
**CITY OF VANCOUVER
DEVELOPMENT, BUILDINGS, & LICENSING**

**DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
October 2, 2019**

**FOR THE DEVELOPMENT PERMIT BOARD
October 28, 2019**

**1636 Clark Drive (COMPLETE APPLICATION)
DP-2019-00287 – CD-1 (Pending)**

PFC/PF/DY/JRB

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Yee, Engineering Services
J. Tranter, Housing Policy and Projects
D. Hurford, Social Policy

Also Present:

P. Chan, Urban Design & Development Planning
J. Borsa, Development Services
A. Vilis, Development Services
P. Fouladianpour, Development Services
L. Mah, Real Estate & Facilities Management
J. White, Engineering Services

APPLICANT:

HDR Architecture Associates, Inc.
500-1500 Georgia Street
Vancouver, BC V6G 2Z6

PROPERTY OWNER:

City of Vancouver

EXECUTIVE SUMMARY

• Proposal:

To develop this site with a 10-storey mixed-use building containing 97 dwelling units (social housing), social enterprise space and a withdrawal management centre, including up to 20 short term transitional beds. This application is being processed through the Social Housing or Rental Tenure (SHORT) program.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Building Review Branch comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

• Issues:

1. Refine the articulation of the base to break up its appearance of a long continuous volume, hence reducing its institutional feel and improve overall visual interests to the pedestrian realm;
2. Improve wayfinding for all entries, and better differentiate residential from clinical ones;
3. Improve landscaping to soften the building hard-edge and better transition to the surrounding ground-plane, especially along East 1st Avenue; and
4. Improve the lane-side landscaping, especially around the northeast corner.

• Urban Design Panel: Resubmission Recommended

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application number DP-2019-00287 submitted, the plans and information forming a part thereof, thereby permitting the development of a 10-storey mixed-use building containing 97 dwelling units (social housing), social enterprise space and a withdrawal management centre, including up to 20 short term transitional beds, 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 further improve wayfinding, incorporating the following: *Related to Rezoning Conditions of Approval of the Form of Development #1 and #2*

- i. at clinic entry at midpoint along East 1st Avenue:
 - a. incorporate the vehicle drop-off as part of the clinic entry's "welcome area" by exploring how the materials for floors, walls, etc. can be used act to link the inside and outside;
 - b. introduce a more substantial entry sequence of seating, terraces and steps to connect the internalised drop-off area to the clinic off East 1st Avenue to the sidewalk; and
 - c. open up all walls (roughly along Gridline G) from Gridlines 3 to 6;
- ii. at clinic drop-off at lane:
 - a. incorporate the ramp into the landscape and public realm; and
 - b. wrap the canopy over to the McLean Drive side to visually lead visitors from the McLean Drive side to this drop-off point;
- iii. at clinic entry at southeast corner:
 - a. introduce some slot-windows with translucent glazing to the Sacred Space;
 - b. incorporate Indigenous elements of cultural significance as recommended by the Indigenous engagement process into the Sacred Space; and
 - c. wrap the canopy to the McLean Drive side. If possible, connect it to the McLean Drive Residential Entry canopy;
- iv. at social enterprise space at Clark Drive:
 - a. incorporate Indigenous elements of cultural significance as recommended by the Indigenous engagement process, including the exterior façade and plaza;
 - b. explore more substantial planting around the southwest corner as part of the entry-experience to the social enterprise space; and
 - c. increase the use of clear-glazing where possible;
- v. at McLean Drive residential entry:
 - a. extend and connect the canopy with the clinic entry at the southeast corner;

- b. delete or reduce the vestibule size to provide more space for seating; and
- c. introduce windows to the residential stairwell (between Gridlines E and F at Gridline 14) on levels 4 and 5 to give this area more interior-exterior connection and to break up the bricked façade;
- vi. at Clark Drive residential entry:
 - a. provide a canopy wrapping from Clark Drive to the actual residential entry;
 - b. improve and indicate lighting strategies at all entries; and
 - c. incorporate Indigenous elements of cultural significance as recommended by the Indigenous engagement process into this entry-area;
- vii. at all entries:
 - a. develop the entry canopies into distinctive clearly recognisable frames;
 - b. more clearly distinguish between residential and clinical;
 - c. incorporate wood for the entry canopies' design;
 - d. incorporate structural components (e.g. columns, beams, etc.) in to the design;
 - e. increase the exterior-interior porosity with wider and more openings;
 - f. provide more seating;
 - g. explore how landscape treatment can better help improve entry identity;
 - h. indicate how Crime Prevention Through Environmental Design (CPTED) can be carried out in this area, especially for the Clark Drive residential entry; and
 - i. consider continuing the same material treatment (e.g. finer-grain, lighter-tone woods) from the exterior into the interior to produce a visual continuum;

Note to Applicant: This condition restates the rezoning condition to improve wayfinding. It also responds to the Urban Design Panel's recommendations to improve legibility for the entries and drop-off points; distinguish between residential and clinical entries; and to improve landscaping on all sides. In general, entries are not just openings but elements that contribute to the building's identity. They should also be identifiable from at least a one-block distance to aid visitors and residents' navigation. Entries should also be considered places for respite where people can gather.

- 1.2 design development to finalize the details of how Indigenous presence are expressed visually, programmatically and spatially; *Related to Rezoning Conditions of Approval of the Form of Development #4*

Note to Applicant: This condition is part of the broader move to incorporate Indigenous healing and wellness programs as well as Indigenous design details into the Social Enterprise Space and the overall site.

- 1.3 design development to better respond to the Grandview-Woodland Community Plan for new developments to be more sympathetic to the finer-grain context while adding visual interest to the public realm through the following:
- i. articulating the base and improving public realm treatment:
 - a. introduce irregularity to the window spacing and width on Levels 2,3 and 4;
 - b. recess the windows at the base so they are not flushed with the wall-plane;
 - c. widen the linear planting area along the base and provide additional tree planting where possible, especially along East 1st Avenue and the lane;
 - d. provide layered planting with seasonal interest to minimize the blank wall and to soften the edges of the building-base; and
 - e. provide tree planting on the upper level roof decks along the lane to enhance laneway interface while creating visual interest for the building when viewed from the public realm;
 - ii. materiality:
 - a. simplify the material palette;
 - b. use a darker material for the recessed portion of the base;
 - c. reduce the amount of exposed concrete walls on all elevations;
 - d. introduce subtle patterning, textures and irregularities to the brick bond; and
 - e. introduce wood (e.g. cedar) and copper at prominent areas of the base, soffits and entry-areas;

Note to Applicant: This condition serves to further address the Grandview-Woodland Community Plan's objectives for finer-grain expression as well as the Urban Design Panel's recommendation to further refine the base. The intention is to reduce its institutional overlook and better interface with the public realm.

- 1.4 design development to further improve residential livability by:
- i. ensuring all family-sized units have access to private outdoor spaces;
 - ii. ensuring windows for all primary living spaces (e.g. Living-rooms) have sufficient height clearance to allow for more natural lighting in; and
 - iii. improving connectivity between the amenity room and its immediate outdoor area by considering the use of more sliding-doors and glazing instead of solid walls;

Note to Applicant: In general, the proposal should further reference the *Higher Density Housing for Families with Children Guidelines* with regards to unit layout/sizes, shared areas, common outdoor spaces, and other facilities.

- 1.5 arrangements to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function) and the Director of Legal Services to enter into a Housing Agreement securing all dwelling units as social housing for 60 years or life of the

building, whichever is greater, which will contain the following terms and conditions:
Related to Rezoning Condition of By-law Enactment #9

- i. a no separate sales covenant;
- ii. a no stratification covenant;
- iii. a provision that none of the dwelling units in the building will be rented for less than one month at a time;
- iv. requiring such units to be used for “social housing”, as that term is defined in the Vancouver Development Cost levy By-Law No.9755;
- v. including such other terms and conditions as the Director of Legal Services, Director of Finance and the General Manager of Arts, Culture and Community Services (or successor in function) may require; and
- vi. ensuring that tenants who are evicted be guaranteed suitable accommodation during displacement at their current rent or less.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to Section 595.2 of the Vancouver Charter.

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: 1636 Clark Drive		CD-1	DP-2019-00287
	PERMITTED / REQUIRED	PROPOSED	
Site Area	Prior to any dedications 4,172.30 m ²	Per Survey Plan	4,172.30 m ²
Uses	Retail Uses Retail Store Institutional Uses Detoxification Centre Dwelling Uses Dwelling Units in conjunction with other listed uses	Retail Use Retail Store Level 1 Institutional Use Detoxification Centre Levels 2 to 4 Dwelling Use Social Housing Levels 5 to 10	
Height	Maximum to top of roof parapet 36.60 m	Top of stairs/elevator/mech parapet - Clark tower 36.51 m Top of elevator overrun - McLean tower 24.89 m	
FSR ¹	Maximum 3.22 FSR	Residential Social Housing 1.88 FSR Non-Residential Detoxification Centre 1.29 FSR Retail Store 0.07 FSR Total - all uses 3.25 FSR	
Floor Area ¹	Maximum 13,434.81 m ²	Residential Social Housing 7,861.88 m ² Non-Residential Detoxification Centre 5,377.86 m ² Retail Store 304.00 m ² Total - all uses 13,543.74 m ²	
Balcony	Maximum area exclusion 12% 943.43 m ²	Open residential balcony - Levels 5 to 10 5.59% 439.66 m ²	
Amenity ²	Maximum area exclusion 10% 786.19 m ²	Residential amenity - Level 5 1.92% 150.81 m ²	
Dwelling Unit Type	No requirements	Studio 13% 13 units One bedroom 46% 45 units Two bedroom 35% 34 units Three bedroom 5% 5 units Total 100% 97 units	
Horizontal Angle of Daylight	Requirement of one angle of 50 degrees, or two angles with a sum of 70 degrees over a distance of unobstructed view at 24.0 m. Minimum distance may be relaxed to 3.7 m.	Comply	

continue with Parking, Loading, Bicycle, Passenger on the next page

Technical Review for: 1636 Clark Drive					CD-1	DP-2019-00287
PERMITTED / REQUIRED					PROPOSED	
Parking ³	Residential Use (Social Housing)				Residential Use (Social Housing)	
					Standard	9
	Disability		4		Disability	4
	Maximum Small Car (25%)		10		Small	2
	Residential Use - minimum		42		Residential Use - total	15
	Residential Use - maximum		65			
	Residential Use (Visitor)				Residential Use (Visitor)	
	Visitor - minimum		5		Standard	1
	Visitor - maximum		10			
	Non-Residential Uses (Detoxification Centre, Retail)				Non-Residential Uses (Detoxification Centre, Retail)	
					Standard	27
	Disability		3		Disability	3
	Maximum Small Car (25%)		49		Small	15
	Non-Residential Uses - minimum		195		Non-Residential Uses	45
	All Uses - minimum		242		All Uses – total incl. Disability bonus	68
	All Uses - maximum		270			
Loading ⁴		Class A	Class B	Class C		
	Residential	0	0	0		
	Non-Residential	0	3	2		
	Total	0	3	2	All Uses - total	Class A Class B Class C 0 3 0
Bicycle		Class A	Class B			
	Residential	186	6			
	Non-Residential	2	0			
	Total	188	6		All Uses - total	Class A Class B 219 18
Passenger ⁵		Class A	Class B	Class C		
	Residential	1	0	0		
	Non-Residential	1	1	0		
	Total	2	1	0	All Uses - total	Class A Class B Class C 3 0 0

Notes:

1 Note on Floor Space Ratio (FSR) and Floor Area:

Standard Condition **A.1.3** seeks compliance with Section 5 - Floor area and density, of the draft CD-1 By-law.

2 Notes on Amenity:

Standard Condition **A.1.3** seeks inclusion of amenity areas at Level 5 in the computation of floor area. A maximum of 10% may be excluded from floor area as amenity areas under a miscellaneous text amendment, subject to the enactment of the CD-1 by-law and approval by Council. Staff are currently initiating this miscellaneous text amendment. Upon enactment and approval of this text amendment, this condition will be deleted.

Standard Condition **A.1.3** seeks inclusion of two laundry rooms and residential administration office at Level 5 in the computation of floor area. They are not permitted to be excluded from floor area as amenity areas.

3 Note on Parking:

Standard Condition **A.1.5** seeks compliance with Section 4 - Off-Street Parking Space Regulations, of the Parking By-law or provide a Traffic Demand Management (TDM) Plan to the satisfaction of the Director of Planning and the General Manager of Engineering Services.

4 Note on Loading:

Standard Condition **A.1.6** seeks compliance with Section 5 - Off-Street Loading Space Regulations, of the Parking By-law or provide a Loading Study and Loading Management Plan to the satisfaction of the Director of Planning and the General Manager of Engineering Services.

5 Note on Passenger:

Standard Condition **A.1.8** seeks compliance with Section 7 - Off-Street Passenger Space Regulations, of the Parking By-law.

• **Legal Description**

Lots: 13 – 15, 18 – 24, and Strata Plan UR1149
Block: 60
District Lot: 264A
Plans: 383 and 1771

• **History of Application:**

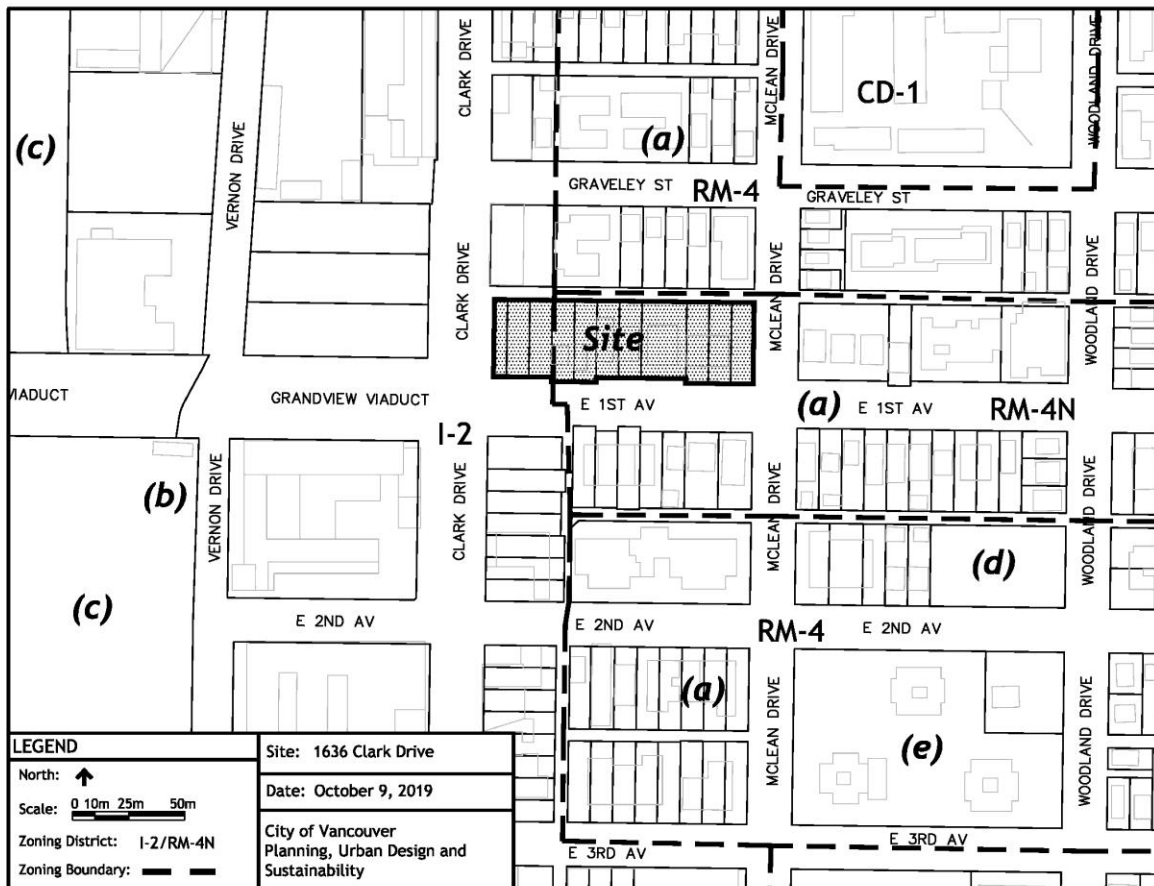
19 04 11 Complete DE submitted
19 07 03 Urban Design Panel
19 10 02 Development Permit Staff Committee

• **Site:** The site is located on the north side of East 1st Avenue, between Clark Drive and McLean Drive.

• **Context:** Significant development is shown in Figure 1, and includes:

- RM-4 + RM-4N Zones:** The current RM-4 and RM-4N Zones permit heights up to 35 ft. and a density of 1.45 for multi-family dwelling. It should be noted that the RM-4 and RM-4N lots in this vicinity are, under the *Grandview-Woodland Community Plan*, considered for increases up to six-storey height and 2.40 FSR;
- I-2 Zones:** The current I-2 zone permits height up to 100 ft. and a density of 3.00 FSR for industrial uses. The *Grandview-Woodland Community Plan* did not anticipate changes to the I-2 parameters. However, variance to this was considered and supported by Staff for the purpose of providing much-needed withdrawal management facilities and social housing;
- Rail-tracks:** These rail-tracks form part of the wider rail network serving the Vancouver and the Lower Mainland;
- Alice Townley Park:** Neighbourhood Park; and
- Grandview Towers:** These towers were developed when the RM-4 zoning allows for greater heights. The height for RM-4 zones was subsequently reduced to its current 35 ft.

Figure 1: Context Map



• **Background:**

This proposal is within the Grandview-Woodland Community Plan, and it is for a withdrawal-management centre, social and transitional housing, Indigenous-focused sacred space, and a social enterprise space. It occupies one full block along East 1st Avenue between Clark Drive and McLean Drives. This junction is considered to be a gateway, both into the Grandview Woodland Neighbourhood to the east, and to the False Creek Flats and Downtown to the west.

The general form of development consists of two residential blocks on top of a continuous base that houses the clinical and social enterprise space. One of the residential blocks is oriented towards Clark Drive, the other on McLean Drive. Between the two residential blocks is a 110 ft. wide roof-garden that has a sky-well allowing natural light to enter into the clinic space below. The roof-garden serves as a communal outdoor space for the residents. The base is recessed at various places, and varied materially, to break its expansive horizontality. More importantly, it is to reduce the building's institutional look and improve the pedestrian experience along East 1st Avenue.

Overall, despite this being a clinical facility, a conscientious shift away an institutional expression can be conducive to the patients' healing and the residents' well-being.

The project received City Council's approval for rezoning at Public Hearing on February 21st, 2019. After rezoning approval, it returned to the Urban Design Panel on July 3rd, 2019, to be evaluated as a development permit application. The panel recommended resubmission. Recommendations for further improvements include:

- *Refine the articulation of the base to reduce its institutional expression and improve overall visual interests to the public pedestrian realm;*
- *Improve all entries and wayfinding, and better differentiate residential from clinical ones;*
- *Improve landscaping along East 1st Avenue and the lane to better the public realm and the building's interface with the ground-plane; and*
- *Improve the lane's landscape treatment, especially at the drop-off area at the lane-side.*

While a resubmission was recommended, City Staff are of the opinion that the abovementioned issues can be achieved without returning to the Urban Design Panel for a resubmission review, and can be addressed through the development permit's conditions for approval. City Staff have reviewed, and are satisfied with, a preliminary "test-fit" from the applicant that addresses the Urban Design Panel's recommendations as well as Staffs' additional conditions.

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

The following are some policies, by-laws and guidelines immediately relevant to built-form:

- *CD-1 (Pending)*
- *Grandview-Woodland Community Plan (2016)*
- *High-Density Housing for Families With Children Guidelines (1992)*
- *Housing Design and Technical Guidelines Version 9.7 (2018)*
- *I-2 District Schedule and Design Guidelines*
- *RM 4 and RM 4N District Schedule and Design Guidelines*

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

Grandview-Woodland Community Plan (2016)

The Grandview-Woodland Community Plan envisions “T-Shaped Apartments” for this part of the neighbourhood. The T-Shaped Apartments’ shape was to provide more breathing space and improve air and light access to the lane side. Thus, present a more sympathetic interface with the existing and future fabric across from the lane. Furthermore, these T-Shaped Apartments are to be within 118 ft. in width to better response to the area’s finer scale street and building rhythm, and add visual interests to the general public realm.

Applicant’s Responses to:

Massing: The proposed design is not a direct reproduction of the intended T-shaped building. Instead, it creatively interprets the intended urban design performance of the T-shaped building. For instance, the sky-garden offers a “break” that functions to provide volumetric relief and more sunlight access to properties across the lane; this is an interpretation of the T-shaped apartment’s urban design objective. This direction was pursued at Rezoning and continued through to the Development Permit Application.

Articulating the Base: The recesses and material variations at the base is another way to respond to the Grandview Woodland Plan’s intention to animate the public realm with finer grain textures and volumes. Canopies were introduced to some of the entries.

Incorporating Indigenous Elements: The rezoning as well as development permit applications should indicate how Indigenous elements will be incorporated to the building.

Staff’s Responses to:

Massing: City Staff are supportive of the applicant’s interpretation of the T-Shaped apartments in recognition that the proposal works to balance on one hand, the clinical facilities’ spatial requirement for a long continuous floorplate on the podium-floors, and on the other hand, the Grandview-Woodland Community Plans’ urban design objectives.

Articulating the Base: At the Development Permit stage, the base was not further articulated to better respond to the area’s finer-grain fabric and/or add interests to the public realm. The entry design remained more or less unchanged from the Rezoning’s iteration.

Incorporating Indigenous Elements: The development permit is missing Indigenous elements.

Further refinement to the base of the building as well as entry design and improvements to wayfinding are sought by City Staff. Improving the base’s design and wayfinding are also recommendations made by the Urban Design Panel. Of note, rezoning conditions #1 and #2 were particular about improving the wayfinding and general entry-design, and these conditions were not sufficient addressed. Overall, the aim is to reiterate the objective to make the base appear less institutional.

Please note cedar and copper have significance in Indigenous cultures, and their use is encouraged. Red-bricks, however, have connotations with residential school buildings, and sensitivity must be taken if engaging with this material.

Refinements are addressed in:

- Recommended Condition **1.1** seeks to better articulate the base by improving wayfinding and entry-

design, specifically to treat entries not just as portals but places of respite and gathering and connections;

- Recommended Condition 1.2 seeks finalization on how Indigenous elements can be incorporated into the design of both the Social Enterprise and Sacred Spaces. This will help give visual interest to the base; and
- Recommended Condition 1.3 seeks to introduce some irregularities to the base in terms of window treatment, materiality, and better interface with the ground-plane. Improving the landscape condition is key here as well to have the landscape become a counterpoint and soften the base's more rectilinear geometries. Despite the long base needed for the clinic's spatial requirement, lessening its institutional appearance can help future residents, workers and visitors feel more at ease, hence improve their healing process.

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

These guidelines aim to improve residential livability for families with children. Providing adequate private outdoor spaces for families is a key element in these guidelines. These private spaces should be clearly demarcated for privacy. Areas for socialising should also be in the form of common outdoor spaces.

Housing Design and Technical Guidelines (2018)

One of the guidelines' intents is to outline minimum standards for materials, finishes, programs, etc., as well as ensure a high degree of environmental sustainability. This document also serves as a supplement to the 2014 BC Housing Design and Construction Standards.

Applicant's Responses to:

Liveability: The development permit proposal generally meets the *High-Density Housing for Families with Children Guidelines* and *Housing Design and Technical Guidelines*' recommendations.

Staff's Responses to:

Liveability: City Staff recommends further refinement:

- Recommended Condition 1.4 is to ensure family-sized units have adequate private outdoor spaces, ample lighting, and the common indoor and outdoor areas are better connected.

RM-4 / RM-4N District Schedule and I-2 District Schedule

The RM-4 and RM-4N zones allow for heights up to 35 ft. and the I-2 zone allows up to 100 ft. height. In terms of density, a RM-4 lot can achieve up to 1.45 FSR for a multi-family dwelling, and an I-2 lot can get up to 3.00 FSR. The typical RM-4 lot yields building forms that are around 100 ft. Additionally, the RM-4 Design Guidelines for the Britannia-Woodlands sub-area, which the subject site falls within, recommends larger wider buildings to be broken into smaller components to relate better to the finer grain surroundings. Most of the subject site sits on the RM-4N lots, and the westernmost site sits on an I-2 lot.

Applicant's Responses to:

Height: The development permit proposal is taller than what the RM-4N and I-2's height provisions are. On the eastern half of the subject-site where the RM-4N lots are, the general height is around six-storeys

measured off the base-surface. This six-storey height is in line with the height set for rezoning in the *Grandview Woodland Plan*. On the westernmost I-2 Lot, the height is taller than 100 ft., and also contains residential uses. The height increase is to accommodate the displaced floor-area at the sky-garden level to widen the sky-garden's width.

Staff Responses to:

Height: The development permit proposal is generally in line with the base-zones' provisions and the rezoning policies for the Grandview Woodland Plan area. In particular, the variance at the I-2 lot for the change of use from industrial to residential and clinical was made possible by applying for variance to the provisions of the Regional Context Statement. This is in light of critical need for housing and healthcare facilities. Staff are satisfied with this variance. Staff are also supportive of the height increase on the Clark Tower beyond 100 ft. to accommodate displaced floor-area in order to widen the sky-garden. The widened sky-garden is a better response to the Grandview-Woodland Community Plan's objective to allow more daylight to properties across the lane, and providing more volumetric relief to the massing.

• **Conclusion:**

This proposal for a withdrawal management centre with social and transitional housing and a social enterprise space, does meet the intent and recommendations outlined in the policies and guidelines listed above.

The overall height and massing, and most importantly its creative interpretation of the Grandview Woodland T-Shaped apartment typology, do situate adequately with the surrounding context. Further refinements will be sought; especially to improve the experience of this building on the ground-plane and general public realm. The recommended changes will not impact the height and general massing.

Staff recommend approval of this application, with conditions.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on July 3, 2019. The following are the minutes from that meeting:

EVALUATION: RESUBMISSION RECOMMENDED (8 /0)

• **Introduction:**

Development planner, Omar Aljebouri, began by noting, this is a Development Permit Application following rezoning, which was approved by Council on February 21, 2019 for the use, height, density and general form of development. Omar described generally the allocation of program within the floors of the building. He then discussed the major recommendations by the Urban Design Panel and staff conditions from rezoning, and how the Applicant has responded to these comments and conditions with the revised design. Omar concluded by asking the Panel a set of questions with regards to 4 areas of the design: architectural expression; quality of open space and landscape; wayfinding and identification of residential entrances; and any advice to the incorporation of First Nations cultural elements.

Advice from the Panel is sought on the following:

- 1) Please comment on the architectural expression's response to the Grandview Woodlands Plan's intent for a fine grain fabric:

- a) Is the development's base adequately articulated?
- b) Are the two residential blocks reading as "residential"?
- c) Does the sky-garden sufficiently break the overall massing?
- 2) Please comment on the quality of open space and landscape:
 - a) Does the landscape soften the base and enhance the public realm?
 - b) Does the sky-garden offer adequate access to outdoor common amenity?
- 3) Does the project sufficiently provide wayfinding measures distinguishing of entrances and their reading as "residential"?
- 4) Does the Panel Member have any advice for the incorporation of elements that speak to the presence of First Nations such as the proposed wall art?

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

- The challenge with this site is this is an introvert building, rooms are not open to the outside, there is no function fully opened to the outside.
- The scale is broken down by layering different elements such as the bottom is a living wall, lights on top, and canopies for wayfinding.
- There is a detox component in the upper floor.
- There are two levels of transitional housing at the podium. There is also a residential component.
- There is an additional floor.
- We widened the spacing between to bring more light to neighbors on the north.
- Because of the level change the entrance to the housing is quite difficult, addressed this by introducing a secondary stair down for visual connection to the alley.
- Main drop for the clinic is underneath the building to allow for privacy. Main entrance for residential has a lot of ramps.
- To address the wayfinding all canopies have a copper color, worked with landscaping on entrances to make them human in scale.
- This site has opportunity for art.
- We programmed for a lot of lighting.
- We stepped back the building to create a plaza towards McLean Drive. There are benches for seating and bicycle shed.
- There is an amenity space that will open up to the garden. There is seating, and kid's playground and opportunity for BBQ. Units have outdoor patio spaces.
- Interior amenity space opens up to exterior amenity space.
- There is a sacred space for the health care, which will mainly be used by First Nations for healing. For the detox they will have an at grade courtyard with a Zen garden.
- Landscape will be important to soften up the edges of the building and the top. There is some urban agriculture for residents and an outdoor kitchen with table. Tenants are surrounded by a lot of nature through landscape design.
- There are lush planters to address concerns of overlook. 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. Parsons and seconded by Ms. Stamp and was the decision of the Urban Design Panel:

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

- Design development to legibility to differentiate the entries and wayfinding;
 - Design development to improve the drop off;
 - Design development of the landscape along 1st Ave, along the lane, and increasing overlook landscape and ensure it is supportable by the building design;
 - Significant design development to the public realm for both the buildings and landscaping on all four frontages.
- **Related Commentary:**
 - At a rezoning level the project is supportable however the DP level requires more attention and refinement of design development to bring it at a deserving level. Examples of areas needing improvement include bulk of massing area above the windows, detailed design guards, residential lobby, landscaping needs to be softened. The panel had many concerns around the street level.
 - This is a Grandview Woodland Plan and the project is a lot more than expected and this has to be earned. Some moving around of the density is needed. The concept is great but does not fit in the context.
 - The program for the people is not clear, architecture should be helping the people that will be staying or working there.
 - Study the orientation of buildings and units to help with unit livability and find a solution to get more natural light.
 - Design development is needed to mask rooftop units, and justify tapered elevations which add shadowing to the neighborhood.
 - Solid walls are not supportable at grade; there are a lot of long flats of blank wall.
 - The streets make it difficult to access the building
 - Struggling with entries, the drop off locations and how they are functioning. Residential entrance of the alley needs further work.
 - Recess entry of the residential building to the west is unsuccessful and needs to be completed revisited.
 - All entrances should be separate; residents should feel a sense of pride when entering their homes.
 - Suggest looking at measures to improve the wayfinding, which should be an expression of the buildings. Wayfinding of the residential and commercial should be different.
 - Consider having just one walkway along 1st, having additional landscape buffer along 1st Ave would help, could create pockets that are perpendicular to the curve, consider how people congregate.
 - Canopies entrance off of 1st should be barrier free.
 - The vehicular courtyard entrance is dark; the second entrance appears like a back entrance

which is actually one of the prominent corners of the site.

- Review expression of canopies, sides, glazing, find opportunities for increasing glazing at street level and amenity at the roof top.
- Change the color of the canopy. The rooftop is a missed opportunity, there is access by elevator already, and would be a wonderful space for families.
- The panel noted the applicants could be planting new trees on Clark now for positive results for future designs.
- Better landscaping along the alley is needed, residents who live on the other side of alley will have a lot of noise and this will help soften.
- Planters will need to be better articulated and designed.
- A panelist noted there have been many studies for mental health that has concluded lots of greenspace is important and necessary. At the clinical level the space could be wrapped in green space.
- The walls for mural require more research and public art, suggest development of a strong public art celebrating First Nations.

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

Applicant's Response to UDP Recommendations and Staff's Conditions of Approval:

To address these recommendations the applicant has, since the July 3rd, 2019, Urban Design Panel meeting, produced a "test-fit" design that will be shown also at the Development Permit Board meeting as a comparison of what has changed. In particular, the base has been further articulated and material palette simplified, but also more considerate of how Indigenous elements are incorporated. Also, the entries made more apparent, and the landscaping more robust to soften the building's hard edges.

Staff Conclusion:

Through consultation with senior staff, it was determined that the recommendations raised by the Urban Design Panel were ones that can be addressed via conditions of approval for the development permit, rather than returning to the Urban Design Panel for re-review.

More importantly, City Staff on reviewing the applicant's "test-fit" are satisfied that the development permit as well as rezoning conditions may be addressed. Staff are confident the applicant can work to produce a more refined iteration of the design.

ENGINEERING SERVICES

Engineering can support a base vehicle parking requirement on this site of 109 (105+4) vehicle spaces as per the estimated baseline parking demand that is reflected on page 14 of the Watt Consulting Group Parking Study, dated March 4, 2019. Engineering seeks Passenger Loading and Visitor parking as per By-law.

Engineering can support relaxation of the 2 Class C loading spaces required on site with provision of a Loading Study and a Loading Management Plan. A review of the Loading Study and Loading Management Plan will be required prior to supporting the relaxation.

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 CPTED are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE DEVELOPMENT

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

SOCIAL POLICY & PROJECTS

Social Enterprise Space

The City will obtain a sublease for the proposed social enterprise facility located at grade along Clark Drive from BC Housing and will sub-sub-lease this space to a non-profit operator to support Indigenous healing and wellness and community economic development. The City-owned Social Enterprise Component will support Indigenous healing and wellness through meaningful employment, supporting opportunities for local job creation.

The overall function of the space would allow for the following uses:

- Training and skill development
- Light production and packaging
- Ceremony, product demonstrations, or other types of occasional events

The City will work in partnership with the Metro Vancouver Aboriginal Executive Council (MVAEC) to explore opportunities and design requirements. Incorporating Indigenous healing and wellness programs as well as Indigenous design details into the space and overall site reflects a connection to key service agency services such as the Vancouver Aboriginal Friendship Centre Society, Urban Native Youth Centre, Vancouver Native Housing Society and Britannia Community Centre.

Withdrawal Management Centre

Vancouver Coastal Health will obtain a sub-lease from BC Housing for the proposed Withdrawal Management Centre (Centre). Services offered within the Centre will provide and be designed for people seeking treatment for substance use. The Centre proposes a diverse range of withdrawal services including inpatient withdrawal management beds, outpatient and home-based withdrawal treatment.

Incorporated within the floorplate of the Centre will be a range of services such as:

- 51 inpatient withdrawal management treatment beds;
- Outpatient and home-based withdrawal management services;
- A sobering centre for keeping people safe while they withdraw from substances;
- 20 beds for short term transition to continued, longer-term support after a withdrawal management plan has been completed;
- Services that are trauma-informed and culturally appropriate; and
- An academic teaching, research and learning hub.

It is anticipated that integrating a range of services to provide a continuum of care within the facility will help people navigate the withdrawal management system more seamlessly by providing a central point of access within one building. The Centre will be operated by Vancouver Coastal Health and the programming will be designed around best practice inpatient care and experience with services in residential neighbourhoods that support people to integrate back into community.

In order to minimize the impact on the surrounding street network, patient drop-off and pick-up by vehicle will occur primarily within the building, with access to the parkade from the lane. The building will not serve any medical emergency needs, therefore ambulance sirens or noise upon arrival at the proposed centre is not anticipated. The centre will be open and staffed to serve client needs 24 hours a day, 7 days a week.

HOUSING POLICY & PROJECTS

The recommendations of the Housing Policy & Projects are contained in the prior-to conditions noted in Recommended Condition 1.5 and Appendix A attached to this report. All Housing related conditions reference the respective conditions of approval of the rezoning application.

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.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

NOTIFICATION

Three development permit information signs were installed, at Clark Drive, East 1st Avenue and McLean Drive, and confirmed on the site July 22, 2019. Additionally, on September 17, 2019, 524 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's development applications website. The postcard and the development application materials were posted online at vancouver.ca/devapps.

At the time of this report there were 10 responses to the notification: 7 of which were in opposition and 3 offering suggestions with concerns. Of these responses, there were common concerns for increased volumes of vehicular traffic in the neighbourhood as a result of additional density and the proposed uses. There is concern for an increase in crime as a result of providing social housing units as part of the development in combination with supportive services.

Comments received in opposition expressed concern for the following:

- Neighbourhood safety
- Parking
- Traffic speed and volume
- Location
- Construction noise
- Increase in area crime

Staff Response:

Overall community safety and traffic fall under existing enforcement services of the City. All vehicular traffic will enter and exit the site via the lane to the north. Improvements to the public realm around the entire site are being sought through the rezoning approval. Additional setbacks will allow a more spacious sidewalk around the site for pedestrian safety and separation from vehicle traffic.

Additional parking spaces and passenger loading spaces are being sought to the satisfaction of the Director of Planning and General Manager of Engineering Services through standard conditions **A.1.5** and **A.1.8**.

- Building material and colour
- Overall form of development

Staff Response:

The development permit application follows the approval of the rezoning of the lands by City Council at Public Hearing on February 21st, 2019. This approval allows the proposed uses and form of development subject to meeting the conditions as stated in the Policy Report dated January 15, 2019.

Additionally, Recommended Condition **1.3** builds on the Grandview-Woodland Community Plan's objective to lessen the overall impact of the building on the existing streetscape. Further refinement of the building's design through incorporating feedback from the Urban Design Panel and Indigenous engagement process will further meet these objectives. This can be seen in the "test-fit" material.

- Loss of the vacant lot being used as a public space
- Floor Space Ratio calculation

Staff Response:

Although the vacant lot has been used by the public it is private property. New public plaza space has been allocated at the northwest corner at Clark Drive and along McLean Drive, East 1st Avenue to the lane, as sought through the rezoning. Additionally, Recommended Condition 1.1 seeks to increase the pedestrian experience around the site.

Computation of the Floor Space Ratio is stated to use the existing site dimensions at time of application under the pending CD-1 By-law. This is consistent with standard City practice for development permits.

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, it requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

The Staff Committee supports the application with the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



P. Chan
Development Planner



P. Fouladianpour
Project Coordinator

Project Facilitator: J. Borsa

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 pending CD-1 bylaw can and does become enacted by City Council;

A.1.2 the proposed Form of Development can and does become approved by City Council;

A.1.3 compliance with Section 5 - Floor area and density, of the draft CD-1 By-law, as follows:

- i. include amenity areas such as amenity room, amenity dining area, amenity washroom and amenity storage at Level 5 in the computation of floor area;

Note to Applicant: A maximum of 10% may be excluded from floor area as amenity areas under a miscellaneous text amendment, subject to the enactment of the CD-1 by-law and approval by Council. Staff are currently initiating this miscellaneous text amendment. Upon enactment and approval of this text amendment, this condition will be deleted.

- ii. include two laundry rooms and residential administration office at Level 5 in the computation of floor area; and

Note to Applicant: They are not permitted to be excluded from floor area as amenity areas.

- iii. reduce the proposed total floor area to ensure it does not exceed the maximum permitted floor area of 13,434.81 sq. m.;

A.1.4 confirmation of compliance with Bulk Storage and In-Suite Storage - Multiple Family Residential Developments bulletin, as follows:

- i. provide a minimum clear horizontal dimension of 1.2 m in all directions at each storage space; and

Note to Applicant: Refer to all irregular-shaped in-suite storage spaces.

- ii. provide a minimum of 5.7 cubic metres of bulk storage for each dwelling unit;

A.1.5 compliance with Section 4 - Off-Street Parking Space Regulations, of the Parking By-law, as follows:

- i. provide a minimum of 3 visitor parking spaces for the Residential use. One space dedicated full-time and 2 spaces to be for shared use between Residential visitor and Social Enterprise Space;
- ii. provide energized outlets capable of providing Level 2 charging or higher in accordance with Section 4.14; and
- iii. provide the following parking spaces, in accordance with the Parking By-law, or provide a Traffic Demand Management (TDM) Plan to the satisfaction of the Director of Planning and the General Manager of Engineering Services, indicating:
 - a. 18 parking spaces plus 1 dedicated visitor parking space for Residential use;

- b. 3 dedicated parking spaces for the Social Enterprise use;
- c. 2 additional visitor parking spaces for the Residential use that can be shared use with Social Enterprise; and
- d. 54 vehicle parking spaces for Vancouver Coastal Health;
- e. and a TDM Plan;

Note to Applicant: See also Standard Engineering Condition [A.2.2](#).

- A.1.6 compliance with Section 5 - Off-Street Loading Space Regulations, of the Parking By-law, or provision of an acceptable Loading Study and Loading Management Plan, to the satisfaction of the Director of Planning and General Manager of Engineering Services;

Note to Applicant: See also Standard Engineering Condition [A.2.11](#).

- A.1.7 compliance with Section 6 - Off-Street Bicycle Space Regulations, of the Parking By-law, as follows:

- i. revise bicycle rooms to accommodate a maximum of 40 bicycles unless each room is compartmentalized, in accordance with Section 6.3.5;

Note to Applicant: Refer to the bicycle rooms at Level 01 near gridlines 10C, and at Level 4 near gridlines 13B.

- ii. provide electrical outlet for each two Class A bicycle spaces in accordance with Section 6.3.21;
- iii. demonstrate additional Class A bicycle spaces and end of trip facilities are provided per TDM for parking reduction;

Note to Applicant: See also Standard Engineering Condition [A.2.2](#).

- A.1.8 compliance with Section 7 - Off-Street Passenger Space Regulations, of the Parking By-law, as follows:

- i. demonstrate additional Class A passenger spaces per TDM for parking reduction; and
- ii. design development to accommodate the Class B Passenger Loading in the Port Cochere off the lane:
 - a. turn tracks for an SU9 vehicle will need to be provided to demonstrate that the manoeuvring works into and out of the Port Cochere;
 - b. the width of the access to the parkade ramp and into the Port Cochere may need to be widened to improve two way vehicle flow; and
 - c. a section drawing through the entrance of the Port Cochere will be required to confirm that 3.5m vertical clearance is accommodated;

Note to Applicant: See also Standard Engineering Condition [A.2.3](#).

- A.1.9 confirmation of compliance with Section 10.21 - Dwelling Units, of General Regulations, of the Zoning and Development By-law;

Note to Applicant: Provide a summary table indicating the net area of each dwelling unit. Net area is measured from the inside of all outer walls, and excludes storage and balcony.

- A.1.10 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

- A.1.11 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.1.12 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;

Standard Landscape Conditions

- A.1.13 design development to provide better screening for the parkade shaft along East 1st Avenue;

Note to Applicant: This should be illustrated on both the landscape plan and architectural elevations.

- A.1.14 provision of a lighting plan;

- A.1.15 provision of a high-efficiency automatic irrigation system for all planted areas;

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

- A.1.16 provision of new street trees adjacent to the development site, where applicable;

Note to Applicant: Street trees to be shown on the development permit plans and confirmed prior to the issuance of the building permit. Contact Eileen Curran, Streets Engineering, 604.871.6131, to confirm tree planting locations and Park Board, 604.257.8587, for tree species selection and planting requirements. Provide a notation on the plan as follows:

Final spacing, quantity, and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, 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. Call Park Board for inspection after tree planting completion.

- A.1.17 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 Services to ensure safe root zones of retained trees.

A.1.18 provision of landscape features intended to create bird friendly design;

Note to Applicant: Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of landscape features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at:
<https://guidelines.vancouver.ca/B021.pdf>

Crime Prevention Through Environmental Design (CPTED)

A.1.19 design development to incorporate CPTED principles by considering the following:

- i. ensure natural surveillance throughout all publicly and easily accessible locations such as the underground carpark, elevator/entry lobbies, and fire-stair exit points;
- ii. include pedestrian-scaled lighting to improve safety and security around the building;
- iii. provide 24/7 lighting and walls painted white at the underground carpark;
- iv. avoid deep alcoves and concealed spaces especially at the rear of the site; and
- v. reduce opportunities for graffiti around the building, use graffiti deterrent paint, and lighten colour of blank facades along base;

Housing Policy & Projects

A.1.20 provision of a notarized declaration, prior to issuance of a development permit which demonstrates that each tenant has been given written notice of the intent to redevelop the property; that indicates the number of units occupied on the date of the notice; includes information on posting of notice regarding the intent to redevelop; and, includes copies of a letter addressed to each tenant summarizing the Tenant Relocation plan offer and signed as received by each tenant; *Related to Rezoning Condition of Approval of the Form of Development #14*

A.1.21 provision of a final Tenant Relocation Plan to be submitted prior to issuance of occupancy permit which outlines the names of tenants; indicates the outcome of their search for alternative accommodation; summarizes the total monetary value given to each tenant (moving costs, rent, any other compensation); *Related to Rezoning Condition of Approval of the Form of Development #15*

A.1.22 submission of a draft operating budget and rent schedule demonstrating a viable optimisation of affordability on the site with a minimum of 30% of housing units in the building renting to households with incomes at or below the BC Housing Income Limits or other such greater percentage of housing units related to such households with a view of maximising affordability, which ensuring the financial viability of the project, with a review of same prior to issuance of an occupancy permit, all to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function); *Related to Rezoning Condition of Approval of the Form of Development #17*

A.1.23 revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating the proposed total unit mix of studio, one-bedroom, two-bedroom, and three-bedroom units, provided that it does not go lower than 40% of family units; *Related to Rezoning Condition of Approval of the Form of Development #18*

Note to Applicant: In accordance with the *Grandview-Woodland Community Plan (2016)*, ensure 50% family housing in non-market developments subject to financial viability may be varied under the discretion of the Director of Planning or Development Permit Board.

- A.1.24 written confirmation that applicant to display a sign on the site, throughout construction, that acknowledges that social housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City; *Related to the Rezoning Condition of Approval of the Form of Development #20*

A.2 Standard Engineering Conditions

- A.2.1 provision of an updated landscape plan to Engineering that reflects all the public realm changes, including the off-site improvements sought in the rezoning, and the following:

- i. modify the score lines on the new curb ramps at Clark Drive and East 1st Avenue, and McLean Drive and East 1st Avenue. Curb ramps are to line up in the direction of pedestrian travel and be parallel with the crossing or marked crosswalk;

- ii. add the following note to Site Plan and Landscape Plan:

All existing street furniture in street right of way shall be protected during construction. Final location of proposed street furniture shall be confirmed with Street Furniture Coordinator. All removal, relocation or installation of street furniture shall be by the City's street furniture contractor, and coordinated with City of Vancouver Street Furniture Coordinator. Notification is required a minimum of 8 weeks prior to construction;

- iii. offset the new sidewalk on McLean Drive 0.61m (2'-0") from the property line; and

Note to Applicant: This offset from the property line is to allow space for any necessary future sidewalk maintenance on City property and to better align the sidewalk with the lane crossing and a future sidewalk north of the lane.

- iv. show the 2m x 2m corner-cut Statutory Right of Way (SRW) in the ultimate southwest corner of the site which was approved at rezoning;

- A.2.2 provision of a finalized Transportation Demand Management (TDM) Plan, and updated TDM Worksheets, to the satisfaction of the General Manager of Engineering Services with complete information on TDM measures proposed and including the following clarifications:

Note to Applicant: A TDM Plan with a minimum of 24 points is required to achieve the proposed vehicle parking reduction. The proposed plan achieves 25 points.

- i. ACT-01 – Additional Class A bicycle parking:

- a. identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines;

- ii. ACT-05 – Bicycle Maintenance Facilities:

- a. dimension location of facilities on plans and confirm adequate space is provided for facilities;
-

Note to Applicant: The use of the repair stands and foot pumps should not impede access. The accessibility clearance circle to be shown on the drawings at all repair stands and foot pumps to confirm access is maintained.

- b. provision of an operational plan detailing:
 - i. a means of providing access to all residents, commercial tenants, and the public (if applicable); and
 - ii. plan for maintaining these amenities;
- c. if available, provision of any additional information regarding this measure (e.g. 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;
- iii. ACT-09 – Walking Improvements:

Note to Applicant: The proposed measure is not acceptable as a TDM measure however TDM points have been exceeded. The Wellness Walk will become the permanent sidewalk with construction of future road geometry.

- iv. SUP-02 – Real-Time Information:
 - a. identify the general locations for proposed displays on plans; and
 - b. provide description 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, and service provider;
 - A.2.3 subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement to the satisfaction of the General Manager of Engineering Services which:
 - i. secures provision of funding towards long-term TDM monitoring funding the amount of amount of \$280 per parking space waived;
 - ii. secures the provision of TDM measures on the site:
 - a. FIN-02 Transit Pass subsidy;
 - b. ACT-01 Additional Class A Bicycle Parking;
 - c. ACT-02 Improved Access to Class A Bicycle Parking;
 - d. ACT-05 Bicycle Maintenance Facilities;
 - e. ACT-06 Improved End of Trip Amenities;
 - f. COM-03 Additional Passenger Loading Spaces;
 - g. SUP-01 Transportation Marketing Services;
 - h. SUP-02 Real-Time Information; and
 - i. SUP-03 Multimodal Wayfinding Signage;
-

- iii. permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
 - iv. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results;
- A.2.4 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements;
- A.2.5 provision of the following note on all ground level and parking level plans:

Vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan;

- A.2.6 provision of an updated drawing A-202 that shows the bicycle access route from the elevator to the outside.;

Note to Applicant: Improved access and design of bicycle parking to be in compliance with the Bicycle Parking Design Supplement.

- A.2.7 provision of improved access, design access and design of the parkade layout to be in compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

- i. show maneuvering for Class B loading bay 3 to confirm access into and out of the loading bay is provided when loading bay 2 is in use;

Note to Applicant: Loading bays may need to be setback or switched with the compactor and a corner cut at the "Sub Ele" room.

- ii. show simultaneous maneuvering at the top of the main ramp between a Passenger and Class B loading vehicle to confirm two way flow is provided;

Note to Applicant: Additional width may need to be provided to the entrance at the lane.

- iii. improve visibility for vehicles on the main ramp and the parking levels; and

Note to Applicant: View slots are recommended at the top of the main ramp, corner cuts and mirrors at the main ramp and P1 and mirrors at all turns in the parking and loading areas.

- iv. clarify if a gate is provided at the top of the main parkade ramp;

- A.2.8 correct the following interpolated grades on sheet A-114:

- i. along East 1st Avenue, IBG 16.69 (between BG 19.45 and BG 20.87) revise to IBG 19.72; and
- ii. along the lane, IBG 17.37 (between BG 17.37 and BG 18.47) revise to IBG 17.67;

- A.2.9 provision of additional sections drawings for the main ramp and the parking levels that show the overhead gates on the drawings with the vertical clearances dimensioned under the overhead gates to facilitate a complete Transportation review;
-

- A.2.10 provision of letter of credit in the amount of \$755,000.00 as per offsite services agreement is required prior to issuance of the Development Permit;
- A.2.11 provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services for the 3 Class B loading spaces between the Residential, Detox and Social Enterprise Space and label the space as, "Shared Use Loading, Residential and Non-Residential Use.";
- A.2.12 confirmation that the applicant will pay all costs related to relocation or removal of the bus shelter and bus stop adjacent the site;
- A.2.13 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;
- A.2.14 provision of a more detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the '*Green Buildings Policy for Rezoning*' and detailed fully in the '[Rainwater Management Bulletin](#)'. Please work to address the following and resubmit to ensure that a final RWMP can be accepted prior to DP issuance:
- i. as per the Rainwater Management Bulletin, Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained or reused on site;
 - a. staff accept the proposal that ground level hardscape runoff will leave the site uncontrolled (ie. direct to storm sewer) provided that the total site peak flow rate (i.e. uncontrolled direct runoff + controlled tank discharge) is less than the pre-development peak flow rate and that every effort is made to grade and direct water from hardscape at ground-level into adjacent landscaping;
 - i. consider installing tree wells with available runoff storage for the plaza trees along McLean Street and ensure that any landscaping receiving additional runoff has the storage volume available and an underdrain if applicable;
 - b. provide all calculations and assumptions used in producing the figures provided in the submission;
 - c. note that 48 mm capture is not required for areas of pervious landscaping, only 24 mm; and
 - d. provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
 - i. buildings, patios and walkway locations;
 - ii. underground parking extents;
 - iii. location of any proposed rainwater management features;
 - iv. all routing of water throughout the site; and
-

- v. area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method;
 - ii. the rainwater management system for the building(s) and site shall be designed such that the peak flow rate discharged to the sewer under post-development conditions is not greater than the peak pre-development flow rate for the return period specified in the City of Vancouver's Intensity-Duration-Frequency curve (IDF curve). The City of Vancouver's 2014 IDF curve shall be utilized for pre-development design flow calculations, and the City's 2100 IDF curve, which takes into account the effects of climate change, shall be utilized for post-development design flow calculations. Including the following:
 - a. the 10 year event was used which is correct, please provide all calculations for producing these peak flow rates;
 - b. confirm the storage volume required for the detention tank uses the actual release rate from the tank of 13.5 L/s, as it appears as though the storage volume cited (31.1 m³) was based on the total site pre-development peak flow rate (32.1 L/s); and
 - c. provide specific details, elevations, inverts, etc for the control manhole and detention tank. Technical Memo cites details on Mechanical Drawings, however Mechanical Drawings were not received;
 - iii. as per the Water quality requirements, the volume of water (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard;
 - a. staff note that a 'Oil/Water separator' treatment system will be used to meet this requirement. For proprietary treatment devices.
 - i. provide product information for all treatment practices; and
 - ii. products need to meet either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard;
 - iv. prior to Development Permit issuance, an Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), must be 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 GI practices proposed on-site and submitted as a standalone document. 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
 - b. checklists to assist non-technical persons in assessing operation and maintenance performance and requirements;
 - v. a Section 219 Rainwater Management Agreement Covenant will be required once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be register on the property's title. The Engineer of Record will be required to inspect the RWM system as necessary during and after construction in order to determine whether it has been substantially completed according to the covenant and Final RWM Plan. The EOR is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as-built" drawings showing the details of the modified system must be provided.
-

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated October 2, 2019. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **July 31, 2020**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.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
-

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 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.

Building Review Branch Comments

The following comments are based on the preliminary drawings prepared by HDR Architecture Associates, Inc, dated April 11, 2019, by the applicant for the proposed development permit.

This is a preliminary review in order to identify issues which do not comply with the Vancouver Building Bylaw #10908 as amended (VBBL), and includes a review of Subsection 3.2.5, "Provisions for Fire Fighting."

To develop a 10-storey mixed-use building containing 97 social housing units, social enterprise space and a withdrawal management centre, including up to 20 short term transitional beds.

- 1) Potential exiting issues to be addressed at BP stage.

Further review is required at building permit application stage.

* Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.
