

**CITY OF VANCOUVER
PLANNING & DEVELOPMENT SERVICES**

**DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
January 22, 2020**

**FOR THE DEVELOPMENT PERMIT BOARD
February 18, 2020**

**150 Robson Street (COMPLETE APPLICATION)
DP-2019-00809 – CD-1 (Pending)**

KS/BB/LB/AK/MB

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present

J. Greer (Chair), Development Services
C. Chant, Engineering Services
D. Naundorf, Housing Policy and Projects
D. Autiero, Development Services
J. Olinek, Urban Design & Development Planning

Present Also

K. Spaans, Urban Design & Development Planning
B. Balantzyan, Development Services
L. Beaulieu, Landscape Planning
A. Knowles, Heritage Planning
M. Bird, Development Services

APPLICANT

GBL Architects
139 E 8th Avenue
Vancouver BC
V5T 1R8

PROPERTY OWNER

AMACON Development (Robson) Corp.
856 Homer Street #500
Vancouver BC
V6B 2W2

EXECUTIVE SUMMARY

Proposal

Restoration, retention, and designation of the façade of the existing Northern Electric Company (NEC) building as Heritage "B", and development of the site with a 29-storey mixed-use building, including a six-storey podium, and containing a Hotel with restaurant on the ground floor and 116 sleeping units on floors two through six, 177 dwelling units on floors four through 29, and five levels of underground parking accessed from the lane south of Robson Street, subject to Council's enactment of the CD-1 By-law and approval of the form of development.

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

Issues

1. Architectural expression and character of the residential tower;
2. Sympathetic reuse of the NEC building façades and integration of new buildings with the heritage building; and
3. Public Realm

Urban Design Panel: Support (4/0)

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. **DP-2019-00809** submitted, the plans and information forming a part thereof, thereby permitting the restoration, retention, and designation of the façade of the existing NEC building as Heritage "B", and development of the site with a 29-storey mixed-use building, including a six-storey podium, and containing a Hotel with restaurant on the ground floor and 116 sleeping units on floors two through six, 177 dwelling units on floors four through 29, and five levels of underground parking accessed from the lane south of Robson Street.

Subject to Council's enactment of the CD-1 as well as enactment of the Heritage Designation By-law, approval of the Form of Development and 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 as required to comply with the maximum height permitted by view cones 3, 9.1, 9.2.2, A and E.

Note to Applicant: Also refer to Development Review Services Condition A.1.18.

- 1.2 design development to provide for an enhanced architectural character of the residential tower, particularly the arrangement and expression of fenestration, with due consideration be given to a high level of visual interest from both near and distant perspectives while continuing to afford the NEC building prominence at grade. Design strategies may include:

- i. extending the intermittent terracotta-coloured inset motif of the hotel block into the tower, or otherwise introducing additional materials, finishes, and/or colours to all façades to provide for additional visual interest;

Note to Applicant: The intermittent inset balcony motif of the hotel block is highly successful, and consideration to extent this treatment to the tower is highly encouraged.

- ii. at the west elevation: organizing glazing units, balconies, or other architectural elements to relate to the west façade of the NEC building;
- iii. providing for a more consistent design logic on all sides of the tower; and/or
- iv. extending the architectural feature lighting on the south façade around to the east elevation.

Note to Applicant: The tower as proposed successfully reinforces a hierarchy between the building components, with the heritage building afforded the greatest prominence. Therefore, effort should be made to maintain the current subdued architectural sensibility of the tower, while introducing elements intended to improve its character and visual interest.

- 1.3 design development to provide for private outdoor space for all dwelling units;

Note to Applicant: Some dwelling units on the fifth and sixth floors of the residential tower do not appear to have private outdoor space.

- 1.4 design development to the heritage façades as follows:

- i. relocation of mechanical louvers located at the northwest corner of the building from original window openings as proposed, to within the stone foundation wall within the existing below-grade window openings, or at another less visible location; and

Note to Applicant: The northeast and northwest corners of the building are oriented toward two major intersections, and must be treated as integral interfaces with the public realm. These corners should be highly transparent and should contribute to the sense of activity at the street. Mechanical louvers should

be prefinished to match their housing assembly. Also refer to **Heritage Planning condition A. 1.31.**

- ii. redesigning the hotel entrances along the north façade, and the residential entrance at the west façade to better reflect the design of the original entrances.

Note to Applicant: Contemporary interpretation, rather than duplication, of the original entrances is strongly encouraged. Also refer to **Heritage Planning conditions A. 1.29 and A. 1.30.**

- 1.5 design development to provide for weather protection at the hotel entrances in the north façade of the heritage building.

Note to Applicant: Per the *Central Area Pedestrian Weather Protection* guidelines, continuous weather protection along the portions of the buildings front Robson Street are actively encouraged, however Staff have determined that typical continuous weather protection is inconsistent with the heritage character of the NEC building. Canopies over entrances within the heritage façades should be visually subtle to avoid overpowering heritage building components.

- 2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.
- 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

Technical Analysis

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size ¹	-	-	260.03 ft. x 93.15 ft.
Site Area ¹	-	-	24,223.0 ft. ²
Floor Area ²	Residential max. 160,397.0 ft. ² Total 243,926.0 ft. ²	-	Residential 160,197.0 ft. ² Hotel 83,854.0 ft. ² Total 244,051.0 ft. ²
FSR ²	Residential max. 6.62 Total FSR max. 10.07	-	Residential 6.61 Hotel 3.46 Total FSR 10.07
Balconies	Open max. 19,224.0 ft. ² (max. 12% of residential area)	-	Open 17,743.0 ft. ² (11.0% of residential area)
Amenity ³	Maximum 10,000.0 ft. ²	-	0.0 ft. ²
Height ⁴	CD-1 By-law max. 286.9 ft. View Cone max. EL 333.33 ft.	-	Top of roof guardrail 284.79 ft. Top of planter on roof 285.92 ft. Top of planter on roof EL 333.92 ft.
Parking ⁵	Hotel max. 68 Visitor 9 Small Car (max. 25% of required by TDM)	Residential TDM Hotel required Visitor 9 spaces Disability Min. 11	Residential 176 Hotel 26 Visitor 9 Total 211 Small Car 47 Disability 11
Loading ⁶	-	Class A Class B Residential 0 1 Hotel 0 2 Total 0 3	Class A Class B Residential 2 Hotel 0 2 Total 2 2
Bicycle Parking ⁷	-	Class A Class B Residential 354 10 Hotel 4 6 Total 358 16	Class A Class B Residential 353 10 Hotel 8 8 Total 361 18
Passenger Spaces ⁸	-	Class A Residential 1 Hotel 1 Total 2	Class A Residential 2 Hotel 2 + 1 = 5 Total 4
Dwelling Unit Area ⁹	-	Minimum 400.0 ft. ²	Minimum 356.0 ft. ² - 377.0 ft. ² (Studio units)
Horizontal Angle of Daylight	-	Minimum 50°	Minimum 50°
Unit Type ¹⁰	-	Minimum 2BR 45 Minimum 3BR 18	Residential Hotel Sleeping Unit 0 116 Studio 11 0 One-bedroom 81 0 Two-bedroom 68 0 Three-bedroom 17 0 Total 177 116

¹ **Note on Site Size and Site Area:** Site size and area include a triangular portion of road at the northeast corner, to be consolidated with the subject site.

² **Note on FSR and Floor Area:** Total proposed floor area does not include approximately 282.0 ft.² of hotel storage area on underground parking level P2 and 225.0 ft.² trellised area on Level 6 which further increase floor area beyond the permitted maximum. Standard Condition A.1.1 seeks compliance with maximum permitted FSR.

³ **Note on Amenity:** Proposed amenities for the residential component of the proposed development consist of the use of hotel services including indoor and outdoor facilities, such as pool, gym, spa, and meeting rooms, located on Level 6.

⁴ **Note on Height:** Proposed height has been measured to the tower's top of guardrail at the southeast corner of the roof, and top of concrete planter at the southernmost part of the roof, being the most critical points. View Cone analysis by staff indicates small portions of the building project into the View Cones affecting the site. Condition 1.1 seeks compliance.

⁵ **Note on Parking:** Required parking is subject to a Traffic Demand Management Plan in accordance with Downtown regulations of the Parking By-law.

⁶ **Note on Loading:** The proposal is seeking relaxation of residential loading by proposing 2 Class A loading spaces in lieu of the required one Class B space.

⁷ **Note on Bicycle Parking:** The proposal is deficient in the number of Class A bicycle spaces for the residential component of the proposed development. In addition, clothing lockers are required for the hotel's Class A bicycle spaces. Standard Condition A.1.25 seeks compliance.

⁸ **Note on Passenger Spaces:** The one additional passenger space is proposed to be shared between residential and hotel uses.

⁹ **Note on Dwelling Unit Area:** Staff do not support dwelling unit size less than 400.0 ft.² for the proposed non-rental development, and Standard Condition A.1.12 seeks compliance of dwelling unit size.

¹⁰ **Note on Unit Type:** The proposal is deficient in the number of 3-bedroom units, and Standard Condition A.1.13 seeks compliance.

Legal Description

Lot: C
Block: 68
District Lot: 541
Plan: 14094
Lots: 1-7
Block: 68
District Lot: 541
Plan: 2565

History of Application

2019-09-24 Complete DP submitted
2019-12-11 Urban Design Panel
2020-01-22 Development Permit Staff Committee

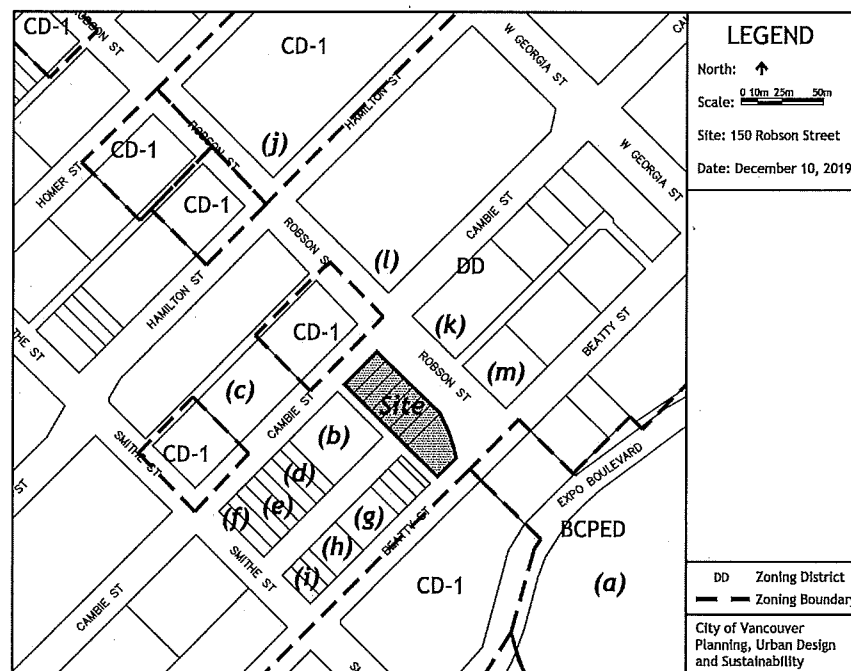
Site

This 2,250.4 m² (24,223 ft.²) site in the Central Business District (CBD) is the block-end bounded by Robson Street to the north, Beatty Street to the east, Cambie Street to the west, and a lane along the south property line. It has a frontage of 79.2 m (260 ft.) along Robson Street and frontage of 28.3 m (93 ft.) along Beatty and Cambie Streets. The site is located across Beatty Street from Terry Fox Plaza.

Context

Significant adjacent development includes:

- a) BC Place, (c.1983);
- b) 840 Cambie Street, 5-Storey Commercial Building, Heritage C, (c. 1913);
- c) 845 Cambie Street, 3-Storey Commercial Building, Heritage B, (c. 1929);
- d) 864 Cambie Street, 5-Storey Commercial Building, Heritage C, (c. 1911);
- e) 888 Cambie Street, 3-Storey Commercial Building, Heritage C, (c. 1944);
- f) 896 Cambie Street, 3-Storey Commercial Building, Heritage C, (c. 1928);
- g) 849-857 Beatty Street, 5-Storey Residential Building, Heritage C, (c. 1910);
- h) Hooper Building, 869 Beatty Street, 5-Storey Mixed-use Residential Building, Heritage C, (c. 1999);
- i) 101 Smith Street, 5-Storey Mixed-use Residential Building, Heritage C, (c. 1910);
- j) Vancouver Public Library – Central Library, 350 W Georgia Street, (c. 1995);
- k) 177 Robson Street, 22-Storey Mixed-use Residential Tower, (c. 2014);
- l) 233 Robson Street, 31-Storey Mixed-use Residential Tower, (c. 2009);
- m) Hampton Inn, 111 Robson Street, 14-Storey Mixed-use Hotel, (c. 1999)



Background

The CD-1 By-law for this site was approved by Council, subject to a series of conditions, at the Regular Council Meeting on July 10, 2018 following a Public Hearing on June 26, 2018.

Prior to Public Hearing, this project was reviewed by the Urban Design Panel on June 28, 2017, and received the support of the Panel. The design issues identified by the Panel at this time formed the basis for many of the rezoning approval design conditions. The project was also reviewed and supported by the Vancouver Heritage Commission on June 19, 2017. Minutes can be viewed at: <https://vancouver.ca/docs/council/vher20170619min.pdf>.

Applicable By-laws and Guidelines

1. CD-1 By-law (Pending)
2. Downtown Official Development Plan (1975, last amended 2019)
3. (DD) Downtown District Zoning and Development By-law District Schedule (1975, last amended 2019)
4. Central Area Pedestrian Weather Protection (Except Downtown South) (1978, last amended 1993)
5. High-Density Housing for Families with Children Guidelines (1992)

Response to Applicable By-laws and Guidelines

1. CD-1 By-law (Pending)

Use and Density: The proposed uses of Hotel, Restaurant, and Beauty and Wellness Centre, as well as Dwelling Uses in conjunction with the aforementioned conforms to the provisions of the CD-1 By-law. The proposed density of 10.07 Floor Space Ratio (FRS) is compliant with the CD-1 By-law.

Height: The proposed height conforms to the provisions of the CD-1 By-law.

2. Downtown Official Development (DOD) Plan (1975, last amended 2019)

The Plan encourages well-designed residential uses throughout Downtown, outside of the CBD, as part of mixed-use developments. Developments within the district must contribute and support central objective that Downtown be a maximally attractive place to live, work, shop, and visit. To achieve this, developments are anticipated to meet the highest design and amenity standards, including the provision of a distinctive public realm and streetscape. Provision of additional dwelling units in the DD is strongly encouraged in the DOD Plan.

The site falls within Land Use subarea 'C3' which anticipates, in addition to other uses, Hotel, Retail Commercial (including restaurant), and Dwelling Uses. The maximum density for all permitted uses in subarea 'C3' is 5.00 FSR, of which no less than 2.00 FSR shall be non-residential use. The Development Permit Board may permit an increase in density for Hotel use, subject to conditions outlined in the DOD Plan.

The proposed mix, location, and orientation of uses established at the rezoning and further developed with this application aligns with the objectives of the DOD Plan. While Staff recognize that the development overall contributes to the performance of the public realm and streetscape positively, further design development is sought to further strengthen the relationship between the ground-level service uses and the Public Realm, particularly at the retained heritage façades. These changes are sought under Recommended Conditions 1.4 and 1.5.

The high level of pedestrian traffic around the site, particularly before and after events at nearby BC Place, demands a Public Realm design that facilitates the efficient maneuverability of pedestrians during peak times, but also presents an engaging and attractive environment during off-peak hours. At the northeast corner of the site, the Public Realm design is open without any encumbrances that may unduly affect the movement of pedestrians, and the adjoining landscape

design within the property line, comprised of a long raised planter and broad stairs leading up to an outdoor seating area adjacent the hotel lounge, contributes to a sense of activity and security. Further west on Robson Street the retention of three significant mature trees, housed in flush-with-grade planters, results in a significant reduction in the width of the Public Realm adjacent the trees.

Staff are generally satisfied with the proposed design approach of the building, landscape, and Public Realm. However, further design development concerning the architectural expression of the residential tower, in addition to the aforementioned design development, is required.

3. (DD) Downtown District Zoning and Development District Schedule

The application is compliant with the District Schedule in terms of permitted uses.

4. Central Area Pedestrian Weather Protection (Except Downtown South) (1978, last amended 1993)

The report summarizes existing policies and design guidelines concerning pedestrian weather protection along public streets within the Central Area. Weather protection is an important component of pedestrian comfort in Downtown, and continuous weather protection is actively pursued along Robson Street frontages, and encouraged along Cambie and Beatty Streets. The provision of continuous weather protection along the Robson Street frontage is complicated by the retention the NEC building which has distinctive character-defining features that may be concealed or otherwise detracted from by continuous weather protection. Staff have therefore determined that, while weather protection should be provided at points of entry within the heritage façades per Recommended Condition 1.5, continuous weather protection will not be sought along the heritage façade.

All other frontages, including non-heritage components facing Robson Street, have been determined to comply with the provisions of this report.

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

The intent of these guidelines is to provide design directives for the design of multi-family housing and amenities to contribute to a high level of livability for families. The proposed residential tower has been determined to generally align with the Guidelines, however further design development is required for compliance. Specifically units on the sixth and seventh levels of the residential tower do not have adjoining private outdoor space, in contravention with the Guidelines. Staff have prepared related Recommended Condition 1.3.

The Guidelines also provide direction for the provision of common outdoor amenity areas accessible to building residents. In the case of this application, access to such an amenity area is provided by way of an access agreement that will allow building residents use of the hotel's recreation facilities, including a rooftop pool and recreation area. Staff have reviewed the adjacency of nearby public parks and the ease of access between the residential building and the hotel amenities, and are satisfied with the proposed response.

Response to Urban Design Rezoning Conditions of Approval

Design development of open balconies to comply with 12% of residential floor area.

Note to Applicant: The area proposed for open balconies is approximately 16% and exceeds the maximum 12% allowable exclusion. 16% of balcony area can be considered only if the surplus amount, i.e. the 4% in excess of the exclusion is counted in the proposed FSR. Given the Applicant wishes to include no additional balcony floor area in the calculation of FSR, the maximum exclusion for open balconies will be 12%. Consideration, in any event, should be given to simplifying the balcony pattern and to better relate them to the heritage building by aligning them to the patterns and openings of the retained heritage facade.

Applicant Response: Size of balconies reduced to comply with provisions for maximum balcony size.

Staff Response: Condition satisfied.

Design development to refine building massing of the Hotel use as follows:

- (i) simplify corner massing (offset cubes) on Beatty Street with consideration to straighten and align them; and*
- (ii) improve and make legible the glass connector between the heritage building and hotel massing.*

Note to Applicant: The shifted cubes do not appreciably improve solar performance on open space. The disposition of the floors, openings, and the glass connector, serve well to distinguish new construction from the heritage building. The above adjustments will strengthen the design in terms of how it relates to the heritage façade.

Applicant Response: Massing of the hotel block has been simplified into a monolithic form with window and inset balcony penetrations.

Staff Response: Condition satisfied.

Design development to improve the interface along Beatty Street by providing landscape solutions in addition to providing active uses at grade. Note to Applicant: Please also refer to relevant conditions under Landscape.

Applicant Response: Stairs with integral planters added for much of the Beatty Street frontage, with modifications made to the expression of the hotel block at grade to provide for a higher level of visual and physical permeability. Bicycle parking and better expressed hotel entrance also provided.

Staff Response: Condition satisfied.

Design development to simplify the use of materials on the hotel massing with consideration for the use of brick instead of metal panel, light coloured material.

Note to Applicant: Consideration for a well-chosen brick, and its tone would relate well to the heritage form. This would represent a sophisticated contrast to the traditional composition of the façade. Further, the overall podium, with this material change, would contrast well against the tower massing.

Applicant Response: Material proposed changed to fibreC cementitious panel.

Staff Response: Condition satisfied. Additional Urban Design condition regarding maintenance of a high quality material palette has been provided in this report.

Heritage Value

The NEC Building is a three-storey brick and stone building constructed in two phases, 1928 and 1947. The exterior of the building is a good example of commercial vernacular design with Art Moderne/Classical motifs. In 1958, the building was purchased by the Catholic Archdiocese of Vancouver for use as their Catholic Centre, containing offices and the Catholic Charities Men's Hostel. The building is listed on the Vancouver Heritage Register in the 'B' evaluation category. Designation of all four façades as protected heritage property is proposed.

Proposed Heritage Conservation Work

The application proposes to preserve and rehabilitate the historic façades of the NEC Building in situ. This includes cleaning and repointing the brick, cleaning the andesite sills and lintels, and replacing the steel windows with similar steel windows to maintain the Character-Defining Elements of the heritage building.

Conclusion

The proposal for 118 - 150 Robson Street represents a significant intervention at a high profile downtown site. The proposal demonstrates a sympathetic approach to the adaptive reuse of a heritage resource with significant additions. The uses proposed and provided for in the CD-1 are appropriate for the location, and will strengthen the performance of this part of Downtown.

Staff recommend approval of this proposal subject to the outlined Recommended Conditions and those attached in Appendix A.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on December 11, 2019, and provided the following comments:

EVALUATION: SUPPORT (4-0)

Introduction: Development Planner, Kevin Spaans, began by noting that this is a Development Permit after rezoning located on a double-fronted site on Robson Street with Cambie Street to the west and Beatty Street to the east. The project originally came to the Urban Design Panel on June 28, 2017, and received the support of the Panel with the following recommendations:

- re-consider the relationship of the tower to the base and the overall massing strategy;
- recommend solar response to orientation of all façades and incorporate this in the narrative;
- consider the public realm design on the corner of Robson and Beatty be designed to support more active and vibrant uses; and
- consider relocation of the trees, benches and the public bike share.

The building is located to the west of BC Place and Terry Fox Plaza and the adjacent context is a mix of hotel and residential use up to 36 storeys to the north and character warehouse conversions up to five storeys to the south. The building falls within the Downtown Official Development Plan.

Proposed is a maximum 88.4m (290 ft.) tall mixed-use hotel / strata residential building with a density of 10.07 FSR. Height and density are compliant with the CD-1 bylaw.

The building is divided into four massing components:

The first is a six storey hotel block at the corner of Robson and Beatty Streets. At rezoning, this block was expressed as a series of shifting planes with minimal visual or physical permeability facing Beatty Street. The design has subsequently been refined into the proposed simplified unarticulated extrusion with a glazed corner entry.

At grade is a hotel lounge / lobby with outdoor seating area vertically separated from the adjacent public realm by stairs that wrap the east corner. The public realm itself is presented as a hardscaped circulation plaza.

The second primary mass is the 29 storey tower with hotel use up to Level 4 and strata for the remainder. At rezoning, the tower was articulated with large outdoor balconies arranged in a pattern, but these too has been simplified into a regularized arrangement, with additional articulation provided in the form of horizontal and vertical expressions on the north and the south, and vertical glazing bands providing for articulation on the east and west.

The tower is clad in fibreC concrete skin with dark grey aluminium windows.

The third building component is the 1928 and 1947 NEC building to be designated upon enactment of the CD-1 bylaw. The three storey building is being maintained on three façades and includes hotel restaurant and bar space fronting Robson and Cambie Streets, and hotel rooms above. The residential entrance is located fronting Cambie Street.

The fourth component is the "glass connector" which is intended to bridge the three elements. This element is anticipated to be highly hierarchically secondary in nature, particularly as it interfaces the heritage building which is intended to be the architectural focal point of the site. The proposed materiality is SSG curtain wall but it is not clear whether or not this will include visible mullion clips or silicone butt joints.

The public realm is generally expressed as hardscaping with existing deciduous trees being maintained along Robson Street and at Cambie Street. Above grade landscaping consists of extensive green roof areas facing Robson and Cambie street at Level 4, a shared hotel / residential amenity area at Level 7, an extensive green roof on the hotel block roof, and private roof decks on the roof of the tower.

Advice from the Panel is sought on the following:

1. please comment on the legibility of the heritage NEC building as a distinct building component, with consideration given to the performance of the “glass connector” as a hierarchically secondary building element;
2. please comment on the applicant’s response to the Urban Design Panel recommendations at time of the rezoning review; and
3. please comment on the quality of the materiality with due consideration given to the importance of the heritage building as a defining element of the architectural expression of the site.

Mr. Spaans then took questions from the panel.

Applicant’s Introductory Comments: The applicant noted they are coming in with a slightly different proposal from what had previously been presented to the Panel; the new direction being the result of the City Planning Department challenging some of the original design ideas. The new proposal better responds to the existing context and the heritage building, with the intent to relate to context in a contemporary manner.

The requirement to set back the six storey block has been eliminated and the building is expressed without stepping in the façade. The applicant proposes silicon butt joints with no caps on the curtain walls to make the glass connector component appear as light and smooth as possible. Further, the applicant is proposing shadow boxes in place of typical spandrel panels to further reinforce the clean appearance of the glass connector.

On the Beatty block the volumes have been simplified and aligned. The applicant noted they looked to provide for a stronger relationship with the tower block and the heritage frontage, and to relate more closely to the rest of the heritage façades along Beatty Street.

There is new opportunity to open the corner and bring the public realm in at level one and create a better interior and exterior relationship.

To provide the heritage façade with its own identity the gap between the buildings has been increased to better allow the individual building elements to have their own distinct expression.

Three façades of the original heritage building will be retained, the applicant noted they will be using decorative stone to match the original.

The new façade of the north face is designed to relate to the heritage façade in a more contemporary way.

Regarding landscape, five trees on the site have been reviewed by an arborist and will be preserved in place. There are planters along Robson Street with terracing along Beatty Street. The outdoor amenity area is shared by the hotel and the residential programs in the building.

In order to improve the sustainable performance of the building, the tower has improved in wall to window ratio and balcony areas have been reduced. Measures to mitigate thermal bridging at the balconies are being explored.

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 Ms. Stamp and seconded by Ms. Krangle and was the decision of the Urban Design Panel:

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

- Design Development to provide for improved weather protection at grade;
- Design Development of the hotel roof with consideration given to overlook from adjacent towers;
- Design Development to strengthen the architectural expression and character of the tower.

Related Commentary: There was general support for the project.

Some Panelists noted that the residential opening on Cambie Street gives consideration to the street and that the canopy and entry is slick and modern.

The Panel felt that the treatments of the east and west side, and the inset balconies on the south side are successful. Further, the hotel portion is well done and much more successful than before. Panelists recognized the architectural benefits of the simple building form.

Panelists agreed that the restored heritage NEC building is successful. Overall the Panel felt that the heritage building is strong, the ground relates to the architecture.

The Panel commended the applicant on the quality and size of the rooftop amenity area, however a Panelist expressed concern about universal access between the pool level and the remainder of the amenity area.

Panelists felt that the corner at Beatty and Robson Streets is well treated, and noted that the public realm on Beatty Street set the stage for vibrant uses. A Panelist noted that the planters and retained trees could be an impediment to the flow of pedestrian traffic and regretted that the sidewalk couldn't be wider around the development. There was also concern that plants within these planters will get trampled during high-traffic times.

The Panel noted that great care was given to restore the heritage façades, which is reflected in the materiality of the buildings.

Some Panelists expressed concern about the architectural expression of the tower, noting that the tower as currently proposed is less successful than the original proposal at the time of Rezoning. A Panelist felt that the glassfibre reinforced concrete panels on the tower were not successful and that the form of the building does not live up to the successful presentation of the other parts of the development. It was suggested that the tower could benefit from more variability in terms of colour and materials.

The Panel recommended that particular attention be given to the detailing of panel joints and reveals, and to give more consideration to more relief in the tower façades.

A Panelist noted the LED lights are not necessary and detract from the rest of the development.

There was concern that the roof of the seven storey building has not been designed in consideration of overlook for the tower, and the Panel suggested that design development should be explored to improve the outward appearance of the roof. Strategies such as a trellis enclosing mechanical units on all sides and improved planting were suggested.

Applicant's Response: The applicant team thanked the panel for their comments and will take the comments into consideration for further improvement.

ENGINEERING SERVICES

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)

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

AFFORDABLE HOUSING PROJECTS

Applicant to satisfy enactment condition for relocation of the shelter space.

LANDSCAPE

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

HERITAGE

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

ENVIRONMENTAL PROTECTION BRANCH

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

BUILDING REVIEW BRANCH

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

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

NOTIFICATION

On November 22, 2019, 4586 notification postcards were sent to neighbouring property owners advising of the application. The postcards directed residents to information on the city's website. In addition, three site signs were installed on the property, one along Cambie Street, the second along Robson Street and the third along Beatty Street. The signs were installed on November 19, 2019 offering information about the development with direction to the City's Development Permit Board website. On January 21, 2020 an additional notification postcard was circulated to neighbouring property owners to advise that the Development Permit Board date was rescheduled for February 18, 2020.

A total of three written responses were received through the neighbourhood notification process. Two responses were in support of the project and one response was opposed.

Concern:

A respondent expressed concern that the development would negatively impact the natural light available to surrounding buildings.

Staff Response:

The applicant has conducted shadow studies in line with the standard development permit checklist provisions. Private views are not protected.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

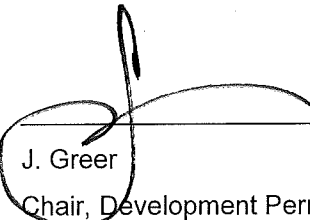
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Official Development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

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.

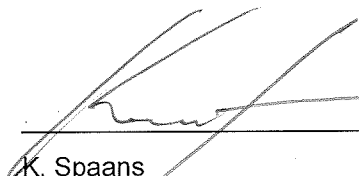
Decisions by the Director of Planning are required with respect to of the Parking By-law.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of loading and parking. The Staff Committee supports the relaxations proposed with submission of TDM.

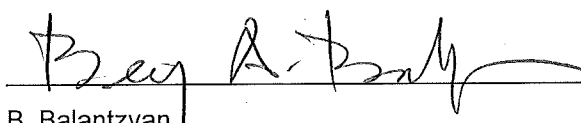
Staff committee supports this application with the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



K. Spaans
Development Planner



B. Balantzyan
Project Coordinator

Project Facilitator: M. Bird

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

- A.1.1 the CD-1 By-law is enacted by City Council;
- A.1.2 the Heritage Designation By-law is enacted by City Council; and
- A.1.3 the Form of Development is approved by City Council.

Urban Design

- A.1.4 design development to provide for access to all parts of the common outdoor amenity area by people with mobility impairments;
- A.1.5 provision of the following architectural details to sufficiently understand and evaluate the proposed architectural expression:
 - i. connection joints between modular units;
Note to Applicant: Consideration should be given to colour-matching cementitious panel reveals with their adjacent material to maintain a clean appearance. Reveals should be prefinished to ensure long-term durability.
 - ii. glass and steel canopies;
 - iii. guardrails, fences, and trellises;
 - iv. large-scale exterior lighting applications, such as architectural LED strip light coves;
Note to Applicant: Where applicable, large-scale lighting applications must be demonstrated to not negatively impact adjacent residential buildings or natural areas.
 - v. rooftop mechanical unit screens;
 - vi. parapets; and
 - vii. trims and fascias.
- A.1.6 confirmation that the high-quality material palette proposed at the time of the Development Permit application is to be maintained throughout all stages of the development approvals process, including the low-profile curtain wall assembly proposed for the “glass connector” building component that bridges between the heritage façades and the new building components;
Note to Applicant: As proposed, the low profile “glass connector” is integral to the sympathetic integration of the new development with the NEC building, and must remain a highly visually secondary building component.
- A.1.7 design consideration to improve the appearance of the hotel block green roof when viewed from adjacent towers, including consideration to provide for a trellis or other such covering over the rooftop mechanical units, if possible;
- A.1.8 identification on the site plan of the potential future location of a public bike share station, with due consideration given to the relationship between the public bike share station, building elements, and landscape features to ensure that they station is apparently integral with the overall architectural and landscape design strategy;
- A.1.9 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-rt-10847.pdf>.
- A.1.10 provisions for Crime Prevention Through Passive Design including:

- i. having particular regard for mischief, vandalism, and graffiti in alcoves and at the laneway;
- ii. locating and designing residential and commercial mailbox areas with due consideration given to mail theft;
- iii. providing outdoor common area and path lighting; and
- iv. providing for a high level of visibility and security in the underground parking garage in accordance with the Vancouver Parking By-law, including:
 - a. providing 24 hour overhead lighting at exit doors;
 - b. providing step lights;
 - c. providing white-painted walls; and
 - d. ensuring a high degree of visibility at doors, lobbies, stairs, and other access routes.

Note to Applicant: Light fixture types, locations, and illumination levels should be indicated on the landscape or site plans, and should be integrated into the site and building design. Site lighting should address strategies for path and exit lights, wayfinding, security, decoration, and mail delivery. Exterior lights should be oriented away from adjacent residential properties.

Development Review Branch

A.1.11 compliance with Section 4 – Floor Area and Density, of the pending CD-1 By-law, noting the following:

- i. unless designated as residential storage, area of the hotel storage room on Level P2 must be included in the computation of the FSR;
- ii. the following areas must also be included in the computation of the FSR:
 - a. area under trellis on Level 6; and
 - b. area of downward stairs in dwelling units on Level 29.

Note to Applicant: Area of stairs within dwelling units, leading from Level 29 to rooftop patios, may be excluded from the computation of the FSR if the stairs are open, and noted as "Open Stairs" on plans.

A.1.12 compliance with Section 11.10.2 of the Additional Regulations for Specific Uses, of the Zoning and Development By-law, to provide dwelling units, such as Studio units on Levels 6 to 15, containing a minimum floor area of 37.2 m² (400.0 ft.²);

A.1.13 compliance with Section 3.1 – Conditions of Use, of the pending CD-1 By-law, to provide at least 10% (18 units) of the 177 dwelling units as three-bedroom units;

Note to Applicant: Submitted plans indicate 17 three-bedroom units.

A.1.14 compliance with Planning – By-law Administration Bulletin entitled, "Bulk Storage and In-suite Storage – Multiple Family Residential Developments", noting the following:

- i. in-suite storage rooms must not contain windows;

Note to Applicant: Windows within in-suite storage must be deleted or made opaque. The following method is suggested for opaque windows, with provision of a note on plans stating that, "*Opaque spandrel glass to exterior, gypsum board & framing to interior – typ. to storage rooms adjacent to exterior walls*".
- ii. if a storage space exceeds 3.7 m² (40.0 ft.²), such as in Unit Loft B on Level 4, and Units PH1, PH2 and PH4 on Level 28, the total area must be included in FSR; and
- iii. each storage unit in the underground parking levels must accommodate minimum required storage space, have a minimum clear horizontal dimension of 1.22 m (4.0 ft.) in all directions and a full floor-to-ceiling height of minimum 2.08 m (6'-10").

Note to Applicant: All bulk storage rooms/lockers should be dimensioned, including height, to demonstrate compliance.

- A.1.15 clarification of proposed number of dwelling units;

Note to Applicant: Number of dwelling units on Levels 16 and 17 do not match on Sheet No. A-3.07 and A-4.07a, and A-3.08 and A-4.08, as well as on FSR Sheet No. A-9.08 and A-9.09.

- A.1.16 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the ground floor hotel level;

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

- A.1.17 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meter in a manner that minimizes their impact on the building's open space and the public realm;

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

- A.1.18 location of all roof-top mechanical units, including their specifications and details of screening;

Note to Applicant: Height of mechanical equipment and screens, exceeding maximum permitted building height, must comply with Section 10.18.5 – Height of Building and Relaxation, of the General Regulations of the Zoning and Development By-law.

- A.1.19 deletion of references to outdoor seating on the ground floor both on Architectural and Landscape Plans, or notation that: *"Outdoor seating is shown for reference only and requires a separate permit"*;

- A.1.20 notation/clarification/correction of uses of all rooms/spaces on floor plans including, but not limited to, the following:

- i. "Restaurant" on Level 1 in the hotel, to be noted as "Restaurant – Class 1";
- ii. "Bar Lounge" and "Lounge" on Level 1 of the hotel, to be replaced with non-alcohol related uses, such as "Sitting Area" or "Restaurant – Class 1";
Note to Applicant: "Bar" and "Lounge" imply serving of alcohol, and a separate liquor license is required.
- iii. "Roof Deck", to be noted on outdoor areas proposed on Level 4; and
- iv. "Home Office" on Level 28, to be replaced with a more residential-related use, such as "Den", "Study", or "Library".

- A.1.21 compliance with Section 4.8.2 – Size of Small Car Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: A minimum width of 2.3 m (7'-6") is required for a small car space, except that a minimum width of 2.6 m (8'-6") is required where one side of the space abuts any portion of a fence or structure, and a minimum width of 2.7 m (8'-10") is required where both sides abut any portion of a fence or structure. All three examples should be illustrated on plans, noting that a width of only 2.18 m (7'-2") is shown for small car spaces on submitted plans.

- A.1.22 compliance with Section 4.8.1 – Location of Accessible Parking Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: A minimum of 2.3 m (7'-6") unobstructed vertical clearance is required for an accessible parking space, as well as Class A loading and passenger spaces, and all

entry points, manoeuvring aisles, and access ramps leading to the spaces. Compliance with required vertical clearances should be clearly demonstrated on submitted plans.

A.1.23 clarification of proposed number of Hotel parking spaces;

Note to Applicant: 28 Parking spaces is noted, but 26 parking spaces are shown on Level P2, Sheet No. A-2.04.

A.1.24 provision of curbs (wheel stops), in compliance with Section 4.8.9 – Curbs, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services, for tandem parking spaces between Grid Lines “4” and “6”;

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

A.1.25 provision of bicycle parking, in accordance with Section 6 of the Parking By-law, including the following:

i. provision of a minimum of 354 Class A bicycle spaces for the residential component of the proposed development, in accordance with Section 6.2.1.2 – Off-Street Bicycle Spaces, of the Parking By-law;

Note to Applicant: Number of Class A bicycle spaces in Bike Room #3 is noted as 23, but 24 spaces are shown. Including 24 spaces in Bike Room #3, proposed total number of Class A bicycle spaces on Level P1 has been computed to be 353 spaces.

ii. provision of a minimum of six (6) clothing lockers for the four (4) required Class A bicycle spaces for the hotel component of the proposed development;

Note to Applicant: Required number of clothing lockers is based on required number of Class A bicycle spaces, in accordance with Section 6.5.1 – End of Trip Facilities, of the Parking By-law. At least 50% of the clothing lockers must be full size.

iii. clarification of proposed number of Class B bicycle spaces on site; and

Note to Applicant: Proposed number of Class B bicycle spaces should be noted on plans, and match on the Architectural and Landscape Plans.

iv. bicycle spaces shown on City property of Robson and Beatty Streets are to be deleted from plans.

Note to Applicant: Placement of bicycles on City property requires a separate permit from Engineering Services.

A.1.26 an acoustical consultant's report is to be submitted which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria, to the satisfaction of the Director of Planning;

Note to Applicant: Notation shall be indicated on plans confirming that: *“The acoustical measures will be incorporated into the final design, based on the consultant's recommendations as concurred with, or amended by, the Director of Planning”.*

A.1.27 no demolition permits will be issued until arrangements are made, to the satisfaction of the General Manager of Arts, Culture and Community Services, and Directors of Legal Services and Real Estate Services, to secure a 102-bed shelter space off-site, in accordance with rezoning conditions;

A.1.28 provision of the following notations on the submitted drawings:

i. *“The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law”;*

ii. *“The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law”;*

- iii. *"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"; and*
- iv. *"Adequate and effective acoustic separation will be provided between the residential and non-residential portions of the building".*

A.1.29 arrangements shall be made, to the satisfaction of the Director of Planning and Director of Legal Services, for a covenant pursuant to Section 219 of the Land Title Act to be registered, ensuring the use and access of all amenity facilities shall be shared and made available to all residential and hotel residents, occupants and/or tenants of the building. Further, the amenity spaces and facilities approved as part of this development shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.

A.1.30 the pending CD-1 By-law can and does become enacted by City Council, and the proposed form of development can and does become approved by City Council;

Heritage

A.1.31 design development to retain the historic configuration and design of the entrances on the Robson Street façade by:

- i. providing strong muntins to create well-defined transoms in line with the proposed adjacent storefront windows; and
- ii. recess entrance doors into a traditional storefront configuration, in line with current existing condition.

A.1.32 design development to adapt the Cambie Street entrance by:

- i. deleting the glass canopy;
- ii. providing strong muntins to create well-defined transoms in line with the proposed Robson Street storefront windows; and
- iii. provide a central recessed entrance in line with the current existing Robson Street entrances.

A.1.33 design development to retain functioning windows in the north end of the west façade and the west end of the south façade;

Note to Applicant: Mechanical louvers are to be relocated to a more subordinate location. These windows are to be rehabilitated consistently with the other windows on the heritage façades. Refer to Condition 1.4.

A.1.34 design development to set back all guardrails, fixtures, and dividers which are higher than the parapet of the heritage building by 1.52 m (5') to each heritage façade;

Note to Applicant: Dividers can be stepped back so that they are lower than the parapet height until 1.52 m (5') is reached. A sufficient distance from the parapet for the guardrails is required for visibility and access for regular cleaning.

A.1.35 provision in the Materials and Colour Scheme in the architectural plans for details regarding pre-finishing and colour of the steel windows on the heritage façades.

A.1.36 Council enacts the Heritage Designation By-law and notice of this is registered in the Land Titles Office pursuant to Section 594(9) of the Vancouver Charter;

Note to Applicant: Under the Vancouver Charter there is a requirement for notice to be registered in Land Titles within 30 days of the enactment of the Heritage Designation By-law. As such it is critical that at the time of registration, the legal description on the by-law matches that which is in Land Titles. Therefore it is recommended that no changes to the legal description be made until after the registration of the notice for the Designation By-law.

- A.1.37 the owner enters into a restoration covenant (219 Covenant) to the satisfaction of the Director of Planning and the Director of Legal Services, and that the agreement is registered in the Land Titles Offices to the satisfaction of the Director of Legal Services;
- A.1.38 an electronic (pdf) copy of the final version of the Statement of Significance and Conservation Plan by Robert Lemon Architect Inc. dated October 2019, incorporating any approved changes, is sent to the Heritage Planner, Amber Knowles, at amber.knowles@vancouver.ca for inclusion in related City files, and that the Heritage Planner confirms that she is in receipt of these files;

Note to Applicant: The Statement of Significance for this building was reviewed by a Sub-Committee of the Vancouver Heritage Commission on December 16, 2019. Required edits were sent to the heritage consultant for inclusion in the final version.

- A.1.39 submission of a stabilization / retention plan, signed and sealed by the structural engineer, showing in detail how the façades of the heritage building are to be retained, stabilized, and protected during the construction process, to the satisfaction of the Director of Planning.

- A.1.40 an "Assurance of Retention of Existing Portions of Buildings" letter (copy attached) and colour-coded detailed elevation drawings from a Registered Architect or Engineer are to be submitted, in triplicate, verifying that the portions of the existing structure shown as being retained can in fact be retained, and that he/she will supervise the relocation and any construction to ensure the retention occurs. Notes are to appear on the retention drawings indicating the following:

- i. that all parts of the building shown as being retained will be retained in place, and not removed from their original location within the building at any time;
- ii. that 'retained wall' means the retention of the existing studs and sheathing;
- iii. that 'retained floor' means the retention of the existing floor joists and sub-floor; and
- iv. that 'retained roof' means the retention of the existing roof rafters and sheathing.

The drawings should also indicate, in detail, the proposed strategies for the retention and/or replacement of all exterior doors, windows, trim, and cladding materials.

In addition, three copies of a letter signed by the Registered Architect or Engineer, indicating the sequence of construction, are to be submitted, in order to ensure that the construction is carried out in a manner that retains the building on the site at all times.

Note to Applicant: Retention of the heritage façades are required. Therefore, the above information is required to ensure that the proposed work is viable. If significant structural changes are proposed, then a full set of revised drawings, including plans and sections, will be required. A copy of the approved retention drawings and the sequence of construction letters will form part of any approved Building Permit drawings. Please contact the Development Planner or the Heritage Planner if you have any questions about these issues.

Landscape

- A.1.41 further coordination with city staff and the project arborist to clarify roles and methods needed to ensure the successful retention of street trees adjacent the site;

Note to Applicant: Root and canopy protection will be needed during construction with special attention to public realm improvements and/or building face clearance requirements.

- A.1.42 design development to the rooftop treatment to ensure landscape quality, as proposed, is upheld or enhanced;

Note to Applicant: Landscape quality includes extensive and intensive green roof/blue green cover, trees, soils and roof top vegetation offering access to nature, overlook mitigation and preferred green infrastructure solutions. Refer to Urban Design Condition A.1.7.

- A.1.43 provision of a Tree Protection Plan;

Note to Applicant: To be submitted at same size as the architectural sheets. Tree protection matters require coordination between all parties consulting work on this project. The plan should accurately illustrate all tree stems and canopy outline and all proposed built elements. It is preferred that the arborist plans become the primary document for tree removal/ protection related matters. A landscape architectural tree management plan can also provide useful information with regard to important cross sections and other landscape design elements. The architectural, landscape, arborist, mechanical, utility and Geo-tech plans must be fully coordinated and accurate in the final package submission.

- A.1.44 provision of a Construction Management Plan outlining methods for the retention of existing trees during construction;

Note to Applicant: To be submitted at same size as the architectural sheets. The plan should include, but not limited to, the location of construction materials, material drop-offs, temporary structures, utilities, vehicular and pedestrian access, overhead crane maneuvering, demolition and construction phasing;

- A.1.45 provision of architectural/engineering plan(s) and cross section(s) to demonstrate that the temporary heritage wall bracing is compatible with street tree retention;

- A.1.46 provision of large scale sections through the ground plane, street tree root protection zones, the façade to illustrate accurately the degree of canopy pruning and working setbacks needed, where applicable;

- A.1.47 provision of high efficiency irrigation for all planted areas;

Note to Applicant: Illustrate symbols (irrigation stub and hose bib locations), written specifications and notations on the landscape plans in this regard. The green roof may have special irrigation requirements during the establishment phase, or augmented through a rainwater harvesting system.

- A.1.48 provision of additional arborist reporting to comment on the following:

- i. a process and methods to assess and mitigate, where possible, root loss that may occur within the building footprint during excavation and underground digging, shotcrete removal or sidewalk reconstruction;
- ii. the degree and suitable methods of any necessary street tree pruning to accommodate the façade and working setbacks; and
- iii. methods for street tree retention, including any construction limitations such as the location of construction storage materials, temporary structures, heritage façade bracing, utility conflicts, site access, development phasing and temporary irrigation requirements.

Note to Applicant: The analysis requires upfront coordination with Park Board (Urban Forestry) and Engineering Staff.

- A.1.49 provision of an updated arborist supervision assurance letter;

Note to Applicant: To reflect the complete role and responsibility of the project arborist. The letter should outline the important construction milestones where the arborist will need to be notified in advance to attend the site and provide services. The letter should and be signed by the applicant/owner, the arborist and the contractor.

- A.1.50 incorporate the principles of the City of Vancouver, Bird-Friendly Design Guidelines for the protection, enhancement and creation of bird habitat, in addition, reduce potential threats to birds in the City;

Note to Applicant: Refer to:

<http://council.vancouver.ca/20150120/documents/rr1attachmentB.pdf>

<http://council.vancouver.ca/20150120/documents/rr1attachmentC.pdf>

Crime Prevention Through Environmental Design (CPTED)

A.1.51 identify on the plans strategies that consider the principles of CPTED including the following conditions:

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

A.2 Standard Engineering Conditions

A.2.1 provision of 100% of residential parking and 10% commercial EV parking spaces with level 2 charging;

A.2.2 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: A TDM Plan with a minimum of 24 points is required for both residential and hotel uses. The proposed plan for residential achieves 4 points and for the hotel achieves 4 points. Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- i. ACT-02 – Improved Access to Class A bicycle parking;
Note to Applicant: Class A bicycle parking proposed on the P1 level is not supported as improved access for this measure. In order to earn points, the Class A bicycle parking must be at grade.
- ii. ACT-03 – Enhanced Class B bicycle parking;
 - a. identify the number, location and characteristics of the enhanced Class B bicycle parking on plans.
Note to Applicant: Class B bicycle parking proposed on P1 is not supported as enhanced Class B bicycle parking. The spaces identified as enhanced Class B parking appear to be the required Class A parking spaces.
- iii. ACT-05 – Bicycle Maintenance Facilities;
 - a. provision of an operational plan detailing:
 - i. a description of the amenities to be provided,
 - ii. a means of providing access to all residents, commercial tenants, and the public (if applicable), and
 - iii. plan for maintaining these amenities.
 - b. if available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
- iv. ACT-07 – Public Bike Share Space;
Note to Applicant: Engineering does not recognize PBS station on Engineering right of way as a TDM measure.
- v. SUP-03 – Multimodal Wayfinding Signage;
 - a. identify the general locations for proposed displays on plans; and
 - b. provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

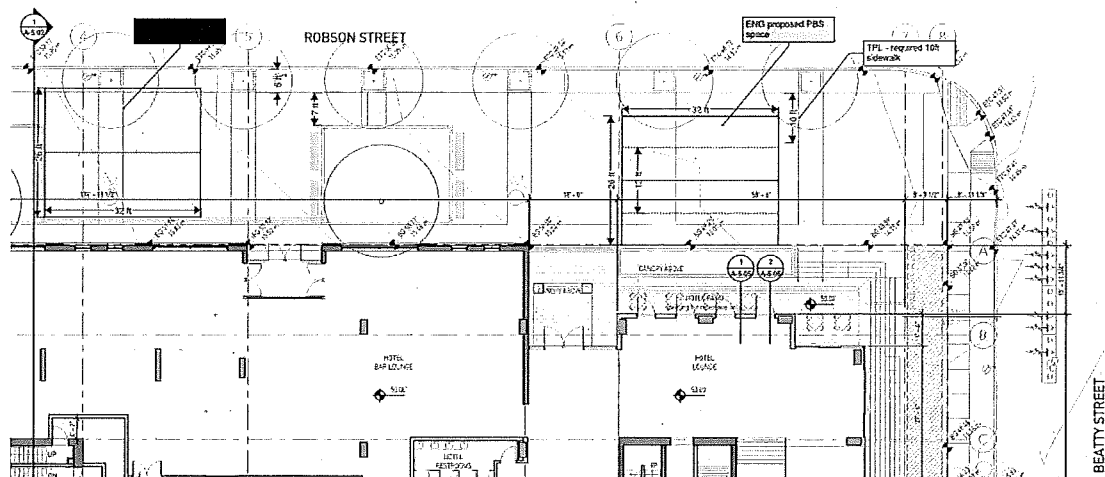
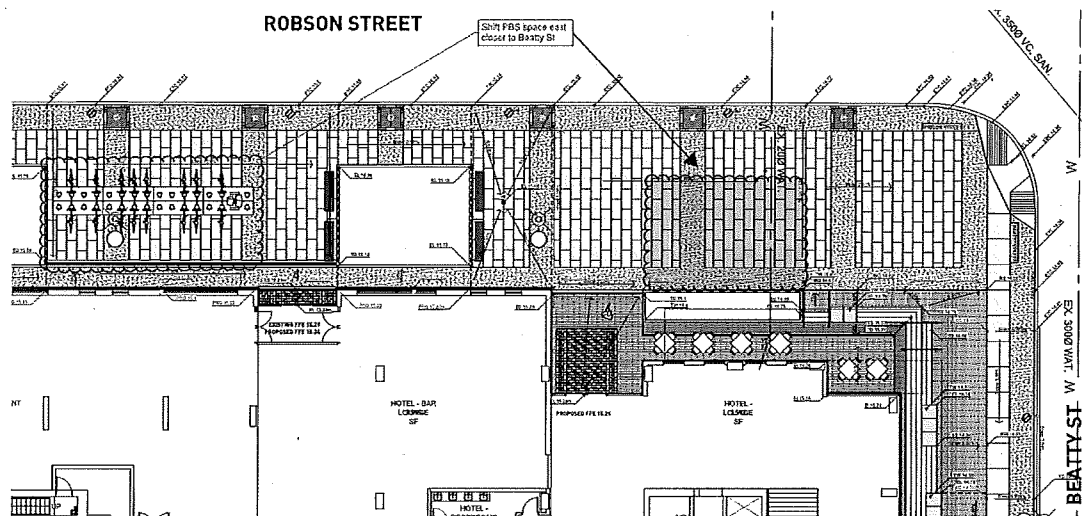
Note to Applicant: The following are possible TDM measures to explore.

- vi. Hotel:
 - a. ACT-01: Additional Class A bicycle parking;
 - b. ACT-02: Improved access to Class A bicycle parking (Ramp);
 - c. ACT-06: Improved end of trip amenities;
 - d. COM-01: Car Share spaces;
 - e. COM-02: Car Share Vehicles and spaces; and
 - f. COM-03: Additional Pick-up/Drop-off spaces.
 - vii. Residential:
 - a. ACT-02: Improved access to Class A bicycle parking (Ramp);
 - b. ACT-06: Improved end of trip amenities;
 - c. COM-01: Car Share spaces;
 - d. COM-02: Car Share vehicles and spaces; and
 - e. COM-03: Additional Pick-up/Drop-off spaces.
- A.2.3 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to amend the Services Agreement established at the time of rezoning to include the provision of improved cycling facilities and public bike share station on Beatty Street and the realignment of curb on Robson Street to provide for expanded public realm and improved pedestrian circulation.
- A.2.4 subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:
- i. secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square metre of gross floor area;
Note to Applicant: The total contribution required is \$46,680.
 - ii. permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
 - iii. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- A.2.5 parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law except:
- i. two Class A and two Class B loading spaces be provided on site.
Note to Applicant: Engineering supports the relaxation of 1 Class B loading space and accepts 2 Class A loading spaces in lieu provided that a shared used loading agreement, loading management plan, and an improved loading connection from the Class B loading space to the residential core elevator are provided.
- A.2.6 provision of a Loading Management Plan (LMP), including:
- i. how the loading facility will operate;
 - ii. management of the facility, including on-site loading manager;
 - iii. size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries;
 - iv. specify routing of the trucks from the arterial Streets to and from the loading space;
 - v. clarify the largest truck that the loading spaces are designed to accommodate and provide all vehicle dimensions;
 - vi. an expected Schedule of Loading Activity table for all uses;
 - vii. identification of loading bays that can be used for unscheduled loading deliveries;
 - viii. loading Management and Communications Protocol for all tenants; and

- ix. details of wayfinding and signage used for the Class A loading proposed in the underground parking.
- A.2.7 submission of a canopy application is required.
- Note to Applicant:** 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 0.56 mm in thickness. (Refer to VBBL Section 1.8.8).
- A.2.8 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement:
- i. provision of automatic door openers for all bicycle rooms;
- ii. relocation of Class B bike parking to eliminate encroachments on public property and right-of-ways. Bicycles stationed at racks are not to encroach;
- iii. provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances; and
- Note to Applicant:** Racks must be usable for all ages and abilities.
- iv. provision of end of trip facilities as per Bylaw.
- Note to Applicant:** 6 clothing lockers (50% full sized), 2 water closets, 2 wash basins, and 2 showers as per Bylaw 6.5.4 to be conveniently located in close proximity to the Class A bicycle parking.
- A.2.9 provision of improved access and design access and design of loading spaces and compliance with the Parking and Loading Design Supplement:
- i. design development for provision of convenient, internal, stair-free loading to be provided from the Class B loading space to the residential elevator;
- ii. provision of improved sightlines at the parking ramp and the Class B loading; and
- Note to Applicant:** A mirror, signage, and a view slot are recommended.
- iii. provide a clear unloading area or raised rear dock, minimum 1.8 m (5'-11") wide, with suitable access to facilitate goods loading /unloading.
- A.2.10 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. provide confirmation of design elevations throughout the parking levels and ramps;
- ii. provision of maximum 10% grade for the first 6.1 m (20') from the property line;
- Note to Applicant:** Confirm the elevation on the east side of the overhead gate at the lane is 11.43 m (37'-6").
- iii. provision of 6.1 m (20') drive aisle width for parkade access; and
- Note to Applicant:** A portion of the south wall at the parkade ramp reduces the drive aisle to 5.8 m (19'). Refer to gridlines F and 6.
- iv. provision of 2.3 m (7'-6") minimum width for small car spaces.
- A.2.11 provision of the following information is required for drawing submission to facilitate a complete Transportation review:
- i. 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. The vertical clearances to be dimensioned under all overhead gates; and
- ii. additional design elevations on both sides of all ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

- A.2.12 provision of updated drawings to show uninterrupted space on public property along the Robson Street sidewalk to accommodate a 19 m x 4 m (linear) or 10 m x 8 m (back-to-back) PBS station.

Note to Applicant: The PBS space as shown on Drawing A1.07 on public property mid-block along Robson St is not acceptable. This proposed location does not provide for easy access to the street. Applicant to revisit shifting the PBS space closer to Beatty St. – see sketches below for reference.



- A.2.13 provision of lane lighting on standalone poles complete with underground ducts. The ducts should be connected to the existing COV Street Lighting infrastructure.

- A.2.14 provision of City building grades.

Note to Applicant: BG 15.16 m missing adjacent Residential lobby on Cambie Street.

- A.2.15 provision of an updated landscape plan to reflect the public realm changes including all of the off-site improvements sought from the rezoning including the following;

- i. clearly show the Statutory Right-of-Way (SRW) on the Site Plan, Level 1 Plan and the Landscape drawings;

- ii. provision of a minimum 3.05 m (10') wide sidewalk on Robson Street in front of the 3 large existing trees proposed to be retained. This 3.05 m (10') wide sidewalk is to be measured from the edge of the new 1.53 m (5') front boulevard and must be clear of planters, landscaping, bike racks, benches, and any other encumbrance;
 - iii. remove exposed aggregate bands from sidewalk and replace with charcoal coloured integral concrete bands for accessibility reasons;
 - iv. provision of a 1.22 m (4') boulevard, minimum 3.05 m (10') wide broom finish saw-cut concrete sidewalk with street trees where space permits on Beatty Street;
 - v. delete the bollard (at the lane) from the SRW area on Beatty Street;
 - vi. delete the bicycle parking proposed in the SRW area on Beatty Street; and
 - vii. clearly note the following statement 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.2.16 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Shared Use Loading Agreement for the Class B loading space between the commercial and residential uses at 150 Robson Street.
- Note to Applicant:** Label the space as 'Residential and Commercial Loading'.
- A.2.17 provision of an updated rainwater management plan (RWMP) prior to DP issuance. The RWMP submitted by Binnie & Associates Ltd dated 25 July 2019 requires resubmission. The applicant is asked to address the following and resubmit to rainwater@vancouver.ca at their earliest convenience:
- i. the volume of rainwater retained on site as per the 24 mm retention requirement is low, efforts need to be made to increase the volume retained on site prior to directing rainwater into a detention tank:
 - a. the capacity of the absorbent landscape can only be claimed if water is being directed into it, clarify whether any impervious areas will be directed to landscaping;
 - b. consider directing higher level areas into lower level landscaping, provided capacity exists and a safe overflow is provided; and
 - c. consider upgrading the existing green roof to a blue-green roof system that could receive and store water from impervious areas.
 - ii. recalculate the size of the detention tank to equal the volume of the 24 mm capture that could not be retained on site through landscaping and other Best Management Practices.
- A.2.18 provision of a final RWMP prior to BP Stage 2 issuance. IWM recognizes that the following conditions could not be met prior to the DP stage and are therefore required prior to BP Stage 2 issuance. When this information becomes available, provide a final submission of the RWMP, ensuring that the following are included. Email the final submission direct to rainwater@vancouver.ca.
- i. provide a servicing plan which includes all routing of rainwater into the proposed systems and out to the municipal system.
 - ii. provide detailed drawings of all proposed rainwater management systems including but not limited to, dimensions, inverts, stage-storage-discharge characteristics, design criteria and all assumptions.
 - iii. provide an updated site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:

- a. all routing of rainwater throughout the site;
 - b. buildings, patios and walkway locations;
 - c. underground parking extents;
 - d. final location of any proposed BMPS, detention tank, water quality treatment and flow control system with connections to the sewer system;
 - e. area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method; and
 - f. summary table of the catchment areas.
- iv. provide a stand-alone Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), submitted to the satisfaction of the Integrated Water Management Branch and will included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the rainwater management practices proposed on-site. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to the following components:
- a. phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established;
 - b. a table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system;
 - c. fact sheets (or similar reference material), for proposed plantings;
 - d. contact information for any proprietary systems to be located on-site (for example oil/grit separators); and
 - e. checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.
- A.2.19 provision of a Section 219 Covenant to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services restricting the issuance of a Building Permit Stage II until such time as the developer delivers a final Rainwater Management Plan ("RWMP") acceptable to the City and has entered into an agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services providing for the construction or modification of a rainwater management system and attached the RWMP.
- A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions**
- A.3.1 Submit a Site Profile to Environmental Services;
- A.3.2 As required by the Manager of Environmental Services 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 Section 85.1(2)(g) of the Land Title Act, if applicable;
- A.3.3 If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated therefrom on terms and conditions satisfactory to the Manager of Environmental Services 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 for each of the on-site contamination and the dedicated lands, if any, have been issued by the Ministry of Environment and provided to the City.

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 **August 18, 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.2 Conditions of Development Permit:

- B.2.1 in the event that retention of portions of the heritage building which are to be retained cannot occur as shown on the approved plans, all construction work must cease. Construction must stop as the work is no longer in compliance with the approved permit and the permit would now be considered to be invalid. Replication or replacement of existing portions of the building, that were to be retained, do not comply where retention is a condition of the permit. Planning staff must be contacted to discuss options including the possibility of new permits in the event the building cannot be retained as shown on the approved plans.
- B.2.2 all work is to be consistent with the approved Conservation Plan by Robert Lemon Architect Inc., dated October 2019, which forms a part of the Development Permit.
- B.2.3 a letter of confirmation that work is consistent with the Conservation Plan must be signed by the retained Heritage Consultant and submitted to the Director of Planning prior to the issuance of any required Occupancy Permit, or any use of occupancy of the proposed development not requiring an Occupancy Permit.
- B.2.4 all services, including telephone, television cables and electricity, shall be completely underground.
- B.2.5 no exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
- B.2.6 no enclosure of balconies is permissible for the life of the building.
- B.2.7 all approved street trees shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit or any use of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.8 in accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use of occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.9 in accordance with Protection of Trees By-law Number 9958, the removal and replacement of site trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.10 all landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy

permit or any use of occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

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

- B.2.11 if Tree protection is required, no work may be done within the critical root zone of any protected tree unless an ISA Certified Arborist is in attendance to supervise. Work includes demolition, excavation, construction and landscaping. All site work supervised by the arborist shall be documented in a post-construction arborist report and submitted to the Director of Planning in a timely manner.
- B.2.12 all approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required Occupancy Permit, or any use of occupancy of the proposed development not requiring an Occupancy Permit and thereafter permanently maintained in good condition.
- B.2.13 if the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
- B.2.14 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.2.15 please note that additional addresses may be required prior to issuance of the Building Permit. Unit numbers are to be assigned, for example 1st storey (100 series), 2nd storey (200 series) etc. A floor layout plan including addressing and unit numbers is to be submitted prior to Building Permit issuance and shown on drawings submitted with Building Permit application. For information, please contact the City of Vancouver Addressing Coordinator.
- B.2.16 the owner or representative is advised to contact Engineering to acquire the project's permissible street use, including the following:
- i. 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
 - ii. be aware that substantial lead time is required for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.2.17 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or Licence. Applications for provincial Approvals or Licences 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. Provide a letter confirming acknowledgement of the condition.

- B.2.18 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

Note to Applicant: Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

- B.2.19 **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.**

