provides a variety of units, from townhouses to studios, contributing to the variation in the type of housing that the Vision anticipated. However, a 13-storey tall building is not anticipated and it envisioned a height of 3-4 storeys. Nevertheless, since the adoption of the Plan in 1999 and considering that the document sets out the vision is for the following 10-20 years since then, a number of related policies appeared, including the Norquay Village Neighbourhood Centre Plan (2010) further south east or the Moderate Income Rental Housing Pilot Program, allowing higher building forms, as outlined through the precedents on page 17.

The vision states that this new housing should be attractive and fit into the existing neighbourhoods. Design improvements are sought under Recommended Condition 1.2 to improve the expression and the streetscape on Kingsway.

Strategic public realm improvements by introducing greening and using planting to improve safety, urban quality and amenity are anticipated in the vision. The development on 1503 Kingsway proposes a great deal of public open spaces, by adding more greening and making spaces more pleasant and useable to compensate for the taller development as well as promoting better air quality and storm water control.

This Vision identifies a number of changes for traffic and transportation, to give more priority to walking, cycling, and transit; and giving less priority to moving cars. This application will improve the interface with the public realm significantly, increasing pedestrian safety and comfort from traffic, especially on Fleming Street. Standard Engineering Condition A.2.7 further adds traffic calming measures to move traffic more slowly.

3. High-Density Housing for Families with Children Guidelines (1992)

The proposed development at 1503 Kingsway includes 83 units with 2 or more bedrooms which may be suitable for families with children (54% of total). Consistent with the guidelines the plans include common amenity facilities on level 2 of the mixed-use building. These include an event space, a workshop room, accessible washrooms, a co-work room and a kitchen. Also consistent with the guidelines the amenity rooms are collocated with the outdoor amenity area and associated features (barbecue and pizza stations).

Additional outdoor space is located on the top roof, including sodded lawn area, kids play area, urban agriculture, outdoor kitchen and lounge. Design development to ensure provision of an area suitable for a range of children's play activity that includes landscape elements which provide informal play and motor skills development opportunities for children is required. Play equipment is not required but a soft, natural surface play area with creative play features such as sand play, water feature and/or balancing logs and boulders, are encouraged.

The application includes private open spaces for family units. Design development is required to ensure each family unit has a private open space which is a minimum of 1.8 m deep by 2.7 m wide.

4. Urban Agriculture Guidelines for the 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 Guidelines encourage edible landscaping and shared gardening opportunities in private developments.

Confirmation of provision of planters with edible landscaping or which would be suitable for urban agricultural activity by residents, including the necessary supporting infrastructure to support such activity by residents is needed (Refer to Recommended Condition 1.7).

• Conclusion:

Notwithstanding the proposed height implies a significant departure from the anticipated height under the C-2 zone, this application provides a robust site planning design attaining adequate contextual fit and significant improvements to the existing condition. It is the opinion of staff that the overall intent of this zone has been satisfied. Furthermore, with revisions to address the design conditions aimed at improving building expression, density and height and public realm, an appropriate development will result.

Therefore, staff recommend approval of the proposed application subject to meeting the recommended (and standard) conditions that are outlined in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on August 7, 2019, and provided the following comments:

EVALUATION: Support with Recommendations (5/0).

• Introduction:

Development Planner, Miguel Castillo Ureña, began by noting that this project is a full DP application for a mixed-use development comprised of:

- 13-storey tower and an associated 6 storeys podium with retail at grade, office and fitness center.
- 4 buildings containing townhouses to the north with an approximate 23 feet (6.95 meters) wide courtyard in between.

- New lane from Fleming Street to Dumfries Street.
- Improvements on the western side of Fleming Street.
- New open space in the form of mini-plaza on Kingsway.

The immediate context includes:

- To the east of the project, the area is currently zoned at C-2 and RM-1 farther north.
- The area facing north of the subject site is zoned as CD-1 and occupied by a three storey building.
- To the west of the site, the area is zoned as C-1 and RM-1 farther north.
- To the south it is zoned as C-2 and CD-1 and occupied by a six storey building.

This building facing Kingsway consists of a mixed-use building with retail at grade wrapping around the mini-plaza and Dumfries Street. On the second level, there will be office space as well as fitness centre.

The entry for the residential portion is located along Dumfries Street. There is co-located indoor and outdoor amenity spaces on the second level and an additional outdoor space on the roof-top.

Loading and parking access is located on the north lane.

Mr. Castillo Ureña noted that this is the first time that such large height relaxation is being considered under C-2 zone and this consideration is based on:

- A unique large and deep C-2 site with varying flanking zones.
- The amount of open space provided, including a new lane, pedestrian mews, courtyard, improvements along Fleming Street and a mini-plaza at Kingsway

This is all in order to try to achieve a more compatible form of development in accordance with staff initial studies and recommendations to the applicant.

Advice from the Panel is sought on the following:

Building Form and Height

- Overall building form, siting and contextual fit.
- Whether the amount of density has been successfully accommodated on this site and relate well to context.
- Has the increased building height (157.50' - 48m) been “earned” through an appropriate form of development and adequate contextual fit?

Building Expression

- Building character, expression and materiality.
- Has the design of the residential tower (and podium) achieved a clear identity and expression?
- Has a positive Kingsway streetscape been achieved, including an active and attractive pedestrian environment?
- Is the material expression of high quality and well-handled?

Public Realm

- Overall public realm, including new lane, open space at Kingsway and Fleming Street.
- Whether the proposal contributes significantly to the enhancement of the Public Realm and pedestrian environment around and through the site.

The planning team then took questions from the panel.

• **Applicant's Introductory Comments:**

The applicant started by clarifying that the objective of this project was to set a respectable precedent for future developments on Kingsway. This project is comprised of various retail and commercial spaces. There are amenities spaces on the north side as well as the roof top.

There are strong elements to mark the corner of the site on Kingsway and Dumfries. There are different color palettes for each set of townhouses. Walkability was promoted as a factor for these residents.

Along Kingsway, there would be a new wide sidewalk to support foot traffic, and the CRU units. There would be more trees to provide the necessary shading as well as bring down the scale of the building to provide a more pedestrian friendly environment.

Along Dumfries, there would be individual access to the town houses as well as additional trees and create a friendlier public realm experience.

The mews would have paving details, lighting and landscape ballers to make this not only the loading area for the CRUs but a pedestrian access across the site.

Along Fleming, there would be street facing townhouse entries with new boulevard, street trees, and sidewalk.

The roof top amenity area comprise of an open lawn area, children's play area, urban agriculture, outdoor kitchen, and seating area.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by Mr. Rahbar and seconded by Mr. Sharma and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT of the project with the following recommendation to be reviewed by City Staff:

- Design development to improve the material palette on the tower and podium façades.
- Design development of the streetscape to strengthen and clarify its expression.
- Design development on the mews to clarify the various uses.
- Design development to improve the visual quality and usability of the intermediate roof-tops.

Related Commentary:

In general the panel supported the project at the development permit stage.

Panel members supported the proposed distribution of density and the height relaxation.

Panel members supported the massing of the tower and podium and the location and configuration of the townhouses.

Many panel members supported the outdoor space and the overall building siting and configuration as it relates well to context.

Panel members recommend further design development of the Kingsway streetscape.

Panel members recommend further design development of the mews and parking area.

Panel members recommend improving the quality of the intermediate roofs.

Many panel members suggested that the project will improve the public realm.

Panel members showed concerns for the expression of the mixed-use building and recommends better overall unity.

Many panel members noted that the building expression could be simplified.

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

ENGINEERING SERVICES

This development will deliver improvements along Dumfries and Fleming Street provisioned under Standard Condition A.2.7., and, Standard Condition A.2.2.b, which seeks a 6.2m easterly road dedication along Fleming. The public realm improvements include enhanced pedestrian boulevards along Dumfries Street providing widened sidewalk and a raised, protected cycling lane which reduce pedestrian conflicts and bring adjacent infrastructure up to current accessibility standards. On Fleming Street the development will also deliver widened sidewalk along the frontage with new street trees and accessible ramps to provide an accessible connection to Kingsway via a 5.5m Statutory Right-of-Way (SRW) over the east portion of the lot adjacent Kingsway, as well as a SRW connecting Dumfries and Fleming Streets via central mews on this site provisioned in Standard Condition A.2.5. Staff will determine the dimensions of the trapezoidal SRW, as provisioned in Standard Condition A.2.4, through discussions applicant to ensure a universally-accessible connection from Fleming Street to Kingsway.

The development will also fund traffic light improvements at the intersection of Kingsway and Dumfries Streets including, upgrading the existing signal to a fully accessible pedestrian signal (APS) and installing a new left turn bay to facilitate eastbound Kingsway traffic into Dumfries Street as per Standard Condition 2.7.iii. The work on Kingsway also includes a removal of the existing bus stop and replacement with a new bus stop amenity: new shelter, seating, and 3-cart recycling service as per Standard Condition 2.1.ix.

This project proposes vehicle and loading access through a private driveway between the tower and "podium" of the development. To make the loading activities and vehicular movements around the site safe and adequate while minimize impact to surrounding residences, staff are seeking a finalized Transportation Assessment and Management study to address the commercial loading access / egress via Fleming Street, and, eastbound left-turn volumes at the Kingsway / Dumfries intersection as per Standard Condition A 2.8. In addition to these offsite considerations, Staff are also seeking specific improvements to the proposed parking and loading design under Standard Conditions A.2.8 – A.2.13 to comply with the Engineering Parking and Loading Supplement.

Engineering is also requiring upgraded street lighting (roadway and sidewalk) to current City of Vancouver standards and IESNA recommendations.

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention Through Environmental Design (CPTED) recommendations are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

Through this application staff are seeking open space along Kingsway to form a small community gathering space. It will complete the pedestrian connection along Fleming Street, providing direct access to Kingsway and create an opportunity for residents to gather. Staff will secure the plaza through a statutory right of way.

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

ENVIRONMENTAL PROTECTION BRANCH

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

NOTIFICATION

During the enquiry phase, the applicant proposed a mixed-used building containing a 16 storey tower with townhouses and commercial space along Kingsway. A developer-lead, pre-application open house was held by Cressey Developments on Thursday April 5th, 2018, between 5:30 pm to 7:30 pm at the Kensington Branch of the Vancouver Public Library. The intent of the open house was to receive feedback from the public and neighbourhood ahead of submitting a formal Development Permit application.

Twenty-six (26) individuals attended the open house, while twenty (20) attendees formally signed in. A total of twenty-two (22) comment sheets were completed and a summary of the comments is provided below:

- Concern over the increase in traffic was expressed as additional congestion will negatively impact Kingsway, Dumfries Street, Fleming Street and West 22nd Avenue. Respondents noted that traffic calming measures are necessary for the local roads;
- Proposed 16-storey tower was considered too tall for the area by eight (8) respondents; acceptable height varied between six (6) and thirteen (13) storeys;
- Four (4) respondents specifically stated that they supported the proposed height;
- More terracing and step backs were recommended to reduce the “wall” effect of the proposed building along Kingsway;
- Support for townhouse form of development adjacent to Fleming Street as well as the public realm improvements along Fleming Street;
- Support for linkage between Fleming Street and Kingsway; although safety concerns regarding visibility, safety and usability of space in the winter or during the evening were expressed;
- One (1) respondent questioned whether it was more appropriate to process the application using the rezoning process given the C2 zoning; and
- Respondents noted that local amenities and community benefits, such as additional community centre space, parks, libraries and schools, are not provided as part of the proposal.

On June 13th, 2019, 1,668 notification postcards were sent to neighbouring property owners advising them of the application for a mixed-use building including a thirteen (13) storey tower and townhouses. The postcards directed residents to additional information on the city's website. In addition, three site signs were installed on the property, one along Dumfries Street, the second along Fleming Street and the third along Kingsway. The signs were installed on June 12th, 2019 offering information about the development with direction to the City's Development Permit Board website. On August 23rd, 2019 an additional notification postcard was circulated to neighbouring property owners to advise that the Development Permit Board date was postponed to November 25th, 2019.

A Community Open House was held on Thursday, June 27th, 2019 between 4:30 pm to 7:30 pm at the Trout lake Community Centre in the Grandview Room. Fifty-seven (57) people signed the attendance sheet and 19 written comments were submitted.

A total of twenty-eight (28) written responses were received through the Open House and neighbourhood notification process. Thirteen (13) responses explicitly expressed support for the project, while ten (10) residents were opposed and five (5) were neutral however provided feedback. It is important to note that although respondents communicated support for the project, concerns were also noted.

Comments of support for the project included:

- stating the proposal is an improvement from the sites current condition;
- nothing the overall concept and design is a positive addition to the neighbourhood;
- support for the housing options in the neighbourhood; and
- the location is central and convenient.

Concerns identified through the process are provided below:

Increased Traffic Congestion and Parking

Increased congestion and implications to the transportation network, including the surrounding local roads, was the number one concern noted by respondents (19 comments received). Residents recognized that the development will result in more car, bicycle and pedestrian trips throughout the neighbourhood and are concerned the local infrastructure will not be upgraded to accommodate the increased demand. Specifically, the following concerns were noted:

- the intersection of Kingsway and Dumfries Street is a hazard due to its unusual configuration;
- the lack of a formal bike lane on Dumfries Street, which is a dedicated bike route;
- East 22nd Avenue currently experiences high traffic volumes as it services an elementary school;
- current traffic calming measures, such as reduced speed limits, are not enforced;
- additional traffic calming measures are required, for example, a roundabout at East 22nd Avenue and Fleming Street;
- substantial number of vehicles use Dumfries Street, heading north and East 22nd Avenue, heading west, as a “short cut” when there is a red light and traffic backup along Kingsway from Knight Street; and
- increased traffic/cycling problems we are concerned about are brought in to focus when we consider that they will all take place against the backdrop of the congested 9am/3pm drop off and pick up times of the largest elementary school in Vancouver, Lord Selkirk School.

Respondents observed that there is limited street on-street parking in the surrounding area and noted that the addition of 154 dwelling units will contribute to the strain on parking in the neighbourhood. Two levels of underground parking is considered insufficient for the proposed development, which includes dwelling units and commercial space. There should be a minimum of one (1) parking space allocated per unit in the underground parking area, as well as designated parking for visitors and to support the commercial uses.

It was suggested that consideration be given to current residents of the neighbourhood and respondents urge City staff to implement a “Residents only” parking zone in the area to ensure that people can continue to park in close proximity to their homes. However, it is perceived that if residents in the towers become eligible for resident parking permits, little would have been done to mitigate the issue.

Staff Response: Staff have included a condition that requires the applicant to enter into a Services Agreement which outlines the necessary off-site improvements to the surrounding transportation network. Improvements such as, but not limited to, upgrading the intersection at Dumfries Street and Kingsway, providing street improvements along Dumfries Street and Fleming Street as well as the construction of a raised bicycle lane along Dumfries Street are noted. For further details see Engineering Standard Condition A.2.7.

Height

Comments were received indicating that the proposed height of the 13 storey tower is too tall for the neighborhood as most of the residents east of the structure will experience decreased sunlight and or no sunlight during the winter months. The reduced sunlight inhibits or limits the ability of existing residents to grow their own fruits and vegetables, which is encouraged by the City of Vancouver. Gardening is a recreational activity local residents rely on and enjoy to help contribute to their well-being, especially during retirement.

Suggested heights for the tower ranged between six (5) and ten (10) storeys.

Staff Response: The staff discussion regarding the proposed height begins on page 13 of this report and outlines the rationale for supporting the height relaxation for the tower along Kingsway. The rationale takes into consideration that this is a unique site, the contextual fit, surrounding precedents and the inclusion of significant public realm improvements along Kingsway, Dumfries Street and Fleming Street. It should be noted that the height of the proposed townhouses complies with the existing regulations and C2 Guidelines.

Also, Urban Design Recommended Condition 1.1 pursues lowering the podium and Standard Condition A.1.1 seeks to diminish the apparent height and scale of the tower.

Lack of Improvement to Local Amenities

The additional dwelling units will increase the demand on local services, such as schools, community centres, parks, libraries and supportive infrastructure. Given the number of developments approved in the neighbourhood and school catchment area will make it more challenging for students to attend school in their neighbourhood as existing schools are currently at capacity.

Concerns were raised regarding reduced water pressure and garbage collection.

It was noted that the proposal does not offer any benefit back to the community.

Staff Response: Unfortunately, the impacts to local amenities, such as community centres and elementary schools, are not examined during the review of individual Development Permit applications. A fulsome review of the local amenities occurs through the policy phases of the planning process. As the City moves forward with CityPlan, staff anticipate greater discussion surrounding the provision of amenities serving the neighbourhood. Nonetheless, a great deal of open space and improvements to the public realm are provided throughout the site.

Architectural Expression

Kingsway has a variety of building types and a few that may be considered unique. Residents were supportive of new buildings with a strong, modern style along Kingsway. However, comments received suggest that this building may be trying to incorporate too many ideas at once. It was noted that the proportion of the tower and podium results in the building looking heavy and creating a “wall effect” along Kingsway.

Every effort needs to go into visually separating the tower from the podium so that the tower reads as taller and slimmer. Some simplifications could create a leaner, stronger building expression.

Staff Response: Staff provide an assessment of the architecture on page 18 of the report and have included conditions to ensure the building expression is more cohesive and responds to the surrounding context. Recommended Conditions 1.1 and 1.2 specifically seek to reduce the height along Kingsway, strengthen the vertical legibility of the tower, simplify the building expression and to refine the tower crown. Through Standard Conditions A.1.1 and A.1.3, staff are seeking to further diminish the apparent height and scale of the buildings and explore to reduce the size of the tower floorplate.

Obstruction to Private Views and a decrease in property values

Respondents expressed concerns regarding the obstruction of private views to the mountains as a result of the proposed building height. The loss of the views will contribute to a decrease of property values.

Staff Response: Generally, the City of Vancouver does not have policies to protect private views from new developments; however there are policies to ensure that residential units have access to daylight. To minimize the impacts of the views from existing residential units, Recommended Condition 1.7 seeks to expand and increase the sustainability of the project by requiring increased planting on the rooftops.

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.

Staff Committee recognizes that this development seeks a discretionary height beyond what the C-2 Guidelines anticipate. However, the development proposal provides a robust public realm plan and building design which meets the overall intent of the C-2 Guidelines. Staff Committee supports this application with the conditions contained in the report



J. Greer
Chair, Development Permit Staff Committee



M. Castillo Ureña
Development Planner



J. Smallwood
Project Coordinator

Project Facilitator: J. Catarino

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

Urban Design

A.1.1 design development to diminish the apparent scale and height of the building;

Note to Applicant: This may be accomplished by reducing the first level retail height to 14ft clear floor-to-ceiling and the second office level to 12 ft clear floor-to-ceiling.

A.1.2 design development to improve livability, including:

- i. remove all living areas (flex) on the basement; and

Note to applicant: Habitable spaces are not permitted in cellar spaces.

- ii. provision of suitable private open space for all units;

Note to Applicant: Balconies, decks or patios are required to have a minimum single horizontal dimension of 1.8 m and minimum area of 4.5 m² and should not project into the required SRW.

A.1.3 explore reduction of the tower floorplate area;

Note to Applicant: This may be accomplished by transferring residential density to the north side of the parcel.

A.1.4 design development to provide access to garbage room from the townhouse parking area;

A.1.5 explore improving the solar performance with focus on the south orientation;

A.1.6 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.1.7 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.1.8 confirmation of provision of high-quality and durable materials;

Note to Applicant: Cementitious panels, such as typical hardie panels, are not considered high-quality materials.

A.1.9 provision of a conceptual lighting plan;

Note to Applicant: Residential lighting should ensure good visibility of access routes and landscaped areas without excessive lighting levels, glare or overspill to neighbours. Careful attention to exterior lighting to achieve CPTED performance, with special attention to the lane, mini-plaza and mews interfaces, is required.

A.1.10 confirmation of architecturally integrated continuous weather protection for the mixed-use building, including facing Dumfries Street, Kingsway and the parkette to the east;

A.1.11 provision of the following information incorporated into the full size drawing:

- i. Large-scale details as follows:
 - a. Typical wall sections at 1:20;
 - b. Parapets, guards and facade type details at 1:10;
 - c. Roof-top mechanical enclosure at 1:10;
 - d. Typical building-grade encounter details at 1:10; and
 - e. Storefront and associated and horizontal sunshades at 1:10.

- ii. Provision of complete and consistent drawings;

Note to Applicant: Proposed courtyard elevations and plans do not match. Dumfries Street elevation is not complete. Tower elevation on Fleming Street is to be provided.

- iii. Full building cross sections along gridline p7;
- iv. All elevations with full materiality and legend, including soffits, doors and gates; and
- v. Show graphic scale in all drawings.

Note to Applicant: Updated drawings are to be with continuous dimension strings clearly indicating the widths of sidewalks, roads, and setbacks. Further conditions may apply upon receipt.

A.1.12 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:
<https://vancouver.ca/files/cov/appendix-a-bird-friendly-design-guidelines-rts-10847.pdf>

A.1.13 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, if required;

Development Review Branch

A.1.14 compliance with Section 4.7 – *Floor Space Ratio* of the C-2 District Schedule;

Note to Applicant: The maximum permitted FSR for Dwelling use above grade shall not exceed 1.75 and the total maximum combined FSR for the site shall not exceed 2.5. The provided drawings and FSR Overlays exceed the permitted FSR for Dwelling use above grade by approximately 10,345 ft² (961 m²) and the total FSR by approximately 5,320 ft² (494 m²). See

also, Recommended Condition 1.1 as well as Standard Development Review Branch condition(s) A.1.17 and A.1.23 vi regarding bulk storage requirements and FSR Overlays for additional items which are to be included in FSR.

A.1.15 confirmation of compliance with Section 2.2 and 3.2 – *Uses of the C-2 District Schedule*;

Note to Applicant: Sheet A3.0 shows Grocery and Retail uses with no delineation resulting in an indeterminate amount of floor area of each use. This unascertained information will have implications on floor area, parking and loading calculations. Also, sheet A3.2 shows no physical separation between the General Office and Fitness Centre use. Clear, defined separation between all uses is required. Refer to Standard Development Review Branch condition(s) A.1.23 vi regarding floor area, A.1.19 regarding parking and A.1.20 regarding loading.

A.1.16 confirmation of compliance with Section 4.10 – *Horizontal Angle of Daylight* requirements of the C-2 District Schedule;

Note to Applicant: Unit B2 located levels three to six appears to have a habitable room that may not meet minimum HAD requirements. Consider providing HAD diagrams for each level/typical levels for all habitable rooms. Additionally, any storage rooms that are not compliant with the *Bulk Storage and In-Suite Storage – Multiple Family Developments* Bulletin would be considered a 'Den' and would be subject to HAD requirements.

A.1.17 compliance with the *Bulk Storage and In-Suite Storage – Multiple Family Residential Developments* Bulletin;

Note to Applicant: Maximum 39.8 ft² (3.7 m²) may be excluded from FSR for each dwelling unit for storage. If storage rooms exceed the maximum requirement, then the entire space will be included in FSR. Most storage rooms exceed the maximum requirement and would not be eligible to be excluded from FSR. Storage rooms are to be reduced to meet the maximum storage room requirement.

A.1.18 confirmation of proposed heights by providing a height calculation sheet which identifies all critical height points of the podium level of the tower (top-of-parapet and top-of-elevator), the uppermost tower (top-of-roof access), all townhouse buildings (top-of-parapets for buildings one, two, three and four);

Note to Applicant: Provide calculations on the drawings and dimensions used for the calculations for verification.

A.1.19 compliance with Section 4 of the Parking By-law;

Note to Applicant: Final parking calculations are pending due to insufficient information regarding proposed uses on the ground floor. Additionally, a total of nine (9) disability spaces are required to be provided. Furthermore, the three townhouses that are located in the tower do not comply with Section 4.7.5 – *Internal Access to Parking Spaces*. Final parking calculations are dependent on revised plans and further conditions may result upon receipt of and complete information.

A.1.20 compliance with Section 5 of the Parking By-law;

Note to Applicant: Ensure that minimum width and length dimensions are provided for all loading spaces.

A.1.21 compliance with Section 6 of the Parking By-law;

Note to Applicant: The parking plans show incorrect information regarding proposed amounts of Class A bicycle spaces. Additionally, the provided plans show 100% of the Class A bicycle spaces as horizontal. However, only 50% of the required Class A bicycle spaces may be horizontal and 20% of the spaces must be bicycle lockers. Furthermore, End-of-Trip Facility requirements are to be met, which include minimum three (3) clothing lockers, two (2) water closets, two (2) wash basins, two (2) showers and two (2) grooming stations to be provided. All bicycle spaces are to be numbered, dimensioned and labelled as vertical, horizontal, or locker.

A.1.22 submission of a Survey which clearly indicates all property dimensions and the site area;

A.1.23 provision of a revised drawings package which includes:

- i. a revised Site Plan which indicates:
 - a. all proposed yards and setbacks from the property line to the face of the building; and
 - b. all Class B bicycle spaces;
- ii. revised Floor Plans which;
 - a. includes room labels; and
 - b. clearly identifies the separation of all proposed uses on the first and second levels;
- iii. revised Parking Plans which:
 - a. correctly number and dimension proposed parking spaces;

Note to Applicant: The proposed Parking Plans note different totals than what is actually being proposed. For example, Sheet A2.0 notes 91 standard parking spaces, however when counted there are 94.
 - b. correctly number, dimension and identify all bicycle spaces;

Note to Applicant: The proposed Parking Plans note different totals for Class A bicycle spaces than what is being proposed. For example, the south-east bicycle room compound located on P1 identifies that 53 Class A bicycle spaces are proposed, however when counted there are only 36 spaces. See also, Standard Development Review Branch condition A.1.21.
 - c. identify parking and bicycle spaces associated with Dwelling vs. Commercial uses.
 - d. are consistent with the proposed Project Statistics; and
 - e. include standard details for all parking spaces and horizontal, vertical and bicycle locker spaces;
- iv. revised Elevation drawings which are coordinated with all Floor Plans and Roof Plans;

Note to Applicant: The provided elevations note different peak heights of the tower from the proposed roof plans. For example, the elevation drawings note the roof access top-of-parapet height as 255.45 ft. (108.34 m), whereas the roof plans note a top-of-parapet height of 354.45 ft. (108.03 m).

- v. revised Roof Plans which clearly note all proposed geodetic elevations for all top-of-parapets, top-of-mechanical, top-of-roof, etc.;

Note to Applicant: The proposed Roof Plans for the townhouse do not indicate any proposed heights.

- vi. revised, fully detailed, coloured and dimensioned FSR Overlays;

Note to Applicant: The provided FSR overlays do not breakdown circulation areas that serve multiple uses, which include the stairs and elevator core which access the second floor and the elevator core and service corridor which access the garbage and recycling area. Shared circulation areas are to be proportionately rated and included in the computation of the corresponding area of each use. Additionally, the exit stair and corridor located on the ground floor which provides egress from the second storey shall be included in the computation of floor area. Also, all storage rooms which exceed that 39.8 ft² (3.7 m²) maximum requirement are to be included as floor area. See also, Standard Development Review Branch condition(s) A.1.14 and A.1.15.

- vii. an updated Project Statistics sheet which provides correct calculations and sections of the applicable by-law for all parking, loading and bicycle sections; and

Note to Applicant: All Dwelling use (both the tower and townhouses) shall be calculated as per Section 4.2.1.13 of the Parking By-law. See also, Standard Development Review Branch condition A.1.19.

- viii. includes a north arrow on all Floor Plans and Roof Plans;

A.1.24 provision of consistent and coordinated sheet labelling;

Note to Applicant: Refer to sheet A2.1 which relates to Parking Level P2; however the title block notes Parking Level P1.

A.1.25 confirmation of the following:

- i. that the proposed dwelling unit areas does not include storage rooms;

Note to Applicant: Storage rooms are not to be included in the proposed dwelling unit areas. For the purpose of parking calculations, it has been assumed that the proposed dwelling unit areas exclude the proposed storage.

- ii. proposed total number of dwelling units and unit mix type;

Note to Applicant: There are a number of units identified as a two-bedroom unit with only one-bedroom proposed. For example, refer to unit D2 on the floor plans which is identified as a two-bedroom unit, but only has one-bedroom.

- iii. that the mechanical space located on the roof is open to above;

Note to Applicant: Include a notation on the drawing which verifies this.

- iv. that the proposed Amenity areas are for the Dwelling use;

- v. that at least 20% of all off-street spaces will be available for charging of electric vehicles;

Note to Applicant: Although this is a Building By-law requirement under Part 13 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that

this condition can be met during the Building review of this development. For more information, refer to the website link: <http://vancouver.ca/home-property-development/electric-vehicle-charging-requirements.aspx>.

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

- i. *"The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations";*
- ii. *"Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building";*
- iii. *"The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";*
- iv. *"The design of the bicycle spaces (including bicycles 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"; and*
- v. *"Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555";*
- vi. *"All proposed yards, setbacks and building dimensions are measured to the outside of cladding";*

Standard Landscape Conditions

A.1.27 design development to provide a more substantial landscape buffer on private property for the private patios facing Fleming Street to improve streetscape character and privacy for patios;

Note to Applicant: Increase the width of the proposed planting strip to be a minimum of three ft. to accommodate a row of taller woody evergreen shrubs along the edge of the private patios. This would require a reduction to the patio depths. Revise Landscape Plan and coordinate with architectural drawings;

A.1.28 incorporation of edible plants in the planting plan;

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design.

A.1.29 design development to ensure all planter walls are no more than 3' in height to minimize blank planter walls throughout the site and to enhance public realm interface on all sides;

Note to Applicant: this can be achieved by terracing the planters and providing layered shrub planting with seasonal interest.

A.1.30 provision of a high-efficiency automatic irrigation system for all planted areas;

Note to Applicant: Provide an irrigation plan or notations to confirm.

A.1.31 coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

"Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Engineering Services (Streets Design Branch) 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 Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion."

Note to Applicant: The applicant must contact Park Board and Engineering prior to final DP submission and ensure this information is included on the Plant Schedule.

- A.1.32 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."

Crime Prevention Through Environmental Design (CPTED)

- A.1.33 provision of an operations management plan for the use and security of the semi-private internal courtyard spaces, with particular reference to CPTED measures to discourage off-hours mischief; and

- A.1.34 design development to respond to CPTED principles, having particular regard for:

- i. ensure natural surveillance throughout pedestrian public realm, including the lane and underground parking, with glazing into publicly accessible areas such as elevator lobbies, stairs, and storage rooms;
- ii. remove the wall projecting from the residential exit stairs encroaching into the 2ft setback on Fleming Street; Note to Applicant: Blind corners and recessed entries should be avoided.
- iii. provide separate access routes from the building to residential garbage facilities and secure from those to non-residential garbage facilities;
- iv. pedestrian-scaled lighting to improve safety and security around the buildings and public spaces;
- v. underground parking to have 24 hour lighting;
- vi. avoid hidden alcoves and concealed spaces along the streets and underground, including landscape areas;
- vii. reduce opportunities for mischief in alcoves and mail theft; and
- viii. reduce opportunities for graffiti and skateboarding on the open spaces.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

A.2 Standard Engineering Conditions

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

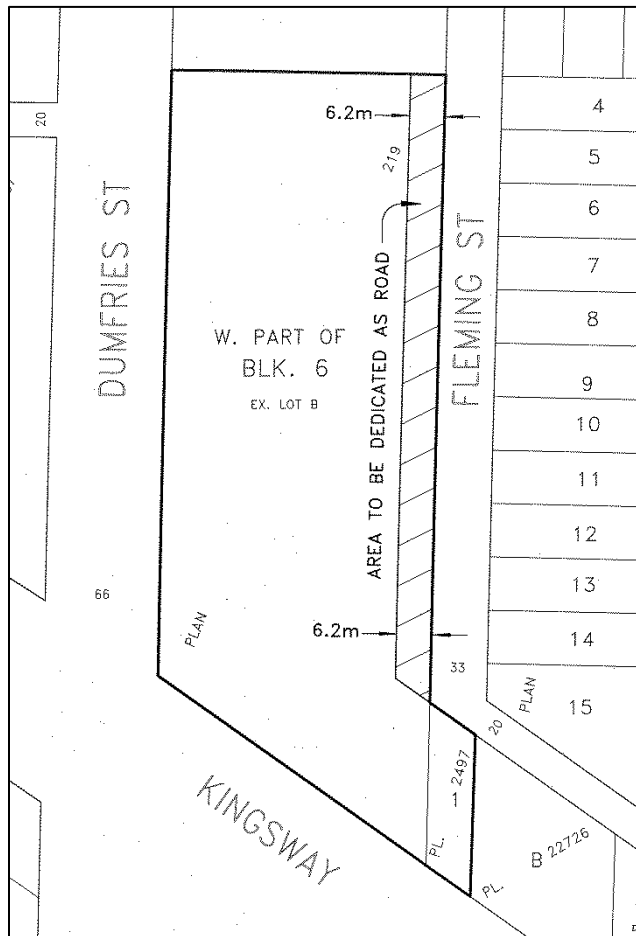
- a) the consolidation of That Part of Block 6 Lying to the West of the West Boundary of Plan 1257, Except Portions in Reference Plans 610, 2394 and 4580, District Lot 352, Plan 219;

and Lot 1, Except Part in Reference Plan 2394, of Lots 1 to 3, Block 6, District Lot 352, Plan 2497 to create a single parcel and;

- b) subdivision of that site to result in the dedication for road purposes of the easterly 6.2 metres lying between the north property line and the northwesterly production of the current north property line of Lot 1, as shown in the sketch below. The area to be dedicated is to be free of building structure.

A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:

<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>



- A.2.2 provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Kingsway, to achieve a 5.5m offset distance from the back of the existing curb to the building face. The SRW will be free of any encumbrance such as structure, stairs, door swing and plantings at grade and is to accommodate the existing underground parking structure within the SRW agreement;

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final setback and SRW width is required. Gates and doors are not to swing more than 0.3m over the property lines, or into the SRW area.

- A.2.3 provision of revised building grades to reflect the road dedication requirements on Fleming Street;
- A.2.4 provision of a surface statutory right of way (SRW) over the proposed plaza between Fleming Street and Kingsway;

Note to Applicant: The dimensions of the SRW will be determined once the plaza design is finalized through discussions between Planning and the Applicant. The Agreement will capture the intended uses of the plaza, as determined by Planning.

- A.2.5 provision of a surface statutory right of way (SRW) along the mews between the townhouse buildings and mixed-use building connecting Dumfries Street and Fleming Street;

Note to Applicant: The intent of this SRW is to facilitate public access and interconnectivity between Dumfries and Fleming Streets through this site.

- A.2.6 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement M13741 (landscaping on Dumfries Street) prior to building occupancy;

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

- A.2.7 provision of a Services Agreement to detail the on- and off-site works and services necessary, or incidental, to the servicing of the site (collectively called “the services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the services are provided. No Development Permit for the site will be issued until the security for the services is provided:
- i. provision of new or replacement duct banks adjacent to the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communications infrastructure;
 - ii. provision of upgraded street lighting (roadway and sidewalk) and lane lighting adjacent to the site to current City of Vancouver standards and IESNA recommendations;
 - iii. provision of traffic lighting improvements at the intersection of Dumfries Street and Kingsway including:
 - a) upgrading the existing traffic signal to a full signal including APS (accessible pedestrian signal);
 - b) installation of the left turn bay for eastbound Kingsway with associated enabling works to modify or relocate existing infrastructure; and
 - c) upgrading the entire intersection lighting at Dumfries Street / Kingsway to current City of Vancouver standards and IESNA recommendations.
 - iv. provision of new, pad-mounted service cabinet / kiosk;
 - v. street improvements along Kingsway adjacent to the site and appropriate transitions, including the following:
 - a) minimum 1.22m (4') wide front boulevard;

- b) minimum 3.05m (10') wide light broom-finish, saw-cut concrete sidewalk;
- c) hard surface treatment between the sidewalk and the building; and
- d) adjustment to all existing infrastructure to accommodate proposed street improvements.

Note to Applicant: Relocate the street trees proposed on this frontage into the front boulevard.

- vi. Street improvements along Dumfries Street adjacent to the site and appropriate transitions including the following:

- a) minimum 2.14m (7') wide light broom-finish, saw-cut concrete sidewalk;
- b) curb and gutter, including any required road re-construction to current standards;
- c) adjustment to all existing infrastructure to accommodate the proposed street improvements.

- vii. Street improvements along Fleming Street adjacent to the site and appropriate transitions including the following:

- a) front boulevard with street trees;
- b) minimum 2.14m (7') wide light broom-finish, saw-cut concrete sidewalk;
- c) curb and gutter, including any required road re-construction to current standards;
- d) curb bulges at the driveway crossing from Fleming Street;

Note to Applicant: this is to support SU-9 access / egress; see Condition A.2.6. iv.

- e) curb ramps; and
- f) adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: The City will provide a geometric design for these street improvements.

- viii. Provision of a universally accessible connection for people walking and rolling from Fleming Street to Kingsway, including:

- a) minimum 2.14m (7') wide light broom-finish, saw-cut concrete sidewalk;
- b) accessible ramp with a minimum clear width of 1.83m (6'); and
- c) adjustment to all existing infrastructure to accommodate the proposed improvements.

- ix. Replacement of bus stop amenities. The applicant is to pay all costs associated with removal and replacement of bus stop amenities including litter bin, shelter, seating, advertising panels, foundations, drainage, and installing an electrical connection to the satisfaction of Engineering Services. Amenities will be supplied and installed by the City's street furniture contractor.
-

A.2.8 provision of a finalized Transportation Assessment and Management Study (TAMS), including the following updates:

- i. Provide a parkade traffic circulation plan, including signs and pavement markings (e.g. one-way traffic flow) to eliminate the key vehicle conflicts south of the parking ramps on both P1 and P2;
- ii. Provide recommendations for the placement of convex mirrors at bends and intersections within the parkade;
- iii. Update the architecture plans and re-run the swept path analyses to ensure the potential conflicts identified in the draft TAMS are addressed;
- iv. Review the swept paths of a SU-9 truck accessing and egressing the site via Fleming Street from the south with the following requirements:
 - a) minimum 0.5m offset required from the edge of pavement or parking vehicles;
 - b) existing/future edge of pavement, hydro poles, and on-street parking to be shown on the drawings;
 - c) design recommendations to address conflicts between the design vehicle and road infrastructure, or on-street parking.

Note to Applicant: It is advised to reference ortho photos and information on VanMap to address potential conflicts with AutoTurn paths.

- v. Provide an updated traffic exhibit. The eastbound left turn volumes at the intersection of Kingsway and Dumfries Street shown on Figure 3.5 for post- development appear incorrect; The left turn numbers are less than the site-generated numbers. Ensure that traffic volumes used in the analyses are consistent with the exhibit.

A.2.9 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement at the following locations:

- i. Redesign the last three bicycle parking stalls in the 13-bike Room shown on Drawing A2.0 grid PP-1 to PQ-0. The aisle width abutting these stalls requires a minimum 1.2m width.
- ii. Increase the pedestrian / bike access aisle width abutting the vehicle parking stalls shown on P1 Drawing A2.0, from grid PN-P1 to PN-26. A minimum 1.2m wide access route between the bicycle parking spaces and the outside is required; and
- iii. Provide an alcove for the 7-bike and 38-bike Rooms off the vehicle maneuvering aisle.

A.2.10 provision of improved access and design access and design of loading spaces and compliance with the Parking and Loading Design Supplement:

- i. Provide additional stall width, load throat and driveway flaring for the two proposed Class B loading spaces. The design of loading bays must allow independent access to these loading stalls. Refer to the Draft TAMS for maneuvering conflicts;
 - ii. Provide a clear unloading area or raised rear dock, minimum 1.8m wide, with suitable access to facilitate goods loading / unloading; and
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A.2.11 provision of a Shared Use (Loading) 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 retail and residential uses in Building A 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.

A.2.12 provision of improved access and design access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

- i. Incorporate the parkade traffic circulation plan including signs and pavement markings to eliminate the key vehicle conflicts south of the parking ramps on P1 and P2 in accordance to recommendations from the updated TAMS; and
- ii. Provide convex mirrors at bends and intersections within the parkade in accordance to recommendations from the updated TAMS.

A.2.13 provision of the following information is required for drawing submission to facilitate a complete Transportation review:

- i. A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided. The proposed supply of bicycle parking and commercial loading spaces are currently missing in the table;
- ii. Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;
- iii. Areas of minimum vertical clearances labelled on parking levels;
- iv. Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable; and
- v. The location of all poles and guy wires to be shown on the site plan.

A.2.14 update the landscape plans to show the existing curb ramp and crosswalk at the signalized crossing of Kingsway adjacent the site;

A.2.15 update the landscape plans to show the location of the existing bus stop, shelter, and litter can;

A.2.16 increase the width of the sidewalk on the Kingsway frontage at the southeast corner of the site to 3.05m (10'), relocate the start of the accessible ramp so that it is outside of this sidewalk, and delete the Class B bike parking proposed within this 3.05m sidewalk;

A.2.17 delete the portion of the bench that crosses the property line on Dumfries Street;

A.2.18 remove Class B Bike Parking proposed in dedication area in alignment with Fleming Street at Kingsway. Refer to L1.1;

A.2.19 note on New Bus shelter call-out should be modified to delete the word 'new', delete the phone number, and revise the number of weeks advanced notice to 8 weeks;

A.2.20 show overhead canopies on landscape plan. Refer to L1.1;

A.2.21 provision of crossing design to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Submission of a crossing application is required. Please review the City's Street Restoration Manual and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles street trees or underground utility is impacted by the crossing design and location. The final crossing design is to be clearly noted on the plans prior to development permit issuance.

A.2.22 confirm that the features that cross the property line on the south sides of both driveway entrances are not walls. If they are walls, delete the portion that crosses the property line;

A.2.23 clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown;

Note to Applicant: pick-up operations should not rely on bins being stored on the street for pick up. Bins are to be returned to storage areas immediately after emptying;

A.2.24 provision of a separate application for all public property improvements is required; please submit a copy of an updated landscape plan that reflects the off-site improvements sought for this application;

A.2.25 the following note is to be placed on the landscape plan;

"This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."

A.2.26 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 1.8.8);

A.2.27 provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features;

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: Please ensure in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

A.2.28 provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way;

A.2.29 submission of a Letter of Confirmation acknowledging that construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a Provincial Approval or License; and

Note to Applicant: Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act.

- A.2.30 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 and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions. No tower crane permitted on street.

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

- A.3.1 The property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- A.3.2 Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated there on terms and conditions satisfactory to the Manager of Environmental Protection and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance or an "Instrument of Approval" satisfactory to the City for the on-site contamination, issued by the Ministry of Environment and Climate Change Strategy, has been provided to the City.
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B.1 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 **(May 25, 2020)**, 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.1.5 Submit the erosion and sediment control plans to Environmental Protection for review and comment at the Building Permit application stage.
- B.1.6 Submit the Waste Discharge Permit application or the Groundwater Quality Declaration for dewatering activities to Environmental Protection at the Building Permit application stage.

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.
 - 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
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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 Environmental Protection Conditions:

- i. Requires a Certificate of Compliance or Final Negative Determination from the Ministry of Environment and Climate Change Strategy prior to issuance of the occupancy permit.
- ii. Waste Discharge Permit may be required for any dewatering on the site.
- iii. 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.
- iv. 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 8191, Sewer and Watercourse Bylaw 8093).

B.2.7 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
