

File No.: 04-1000-20-2021-103

May 11, 2021

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of February 11, 2021 for:

**Copies of all Planning, Engineering and other staff reports that preceded the issuance of DP208380 and that contained conditions of issuing DP208380.  
Date range: January 1, 1988 to December 31, 1991.**

All responsive records are attached.

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to: Office of the Information & Privacy Commissioner, [info@oipc.bc.ca](mailto:info@oipc.bc.ca) or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number assigned to your request (#04-1000-20-2021-103); 2) a copy of this letter; 3) a copy of your original request for information sent to the City of Vancouver; and 4) detailed reasons or grounds on which you are seeking the review.

Please do not hesitate to contact the Freedom of Information Office at [foi@vancouver.ca](mailto:foi@vancouver.ca) if you have any questions.

Yours truly,

[Signature on file]

**Barbara J. Van Fraassen, BA**  
**Director, Access to Information & Privacy**

[Barbara.vanfraassen@vancouver.ca](mailto:Barbara.vanfraassen@vancouver.ca)  
453 W. 12th Avenue Vancouver BC V5Y 1V4

\*If you have any questions, please email us at [foi@vancouver.ca](mailto:foi@vancouver.ca) and we will respond to you as soon as possible. Or you can call the FOI Case Manager at 604.871.6584.

Encl.

:kt



## Bosa Development Corporation

201 - 3701 East Hastings Street, Burnaby, B.C. V5C 2H6 Phone (604) 294-0666 Fax (604) 291-9120

RE: AMENITY AREAS IN NEW DEVELOPMENTS  
LETTER OF UNDERTAKING

September 25, 1989

City of Vancouver  
453 West 12th Avenue  
Vancouver, B.C.  
V5Y 1V4

Attention: Eunice Mak  
Social Planning Department

Dear Sirs:

Re: Development Permit Application No. DPA 208380  
100 Terminal Avenue  
Portion of Lots C and 3, D.L.'s 196 & 2037, Plans 11511 & 15505

The undersigned hereby unconditionally agrees with the City of Vancouver to, in perpetuity:

1. provide 5,450 square feet on the ground floor of the above property for use as recreational areas, exercise areas, change facilities, and meeting and hobby rooms;
2. furnish these areas to the satisfaction of the Director of Social Planning;
3. make these areas at all times available to the owners, users and occupants of the above property from time to time at no cost;
4. obtain from any purchaser of the above property a covenant in favour of the City containing the same terms as set forth in this letter and to deliver forthwith such covenant to the City of Vancouver;
5. disclose this letter to any prospective purchaser of the above property.

The City may assign all or any part of its rights under this agreement. In this agreement, purchaser means any successor in title to the above property.

Yours very truly,

BOSA DEVELOPMENT CORPORATION

By 

Authorized Signatory

bw958



(RETAIN THIS COPY FOR FOLLOW UP)

TO *Eunice Mak*  
*Social Planning Dept*

FROM *Bon Fong*  
DEPT. *D. P. Group*  
DATE *89 10 10*

RE *100 Terminal Ave. DA208380*

MESSAGE

*Attached — Letter from applicant (John Perkins  
and Bosa Dev. Corp.)  
— Set of revised plans*

*Your clearance for issuance of D.P. please.*

REPLY

- ① Day care agreement*
- ② Care ready agreement*

DATE \_\_\_\_\_ 19\_\_\_\_

1. WHEN WRITING SNAP OUT PINK PART - SEND WHITE AND YELLOW INTACT

2. WHEN REPLYING SNAP AND RETURN YELLOW PART - RETAIN WHITE PART AND FILE



PERKINS & CHEUNG LTD.

Suite 210  
111 Water Street  
Vancouver  
British Columbia  
V6B 1A7

Telephone (604) 685-2088  
Fax (604) 685-1889

ARCHITECTURE  
URBAN DESIGN  
INTERIORS

September 27, 1989

City of Vancouver  
Planning Department  
453 W. 12th Ave.  
Vancouver, B.C.  
V5Y 1V4  
Attn: Mr. Ben Fong

Dear Sir:

Re: 100 Terminal Avenue (Phase 1) Development Permit Application Number 208380

Further to your letter of Sept. 21, 1989 outlining the 'prior to' conditions for the issuance of the Development Permit for this project, we have made the necessary clarifications and changes as follows:

- 1.a.(i) *relocation of vehicular access/garage ramp from Thornton Place;  
(Note to Applicant: Vehicular access is to reflect arrangement as  
per revised drawings submitted on August 29, 1989.)*

the vehicular access/garage ramps and motor court have been deleted. The revised vehicular access/garage ramp is now located to the north of the proposed tower as shown on the revised drawings.

- (ii) *height of tower not to exceed 275 ft. in accordance with Section  
4.3.2 of the FC-1 District Schedule;*

the height of the tower has been reduced from 275.98 ft. to 275.0 ft. thereby complying with section 4.3.2 of the FC-1 District Schedule.

- (iii) *the enclosed elevator/mechanical penthouse to be the minimum  
dimensions required by the functional requirements of the core;*

the elevator/mechanical penthouse has been reduced to a functional minimum.

- (iv) *design development to easterly low rise component to upgrade its architectural character to be compatible with the remainder of the scheme, taking into account its prominence on Thornton Place;*

the easterly low rise component has been redesigned as requested and as per our revised drawings. Drawings No. A3 - A7 (Plans)  
No. A20 - 22 (Elevations)

- (v) *covering over and landscaping of open portion of revised garage entrance off Quebec Street, taking into account comments of the Urban Design Panel; (Note to Applicant: Full details of materials and treatment of the vehicular access area are needed, in view of its prominence on Quebec Street.)*

the garage entrance has been covered as suggested by a light glass and steel trellis to allow maximum daylight penetration. In addition the enclosing walls have been terraced back and extensively landscaped to further enhance the space. Details are shown on the landscape architect's drawings No. L1 - L3.

- (vi) *clarification of materials on all elevations; (Note to Applicant: Consideration should be given to Urban Design Panel's comment on tower glazing.)*

the materials on the elevations have been identified for clarification as per the previously submitted sample board. Refer to elevation dwgs. A19 - A22. the curved glazing has been reviewed as per the Design Panel's comments. The glazing will be a light tinted glass unlike office glazing which is usually reflective. In addition, the thin residential floor slabs will be expressed on the facade by using floor to ceiling framed windows as opposed to curtain wall assemblies with spandrel panels. Both of these items we feel contribute to the desired residential aesthetic.

- (vii) *design development to locate, integrate and fully screen any emergency generator, electrical substation, garage ventilation and gas meter, in a manner that minimizes their impact on open space and the public realm;*

- the emergency generator and electrical substation have been located within the



building as identified on the ground floor plan.

- the garage ventilation has been carefully integrated into the landscape to minimize its visual, acoustic and air quality impacts. The ventilation intakes are located within the courtyard and Thornton Place landscaping. The parking exhaust has been located within the planters along Quebec Street as shown on the plans and landscape details.

- the gas meters will be located recessed into the wall along the vehicular access/garage entry (as identified on the ground floor plan, Dwg. A3).

- (viii) *detailed clarification regarding garbage transport system and parking for service transport vehicle including satisfactory provision for recycling storage, to the satisfaction of the Director of Planning and the City Engineer; (Note to Applicant: Garbage storage shall be located underground, within the development and shall be totally out of sight. Arrangements for pick-up shall be resolved in consultation with Planning and Engineering departments. )*

the garbage and recycling storage is located in the garbage room on Parking level 1A. garbage bin pick-up area has been provided at grade level and the covered drop off area has been redesigned to enable a garbage truck to turn around. This servicing will be temporary until the subsequent phases of the project have been completed to permit all garbage to be picked up at a central service area adjacent to the ALRT. At that time all garbage will be shuttled underground on the first (interconnected) parking levels over to the central service area and brought up to grade via a service elevator or via the ramps. Parking for a service transport vehicle has been provided immediately adjacent to the garbage rooms on parking level 1A.

- (ix) *design elevations at all vehicular and pedestrian entrances at street level, to the satisfaction of the City Engineer;*

design elevations at vehicular and pedestrian entrances at street level have been shown on the drawings.

- (x) *crossing design to the satisfaction of the City Engineer;*

crossing design will be to the satisfaction of the City Engineer and applied for under a separate D.P. for improvements on City property (ie: including street trees, etc...)

- (xi) *details of residential loading bays or provision of convenient*

*residential shared access with the commercial loading bays of subsequent phases; (Note to Applicant: Residential loading bays are a condition of the Lafarge rezoning.)*

as per the existing bylaws no loading bay is required for Phase 1. Residential loading bays will be provided in subsequent phases of the site. In addition the service vehicle turn around area could be used as a temporary loading area.

- (xii) *provision of future connections from parking levels to Main Street access, subject to review by the City Engineer; (Note to Applicant: Given the traffic conditions in this area and the projected traffic loadings from the Station/Lafarge sites, it is essential to minimize circulating traffic. This was clearly the intent and was supported by the Engineering Department at the preliminary stage.)*

the interconnection of the parking levels to allow Main St. access in subsequent phases has been shown on the parking level plans.

- (xiii) *design development of the proposed daycare, in particular, its size and furnishing details, to ensure its compliance with City Objectives and Community Care Facilities Licensing Regulations, to the satisfaction of the Director of Social Planning and Medical Health Officer; (Note to Applicant: Investigation into the projected daycare needs and functional requirements may necessitate modifications to the proposed daycare space.)*

the proposed daycare facility will have an area of 2220 sq. ft. interior and 2190 sq. ft. exterior play area.

OK

- (xiv) *details of the privacy screens between adjoining patios and balconies to ensure visual and acoustical privacy, to the satisfaction of the Director of Social Planning;*

The privacy screens between adjoining patios and balconies will be constructed of brick and/or glass block to assure visual and acoustic privacy to the satisfaction of the Director of Social Planning.

- (b) *arrangements shall be made, to the satisfaction of the Director of Planning and Director of Legal Services, for site consolidation;*



the arrangements as requested for site consolidation will be provided by Bosa Development Corp.

- (c) *subject to rezoning of the entire development site, registration of a legal agreement satisfactory to the Director of Legal Services and the Supervisor of Properties ensuring that the owner will either develop or convey to the City, at a cost acceptable to the City, a sufficient number of parcels at locations acceptable to the directors of Planning and Social Planning to achieve 20 percent non-market units of the total units approved, to be available to core needy households, with 50 percent of the 20 percent suitable for families with children on the Station Site. The agreement shall be registered in the Land Title Office in priority over all charges which might defeat or delay the force and operation of the covenant;*

to be provided by Bosa Development Corp.

- (d) *arrangements shall be made, to the satisfaction of the City Engineer, for:*

*(i) curb modifications on Quebec Street;*

*(ii) Street trees, sidewalk treatment, canopies, etc.; and*

the necessary arrangements will be undertaken under a separate D.P. application.

*(iii) sewage pump station upgrading to meet the development requirements.*

arrangements as requested are to be provided by Bosa Development Corp.

- (e) *submission of a comprehensive parking plan for all phases of the Station Site, clearly indicating future underground parking connection, right-of-ways and 100 parking spaces for Science World; (Note to Applicant: The developer should also indicate how he proposes to permit use of 70 of his commercial spaces for weekend use by Science World in future developments.)*

PERKINS & CHEUNG LTD.

Comprehensive parking plans for all phases of the Station Site have been provided outlining the location of public and private parking as well as future interconnection points, etc., (Drawings No. A17, A17a and A17b)

- (f) *a letter of undertaking shall be submitted by the owners, to the satisfaction of the Director of Social Planning, regarding the furnishing and availability for use of the amenity areas by all occupants of the building.*

the letter of undertaking will be provided by Bosa Development Corp.

- (g) *submission of a detailed acoustical analysis (for Phase 1) which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria; (Note to Applicant: Details and written confirmation on plans to indicate that acoustical measures will be incorporated into the final design, based on the consultant's analysis as concurred with or amended by the Medical Health Officer.)*

a detailed acoustic analysis has been prepared by Brown Strachan Assoc.

- (h) *confirmation shall be supplied, to the satisfaction of the Medical Health Officer, that the Ministry of Environment has reviewed and cleared the evaluation and remedial plans for the soil;*

to be provided by Bosa Development Corp.

- (i) *clarification regarding allocation and design of family units in accordance with Council's resolution for the total development site and the Guidelines for Housing Families at High Densities.*

allocation of family units has been shown on Drawing A2 as previously submitted.

2. *All approved off-street parking and loading spaces shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of 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.*

assurance to be provided by Bosa Development Corp.

3. *All landscaping and treatment of the open portions of the site, including temporary or permanent completion of Thornton Place to Main Street, 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 or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained.*

assurance to be provided by Bosa Development Corp.

Thank you for your attention to this project, and please call me with any further information you may require.

Yours truly



David Hewitt MAIBC, MRAIC  
Perkins & Cheung Ltd.

cc Bosa Development Corporation  
John I. Perkins



October 5, 1989

Mr. Ben Fong  
Plan Checking Technician  
City of Vancouver  
Planning Department  
453 West 12th Avenue  
Vancouver, B.C. V5Y 1V4

Dear Mr. Fong:

Subject: 100 Terminal Avenue — D.P.A. Number 208380

This letter is intended to respond to your September 21st correspondence with respect to various non-architectural 'prior to' conditions. We note that Perkins and Cheung have already responded on the majority of items. Specifically, they have provided you with a written response and revised drawings with respect to items (a)(i) - (xiv), (e), (g), and (i). Our response on the other 'prior to' items is as follows:

- (b) Application for subdivision has been made to create a separate legal parcel for this building. A reduced copy of the proposed plan is attached.
- (c) An agreement regarding provision of social housing will proceed once rezoning is approved on the Lafarge site. Furthermore, since no social housing is proposed as part of this building, this requirement would not impact on this project.
- (d) We have met with the Projects Division of the Engineering Department. The agreement on these items is as follows:
  - i) The only changes to existing curbs arising out of this application are related to new driveways and removal of existing crossings. These will be dealt with at the building permit stage.
  - ii) Street trees, City sidewalk treatment, etc. will be discussed separately with the Engineering Department. These items are not part of the application.
  - iii) Upgrading of the sanitary sewer system will proceed with a contribution of approximately \$390,000. to be made by us. Confirmation of the arrangements is being undertaken directly with Engineering.

.../2



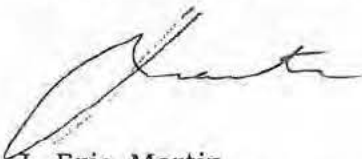
Mr. Ben Fong  
City of Vancouver  
October 5, 1989

- (f) A letter of undertaking regarding amenity areas has been submitted to Social Planning (copy attached).
- (h) A letter from the Ministry of Environment regarding soils evaluation and remediation is expected by October 11th. A copy will be forwarded at that time.
- 2. Bosa Development Corporation hereby undertakes and assures that all approved off-street parking and loading spaces shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of 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.
- 3. Bosa Development Corporation hereby undertakes and assures that all landscaping and treatment of the open portions of the site, including temporary or permanent completion of Thornton Place to Main Street, 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 or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained.

I trust the foregoing response adequately deals with the remainder of the 'prior to' conditions related to D.P.A. 208380.

Yours truly,

BOSA DEVELOPMENT CORPORATION



J. Eric Martin,  
Vice-President, Development

JEM/bw1014

Enclosure

c.c. J. Perkins  
I. Smith  
B. MacGregor  
R. Segal  
City Building Inspector  
Director of Social Planning



RE: AMENITY AREAS IN NEW DEVELOPMENTS  
LETTER OF UNDERTAKING

*M. J. ...  
Touche,*

September 25, 1989

City of Vancouver  
453 West 12th Avenue  
Vancouver, B.C.  
V5Y 1V4

*RE: ITEM (F)  
OCTOBER 5TH LET.*

Attention: Eunice Mak  
Social Planning Department

Dear Sirs:

Re: Development Permit Application No. DPA 208380  
100 Terminal Avenue  
Portion of Lots C and 3, D.L.'s 196 & 2037, Plans 11511 & 15505


The undersigned hereby unconditionally agrees with the City of Vancouver to,  
in perpetuity:

1. provide 5,450 square feet on the ground floor of the above property for use as recreational areas, exercise areas, change facilities, and meeting and hobby rooms;
2. furnish these areas to the satisfaction of the Director of Social Planning;
3. make these areas at all times available to the owners, users and occupants of the above property from time to time at no cost;
4. obtain from any purchaser of the above property a covenant in favour of the City containing the same terms as set forth in this letter and to deliver forthwith such covenant to the City of Vancouver;
5. disclose this letter to any prospective purchaser of the above property.

The City may assign all or any part of its rights under this agreement. In this agreement, purchaser means any successor in title to the above property.

Yours very truly,

BOSA DEVELOPMENT CORPORATION

By   
Authorized Signatory

bw958





# Bosa Development Corporation

201 - 3701 East Hastings Street, Burnaby, B.C. V5C 2H6 Phone (604) 294-0666 Fax (604) 291-9120

October 5, 1989

Mr. Ben Fong  
Plan Checking Technician  
City of Vancouver  
Planning Department  
453 West 12th Avenue  
Vancouver, B.C. V5Y 1V4

Dear Mr. Fong:

**Subject: 100 Terminal Avenue -- D.P.A. Number 208380**

This letter is intended to respond to your September 21st correspondence with respect to various non-architectural 'prior to' conditions. We note that Perkins and Cheung have already responded on the majority of items. Specifically, they have provided you with a written response and revised drawings with respect to items (a)(i) - (xiv), (e), (g), and (i). Our response on the other 'prior to' items is as follows:

- (b) Application for subdivision has been made to create a separate legal parcel for this building. A reduced copy of the proposed plan is attached.
- (c) An agreement regarding provision of social housing will proceed once rezoning is approved on the Lafarge site. Furthermore, since no social housing is proposed as part of this building, this requirement would not impact on this project.
- (d) We have met with the Projects Division of the Engineering Department. The agreement on these items is as follows:
  - i) The only changes to existing curbs arising out of this application are related to new driveways and removal of existing crossings. These will be dealt with at the building permit stage.
  - ii) Street trees, City sidewalk treatment, etc. will be discussed separately with the Engineering Department. These items are not part of the application.
  - iii) Upgrading of the sanitary sewer system will proceed with a contribution of approximately \$390,000. to be made by us. Confirmation of the arrangements is being undertaken directly with Engineering.

.../2

*License  
which is current  
status of drawings  
submitted to  
Submittal*

Mr. Ben Fong  
City of Vancouver  
October 5, 1989

Page 2

- (f) A letter of undertaking regarding amenity areas has been submitted to Social Planning (copy attached).
- (h) A letter from the Ministry of Environment regarding soils evaluation and remediation is expected by October 11th. A copy will be forwarded at that time.
- 2. Bosa Development Corporation hereby undertakes and assures that all approved off-street parking and loading spaces shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of 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.
- 3. Bosa Development Corporation hereby undertakes and assures that all landscaping and treatment of the open portions of the site, including temporary or permanent completion of Thornton Place to Main Street, 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 or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained.

I trust the foregoing response adequately deals with the remainder of the 'prior to' conditions related to D.P.A. 208380.

Yours truly,

BOSA DEVELOPMENT CORPORATION



J. Eric Martin,  
Vice-President, Development

JEM/bw1014

Enclosure

c.c. J. Perkins  
I. Smith  
B. MacGregor  
R. Segal  
City Building Inspector  
Director of Social Planning





In reply please refer to:  
Ben Fong at 873-7788

PLANNING DEPARTMENT, 453 West 12th Ave., Vancouver, British Columbia, Canada V5Y 1V4 (604) 873-7344

1989 09 21

Perkins & Cheung Ltd.  
#210-111 Water Street  
Vancouver, B.C.  
V6B 1A7



Dear Sirs:

RE: 100 Terminal Avenue  
Development Permit Application Number 208380

Your application was considered by the Development Permit Board at its meeting of September 18, 1989, and it was resolved to approve Development Permit Application No. 208380 as submitted, the plans and information forming a part thereof, thereby permitting the construction of a residential complex with buildings varying from 5 to 30 storeys, subject to the following conditions:

1. Prior to issuance of the Development Permit:

- (a) revised drawings shall be submitted, to the satisfaction of the Director of Planning, clearly indicating:

- (i) relocation of vehicular access/garage ramp from Thornton Place;

(Note to Applicant:

Vehicular access is to reflect arrangement as per revised drawings submitted on August 29, 1989.)

- (ii) height of tower not to exceed 275 ft. in accordance with Section 4.3.2 of the FC-1 District Schedule;
- (iii) the enclosed elevator/mechanical penthouse to be the minimum dimensions required by the functional requirements of the core;
- (iv) design development to easterly low rise component to upgrade its architectural character to be compatible with the remainder of the scheme, taking into account its prominence on Thornton Place;

- (v) covering over and landscaping of upper level revised garage entrance off Quebec Street, taking into account comments of the Urban Design Panel.

(Note to Applicant:

Full details of materials and treatment of the vehicular access area are needed, in view of its prominence on Quebec Street.)

- (vi) clarification of materials on all elevations;

(Note to Applicant:

Consideration should be given to Urban Design Panel's comment on tower glazing.)

- (vii) design development to locate, integrate and fully screen any emergency generator, electrical substation, garage ventilation and gas meter, in a manner that minimizes their impact on open space and the public realm;

- (viii) detailed clarification regarding garbage transport system and parking for service transport vehicle including satisfactory provision for recycling storage, to the satisfaction of the Director of Planning and the City Engineer;

(Note to Applicant:

Garbage storage shall be located underground, within the development and shall be totally out of sight. Arrangements for pick-up shall be resolved in consultation with Planning and Engineering Departments.)

- (ix) design elevations at all vehicular and pedestrian entrances at street level, to the satisfaction of the City Engineer;

- (x) crossing design to the satisfaction of the City Engineer;

- (xi) details of residential loading bays or provision of convenient residential shared access with the commercial loading bays of subsequent phases;

(Note to Applicant:

Residential loading bays or shared access with Station Site commercial loading bays are a condition of the Lafarge rezoning.)



- (xii) provision of future connections from parking levels to Main Street access, subject to review by the City Engineer;

(Note to Applicant:

Given the traffic conditions in this area and the projected traffic loadings from the Station/Lafarge sites, it is essential to minimize circulating traffic. This was clearly the intent and was supported by the Engineering Department at the preliminary stage.)

- (xiii) design development of the proposed daycare, in particular, its size and furnishing details, to ensure its compliance with City objectives and Community Care Facilities Licensing Regulations, to the satisfaction of the Director of Social Planning and Medical Health Officer;

(Note to Applicant:

Investigation into the projected daycare needs and functional requirements may necessitate modifications to the proposed daycare space.)

- (xiv) details of the privacy screens between adjoining patios and balconies to ensure visual and acoustical privacy, to the satisfaction of the Director of Social Planning;
- (b) arrangements shall be made, to the satisfaction of the Director of Planning and Director of Legal Services, for site consolidation;
  - (c) subject to rezoning of the entire development site, registration of a legal agreement satisfactory to the Director of Legal Services and the Supervisor of Properties ensuring that the owner will either develop or convey to the City, at a cost acceptable to the City, a sufficient number of parcels at locations acceptable to the Directors of Planning and Social Planning to achieve 20 percent non-market units of the total units approved, to be available to core needy households, with 50 percent of the 20 percent suitable for families with children on the Station Site. The agreement shall be registered in the Land Title Office in priority over all charges which might defeat or delay the force and operation of the covenant;
  - (d) arrangements shall be made, to the satisfaction of the City Engineer, for:
    - (i) curb modifications on Quebec Street;
    - (ii) street trees, sidewalk treatment, canopies, etc.; and
    - (iii) sewage pump station upgrading to meet the development requirements.

- (e) submission of a comprehensive parking plan for all phases of the Station Site, clearly indicating future underground parking connections, right-of-ways and 100 parking spaces for Science World;

(Note to Applicant:

The developer should also indicate how he proposes to permit use of 70 of his commercial spaces for weekend use by Science World in future developments.)

- (f) a letter of undertaking shall be submitted by the owners, to the satisfaction of the Director of Social Planning, regarding the furnishing and availability for use of the amenity areas by all occupants of the building.
- (g) submission of a detailed acoustical analysis (for Phase 1) which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria;

(Note to Applicant:

Details and written confirmation on plans to indicate that acoustical measures will be incorporated into the final design, based on the consultant's analysis as concurred with or amended by the Medical Health Officer.)

- (h) confirmation shall be supplied, to the satisfaction of the Medical Health Officer, that the Ministry of Environment has reviewed and cleared the evaluation and remedial plans for the soil;
  - (i) clarification regarding allocation and design of family units in accordance with Council's resolution for the total development site and the Guidelines for Housing Families at High Densities.
- 2. All approved off-street parking and loading spaces shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of 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.
  - 3. All landscaping and treatment of the open portions of the site, including temporary or permanent completion of Thornton Place to Main Street, 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 or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained.



Note to Applicant Regarding Comments from Other Departments


The applicant is advised to note the comments of the Permits & Licenses, Health and Fire Departments, contained in the Staff Committee Report dated September 6, 1989.

Note to Applicant

It should be noted that if condition No. 1 has not been complied with on or before December 29, 1989, this Development Permit application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.

Any approval is subject to any change in the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.

Yours truly,

  
Ben Fong  
Plan Checking Technician  
Development Permit Group  
Zoning Division

cc: City Building Inspector  
Director of Social Planning  
Development Planner, Ralph Segal

BF/ch6

**DRAFT**

Lots:	C and 3
District Lots:	196 and 2037
Plan:	11511 and 15505
Site Size:	162,478 sq. ft.

APPLICANT: Perkins & Cheung Ltd.  
#210-111 Water Street  
Vancouver, B.C.  
V6B 1A7

PROPOSED DEVELOPMENT: To construct a residential complex with buildings varying from 5 to 30 storeys.

SITE AND CONTEXT:

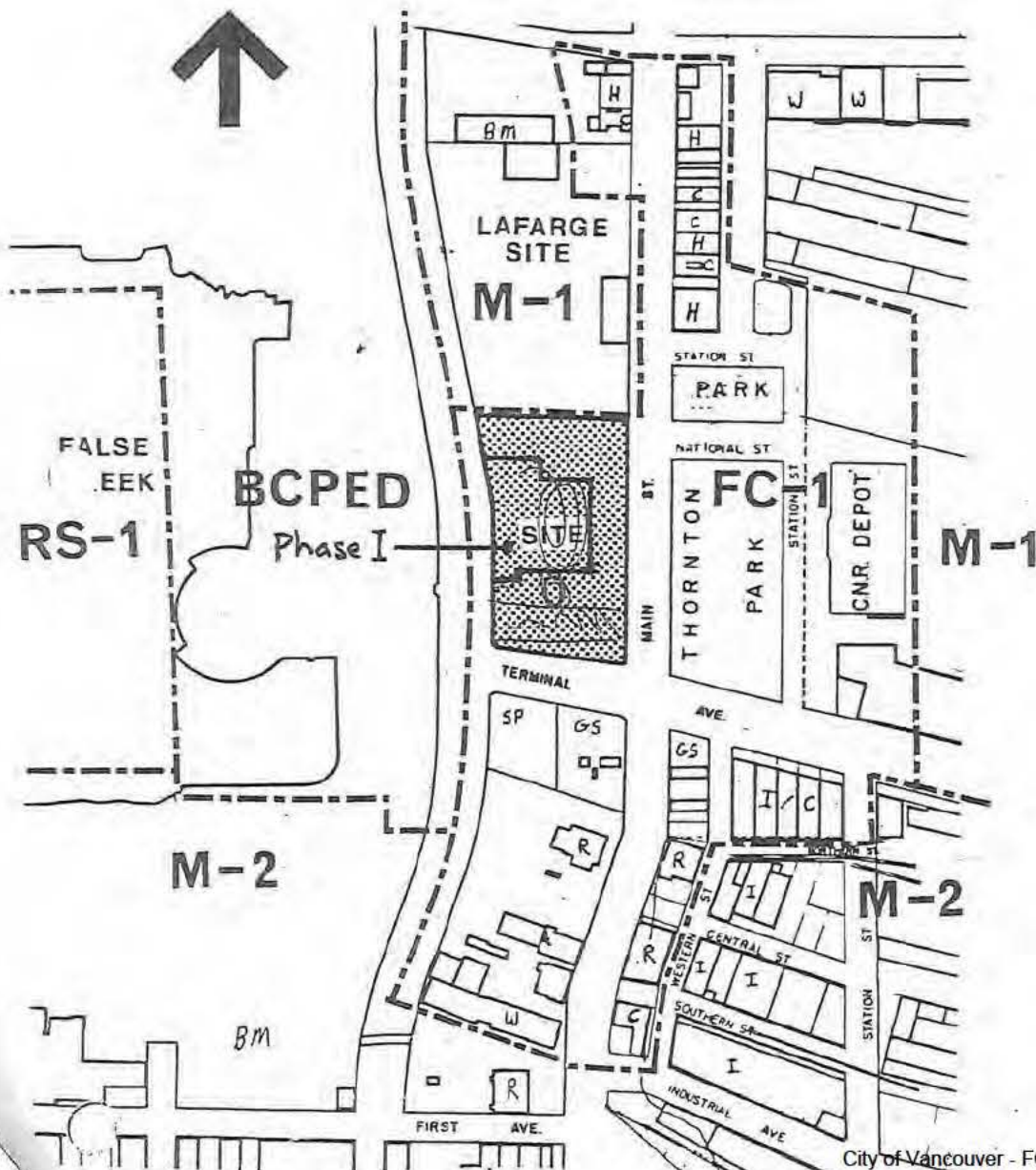
**o Site**

The Phase I site is located on the east side of Quebec Street. To the north is the former Lafarge Concrete Site which is presently vacant and the subject of a rezoning application.

**o Context**

Immediate adjacent development includes:

- (a) Lafarge Site, the subject of a concurrent rezoning application by the same applicant.
- (b) Science World.
- (c) East False Creek Park.
- (d) CN Station, a designated heritage building.
- (e) Thornton Park.
- (f) Surface parking area.



**LEGEND**

A...AUTOMOTIVE  
C...COMMERCIAL  
I...INDUSTRIAL  
H...HOTEL  
R...RESTAURANT  
W...WAREHOUSE  
BM...BUS MAINTENANCE  
GS...GAS STATION  
SP...SURFACE PARKING



EXECUTIVE  
SUMMARY:

**o Proposal**

This Phase I proposal is for a residential development. Three levels of underground parking for 353 spaces are proposed.

The proposal contains a total of 265,869 sq.ft. of residential space with a total of 175 dwelling units (164 units located in the tower).

See Appendix A - Plans and elevations;  
Appendix B - Applicant's written design rationale.

**o Issues**

The following issues have been identified:

- whether this proposal responds satisfactorily to the issues raised in the applicable preliminary conditions;
- whether this Phase I proposal can stand on its own should subsequent phases not proceed.

**o Conclusion**

Staff consider Phase I to set an initial high standard of design for the remainder of the Bosa development and indeed for development throughout east and north False Creek in general. The low rise residential component on Quebec Street provides a prototype for other arterials where high density residential is proposed (Downtown South, Granville Slopes) and the issue of how to create an interesting yet livable street relationship arises.

The tower will be an asset on the skyline as a counterpoint to Science World as seen from Cambie Bridge and other vantage points.

Staff are concerned that the exterior character of the low rise easterly component on Thornton Place is of a noticeably inferior standard than the remainder of Phase I. Design development is needed to upgrade the architectural character of this element which will front on what will an important public space.

- \* With respect to Thornton Place, Staff recommend that its full extent be included in Phase I to maximize public benefit in this, the most valuable (for the development) component of the overall development.

Subject to these and a number of other detailed conditions, Staff recommend approval.

HISTORY OF  
APPLICATION:

- 88 10 07 - Preliminary Development Permit Application submitted.
- 88 11 30 - Urban Design Panel - Non-Support.
- 89 01 23 - Revised drawings submitted.
- 89 01 25 - Urban Design Panel - Support.
- 89 03 21 - Amendment to the East False Creek FC-1 Guidelines by Council.
- 89 03 22 - Development Permit Staff Committee.
- 89 04 17 - Development Permit Board - Approval-in-Principle.
- 89 08 23 - Urban Design Panel - Support.
- 89 09 06 - Development Permit Staff Committee.

ANALYSIS:

	PERMITTED	REQUIRED	PROPOSED
Site Area	--	--	Whole site 162,478 s.f. Phase I 54,499 s.f.
Floor Area	Retail/Service 162,478 s.f.(max.) Office 243,717 s.f.(max.) Residential 487,434 s.f.(max.) °893,629	--	Retail/Service N/A Office N/A Residential 265,869 s.f. *265,869 s.f.
FSR	Retail/Service 1.0 (max.) Office 1.5 (max.) Residential 3.0 (max.) °5.5		Retail/Service N/A Office N/A Residential 1.64 1.64*
	°The combined FSR for the above uses is limited to 5.0 or 812,390 s.f.	--	
No. of D.U.'s	--	--	175
Units per Acre	--	--	140 units/acre (Phase I)
Height	75 ft. (outright) 275 ft. (conditional)	--	**275.98 ft. (to roof parapet) **303.50 ft. (top top of elevator room)
Yard Setbacks			
-West of Main St.	--	10 ft.	N/A
-North of Terminal	--	10 ft.	N/A
Parking	--	353	353
Loading	--	--	Nil
Amenity	10,000 s.f. (max.)	--	Recreation 7,444 s.f. Mtg/Hobby 676 s.f. Daycare 2,016 s.f. 10,136 s.f.
Interior Public Space	6,000 s.f. (max.)	--	undetermined

\*Note on Proposed FSR

The FSR on the entire Station Site is 1.64. However, the FSR for the proposed Phase I site is 4.88.

\*Note on Height

The proposed height of 275.98 ft. exceeds the permitted height by 0.98 ft. In addition, the elevator room exceeds the permitted one-third width of the building elevation and covers more than 10 percent of the roof area, in accordance with Section 10.11 of the Zoning & Development By-law. Prior-to condition 1 (a) (i) requests the applicant to comply with this Section of the By-law to qualify for height relaxation for the mechanical room.



COMMENTS  
FROM REVIEWING  
AGENCIES:

Planning Department - Development Planner

**o Background**

On April 4, 1989, Council approved amendments to the FC-1 Guidelines to accommodate the massing of this proposal which deviated somewhat from that anticipated by the previous guidelines. In addition to amending the guidelines, Council moved the following:

THAT the applicant for a preliminary development permit for the Station site be urged to provide 20% social housing on the site, with the understanding that any shortfall in meeting this objective would be provided on the Lafarge site at such time as the rezoning for the Lafarge site is considered, thereby providing a 20% social housing average between the two sites;

**o Response to Applicable Preliminary Conditions**

The preliminary approval was for the entire Station Site. Since Phase I involves only a portion of the Preliminary Development Permit site, only those conditions applicable to the Phase I proposal are addressed here.

Following is a description and assessment of the response to applicable preliminary conditions:

1. (i) further design development to building massing to maximize sun access to the interior court;

This condition had sought fine-tuning of massing, which has taken the form of shaving back tower corners and the top floors of the low rise components to increase the area of courtyard receiving sun. Staff consider the condition to have been met.

1. (iv) design development to tower caps to comply with the width formula of the FC-1 Guidelines and the intent of Section 10.11 of the Zoning and Development By-law;

Although the proposed tower exceeds the guideline width of 85 ft. by approximately 5 ft. and the cap is marginally wider than is suggested in the guideline diagram, the guideline tower diagonal of 120 ft. is improved upon in the proposal (112 ft.). The stepping and articulation that is so evident in the tower more than compensates for the marginal excess in the absolute dimension of the tower width.

1. (v) design development to Thornton Place to address level changes from Quebec and Main Streets and to create a high-quality public open space through the provision of seating, lighting and a variety of landscaping;

(Note to Applicant:

Reference should be made to the Draft Plaza Design Guidelines available from the Social Planning Department.)

The success of this public space will be as much a function of the uses ultimately bringing it as its design. A positive first step has been taken in Phase I with the design that is coming forward. A gradual level transition has been incorporated to accommodate the slightly raised parking garage below. Staff consider the condition satisfied.



1. (vi) details of treatment at grade on Quebec Street to achieve pedestrian interest at the sidewalk and residential livability;

The treatment at grade on Quebec Street is noteworthy in that it provides a very interesting urban streetwall and pedestrian interface at the sidewalk in an arrangement that deals effectively with a heavily trafficked environment. The stacked townhouses in the low rise component are through units, with living rooms and half of the bedrooms facing Quebec Street and family rooms and the remaining bedrooms facing the quiet, semi-private courtyard. The 20 ft. Quebec Street setback contains direct entries to grade-oriented units, which are raised a half level above the sidewalk, through landscaped entry gates and courtyards. Staff hope this arrangement can serve as a prototype for the Downtown South and Granville Slopes high density residential (HDR) neighbourhoods.

1. (vii) details of architectural treatment and materials of all buildings;

(Note to Applicant:

Use of masonry to respond to the CN Station and the predominant character of Main Street is encouraged.)

Staff consider the architecture of this project to be exemplary and are pleased to note the extensive use of brick. If this quality of architecture and livability, as mentioned above, can be carried through on the Lafarge site (this being a rezoning application), Staff's confidence is heightened that the overall development can be successful.

Staff are concerned that the easterly low rise component is of a lesser architectural quality than the remainder. This is troubling in that it fronts on Thornton Place and will set a less than sympathetic tone for this important public space and for the project in general. Design development is recommended here.

1. (viii) examination of vehicular servicing shall be carried out to optimize location and to create a sense of arrival to the project;

Vehicular access to this all-residential component is from Quebec Street through a bridged-over driveway adjacent the tower lobby. The condition has been satisfied.

1. (ix) clarification of the treatment at the Station/Lafarge property line;

(Note to Applicant:

A high quality termination of the subject site must be achieved should the development of the Lafarge Site not proceed.)

Clarification is needed regarding the treatment of the end (north) elevation of the low rise component which, if the proposal for the Lafarge site proceeds, would become a party wall but, if not, would be exposed.

The temporary north edge of the courtyard will terminate in a sloped, planted edge. With the provision of a satisfactory north elevation, this condition will have been met.



1. (x) design development to interior court to provide for a variety of functions catering to a diversity of user groups;

Staff is satisfied that the court addresses user needs.

1. (xi) clarification regarding the location, and design details, of non-market housing, in accordance with Council's motion of April 4, 1989;

The applicant is pursuing 70-80 non-market units on the Station Site, of which 30-40 non-family units (singles, couples and/or seniors) are targeted in Phase 2 adjacent the ALRT station and 30-40 family units are planned in Phase 3 on the north side of Thornton Place at Main Street. The latter will have the main semi-private courtyard on the Station Site. These two components constitute approximately % of the Station site development, thereby meeting Council's instruction.

An acoustic and structural analysis of the impact of noise and vibration of the ALRT station on the non-family Phase 2 component concludes that

#### Engineering and Social Planning Departments

The recommendations of the Engineering and Social Planning Departments are contained in the prior-to conditions noted on pages 9 to 11 of this report.

#### Permits and Licenses Department

Building By-law requirements relating to high-rise measures, exits, separation of low and high buildings and garage security, may necessitate minor design changes.

#### Health Department

The Health Department has recommended that:

- (i) detailed acoustical analysis (for Phase I) be submitted which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria; and
- (ii) the issue of contaminated soils and any required remedial action be resolved to the satisfaction of the Medical Health Officer and the Ministry of Environment.

In addition, the Health Department has advised that:

- (a) detailed drawings for food/kitchen spaces are to be submitted for review by the Health Department for compliance with Health By-law #4387 and the Food Premises Regulations prior to construction.
- (b) details of swimming pools/lap pools are to be submitted to the Health Department and Provincial Health Engineer prior to construction;
- (c) adequate, conveniently located garbage storage areas are to be provided;
- (d) underground parking shall be adequately ventilated to prevent the build-up of noxious gases;



- (e) details of all amenity areas are to be submitted for review prior to construction; and
- (f) mechanical equipment (ventilators, generators, compactors) shall be designed and located to minimize noise impacts and comply with Noise By-Law No. 4984.

Fire Department

The Fire Department has reviewed and cleared this application for fire-fighting access only.

Design

The Urban Design Panel reviewed this application on August 23, 1989 and provided the following comments:

"EVALUATION: SUPPORT

In the first phase, this project proposes to construct a 30-storey tower with 164 residential units and a daycare centre, and two 5-storey wings containing 11 townhouse units. The phase one site is located on Quebec Street to the north of the ALRT Station and the phase two site. It includes the western half of Thornton Place.

The Panel supported this project on January 25, 1989 as a rezoning of 5.47 acres (the Lafarge site) and as a preliminary development permit for 3.75 acres (the Station Site). Concerns were expressed about the form of development, including:

- the solidness of the towers and developing a more joyous architectural expression;
- the livability of Quebec Street and treatment of the public/ residential interface;
- creating a residential scale for the open space and developing roofscape;
- creating a pleasant arrival experience for residents coming home by car and for pedestrians.

The Panel supported this project as a complete submission and offers the following comments:

Tower and Thornton Wing

The 5-storey wings form an appropriate strong base for the tower. On the Quebec Street facade to improve the building proportions, the tower expression has been brought down to grade in a very slick manner. The Panel suggested the treatment of this facade might benefit from some additional texture and perhaps a canopy/weather protection.

The Thornton or east building seems heavy and unrelated to the townhouses on Quebec Street. The Panel suggested lightening the corners with elements such as balconies, glazing, etc. and possibly adding pitched roofs to create more of a townhouse character. Because the eastern wall of this wing will be highly visible until subsequent phases proceed, more architectural treatment and articulation is recommended.



#### Parking

The Panel was not convinced that pavers and terraced planters would make the open visitors parking area and parkade entrance an inviting place. At a full level below the courtyard, the area will be potentially dark and windy with noisy echoes drifting upward. The Panel thought it should be gated, covered and made part of the building. Skylights could provide natural light if desired.

#### Glazing

The large extent of green glass on the Quebec Street facade gives the tower more of an office than a residential look. Strata controls on individual residential window treatments will be important."

NOTIFICATION: Three signs were erected on the site since February 22, 1989. In addition, 31 property owners and interested groups were notified by letter on February 17, 1989 at the preliminary stage.

The above owners and interested groups were renotified by letter on August 23, 1989 regarding this complete application. No response has been received to date.

DEVELOPMENT  
PERMIT STAFF  
COMMITTEE  
COMMENTS:

PLANNING STAFF  
RECOMMENDATION:

THAT the Board APPROVE Development Permit Application No. 208380 as submitted, the plans and information forming a part thereof, thereby permitting the construction of a residential complex with buildings varying from 5 to 30 storeys, subject to the following conditions:

1. Prior to issuance of the Development Permit:

(a) revised drawings shall be submitted, to the satisfaction of the Director of Planning, clearly indicating:

(i) height of tower not to exceed 275 ft. in accordance with Section 4.3.2 of the FC-1 District Schedule;

(ii) elevator <sup>mechanical cap</sup> room at the top of the tower to comply with Section 10.11 of the Zoning & Development By-law

(iii) design development to easterly low rise component to upgrade its architectural character to be compatible with the remainder of the scheme, taking into account its prominence on Thornton Place;

→ (iv) inclusion of all of Thornton Place in Phase 1;

(v) covering over and landscaping of open portion of garage entrance, taking into account comments of the Urban Design Panel;

(Note to Applicant:

Full details of materials and treatment of the vehicular access area are needed, in view of its prominence on Quebec Street;

(vi) north elevation of Quebec-fronting low rise component at the boundary of Phase 1;

(vii) details of garbage storage and pick-up operation, including satisfactory provision for recycling storage, to the satisfaction of the Director of Planning and the City Engineer;

(Note to Applicant:

Adequate height clearances must be indicated on the drawings.)

↻ (viii) design development to locate, integrate and fully screen any emergency generator, electrical substation and gas meter, in a manner that minimizes their impact on open space and the public realm;

(ix) design elevations at all vehicular and pedestrian entrances at street level, to the satisfaction of the City Engineer;

amendments  
re Thornton Place  
comprehensive plan  
re landscaping & parking  
for entrance

garage exhaust ventilation



- (x) crossing design to the satisfaction of the City Engineer;
- (xi) provision of sewage pump station upgrading to meet the development capacity requirements, to the satisfaction of the City Engineer;
- (xii) details of residential loading bay provisions as required by rezoning for the Lafarge Site, to the satisfaction of the City Engineer;

(Note to Applicant:

Commercial loading bays may be utilized if a convenient residential shared access is provided and no loading bay relaxation is granted.)

- (xiii) relocation of loading underground for Phase II, or provide a loading operation at grade level which does not involve backing across Phase I parking entry. Adequate clearance height is required for underground loading.)
- ✓(xiv) design development of the proposed daycare, in particular, its size and furnishing details, to ensure its compliance with City objectives, ~~to the satisfaction of the Director of Social Planning;~~ *to the satisfaction of the Director of Social Planning; M.A.*

(Note to Applicant:

Investigation into the projected daycare needs and functional requirements may necessitate modifications to the proposed daycare space.)

- ✓(xv) details of the privacy screens between adjoining patios and balconies to ensure visual and acoustical privacy, to the satisfaction of the Director of Social Planning;

- (xvi) provision of pedestrian lighting along Thornton Place to enhance public safety, to the satisfaction of the Director of Social Planning;

- (b) arrangements shall be made, to the satisfaction of the City Engineer, for:

- (i) curb modifications on Quebec Street;
- (ii) legal agreements with the abutting Lafarge Site; and
- (iii) street trees, sidewalk treatment, canopies, etc;

- (c) clarification shall be required, to the satisfaction of the City Engineer, regarding:

- (i) *provision* future connection points from parking levels to Main Street access; and
- (ii) location of required Science World parking spaces;

(d) a letter of undertaking shall be submitted by the owners, to the satisfaction of the Director of Social Planning, regarding the furnishing and availability for use of the amenity areas by all occupants of the building.

(e) submission of a detailed acoustical analysis (for Phase I) which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria;

(Note to Applicant:

Details and written confirmation on plans to indicate that acoustical measures will be incorporated into the final design, based on the consultant's analysis as concurred with or amended by the Medical Health Officer.)

(f) clarification shall be required, to the satisfaction of the Medical Health Officer and Ministry of Environment, regarding remedial action on the contaminated soils.

2. All approved off-street parking and loading spaces shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of 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.

3. All landscaping and treatment of the open portions of the site 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 or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained.

Note to Applicant Regarding Comments from Other Departments

The applicant is advised to note the comments of the Permits & Licenses, Health and Fire Departments, contained in the Staff Committee Report dated September 6, 1989.

Note to Applicant

It should be noted that if condition No. 1 has not been complied with on or before December 29, 1989, this Development Permit application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.

Any approval is subject to any change in the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.

A. R. Floyd, Chairman  
Development Permit Staff Committee

BF/ch

DW4\WORK\DPSC\DA208380





### STATION SITE

#### DEVELOPMENT PERMIT: TECHNICAL DATA

<sup>a</sup> Some solvents and all compounds in g.m. (g./m.)

Bus Area	PC 1 Zone	11,204.3 10,147.0
----------	-----------	----------------------

		PAYMENTS	SAVINGS	EXPENSES
Flow rate	Normalized	\$1,201.8		\$1,201.8
		(100.00%)		(100.00%)
	Office	\$2,641.3		\$6,111.0
		(243.71%)		(70.18%)
	Home	\$1,090.3		\$4,093.3
		(100.00%)		(100.00%)
	Total	\$4,933.4		\$10,204.3
		(443.71%)		(100.00%)

P&G:	Domestic	1.0 mtd	1.0
	Other	1.5 mtd	0.444
	Total	1.0 mtd	0.278
	Excess/short	NA	
	Total	6.8 mtd	3.874

Drinking Water 171  
 245 Author(s) 1408 www.sagepub.com

Feature	Baseline	Proposed	Improvement
Accuracy	85.2%	88.7%	3.5%
Precision	86.1%	89.3%	3.2%
Recall	84.3%	87.9%	3.6%
F1 Score	85.8%	88.9%	3.1%
Processing Time	120s	115s	4.2%

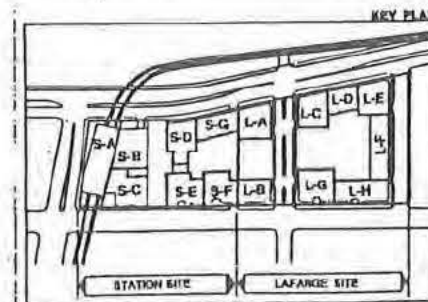
Location	Office	Person	Phone
1	Room	1	1
2	Room	2	2

[illegible][illegible]

PLANS		Cost to Buy Pt		Cost to Buy Mt	
2	2-A	Other	76,409		9,111.6
		Fixed	6,298		849.8
2	2-B (14 units)	Reestimated Variable	11,058		1,809.8
		Fixed	15,202		1,241.1
2	2-C	Reestimated	69,281		8,474.2
		Fixed	7,654		833.0
1	2-D (147 units)	Reestimated	343,772		21,661.8
2	2-E (79 units)	Reestimated Variable amount	41,132		1,818.8
		Fixed	7,234		257.0
2	2-F	Reestimated	79,128		1,169.0
		Fixed	1,184		625.6
1	2-G (11 units)	Reestimated	71,934		2,817.0
Station and Supporting Army Total					
		Reestimated	11,406	(738.3 hours) / 738.3 hours	41,261.8 m <sup>3</sup>
		Other	-	2000 pounds	3020 lbs oil
		Fixed	1,111.8		9115.6 m <sup>3</sup>
			1,247.1	1,241	4,072.8 m <sup>3</sup>
Station and Parking Total					
		Reestimated	333	110	105
		Other	-	120	11
		Fixed	-	81	81
			133	301	121
Station World					
		Total			279
Loading Expense Regulated					
		Other			Fixed
		Fixed			8
					2

Station Site Phase 1

LEVELS		FLASSA m <sup>2</sup> (sq ft)	# of units
B-D	Residential Tower (21 Story)		
	Ground Floor	1413 (15,300)	0
	2nd Floor	13462 (14,642)	11
	3rd & 4th Floor	20020 (20,640)	23
	5th & 6th Floor	33677 (33,948)	30
	7th Floor (7 Bays)	33617 (33,734)	43
	10th & 14th Floor (11 Bays)	71471 (70,934)	53
	23rd Floor	8617 (7,140)	3
	24th Floor	6033 (6,129)	3
	27th Floor	5497 (6,148)	3
	35th Floor	3428 (6,029)	3
	37th Floor	3970 (4,239)	2
	40th Floor	3317 (4,161)	1
	<b>Tower Total</b>	<b>236613 (241,923 sq ft)</b>	<b>107 units</b>
B-G	3 Story Low-rise (Quadron Street)	141 (sq. ft.)	
	Ground Floor	3163 (3,360)	
	2nd Floor	6062 (5,231)	
	3rd Floor	4328 (4,640)	
	4th Floor	4341 (4,716)	
	Roof	1004 (1,428)	
	<b>Low-rise Total</b>	<b>20217 (21,934 sq ft.)</b>	<b>11 units</b>
	<b>Phase I Total</b>	<b>256790 sq ft (253,857 sq ft)</b>	<b>118 units</b>



City of Vancouver - FOI 2021-103 - Page 31 of 223

APPENDIX A  
1 of 23

# ANNEX A

**PERKINS & CHEUNG LTD.**  
ARCHITECTURE URBAN DESIGN INTERIORS  
210 - 1111 Interchange Blvd, Vancouver, B.C. V6L 1A7  
Tel: (604) 685-2288 Fax: (604) 685-1077

PROJECT FILE	STATION ONE PHASE Y		
DISSEMINATION	SHADOWS AND STATISTICS		
FILE # (INC)	BS12	DATE	22 JUNE 89
EDG#	CHL402	SCALE	
Comments: This item should be removed from the file and destroyed if it is not needed for the file.	DISSEM	CLASS	G.P. ONLY
CLASSIFICATION	A1		

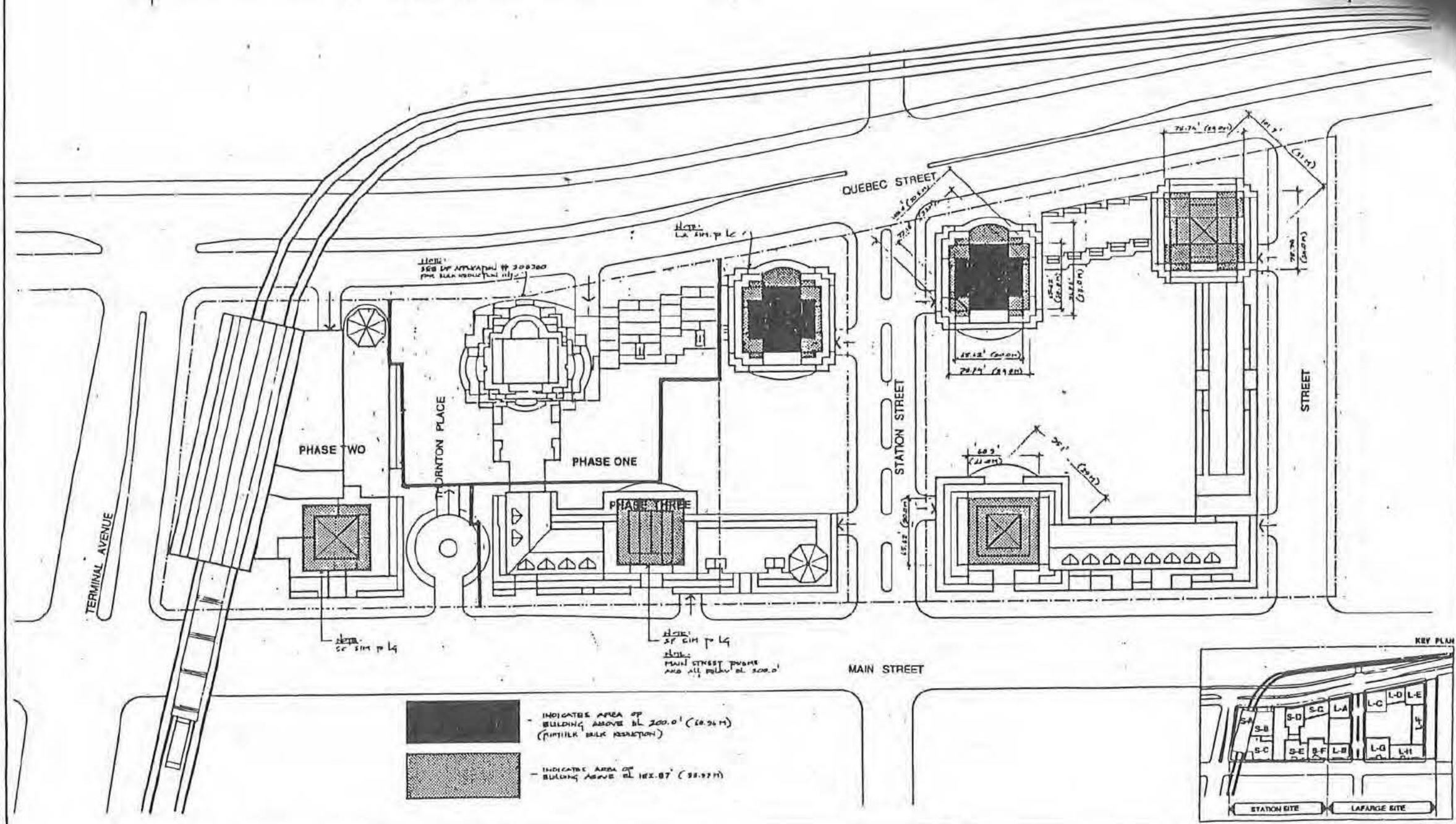


STATION SITE

PRELIMINARY DEVELOPMENT PERMIT

LAFARGE SITE

REZONING



STATION / LAFARGE SITES

ROSA DEVELOPMENT CORP.

PERKINS & CHEUNG LTD. ARCHITECTS

ROOF LEVEL

REVISED MAY 4, 1999  
DATE: 22 JUNE 00  
SCALE: 1:500



City of Vancouver, 5011-103, Page 32 of 223

A2

2 of 23



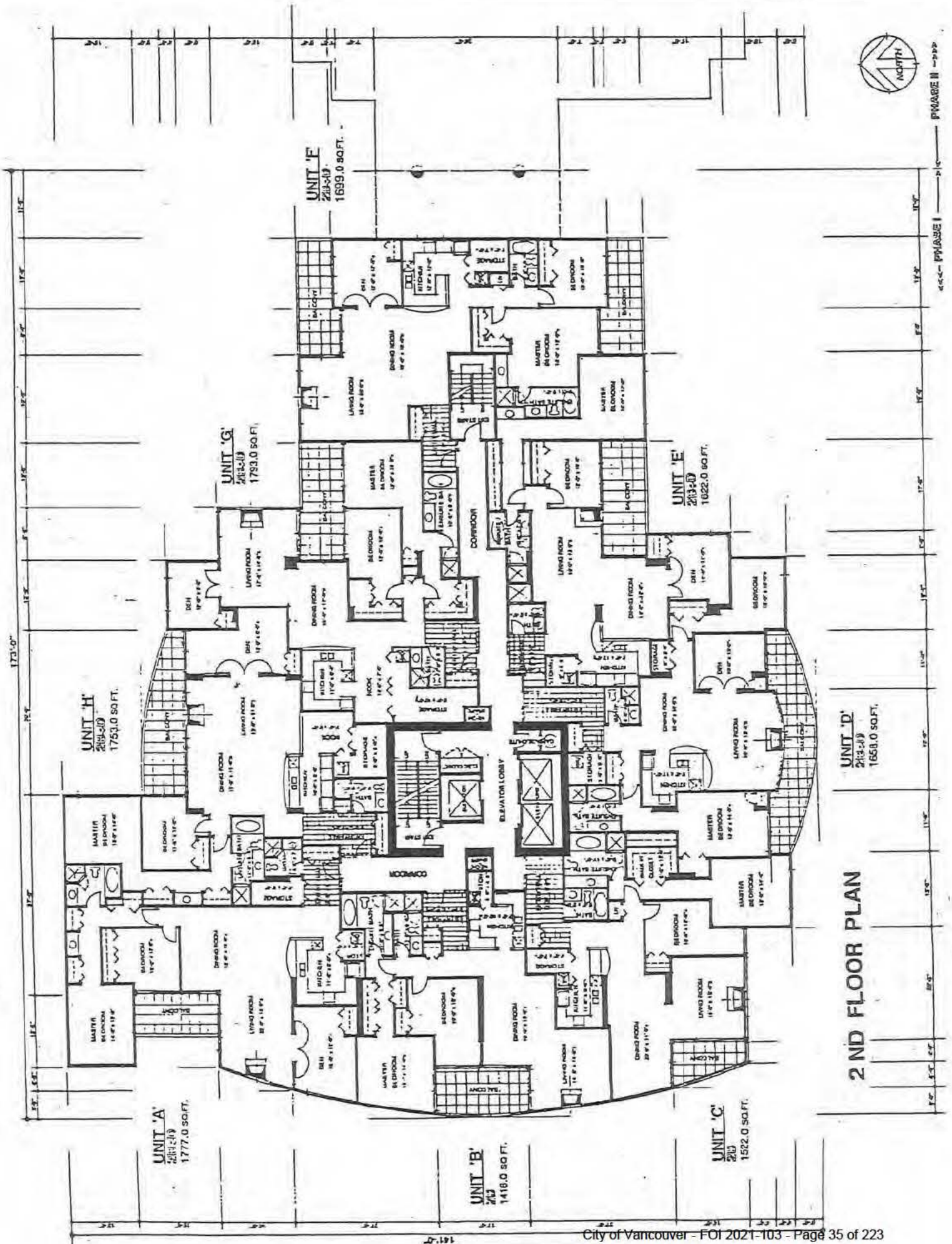




City of Vancouver - FOI 2021-103 - Page 34 of 223

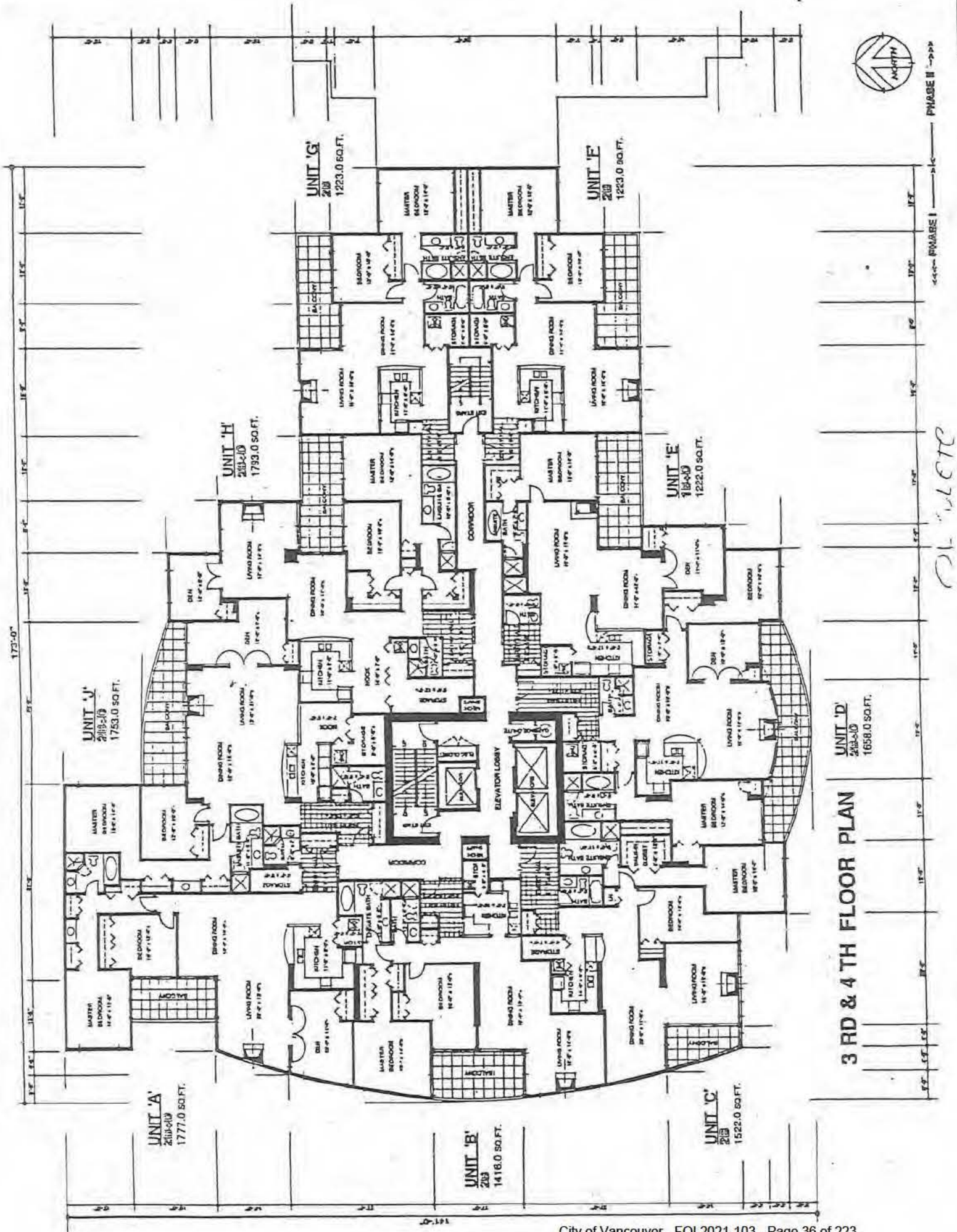


FOR A-5 (1st)	STATION SITE PHASE 1	2ND FLOOR PLAN		DATE	22 JUNE 80	BY	22 JUNE 80
UNCLASSIFIED				SCALE	1/8" = 1'-0"	PROJECT NO.	A-5
				DESIGNED BY		PROJECT NO.	10
				CHECKED BY			
				APPROVED BY			



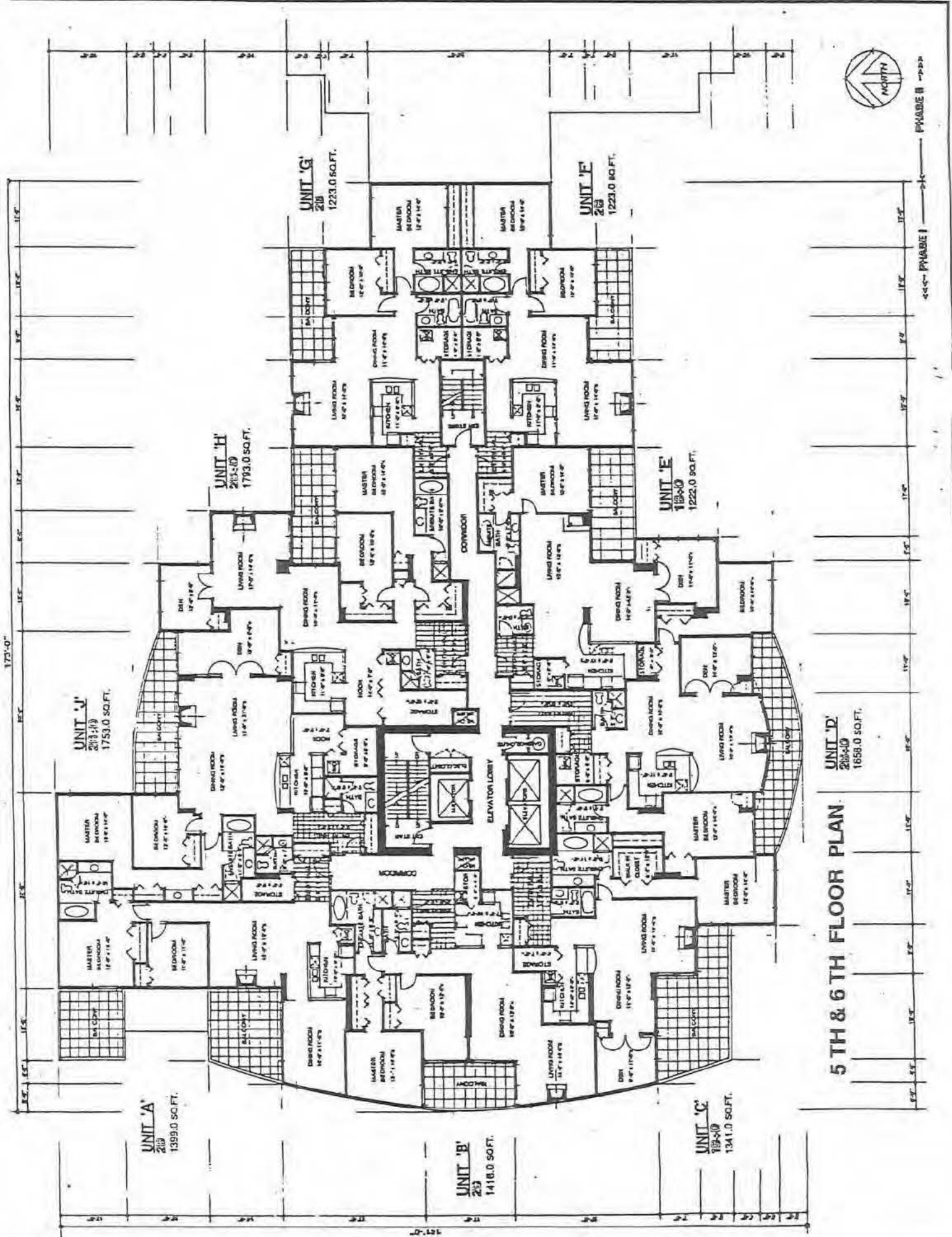


**PERKINS & CHEUNG LTD.**  
ARCHITECTURE URBAN DESIGN INTERIORS  
240 - 111 Steeles Avenue West, Scarborough, ON M1V 5A7  
Tel: (416) 491-2018 Fax: (416) 491-2029

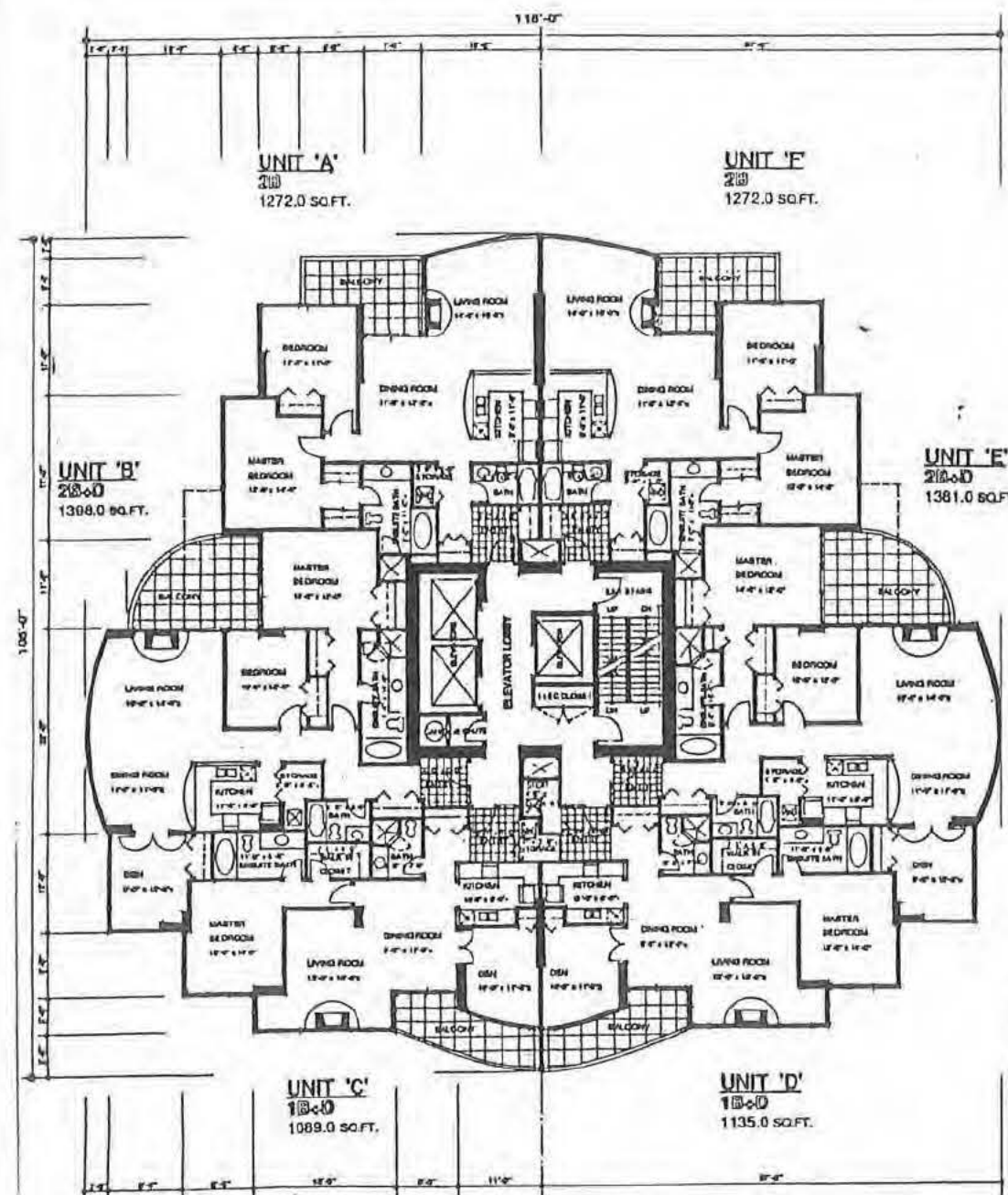
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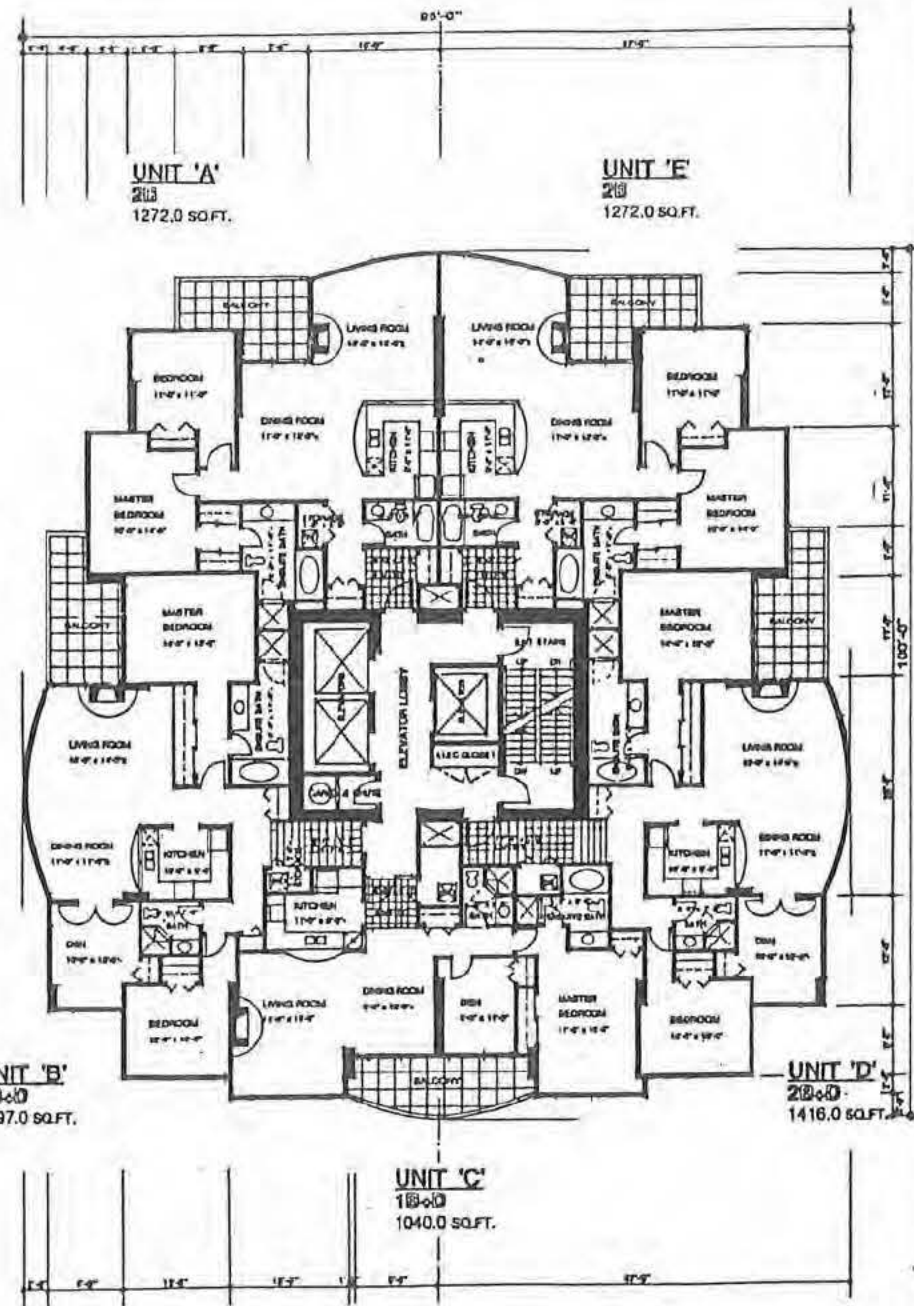
PROJECT NO.	STANDARD SITE PHASE 1	UNIFORMED NO.	5TH & 10TH FLOOR PLAN	DATE	22 JUNE 89	SCALE	1" = 1'-0"	BY	EP: DHC	7
				PROJECT NO.	21512	CITY	OSCARO	DRAWN BY: [Signature] CHECKED BY: [Signature] DATE: 22 JUNE 89 SCALE: 1" = 1'-0" BY: EP: DHC		







7 TH - 13 TH FLOOR PLAN



14 TH - 24 TH FLOOR PLAN



REVISIONS	DATE

PERKINS & CHEUNG LTD.  
 ARCHITECTURE URBAN DESIGN INTERIORS  
 210 - 111 Water Street, Vancouver, B.C. V6B 1W7  
 Tel: (604) 465-2281 Fax: (604) 465-1699

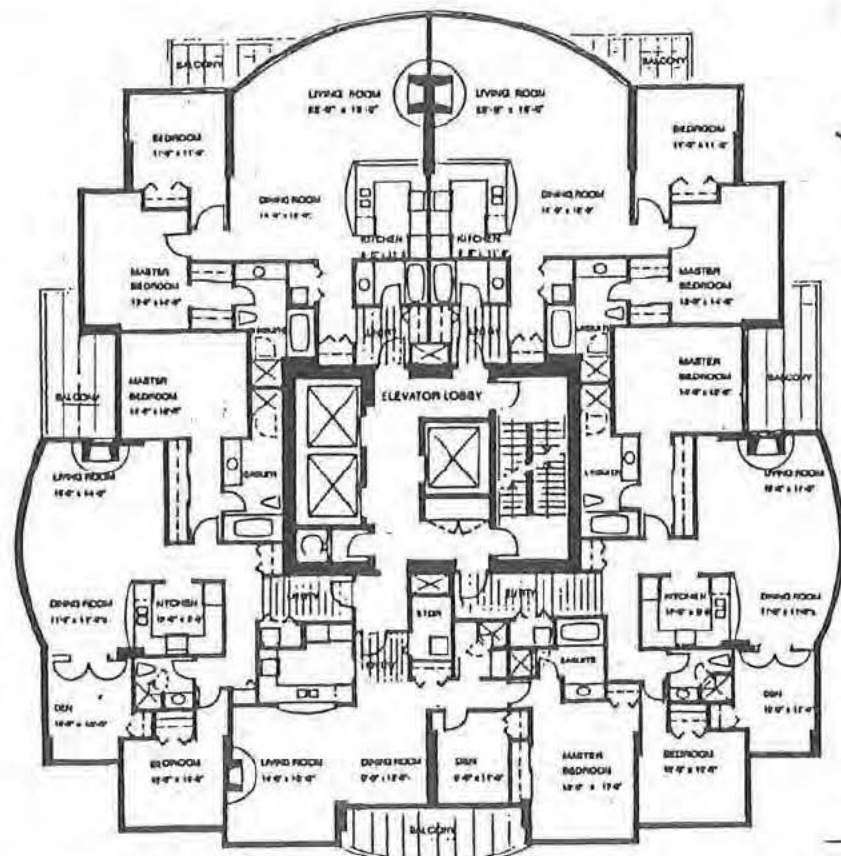
STATION SITE PHASE 1			
7 RD - 13 TH FLOOR PLAN 14 RD - 24 TH FLOOR PLAN			
PROJECT NO.	8912	DATE	22 JUNE 93
DESIGNER	CH LAM	SCALE	1/8" = 1'-0"
DRAWING NO.		D.P.	1001
DRAWING NO.		D.P.	1001

8 of 23



UNIT 'A'  
210  
1324.0 SQ. FT.

UNIT 'E'  
210  
1324.0 SQ. FT.



UNIT 'B'  
210  
1397.0 SQ. FT.

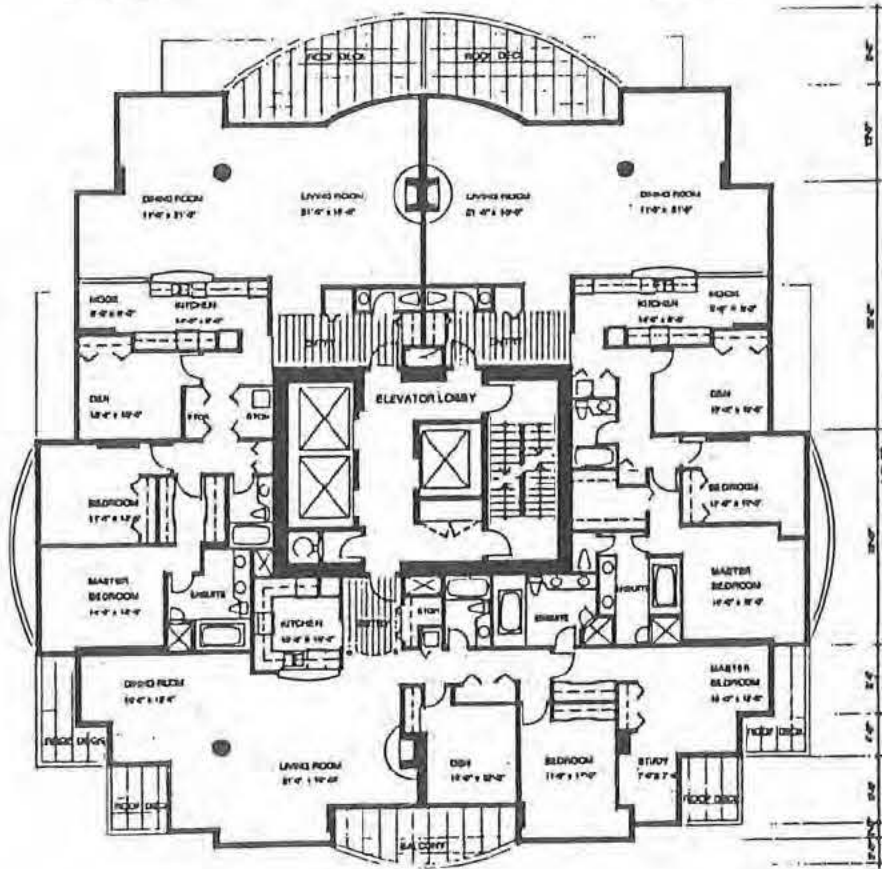
UNIT 'C'  
110  
1094.0 SQ. FT.

UNIT 'D'  
210  
1416.0 SQ. FT.

25 TH FLOOR PLAN

UNIT 'A'  
210  
2074.0 SQ. FT.

UNIT 'B'  
210  
2067.0 SQ. FT.



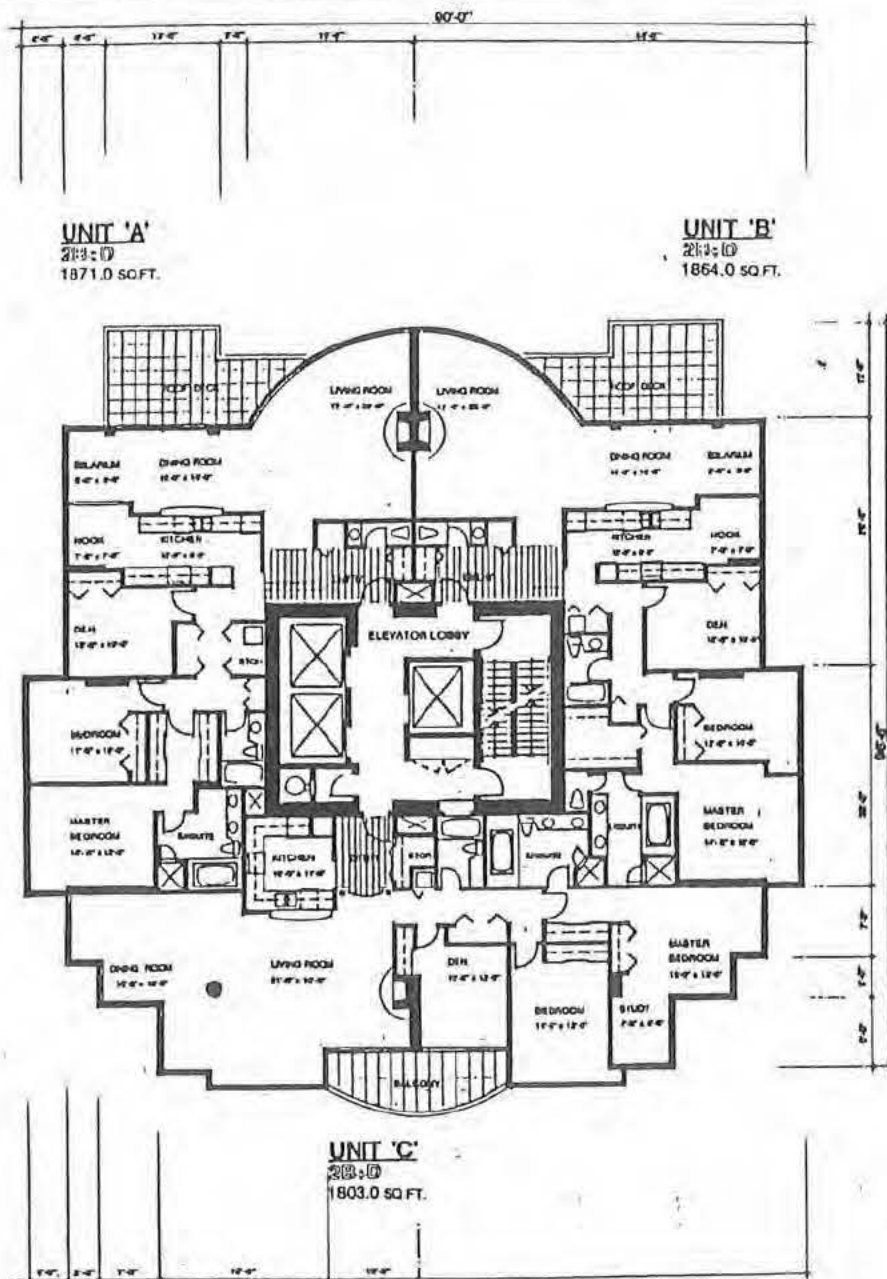
UNIT 'C'  
210  
1803.0 SQ. FT.

26 TH FLOOR PLAN

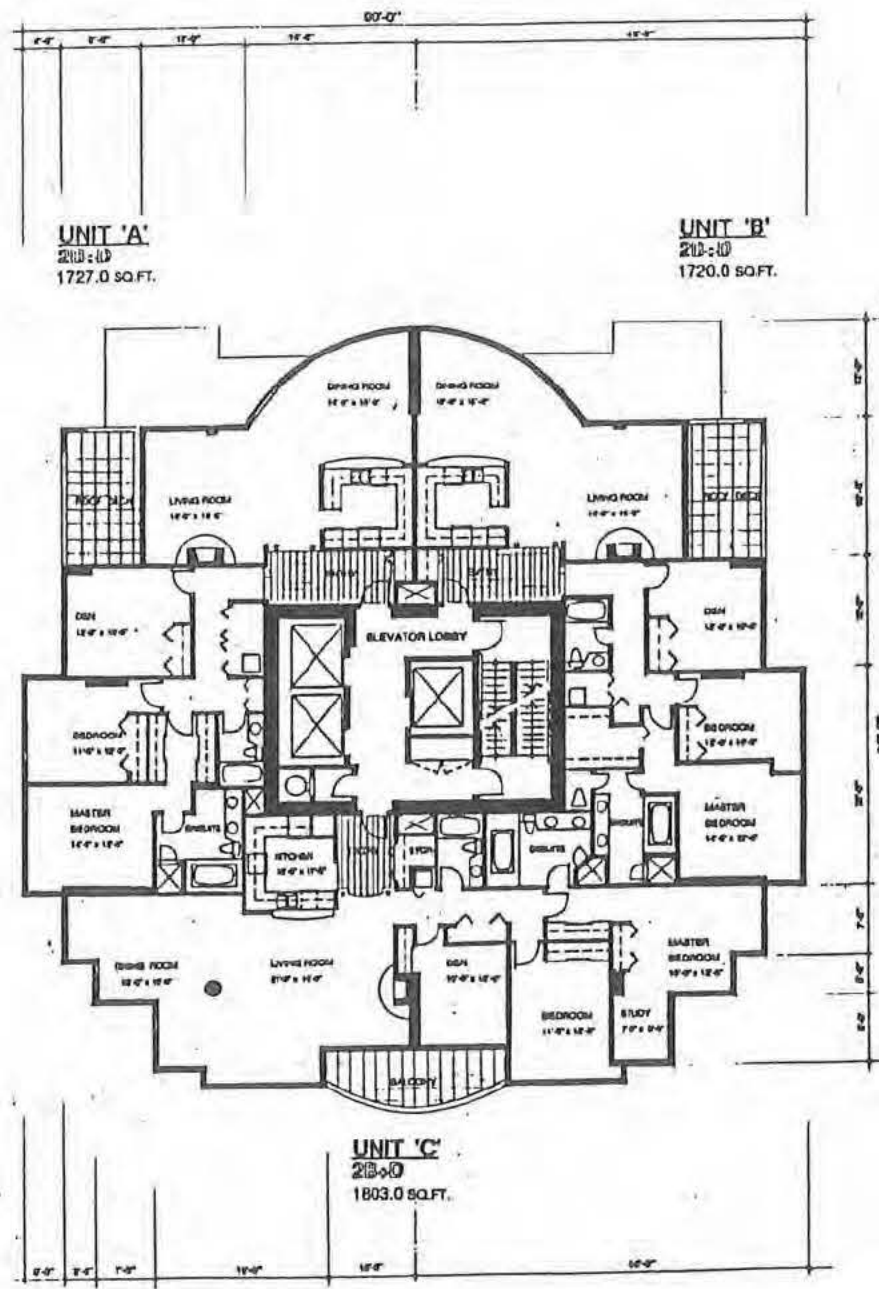
PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
710 - 111 Water Street Vancouver, B.C. V6B 5A1  
Tel: (604) 685-2388 Fax: (604) 685-1009

PROJECT NO.	8912	DATE	22 JUNE 00
UNITS NO.	25 & 26 TH FLOOR PLAN		
FILE NO.	FLF	SCALE	1/8" = 1'-0"
DESIGNED BY	PERKINS & CHEUNG LTD.	CHECKED BY	PERKINS & CHEUNG LTD.





27 TH FLOOR PLAN



28 TH FLOOR PLAN

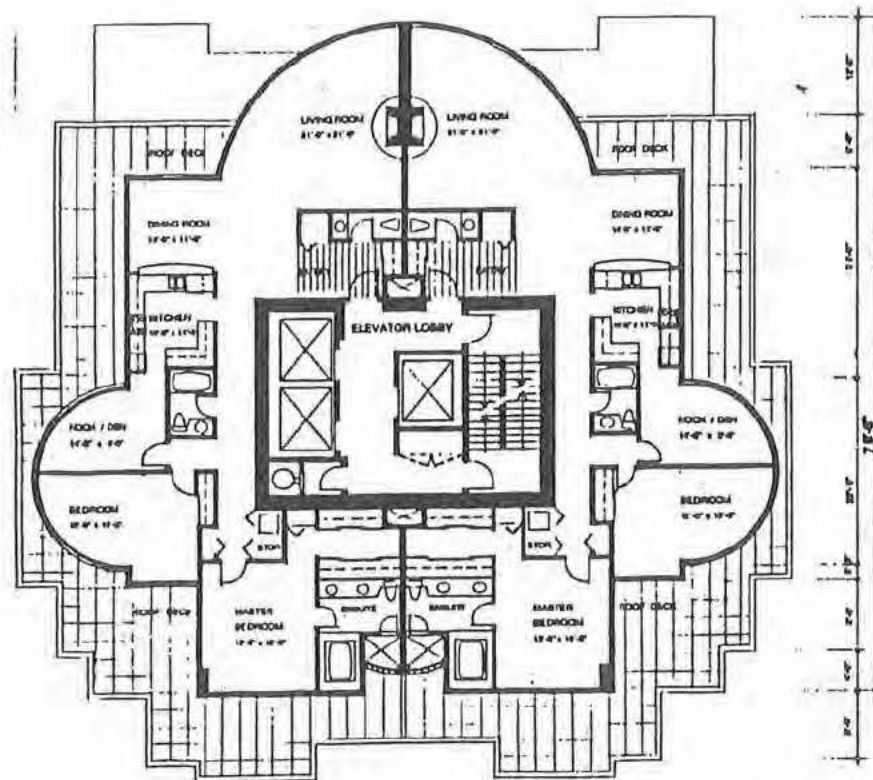
06 JULY 99  
REVISED  
CONSULTANTS

PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
210 - 1111 West Street, Vancouver, B.C. V6B 1A7  
Tel: (604) 686-2088 Fax: (604) 686-1089

PROJECT NO.	STATION	DATE	PHASE
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FLF	DR CAD	SCAD	1/8" = 1'-0"
DR	DR	DR	DR

10 of 23

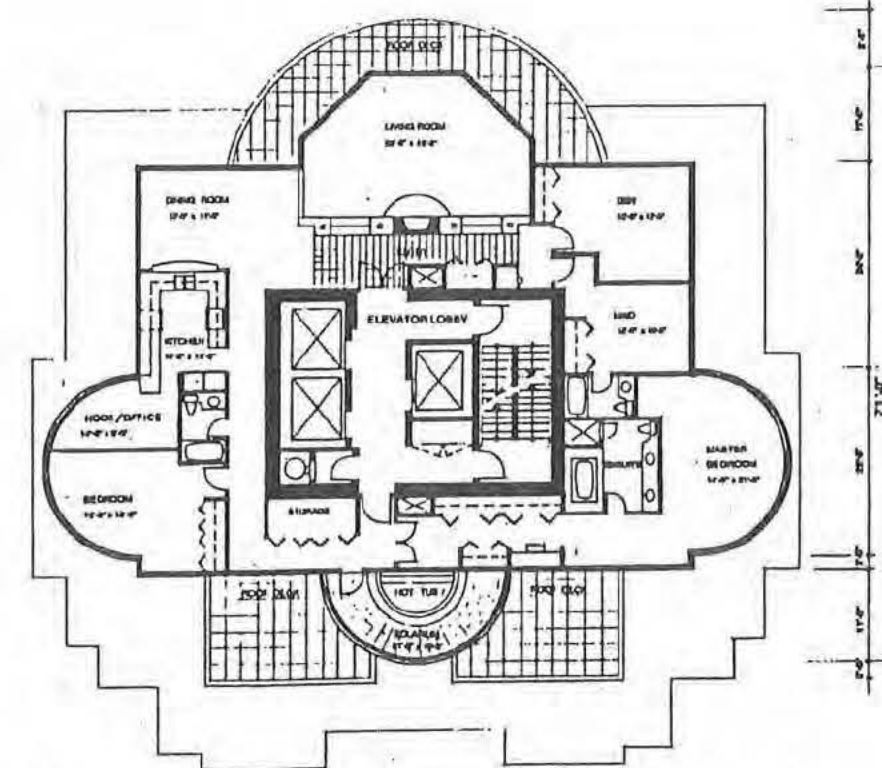




UNIT 'A'  
2840  
1911.0 SQ. FT.

UNIT 'B'  
2840  
1911.0 SQ. FT.

29 TH FLOOR PLAN



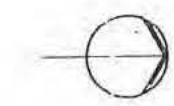
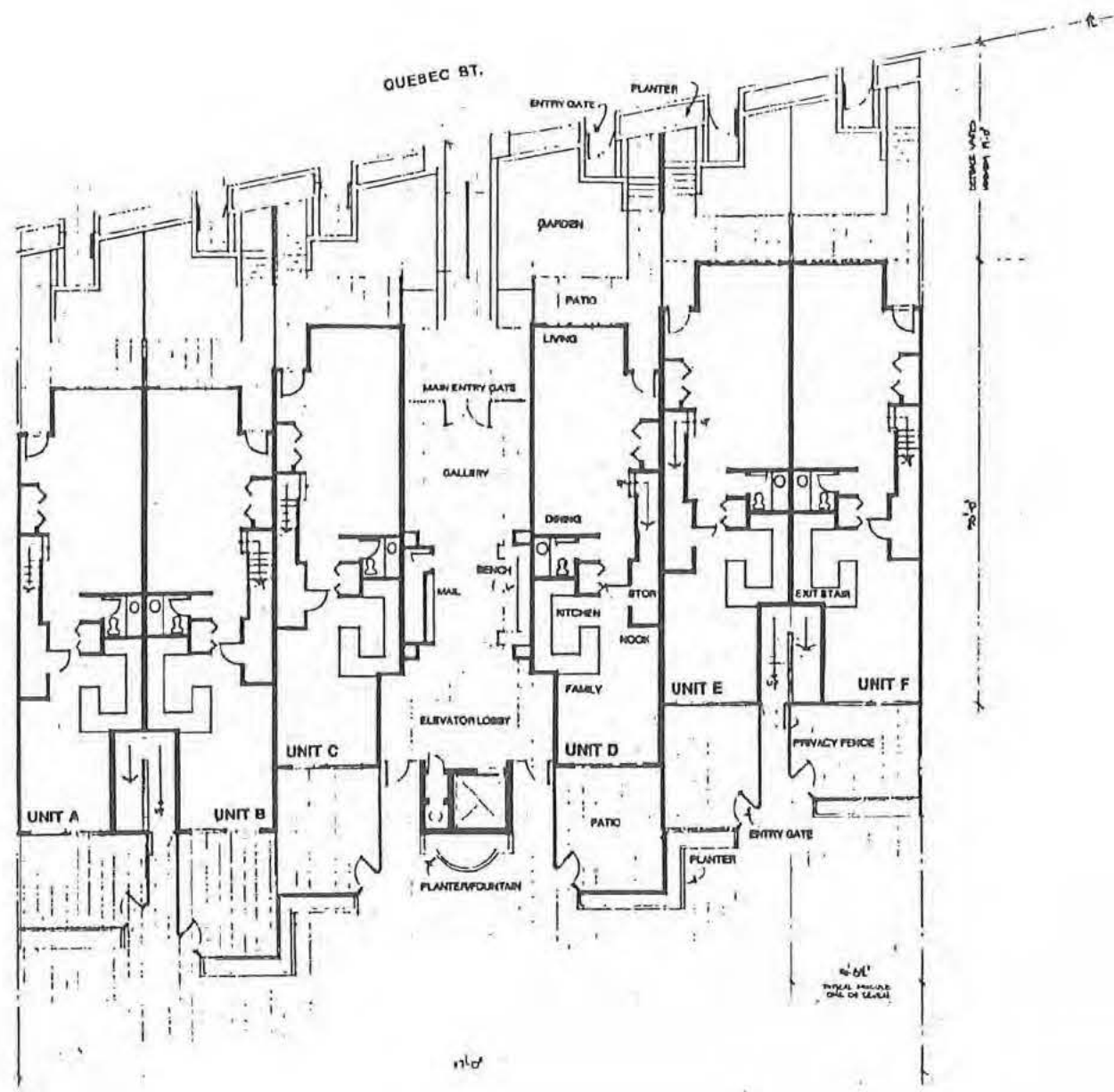
UNIT 'A'  
3840  
3090.0 SQ. FT.

30 TH FLOOR PLAN

PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
210 - 111 Water Street, Vancouver, B.C. V6B 1A7  
Tel: (604) 685-3355 Fax: (604) 685-1887

STATION SITE PHASE 1			
PROJECT NO.	0812	DATE	22 JUNE 99
DESIGNED BY	FLP	SCALE	1/8" = 1'-0"
PROJECT NO.	0812	DATE	22 JUNE 99
DESIGNED BY	FLP	SCALE	1/8" = 1'-0"
PROJECT NO.	0812	DATE	22 JUNE 99
DESIGNED BY	FLP	SCALE	1/8" = 1'-0"
PROJECT NO.	0812	DATE	22 JUNE 99
DESIGNED BY	FLP	SCALE	1/8" = 1'-0"

11 of 23



GROUND FLOOR

REVISIONS	DATE

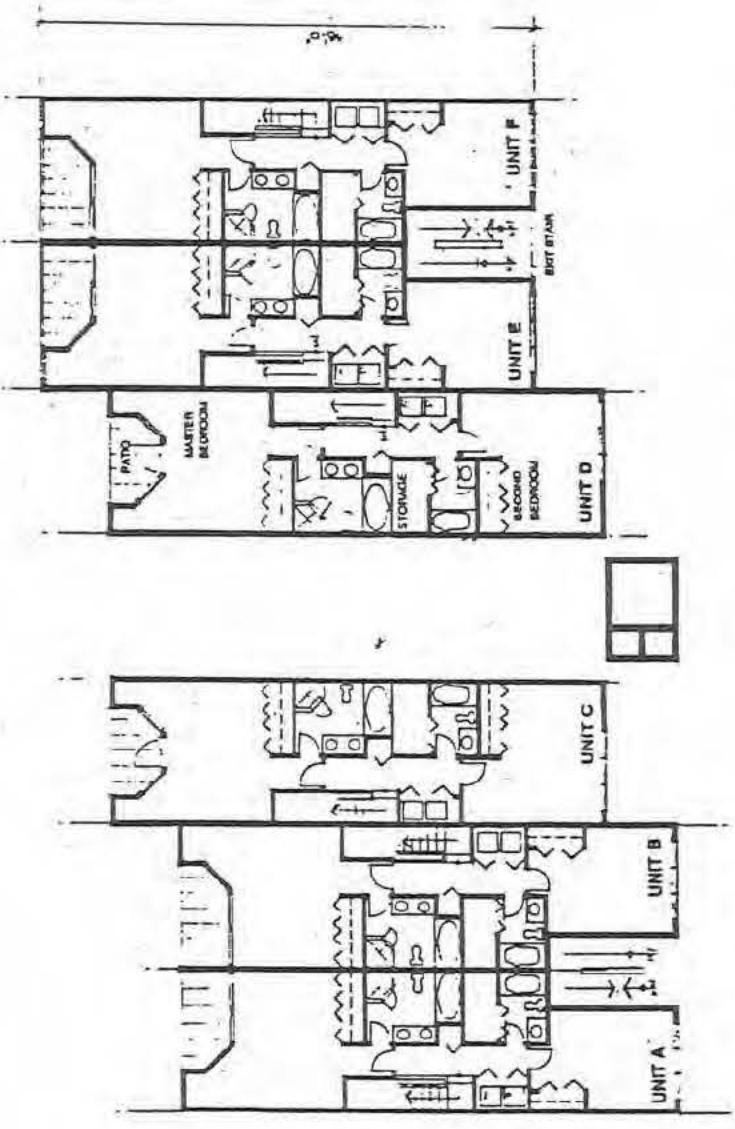
PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
270-111 Water Street, Vancouver, B.C. V6B 1A7  
Tel: (604) 685-2000 Fax: (604) 685-1009

PROJECT FILE			
STATION SITE PHASE 1			
DRAWING BY			
GROUND FLOOR PLAN/ SITE PLAN (LOW-RISE)			
PROJECT NO.	8912	DATE	22 JUNE 05
DRAWN BY	CH CHOI	SCALE	1/8" = 1'-0"
CHECKED BY		DRAWING NO. C.P. 0003	
APPROVED BY		A 11	

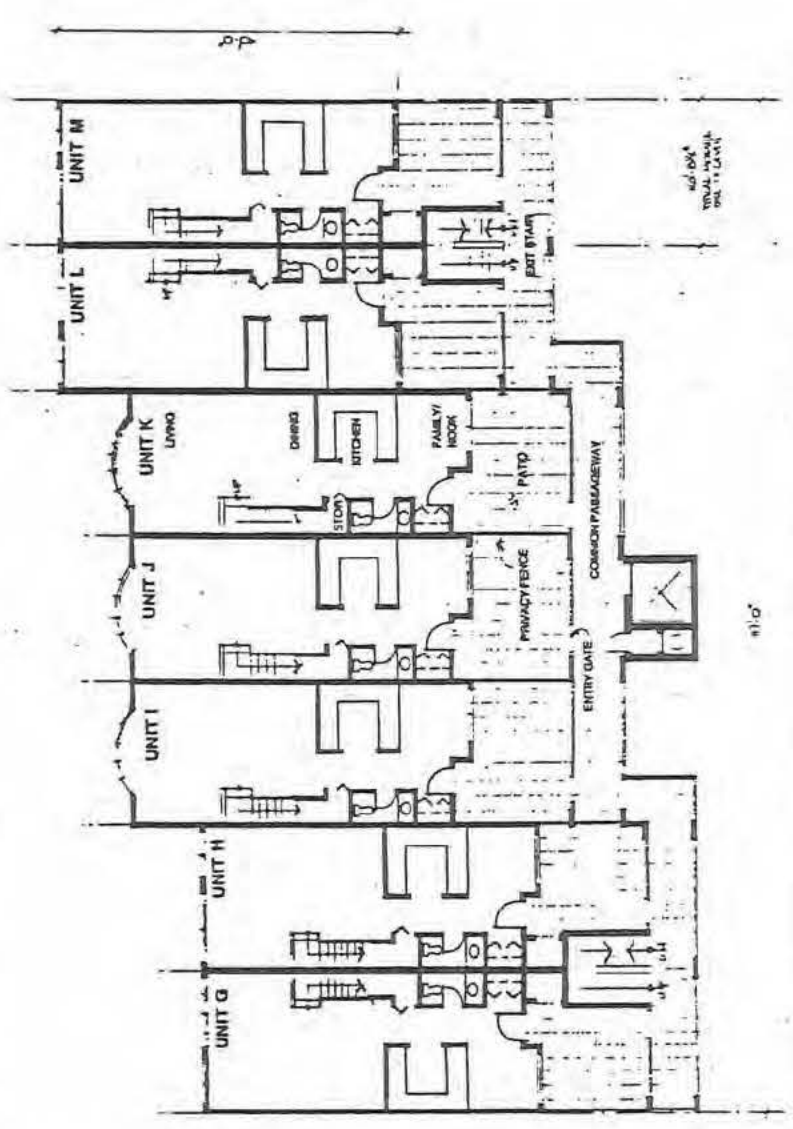
APPENDIX A  
 12 of 23



### SECOND FLOOR



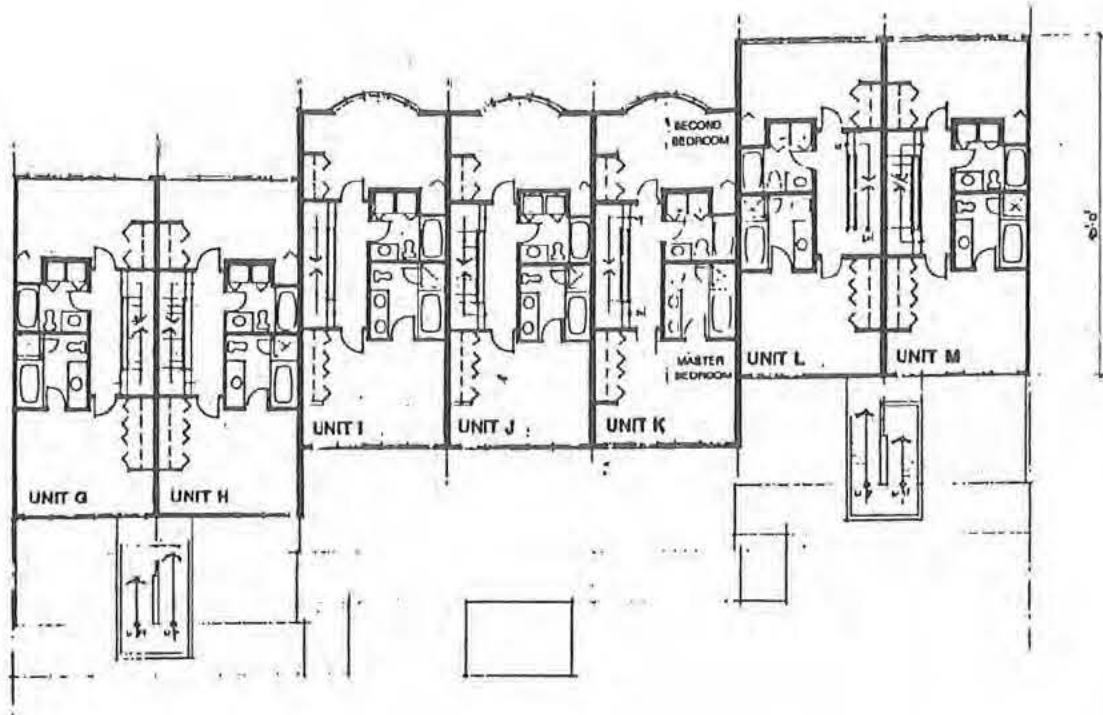
### THIRD FLOOR



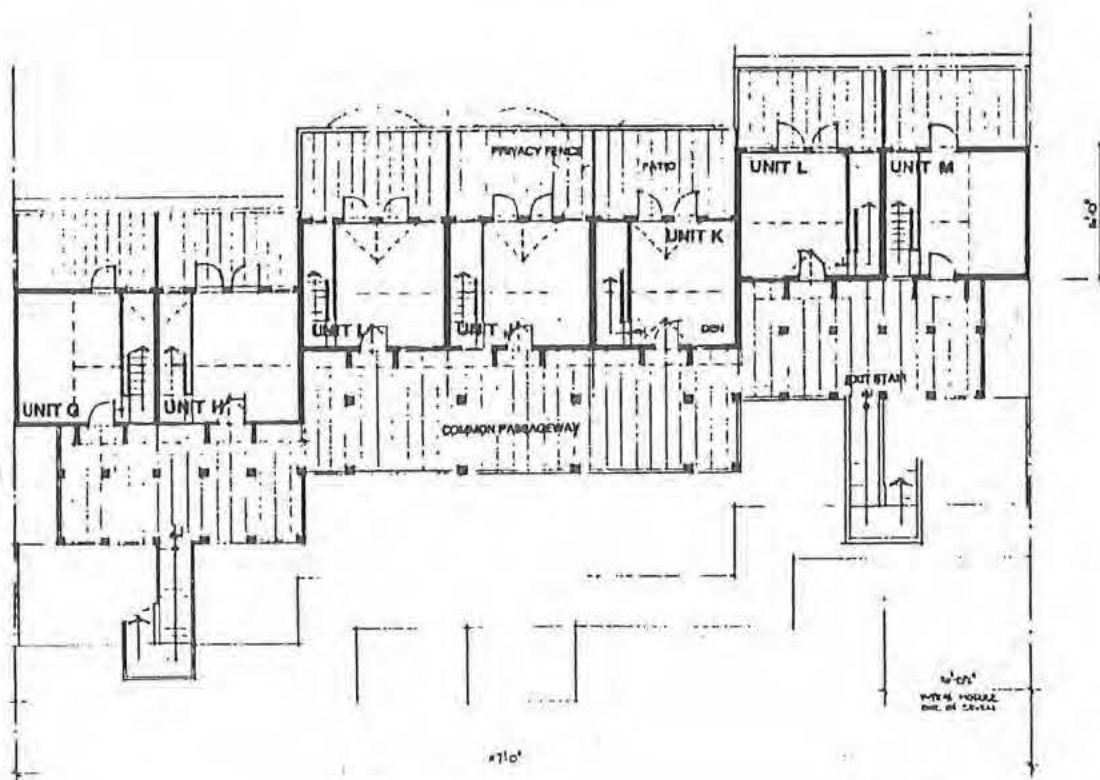
PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
110 - 111 West Main Street, Vancouver, BC V6A 4A3  
Tel: (604) 681-2222 Fax: (604) 681-2222

PROJECT NO. 1  
STATION BOULE PARADISE 1  
SECOND FLOOR PLAN  
THIRD FLOOR PLAN  
(LOW-RISE)  
DATE 22 JUNE 00  
SCALE 1/8" = 1'-0"  
DRAWN BY [Signature]  
CHECKED BY [Signature]  
APPROVED BY [Signature]

A12



FOURTH FLOOR



FIFTH FLOOR/ROOF

PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
210-111 Westside Blvd, Vancouver, B.C. V6S 1A1  
TEL (604) 685-3388 Fax (604) 685-1608

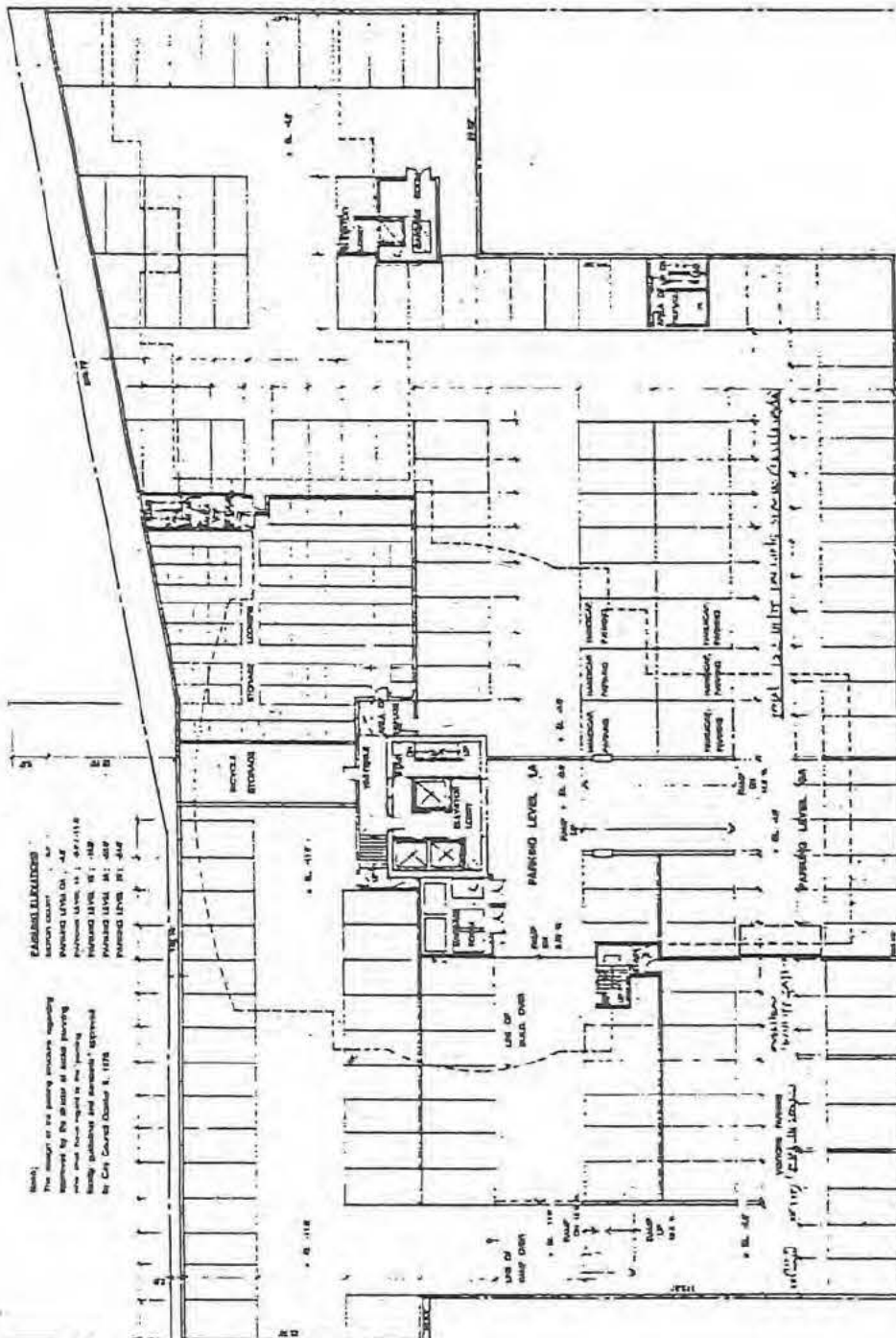
STATION SIZE PHASE 1			
FOURTH FLOOR PLAN FIFTH FLOOR PLAN/ROOF (LOW-RISE)			
PROJECT NO.	8912	DATE	22 JUNE 98
DESIGN	CH. CHAN	SCALE	1/8"=1'-0"
City of Vancouver File No. 2021-1071 Page 44 of 223			

APPENDIX 4  
14 of 23



Year	Number of cases
1980	10
1981	15
1982	20
1983	25
1984	30
1985	35
1986	40
1987	45
1988	50
1989	55
1990	60
1991	65
1992	70
1993	75
1994	80
1995	85
1996	90
1997	95
1998	100
1999	105
2000	110
2001	115
2002	120
2003	125
2004	130
2005	135
2006	140
2007	145
2008	150
2009	155
2010	160
2011	165
2012	170
2013	175
2014	180
2015	185
2016	190
2017	195
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2021	215
2022	220
2023	225
2024	230
2025	235
2026	240
2027	245
2028	250
2029	255
2030	260
2031	265
2032	270
2033	275
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2042	320
2043	325
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2045	335
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2062	420
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2081	515
2082	520
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2084	530
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2087	545
2088	550
2089	555
2090	560
2091	565
2092	570
2093	575
2094	580
2095	585
2096	590
2097	595
2098	600
2099	605
2100	610

**PERKINS & CHEUNG LTD.**  
ARCHITECTURE INTERIORS  
310-111 Victoria Road, Vancouver, B.C. V6B 1A7  
Tel: (604) 681-2211 Fax: (604) 681-1099

[illegible]

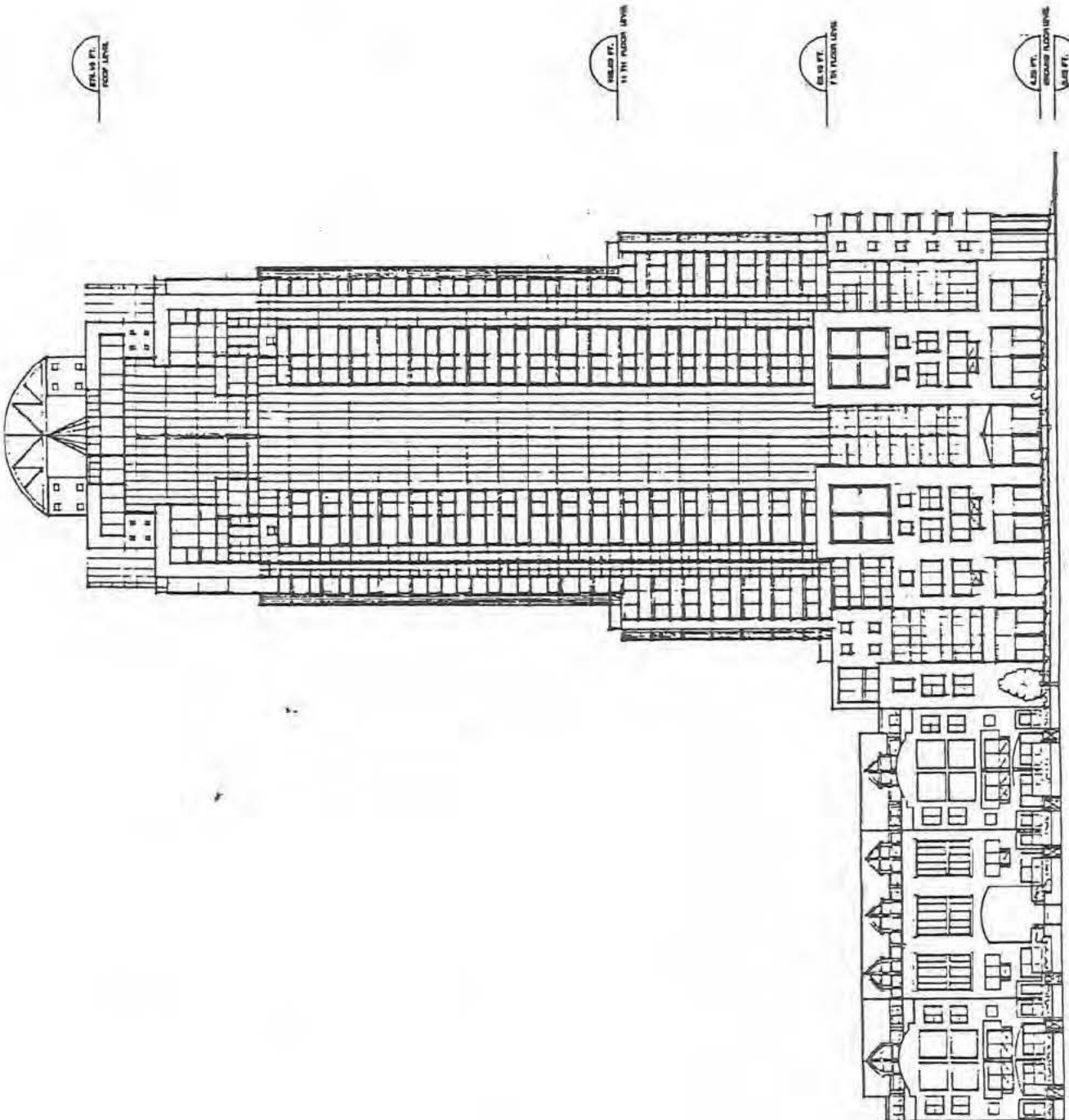
ASTORGE, ELLIOTT GRACE LYON AT ALEXANDRIA

RESEARCH LEVEL AD/AD





17 of 23



**WEST ELEVATION (QUEBEC STREET)**

[illegible]

**PERKINS & CHEUNG LTD.**  
ARCHITECTURE URBAN DESIGN INTERIORS  
379-111 Water Street, Vancouver, B.C. V6B 1W  
Tel: (604) 465-2288 Fax: (604) 683-1699

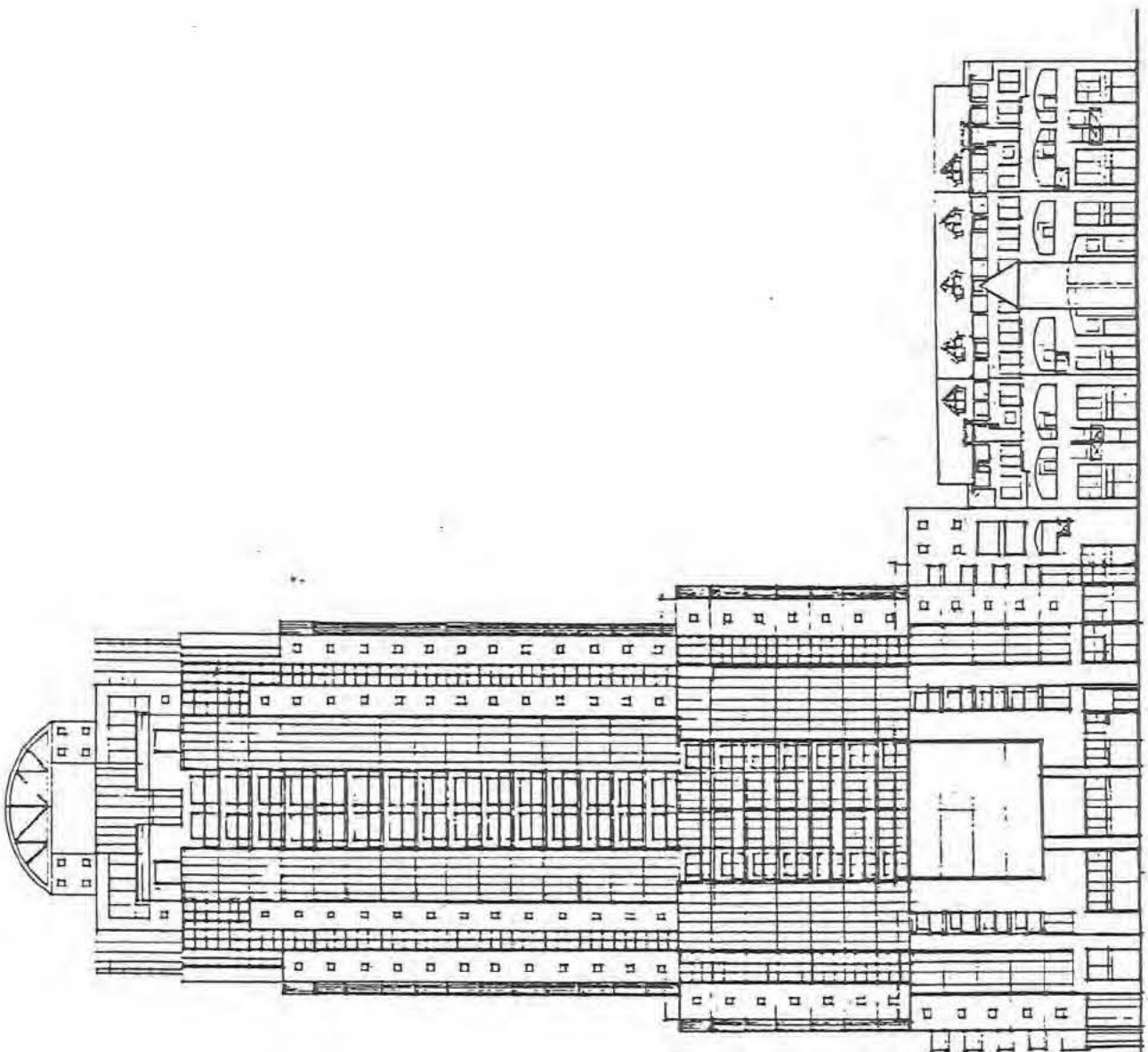






**PERKINS & CHEUNG LTD.**  
ARCHITECTURE URBAN DESIGN INTERIORS  
780 - 111 West Beaver Creek, Richmond, B.C. V6X 1A7  
Tel: (604) 625-2001 Fax: (604) 625-9799

PROJECT NO.	STATION SITE PICTURE 1			
DATE	EAST ELEVATION			
MEASUREMENT	8912	DATE	22 JUNE 00	
DRIVER	OSCAR	SCALE	1" = 4' 0"	
MAP/RS		CORRECTION 1/2 3/4 5/8 1/4 1/8 1/16 1/32 1/64 1/128 1/256 1/512 1/1024 1/2048 1/4096 1/8192 1/16384 1/32768 1/65536 1/131072 1/262144 1/524288 1/1048576 1/2097152 1/4194304 1/8388608 1/16777216 1/33554432 1/67108864 1/134217728 1/268435456 1/536870912 1/1073741824 1/2147483648 1/4294967296 1/8589934592 1/17179869184 1/34359738368 1/68719476736 1/137438953472 1/274877907344 1/549755814688 1/1099511629376 1/2199023258752 1/4398046517504 1/8796093035008 1/17592186070016 1/35184372140032 1/70368744280064 1/140737488560128 1/281474977120256 1/562949954240512 1/1125899908481024 1/2251799816962048 1/4503599633924096 1/9007199267848192 1/18014398535696384 1/36028797071392768 1/72057594142785536 1/144115188285571072 1/288230376571142144 1/576460753142284288 1/1152921506284568576 1/2305843012569137152 1/4611686025138274304 1/9223372050276548608 1/18446744100553097216 1/36893488201106194432 1/73786976402212388864 1/14757395280442477728 1/29514790560884955456 1/59029581121769910912 1/118059162243539821824 1/236118324487079643648 1/472236648974159287296 1/944473297948318574592 1/1888946595896637149184 1/3777893191793274298368 1/7555786383586548596736 1/15111572767173097193472 1/30223145534346194386944 1/60446291068692388773888 1/120892582137384777547776 1/241785164274769555095552 1/483570328549539110191104 1/967140657099078220382208 1/1934281314198156440764416 1/3868562628396312881528832 1/7737125256792625763057664 1/15474250513585251526115328 1/30948501027170503052230656 1/61897002054341006104461312 1/123794004108682012208922624 1/247588008217364024417845248 1/495176016434728048835690496 1/990352032869456097671380992 1/1980704065738912195342761984 1/3961408131477824390685523968 1/7922816262955648781371047936 1/15845632525911297562742095872 1/31691265051822595125484191744 1/63382530103645190250968383488 1/126765060207290380501936766976 1/253530120414580761003873533952 1/507060240829161522007747067904 1/1014120481658323044015494135808 1/2028240963316646088030988271616 1/4056481926633292176061976543232 1/8112963853266584352123953086464 1/16225927706533168704247906172928 1/32451855413066337408495812345856 1/64903710826132674816991624691712 1/129807421652265349633983249383424 1/259614843304530699267966498766848 1/519229686609061398535932997533696 1/1038459373218122797071865995067392 1/2076918746436245594143731990134784 1/4153837492872491188287463980269568 1/8307674985744982376574927960539136 1/16615349971489964753149855921078272 1/33230699942979929506299711842156544 1/66461399885959859012599423684313088 1/132922799771919718025198847368626176 1/265845599543839436050397694737252352 1/531691199087678872100795389474504704 1/1063382398175357744201590778949009408 1/2126764796350715488403181557898018816 1/4253529592701430976806363115796037632 1/8507059185402861953612726231592075264 1/17014118370805723907225452463184150528 1/34028236741611447814450904926368301056 1/68056473483222895628901809852736602112 1/136112946966445791257803619705473204224 1/272225893932891582515607239410946408448 1/544451787865783165031214478821892816896 1/1088903575731566330062428957643785633792 1/2177807151463132660124857915287571267584 1/4355614302926265320249715830575142535168 1/8711228605852530640499431661150285070336 1/17422457211705061280998863322300570140672 1/34844914423410122561997726644601140281344 1/69689828846820245123995453289202280562688 1/139379657693640490247990906578404561125376 1/278759315387280980495981813156809122250752 1/557518630774561960991963626313618244501504 1/1115037261549123921983927252627236489003008 1/2230074523098247843967854505254472978006016 1/4460149046196495687935709010508945956012032 1/8920298092392991375871418021017891912024064 1/17840596184785982751742836042035783824048128 1/35681192369571965503485672084071567648096256 1/71362384739143931006971344168143135296192512 1/142724769478287862013942688336286270592385024 1/28544953895657572402788537667257254118477004		



## EAST ELEVATION

area is 17, 1/2  
square feet

134.83 FT.  
11 1/4 IN.

Q. 10 PT.  
7 THE PLACER LIBRARY

4.50 FT.  
SOUTH SIDE  
4.50 FT.  
SOUTH SIDE

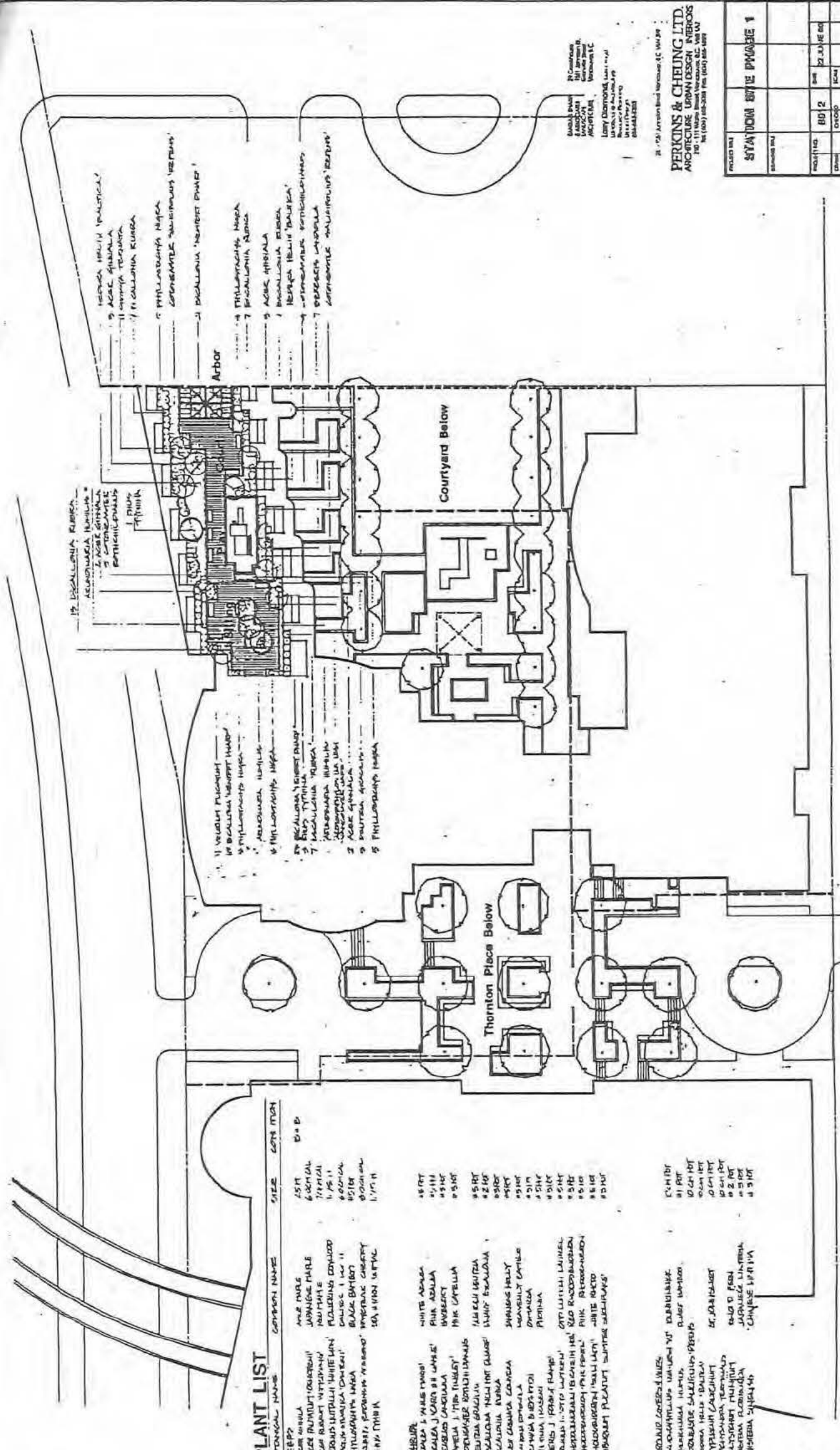


PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
2/F., 118 Victoria Road, Vancouver, B.C. V6B 1A7  
Tel. (604) 681-2268 Fax (604) 681-1889

PROJECT NO.	STATION 5016 PHASE 1	
FILE NUMBER	BP 2	DATE 20 JAN 68
PROJECT NAME	CRASH	FILED
PROJECT LOCATION	CRASH	CRASH
PROJECT TYPE	CRASH	CRASH
PROJECT STATUS	CRASH	CRASH
PROJECT COMMENTS	CRASH	CRASH







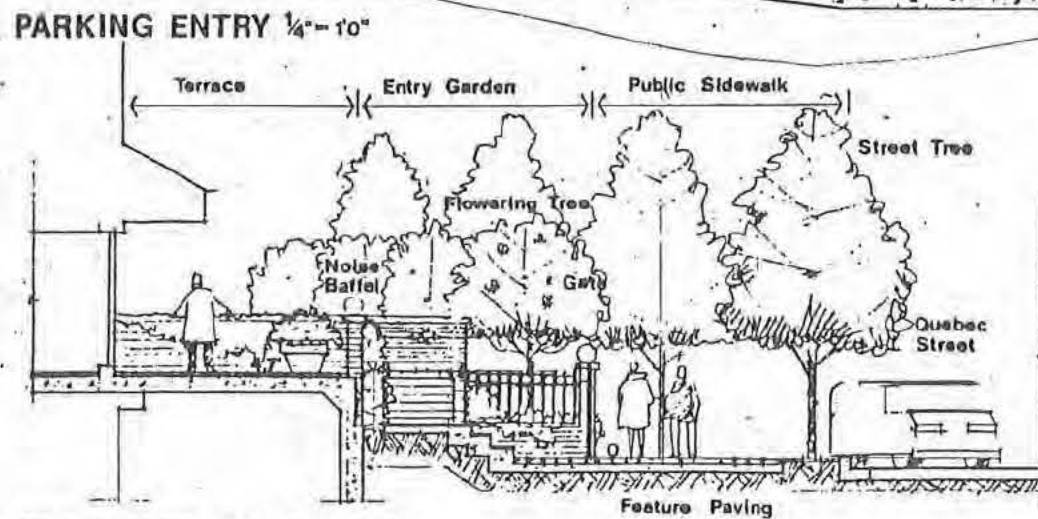
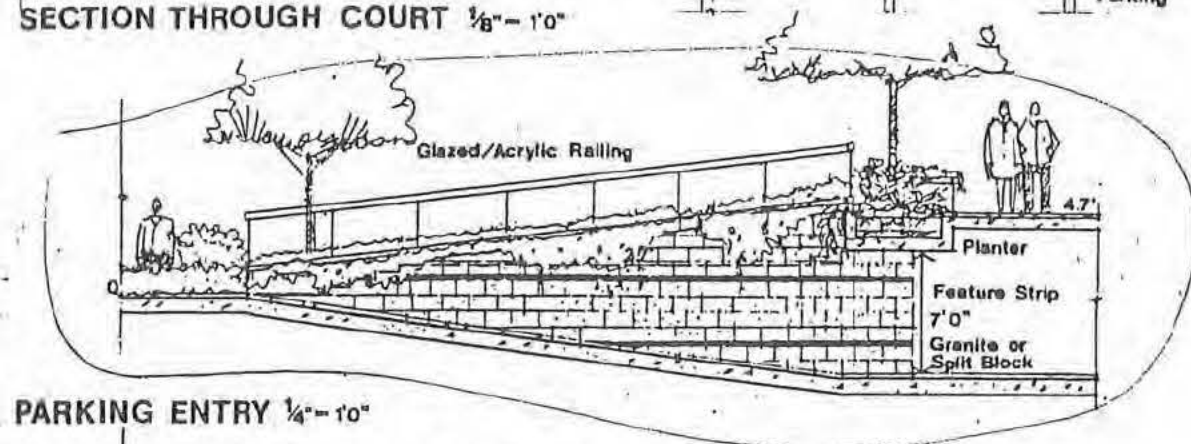
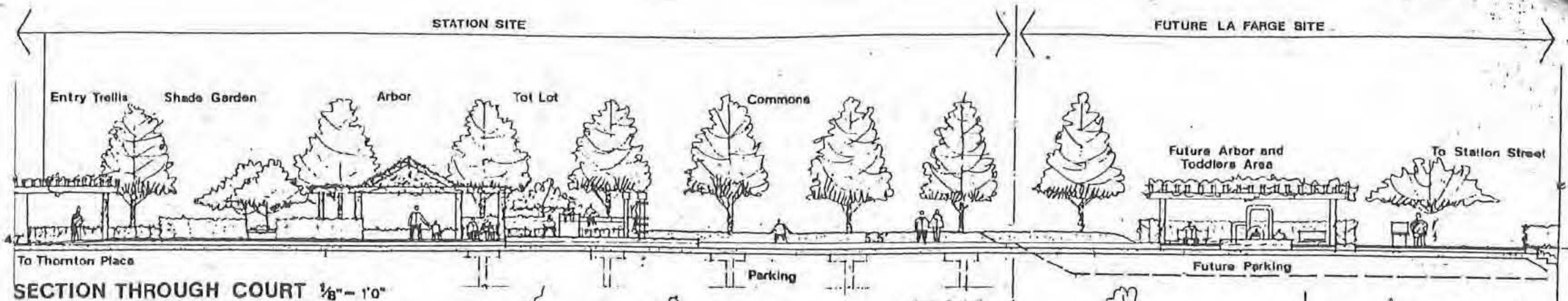
**PERKINS & CHEUNG LTD.**  
ARCHITECTURE URBAN DESIGN INTERIORS  
110 - 111 Main Street Vancouver B.C. V6A 1A1  
Tel: (604) 681-8888 Fax: (604) 681-8889

**STATION SITE PHASE 1**

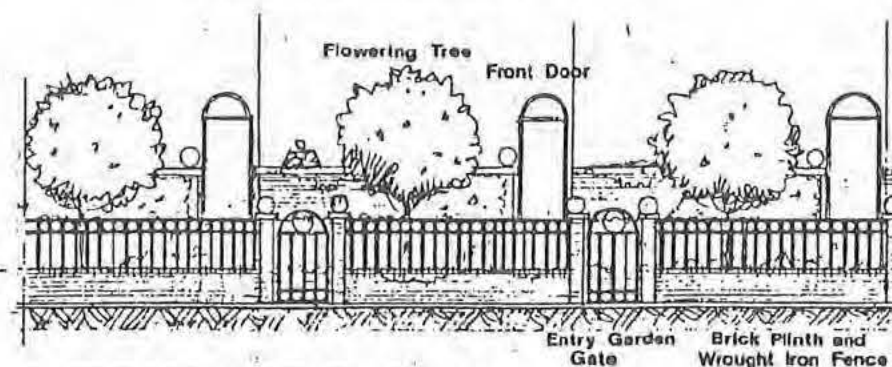
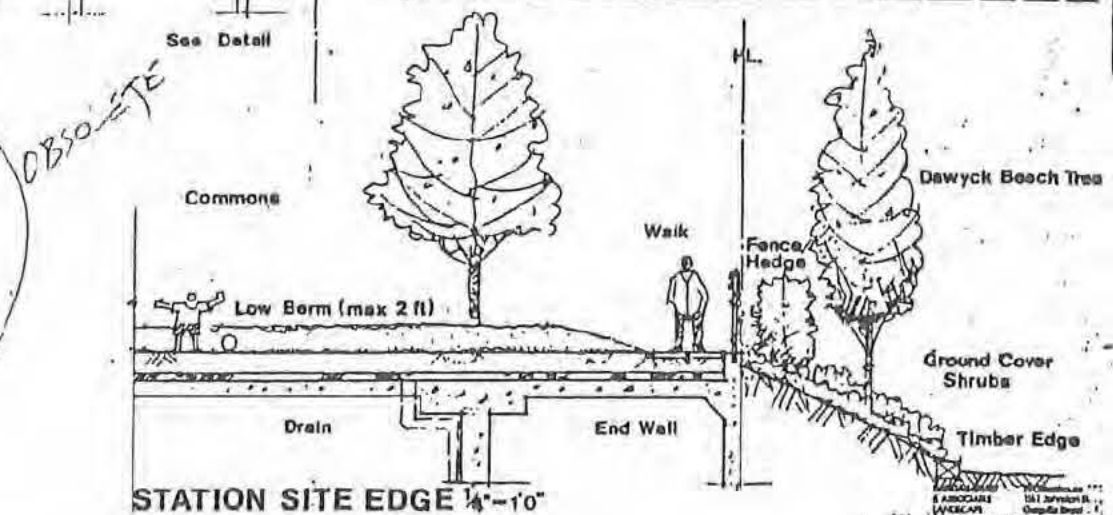
PROJECT NO.	802	DATE	22 JAN 02
CLIENT	CHICO	SCALE	1:100
DESIGNED BY	PERKINS & CHEUNG	DATE	22 JAN 02
CHECKED BY	PERKINS & CHEUNG	DATE	22 JAN 02
APPROVED BY	PERKINS & CHEUNG	DATE	22 JAN 02

ROOF LEVEL PLAN





## SECTIONS & DETAILS

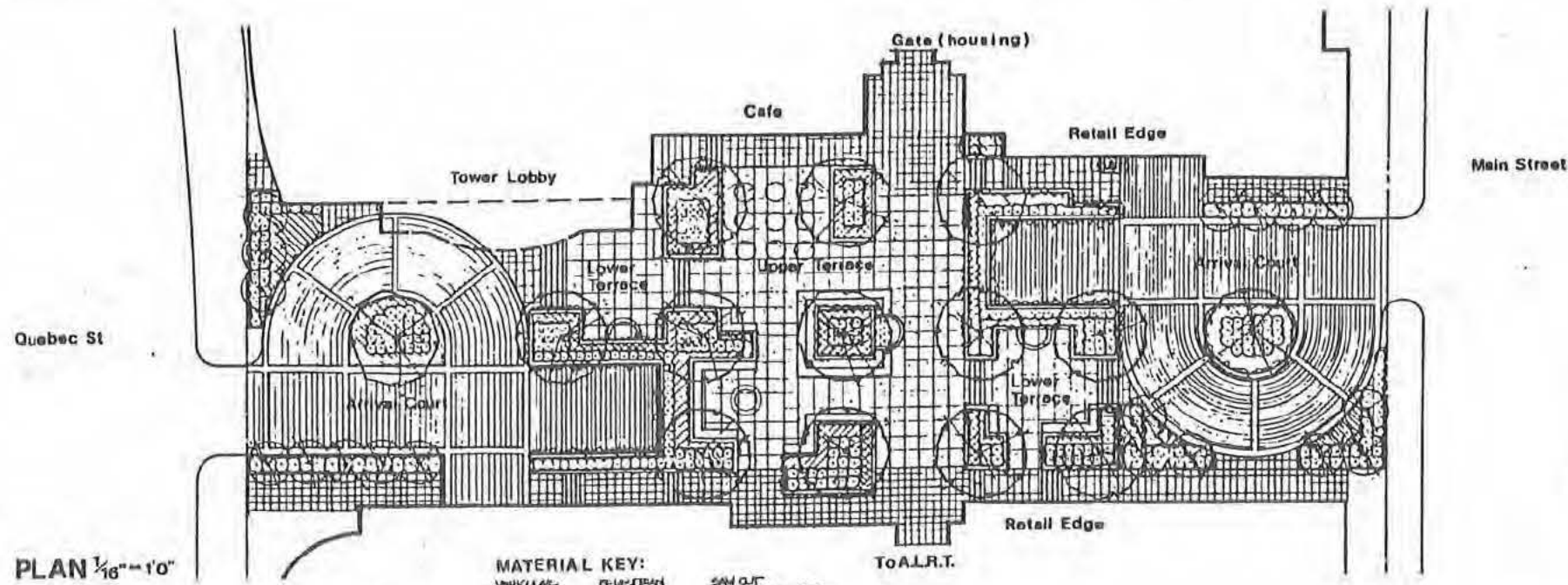


PERKINS & CHEUNG LTD.  
ARCHITECTURE URBAN DESIGN INTERIORS  
370 - 111 West Street, Vancouver, B.C. V6B 1A7  
Tel: (604) 681-3004 Fax: (604) 681-3007

STATION SITE PHASE 1			
PROJECT NO.	8812	DATE	22 JUNE 00
DESIGNER	PERKINS & CHEUNG	SCALE	
PROJECT NO.	8812	DATE	22 JUNE 00
DESIGNER	PERKINS & CHEUNG	SCALE	
PROJECT NO.	8812	DATE	22 JUNE 00
DESIGNER	PERKINS & CHEUNG	SCALE	

APPENDIX A  
22 of 23





THORNTON PLACE

**BARBARA BLUM**  
B ASSOCIATE  
LAWFIRM  
ARCHITECTS

390 Commonwealth  
15th Street  
Cambridge, MA 02142  
617/452-1100

**Larry Diamond**  
1200 17th St. N.  
Minneapolis, MN 55403  
(612) 338-1100

**Urban Design**  
610-655-2700

PROJECT NO.	89-2		DATE	22 JUNE 00
PROJECT TITLE	D-DECO		SCALE	
DRAWING OF THE PROJECT AND THE LOCATION OF THE PROJECT (SEE ATTACHED DRAWING)			DRAWING NO. 1	



# APPENDIX B 1 of 4

PERKINS & CHEUNG LTD.

June 21, 1989

City of Vancouver  
Planning Department  
453 W. 12th Avenue  
Vancouver BC V5Y 1V4

Suite 210  
111 Water Street  
Vancouver  
British Columbia  
V6B 1A7  
Telephone (604) 685-2088  
Fax (604) 685-1889

ARCHITECTURE  
URBAN DESIGN  
INTERIORS

Attn: Ben Fong, Plan Checking Technician  
Development Permit Group

Dear Sir:

RE: Station Site Phase 1 Development Permit Application Number 208380

We are pleased to submit the enclosed development permit drawings for Phase 1 of the Bosa Development Corporation Station Site.

We responded to the 'prior to' conditions outlined in your letter of April 24, 1989 as follows:

1. i. We have reduced the visual bulk of the towers as shown on our elevation drawings in keeping with the FC-1 guidelines. The Phase 1 tower complies with the diagonal dimension requirements as described in the FC-1 guidelines.
- ii. Not applicable to Phase 1.
- iii. Not applicable to Phase 1 (ground floor retail has been deleted from the base of the 30 storey tower.)
- iv. The portion of the tower cap which exceeds the maximum height limit also complies with the FC-1 guidelines and section 10.11 of the Zoning and Development Bylaw. The roof structure does not exceed 1/3 of the width and does not contain any floor area except the allowable elevator shaft penthouse and machine room.
- v. Thornton Place is an important public amenity. Design Development responses are as follows:

-Stepped plazas or courts (to maximum of 4.5 ft (4.8 with paving)) for a variety of activities:

-Sitting and meeting courts, benches and other fixed seating.

-Movable seating related to outdoor cafes and restaurants.

-Fountains and feature plantings, individual shrubs, trailing vines and groundcovers, seasonal floral displays.

-Major and minor circulation routes, smaller courts for conversation, larger space as main plaza. Use of different paving scale and patterns to designate circulation routes.

-Canopy trees to provide shade, frame view line across to Science World and Thornton Park. Trees step down to arrival court.

-Arrival court is fully pedestrian accessible. These courts provide address to residences and commercial space, and have porte cocheres.

-Weather protected circulation along retail edges, both sides of Thornton Place.



# APPENDIX B

## 2 of 4

- vi. Quebec Street: Treatment at Grade:
- Entry garden courts, with ornamental metal fencing, gates, flowering trees and shrubs.
  - Low, stepped masonry garden walls to pick up grade change and to attenuate street noise. Upper wall acts as privacy and noise baffle. Lush landscaping provides a visual focus for residents and public.
  - Caliper street trees, evenly spaced, grown on standard for automobile clearance and pedestrian views, provide street canopy and contrast with smaller flowering trees.
  - Distinctive paving treatment, brick and concrete; brick paving at each entry court.
  - Distinctive entry paving and planting (garden-semi private) at any major entrances.
- vii. Details of architectural treatment and materials for Phase 1 (tower and lowrise) have been indicated on the drawings. As suggested, extensive use of masonry has been incorporated particularly in the tower base and lowrise.
- viii. Vehicular servicing to create a sense of arrival to the project has been achieved through the introduction of motor courts on both ends of Thornton Place, with porte cochere as the tower entrances. Extensive use of pavers and landscape elements minimize the impact of the motor courts making them unobtrusive for the pedestrian.
- ix. Station/Lafarge Property Line:
- This line will be treated as follows:
- 3:1 slope to grade from courtyard level. Slope to be planted with columnar trees, shrubs and ground covers.
  - Ornamental metal fence and hedge at courtyard level.
  - Concrete pavers set in grass at upper level to create connection across common space. See landscape drawings.
- x. Interior Court
- This space provides for a variety of activities and responds to the needs of a range of age groups:
- walls and pathways, disabled accessible.
  - trellised sitting areas and meeting courts, shade gardens and display gardens; (ie. roses, fragrance).
  - sandbased play courts, tot-lots and hard surfaced play court for different age groups of children. Adjacent sitting areas permit surveillance by parents. (these areas are landscaped)
  - Grassed commons framed by canopy trees on low sitting berm for a variety of activities.
  - Gazebos and arbors can accommodate larger functions, ie. "block party", reception, picnic, etc.
- Where private courtyards front on the court, view to the court is enhanced and privacy is provided through hedges/planting.
- xi. The developer has agreed to provide 20% of the total number of units as social housing.
- xii. McIlhanney Associates were retained to take sitings from the intersection of Main and 2nd Avenue to the North shore mountains and calculate the maximum heights for the buildings along Main Street based on geodetic datums. The height for the southern most residential tower adjacent to the ALRT has been calculated (as per McIlhanney letter and table, June 19, 1989 attached) to be 52.2m geodetic. Subtracting the building grade of 4.4m at this location (based on City of Vancouver Engineering Department) would allow a maximum building height of 47.8m (156.8 ft).



2. a. i. All building grades and design elevations have been indicated on the drawings for Phase 1.
- ii. Vehicular entrances will be city standard crossings.
- iii. Median and curb modifications along Quebec Street will be to the satisfaction of the City Engineer.
- iv. Loading facilities and service corridors will be provided in Phases 2 and 3 of the development.
- v. The total number of parking spaces has been recalculated based on the deletion of significant retail space and on the provision of social housing using section 4.2.1.8 of the City of Vancouver Parking Bylaw. The calculations are shown on drawing A1. of our submission.  
The provision of 70 parking spaces for office use and 100 spaces for Science World will be provided although not in Phase 1 of the development.
- vi. Phase 1 of the development is entirely residential use and does not require loading spaces as per City of Vancouver Parking Bylaw.  
Phase 2 & 3 will provide loading facilities as calculated.
- vii. Garbage storage is provided in the first parking level underground.
- viii. First step risers have been designed to be at least 1 ft back from City property lines.
- ix. Design of storm and sanitary systems will be to the satisfaction of the City Engineer. We have been informed by our mechanical consultant ( Mr. Andy Roger, SRC Engineering Consultants) that upgrading of the sewage pump station will not be required for Phase 1 but will be required at an appropriate phase in the future.
- x. Not applicable to Phase 1.
- xi. Street trees have been deleted on the landscape drawings.
- xii. a. The parking levels have been designed to be interconnected in subsequent phases of the project to allow for direct access to both Quebec and Main streets.
- b. The Quebec and Main Street accesses will be located more than 45 m from Terminal avenue.



# APPENDIX B

## 4 of 4

2. b. i. Bulk storage has been provided within every unit. In addition, further bulk storage lockers have been allowed for in the first parking level.
- ii. Bicycle storage space has been provided in the first parking level.
- iii. Overhead security gates will be provided to residential parking.
- iv. See drawings.
- v. See letter of undertaking from Bosa Development Corporation.
- vi. The location of social housing has been identified on our drawings. There will not be any social housing in Phase 1 of this development.
- vii. Possible locations for community facilities have been identified on our drawings. Specific locations in subsequent phases will be confirmed depending upon the specific requirements of the facilities.
- viii. All entrances to residential buildings will be key access with intercom systems. Semi-private courtyard areas will be secured with locked gates to prevent access by the general public. In particular, Thornton Place has been designed to avoid hidden areas and will be equipped with extensive landscape lighting.
- ix. See letter from Bosa Development Corporation.
- x. Notation as outlined has been noted on the parking plans.
2. C. i. An acoustic report from Brown Strachan Associates has previously been submitted.
- ii. See letter from Bosa Development Corporation.

We trust this satisfies your requirements at this time. If you have any questions please do not hesitate to call me.

Yours truly



David Hewitt  
Perkins & Cheung Ltd.

(RETAIN THIS COPY FOR FOLLOW UP)

TO	Ben Fong	FROM	Florian Mak
	Planning Dept. - D.P. Group	DEPT.	Social Planning
		DATE	August 24, 1989
RE	100 Terminal Avenue - DA-20830		
MESSAGE	Please note the following comments respecting the above-referenced dpa:		
FOLD	1. Design development of the proposed day care, in particular, its site, location, play space provision, layout and finishing and furnishing details, to ensure its compliance with city objectives.		
	Note to applicant		
REPLY	Investigation into the proposed day care needs and functional requirements may necessitate modifications to the proposed day care space.		
FOLD	2. Details of the privacy screens between adjoining patios and balconies to ensure visual and acoustical privacy.		
GL 201			



2

FOLD	TO _____	FROM _____
	_____	DEPT. _____
	_____	DATE _____
	RE <u>cont'd</u>	
MESSAGE		
FOLD	3. Provision of pedestrian lighting along Thornton Place to enforce public safety.	
	4. A letter of undertaking shall be submitted by the owners to the satisfaction of the Director of Social Planning regarding the furnishing and availability for use of the amenity areas by all occupants of the building.	
REPLY	DATE _____	19 _____
FOLD	<p style="text-align: right;">Jana Hob</p>	

GL 201



In reply please refer to:  
Ben Fong at 873-7788

PLANNING DEPARTMENT: 453 West 12th Ave., Vancouver, British Columbia, Canada V5Y 1V4, (604) 873-7344

Ray Spaxman, Director

1989 04 24

Perkins & Cheung Ltd.  
210-111 Water Street  
Vancouver, B.C.  
V6B 1A7



Dear Sirs:

100 Terminal Avenue  
Development Permit Application Number 208380

Your application was considered by the Development Permit Board at its meeting of April 17, 1989, and it was resolved to approve in principle the concept of developing a mixed-use complex with buildings varying from 3 to 30 storeys, as submitted under Development Permit Application No. 208380.

1. Prior to the submission of a complete application for various components of the scheme for a final decision, the applicant is directed to carry out the following as appropriate to each phase as submitted:
  - (i) further design development to building massing to maximize sun access to the interior court;
  - (ii) design development to the southerly residential component to improve its relationship to the ALRT station, including acoustic and privacy considerations;

(Note to Applicant:

Consideration must be given to the program of this component if any portion of it is for non-market housing.)

- (iii) details of measures to overcome privacy, servicing and mechanical equipment conflicts between ground floor commercial, particularly restaurant, and second floor residential;



- (iv) design development to tower caps to comply with the width formula of the FC-1 Guidelines and the intent of Section 10.11 of the Zoning and Development By-law;
- (v) design development to Thornton Place to address level changes from Quebec and Main Streets and to create a high-quality public open space through the provision of seating, lighting and a variety of landscaping;

(Note to Applicant:

Reference should be made to the Draft Plaza Design Guidelines available from the Social Planning Department.)

- (vi) details of treatment at grade on Quebec Street to achieve pedestrian interest at the sidewalk and residential livability;
- (vii) details of architectural treatment and materials of all buildings;

(Note to Applicant:

Use of masonry to respond to the CN Station and the predominant character of Main Street is encouraged.)

- (viii) examination of vehicular servicing shall be carried out to create a sense of arrival to the project;
- (ix) clarification of the treatment at the Station/LaFarge property line;

(Note to Applicant:

A high quality termination of the subject site must be achieved should the development of the Lafarge Site not proceed.)

- (x) design development to interior court to provide for a variety of functions catering to a diversity of user groups;
- (xi) clarification regarding the location, and design details, of non-market housing, in accordance with Council's motion of April 4, 1989 calling for a minimum of 12% of the total number of units to be non-market, with the developer to explore the provision of up to 20% as non-market housing;
- (xii) verification that the tower on Main St. adjacent the ALRT Station preserves the North Shore mountain outline as viewed from 2nd Avenue;

2. In addition to the design refinements noted above, the applicant is to take into account the recommendations and comments of the following City Departments when dealing with the complete application:

(a) Engineering Department

- (i) indication of City building grades and design elevations at all entrances, proposed roads, ramp break points and parking levels;

(Note to Applicant:

Ramp connections to various parking levels shall be clarified to the satisfaction of the City Engineer.)

- (ii) all vehicular entrances should be standard City crossings;

(Note to Applicant:

Curb returns should be deleted.)

- (iii) median and curb modifications along Quebec Street as required to service the development, to the satisfaction of the City Engineer;

- (iv) provision of hammerhead access to loading facilities and service corridors to various uses;

- (v) provision of a minimum of 967 parking spaces;

(Note to Applicant:

The applicant should note that at least 70 parking spaces for the office use shall be made available for transient parking during non-office hours (i.e. evenings, weekends and holidays) for visitors to Science World. 100 parking spaces shall be properly signed and designated for use by Science World.)

- (vi) provision of loading spaces in accordance with the Parking By-law;

(Note to Applicant:

A portion of the loading requirement (3 bays) must be provided in the northerly half of the proposal for direct service to the retail and residential uses. In the proposed southerly loading facility, one loading bay is to be made available for residential loading.)



- (vii) provision of adequate garbage storage and pick-up facilities for all phases of this development;

(Note to Applicant:

One 5 ft. x 8 ft. container must be provided for each 30 residential units in addition to the containers required for the retail/ office uses, to the satisfaction of the City Engineer.)

- (viii) first step riser shall be located at least 1 ft. back from City property line;

- (ix) arrangements shall be made, to the satisfaction of the City Engineer for the design of storm and sanitary systems;

(Note to Applicant:

Sewage pump station upgrading will be required at the developer's expense.)

- (x) arrangements shall be made, to the satisfaction of the City Engineer, for all awnings/ projections over City property;

- (xi) deletion of all street trees shown on submitted drawings;

(Note to Applicant:

Street trees are encouraged, but they shall be to the satisfaction of the City Engineer in consultation with the Parks Board, and arrangements shall be made prior to the issuance of any Development Permit.)

- (xii) accesses as shown are acceptable and must be maintained as follows for any future site alterations:

- (a) below grade parking levels with direct access to both Quebec and Main Streets.

- (b) no Quebec Street or Main Street access is within 45 m of Terminal Avenue.

(b) Social Planning Department

- (i) provision of a minimum of 200 cu. ft. of bulk storage space for every dwelling unit;

- (ii) provision of bicycle storage space adequate for a minimum of one bicycle for every four dwelling units;
- (iii) provision of an overhead security gate at all entrances to the residential parking which shall be separated from the public and commercial parking;
- (iv) provision of distinct, easily identifiable and accessible residential entrances;
- (v) details of all proposed amenities with particular regard for their finishing, furnishing, use management and accessibility by residents and/or workers;
- (vi) clarification regarding the provision and location of family housing in accordance with Council-approved guidelines;

(Note to Applicant:

Design of the family units shall take into account the principles for "Housing Families at High Densities".)

- (vii) clarification regarding the provision and location of community facilities including a child care facility;
- (viii) clarification regarding safety and security considerations for all public areas, in particular, Thornton Place Mall, as well as separation of all public and private outdoor areas;
- (ix) a letter of undertaking shall be submitted by the owners, to the satisfaction of the Director of Social Planning, regarding the furnishing and availability for use of the amenity areas by all occupants of the building;
- (x) notation on plans stating "The design of the parking structure regarding safety and security measures is to be first approved by the Director of Social Planning, who shall have regard to the 'Parking Facility Design Guidelines and Standards' approved by City Council October 5, 1976";

(c) Health Department

- (i) submission of an acoustical consultant's report which assesses noise and vibration impacts on the total site and recommends noise and vibration mitigation measures to achieve noise criteria shall be made available when the complete application for the first phase is submitted;



- (ii) clarification shall be required, to the satisfaction of the Medical Health Officer and the Ministry of Environment, regarding remedial action on the contaminated soils.

Note to Applicant Regarding Comments from the Permits & Licences and Health Departments

The applicant is advised to note the comments of the Permits & Licences Department and the additional comments of the Health Department contained in the Staff Committee Report dated March 22, 1989.

Note to the Applicant Regarding Processing of the Complete Application:

The Complete Application is to be reconsidered by the Development Permit Board.

It should be noted that if a complete application has not been submitted on or before July 31, 1989, this preliminary Development Permit Application shall be deemed to be refused unless the date for submitting a complete application is first extended by the Director of Planning.

This approval in principle is subject to any change in the Zoning By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.

A complete development permit application may be filed at the Zoning Counter, located at the north end of the Second Floor, East Wing of City Hall. For further direction, please enquire at the Permits & Licenses Reception Area.

Yours truly,



Ben Fong  
Plan Checking Technician  
Development Permit Group  
Zoning Division

cc: City Building Inspector  
Director of Social Planning  
Development Planner, Ralph Segal

BF/ch



## Bosa Development Corporation

201 - 3701 East Hastings Street, Burnaby, B.C. V5C 2H6 Phone (604) 294-0666 Fax (604) 291-9120

June 21, 1989

Mr. Ben Fong,  
Plan Checking Technician,  
Development Permit Group,  
City of Vancouver,  
453 West 12th Avenue,  
VANCOUVER, B.C.  
V5Y 1V4



Dear Mr. Fong:

**Subject: 100 Terminal Avenue -- D.P.A. No. 208380**

Based on your letter dated April 24, 1989, outlining 'prior to' conditions and following numerous meeting with staff from Planning, Engineering, Social Planning, and Parks, we are now able to properly respond with respect to this application. Furthermore, we have prepared substantial drawing amendments in addition to this written submission as a part of our response. These drawing amendments (six sets) were forwarded by Perkins & Cheung to the Planning Department for circulation and review approximately three weeks ago.

In the order of the items outlined in your April 24th letter, we respond as follows:

1. (i) Building massing has undergone substantial refinement by Perkins & Cheung and sun/shadow diagrams have been modified accordingly.
- (ii) Further design development of the precinct adjacent to the ALRT station will be undertaken as part of the full development permit application for Phase 2 of the Station property. Discussions with respect to the non-market housing component of this portion of the project have been initiated with Social Planning and will be ongoing.
- (iii) Many of the potential conflicts between commercial and residential uses have been addressed in the amended drawing submission; however, more detailed review will be completed in conjunction with full development permit applications for each phase.
- (iv) Modification of tower caps to comply with FC-1 Guidelines and the Zoning Bylaw have been undertaken and are reflected on the amended drawings.

.../2



- (v) Design development of Thornton Place has been undertaken by the landscape architect, including provision for pedestrian amenities, grade change, and a variety of landscaping. Our landscape architect is very familiar with the Draft Plaza Guidelines and is giving consideration to the Guidelines in design of public spaces.
- (vi) Details of treatment at grade on Quebec Street (uses, landscaping, setbacks, grade changes, screening, etc.) are being developed as part of each phase. A substantial amount of the Quebec Street frontage will be included within the Phase 1 development permit application to be submitted shortly.
- (vii) Each full development permit application will provide detailed information on architectural treatment and materials.
- (viii) In response to comments of Planning and Engineering, the Design Panel, and Development Permit Board, we have examined issues related to vehicle servicing (parking access, loading, dropoff, etc.) and have developed an alternate scheme. We understand that this matter will be reviewed in detail in conjunction with each full development permit application.
- (ix) The architect has developed a suitable termination to the Station project to deal with the possible eventuality that the Lafarge component does not proceed.
- (x) The interior court areas have been re-examined to respond to issues related to privacy, sunlight, potential use by children, security, diversity of use, etc.
- (xi) The objective in examining potential on the Station site for non-market housing has been to realize close to 20% non-market (70-80 units). In discussions with Social Planning regarding their criteria for provision of housing for different groups, we have identified two separate non-market projects for the site as follows:
  - a) a project of 30-40 units on the portion of the site adjacent to the ALRT station (Phase 2) targeted for non-family residents (singles, couples, and/or seniors);
  - b) a project of 30-40 units on the low-rise portion of the project at the northwest corner of Thornton Place and Main Street (Phase 3) targeted to families with children. This location allows access to private and semi-private public space and activity areas within the inner court.

Detailed architectural information will be presented as part of the Phase 2 and Phase 3 development permit submissions.

.../3

- (xii) Precise survey analysis has been undertaken to verify the maximum permitted building heights along Main Street to protect North Shore mountain views.

2.

- (a) (i) Building grades, floor elevations, etc. have been added to the drawings. Details of ramp connections will be finalized at the development permit stage for each phase.
- (ii) All vehicle entrances will be detailed with standard sidewalk crossings.
- (iii) Preliminary plans have been received from Engineering with respect to modifications on Quebec Street; any changes are generally associated with the Lafarge rezoning and in particular, the new street(s) to be dedicated on that site.
- (iv) Details of loading and service access including maneuvering and turnaround provisions have been discussed with Engineering and will be finalized in conjunction with each development permit.
- (v) The overall parking allocation for the Station site will be recalculated as each development permit is submitted. Our amended submission indicates an anticipated parking count of 901 spaces, including 100 spaces for Science World. (Note that the spaces for Science World are related to the Lafarge rezoning.)
- (vi) Loading is provided in accordance with the Bylaw.
- (vii) Garbage storage and pick up will be designed for each project in association with loading and service facilities.
- (viii) All steps will conform with City requirements.
- (ix) Discussions have been initiated between our consultants and the Engineering Department with respect to storm and sanitary sewer connections. Any City-initiated cost sharing proposals will be reviewed by us.
- (x) Due to building setbacks around the site, we do not expect any encroachments onto City streets; however, any such encroachments would be subject to City approval.
- (xi) Substantial street tree planting is an essential ingredient in the transformation of this area into a desirable urban space. Given pedestrian activity associated with the ALRT station, new shops, offices and residences, Science World, and new park development around False Creek, we anticipate that the City will cooperate and/or participate in landscaping and tree planting programs.

.../4



- (xii) Amended drawings meet the requirements as stipulated.
- (b) (i) Adequate residential storage will be provided.
- (ii) Bicycle storage will be provided.
- (iii) Security grilles will be installed so as to separate and secure owner/tenant occupied spaces from public, commercial or visitor parking.
- (iv) Detailing of residential entrances will be undertaken as part of each individual development permit application.
- (v) Amenities will be detailed as part of each permit application; generally, we expect to be providing substantial resident facilities.
- (vi) Provision and location of family housing, including the non-market component for this site, will be reviewed and agreed with Social Planning.
- (vii) Discussions regarding the provision and location of community facilities is related to the Lafarge rezoning in part; however, facilities such as child care space, multi-purpose space, fitness/aquatic facilities, etc. will be considered as part of each development permit application.
- (viii) Details of safety and security considerations related to public, semi-public, private, and semi-private space are provided on the amended landscape drawings. Further design development will occur with each phase.
- (ix) Any required undertakings will be provided with each individual development permit application.
- (x) The required notation will be provided on relevant drawings.
- (c) (i) An acoustic report prepared by Brown Strachan Associates has been submitted to the Health Department. Mitigative measures recommended in the report will be incorporated into building design for each phase.
- (ii) Comprehensive reports have been prepared by our expert consultants, Keystone Environmental Resources Ltd., and submitted to the City Planning, Engineering, Properties, and Health Departments. The Health Department has reviewed the material and provided a positive response. No mitigative measures are required on the site beyond conventional construction techniques.

.../5

Mr. Ben Fong  
City of Vancouver  
June 21, 1989

Page 5

We trust the foregoing provides a detailed and comprehensive response to the 'prior to' conditions related to Development Permit Application No. 208380. The complete application for Phase 1 will be submitted forthwith and we look forward to an orderly processing of that application given the amount of detail provided in the preliminary development permit process.

Yours truly,

BOSA DEVELOPMENT CORPORATION



J. Eric Martin,  
Vice-President, Development

JEM/bw558

c.c. J. Perkins  
R. Segal  
I. Smith  
C. Rowland  
B. MacGregor  
S. Anderson  
City Building Inspector





**Social Planning Department:**

City Hall, 453 West 12th Avenue, Vancouver, British Columbia, Canada V5Y 1V4, (604) 873-7487, Fax (604) 873-7893

Mr. Eric Martin  
Vice-president, Land Acquisitions  
Ste. 201 - 3701 East Hastings St.,  
Burnaby, B.C.  
V5C 2H6

August 21, 1989

Dear Mr. <sup>Eric</sup>Martin:

Further to our telephone conversation I am writing to confirm the City's request for daycare facilities at the Station/La Farge sites. Based on the projected number of family units on your site there should be 6,000 - 7,000 sq. ft. of indoor space and 7,000 - 10,000 sq. ft. of adjacent outdoor space (depending on configuration) provided for daycare and nursery school programs. This will provide 49 daycare spaces for children from birth to 5 years of age and 20 nursery school spaces to serve 40-50 children aged 3 and 4 years. The most efficient configuration would provide all the facilities in one location, however 2 locations, as discussed is acceptable. The Development Permit Application now being processed indicates approximately 2500 sq. ft. of indoor space in the Station Site Phase One. Another 3500-4500 sq. ft. of indoor space should be provided in the other area. Outdoor space will be required in both areas.

I have attached a copy of the latest version of the Community Facilities - Day Care report which will provide you with more detailed information on our requirements. We are developing design guidelines for daycare facilities in high density development. Please call me or Rita Chudnovsky, Children's Advocate, if you have any questions.

Yours truly,

A handwritten signature in cursive script, appearing to read "Susan Anderson".

Susan Anderson  
Social Planner  
SA/gc

cc: Craig Rowland  
Joanne Baxter  
Rita Chudnovsky  
✓ Eunice Mak

TO  
Eunice Mak  
Social Planning

FROM Ben Fong  
DEVELOPMENT PERMIT GROUP

SUBJECT CENTRAL AREA D.P.A.

DATE 1989 June 29 694

☐ For Your Information ☐ Please O.K. and Return ☐ Please Discuss With Me ☐ Per Your Request ☐ For Your Signature  
☐ Please Process ☐ Return With More Details ☐ Investigate and Report ☐ Please Answer ☐ For Your File

RE: D.P.A. # 208380

ADDRESS 100 Terminal

MINOR/MAJOR D.P.A.

COMPLETE/PRELIMINARY D.P.A.

+ 1 set of drawings  
prior to letter.

STAFF COMMITTEE - REQUIRED/NOT REQUIRED

Your comments please regarding this development permit application in the Central Area.

REMARKS:

DATE OF REPLY

SIGNATURE

WRITE YOUR REPLY AND RETURN THIS SHEET.

FORM #DPG

M.S. Co. #301

REPLYMEMO

ongoing.

SOCIAL planning and will be

- (iii) Many of the potential conflicts between commercial and residential uses have been addressed in the amended drawing submission; however, more detailed review will be completed in conjunction with full development permit applications for each phase.
- (iv) Modification of tower caps to comply with FC-1 Guidelines and the Zoning Bylaw have been undertaken and are reflected on the amended drawings.

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# Bosa Development Corporation

201-3701 East Hastings Street, Burnaby, B.C. V5C 2H6 Phone (604) 294-0666 Fax (604) 291-9120



June 21, 1989

Mr. Ben Fong,  
Plan Checking Technician,  
Development Permit Group,  
City of Vancouver,  
453 West 12th Avenue,  
VANCOUVER, B.C.  
V5Y 1V4

NON-  
ZONING  
PLANNING  
DEPARTMENT  
JUN 23 1989  
RECEIVED  
DIVISION

Dear Mr. Fong:

Subject: 100 Terminal Avenue — D.P.A. No. 208380

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Mr. Ben Fong  
City of Vancouver  
June 21, 1989

Page 5

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Yours truly,

BOSA DEVELOPMENT CORPORATION



J. Eric Martin,  
Vice-President, Development

JEM/bw558

c.c. J. Perkins  
R. Segal  
I. Smith  
C. Rowland  
B. MacGregor  
S. Anderson  
City Building Inspector



CITY OF VANCOUVER  
PLANNING DEPARTMENT  
DEVELOPMENT PERMIT APPLICATION

NUMBER **DA208380**

PROPERTY ADDRESS <b>100 TERMINAL</b>		SPECIFICS OF PROPERTY ADDRESS				
NOT FOR OWNER <b>PERKINS</b> CODE <b>16</b> CP <b>ROSA DEVELOPMENT</b>		ADDRESS <b>201-3701 E. HASTINGS</b>	CITY <b>VANC</b>	POSTAL CODE <b>V6B 1A7</b>	PHONE <b>685-2068</b>	OPTIONAL RELATED BUS. LIC. ACC. NO. <b>BL</b>
PROPERTY OWNER <b>ROSA DEVELOPMENT</b>		ADDRESS <b>201-3701 E HASTINGS</b>	CITY <b>VANC</b>	POSTAL CODE <b>V6B 1A7</b>	PHONE <b>685-2068</b>	OPTIONAL RELATED BUS. LIC. ACC. NO. <b>BL</b>
ADDITIONAL CONTACT IS <b>PERKINS &amp; CHEUNG</b>		ADDRESS <b>201-111 WATER</b>	CITY <b>VANC</b>	POSTAL CODE <b>V6B 1A7</b>	PHONE <b>685-2068</b>	OPTIONAL RELATED BUS. LIC. ACC. NO. <b>BL</b>
SAL DESCRIPTION T SIZE	LOT <b>C 3 3</b>	SUB	BLOCK	PLAN <b>11511 &amp; 15505</b>	D.L. <b>196 2037</b>	
DEPTH <b>IRREG.</b>		CODE DEPTH <b>IRREG.</b>	TYPE OF LOT <b>CRN/DBL/FRT</b> CODE <b>5</b>	ZONE <b>FC-1</b> CODE <b>53</b>	P.U.I. DISTRICT NO. <b>14</b>	MEASUREMENTS IN METRIC OR IMPERIAL <b>!</b>
BUILDING E	HEIGHT	STOREYS	FRONTAGE	DEPTH		
RELATED DEVELOPMENT /PERMIT/REFUSAL	RELATED ZONING BOARD OF VARIANCE	BY-LAW REQUIRED YARDS EXISTING YARDS PROPOSED YARDS	FRONT	REAR	SIDE	SIDE
BUILDING CODE			OWNER AWARE OF APPLICATION (YES OR NO) <b>Y</b>			
CLASSIFICATION ING	EXISTING	DWELLING UNITS	HOUSEKEEPING UNITS	SLEEPING UNITS	NO. OF ROOF TOP MECHANICAL UNITS	
COMMODATION	PROPOSED	DWELLING UNITS	HOUSEKEEPING UNITS	SLEEPING UNITS		
FLOOR SPACE RATIO		FLOOR AREA	OFF-STREET PARKING		LOADING FACILITIES	
BY-LAW ERMITTED XISTING ROPOSED			BY-LAW REQUIRED EXISTING PROPOSED			

FOR OFFICIAL USE ONLY					
PROPOSED DEVELOPMENT USE CODE	FLOOR IDENTIFICATION	PROPOSED AREA SQ.FT./METRES	RELAXATION CODE	FROM DEVELOPMENT USE CODE	FROM AREA SQ.FT./METRES
<b>D24</b>					
<b>E</b>					
<b>R</b>					

IS APPLICATION IS SUBMITTED WITH PLANS TO: (DESCRIPTION OF PROPOSED DEVELOPMENT)

**CONSTRUCT A MULTI-USE RESIDENTIAL / COMMERCIAL DEVELOPMENT ON THIS EXISTING SITE**

PLANS SUBMITTED: (YES OR NO) **Y**

IS SITE IS AFFECTED BY A: BUILDING LINE (YES OR NO) <b>Y</b>	LANDSCAPE SETBACK REQUIREMENT (YES OR NO) <b>Y</b>	HERITAGE STATUS (SEE REVERSE FOR CODE MEANING) <b>H</b>	ENG. CLEARANCE IND. <b>R</b>	STUDY AREAS <b>55</b>	PLN. (1) PLN. (2) H.C.C. (3) <b>2</b>
--	--	---	------------------------------------	--------------------------	---

STEPS WILL BE TAKEN TO ENSURE THE FOLLOWING PERMITS / LICENSES INDICATED WITH AN "R" ARE OBTAINED IF THIS APPLICATION IS APPROVED:

BUILDING PERMIT <b>2</b>	ELECTRICAL PERMIT <b>2</b>	GAS PERMIT <b>2</b>	PLUMBING PERMIT <b>2</b>	OCCUPANCY PERMIT <b>2</b>	BUS. LICENSE <b>2</b>
PROCESSED THROUGH DE <b>01</b>	BY-LAW PROVISION CODE (CONDITIONAL OR OUTRIGHT) <b>C</b>	DEVELOPMENT PLANNER	SETS OF PLANS RECEIVED <b>10</b>	SERVICE MAIL DROP - OFF	PRELIM. IND. DO NOT PURGE

J.H. ARAYA APPLICATION TAKEN BY: <b>10346</b> APPLICATION CHECKED BY: DATE OF APPLICATION <b>881007</b>	FEE SCHEDULE 1 SECTION <b>9</b>
	FEE SCHEDULE 1 SECTION
	DEVELOPMENT PERMIT APPLICATION TOTAL AREA
	A. DEVELOPMENT PERMIT APPLICATION FEE <b>A \$ 648.00</b>
B. LESS PRELIMINARY FEE PAID <b>\$</b>	
DEVELOPMENT PERMIT APPLICATION BUILDING GRADES MEASUREMENT	
C. DEVELOPMENT PERMIT APPLICATION BUILDING GRADES FEE <b>\$</b>	
D. DEVELOPMENT PERMIT APPLICATION TOTAL FEE <b>D \$ 648.00</b>	
DEVELOPMENT PERMIT APPLICATION RECEIPT NUMBER <b>107572</b>	

NOTE: IF BUILDING PERMIT MUST BE OBTAINED THE BUILDING PERMIT APPLICATION MAY BE MADE AT THE SAME TIME AS THE DEVELOPMENT PERMIT APPLICATION.

HEREBY AGREE THAT I WILL COMPLY WITH ALL BY-LAWS OF THE CITY OF VANCOUVER AND ALL OTHER STATUTES AND REGULATIONS IN FORCE IN THE CITY OF VANCOUVER RELATING TO THE WORK, UNDERTAKING OR PERMISSION IN RESPECT OF WHICH THIS APPLICATION IS MADE, AND THAT I WILL INDEMNIFY AND SAVE HARMLESS THE CITY OF VANCOUVER, ITS OFFICIALS, EMPLOYEES AND AGENTS FROM ALL CLAIMS, LIABILITIES, JUDGEMENTS, COSTS OR EXPENSES OF EVERY KIND, INCLUDING NEGLIGENCE, IN RESPECT OF ANYTHING DONE OR NOT DONE IN CONSEQUENCE OF ANY PERMISSION, PERMIT OR LICENSE ISSUED AS A RESULT OF THIS APPLICATION OR THE FAILURE TO OBSERVE COMPLETELY ALL BY-LAWS, ACTS AND REGULATIONS RELATING TO ANY WORK OR UNDERTAKING IN RESPECT OF WHICH THIS APPLICATION IS MADE.

HEREBY VERIFY THAT THE INFORMATION CONTAINED WITHIN THE LIGHT SHADED AREAS ON THIS PAGE IS CORRECT

MADE AT VANCOUVER, B.C.



City of Vancouver



In reply, please refer to:  
Ben Fong at 873-7788.

PLANNING DEPARTMENT: 453 West 12th Ave., Vancouver, British Columbia, Canada V5Y 1V4, (604) 873-7344

Ray Spaxman, Director

1989 05 09

Perkins & Cheung Ltd.  
210 - 111 Water Street  
Vancouver, B.C.  
V6B 1A7



Dear Sirs:

100 Terminal Avenue  
Development Permit Application Number 208380

Further to our letter dated April 24, 1989, please be advised that item 1(xi) should be revised to read:

"clarification regarding the location, and design details, of non-market housing, to reflect Council's motion of April 4, 1989."

Yours truly,

  
Ben Fong  
Plan Checking Technician  
Development Permit Group  
Zoning Division

BF/za

cc: City Building Inspector  
Director of Social Planning  
Development Planner, Ralph Segal

DEVELOPMENT  
PERMIT STAFF  
COMMITTEE  
COMMENTS:

The Committee was generally satisfied with the locations of the residential towers which have maximized the site for views and amenities. The general form of development complies with the FC-1 Guidelines (amended recently by Council). However, the Committee was concerned with the following issues which need to be addressed:

1. residential use adjacent the ALRT Station;
2. noise and vibration emanating from the ALRT Station;
3. ground-level dwelling units along Quebec Street;
4. sense of arrival for the residential towers; and
5. weather protection along Main Street.

1. Residential use adjacent the ALRT Station

The location of the residential use adjacent to the ALRT Station needs considerable acoustic studies that must deal not only with train noise but vibration, train speed and loudspeakers as well. Shielding or successful treatment of the units from the effects of Skytrain is critical.

The Committee noted that because of their location, with limited green space, these dwelling units lack privacy and sun access. These issues have to be addressed to ensure an acceptable level of livability for these units.

2. Noise and Vibration from ALRT Station

The Committee stressed the importance of a comprehensive acoustic study that must deal not only with noise but vibration and train speed as well as public announcements emanating from the ALRT Station. Effective measures to deal with these impacts must be built into the project to ensure its success.

3. Ground-level dwelling units along Quebec Street

The Committee noted that Quebec Street will be a busy major street in the near future. As such, the ground level units along this stretch need to address the issue of having heavy traffic to improve their livability.

4. Sense of Arrival for the Residential Towers

The Committee acknowledged that the building towers are not designed to provide for portes-cochere but the Committee believed that re-routing the parking and the providing special paving could provide the experience of arrival.

5. Weather Protection along Main Street

The Committee recommended that weather protection along Main Street is important to provide the pedestrian interest needed to ensure the success of the commercial component along Main Street.



DEVELOPMENT PERMIT APPLICATION NO. 208380 (PRELIMINARY)  
100 TERMINAL AVENUE - FC-1

BF/RS/ch

DRAFT

Lots: C and 3  
District Lots: 196 and 2037  
Plan: 11511 and 15505  
Site Size: 162,478 sq. ft.

RECEIVED  
Social Planning Department  
MAR 20 1989  
City of Vancouver

APPLICANT: Perkins & Cheung Ltd.  
#210-111 Water Street  
Vancouver, B.C.  
V6B 1A7

PROPOSED DEVELOPMENT: To develop a mixed-use complex with buildings varying from 3 to 30 storeys.

SITE AND CONTEXT:

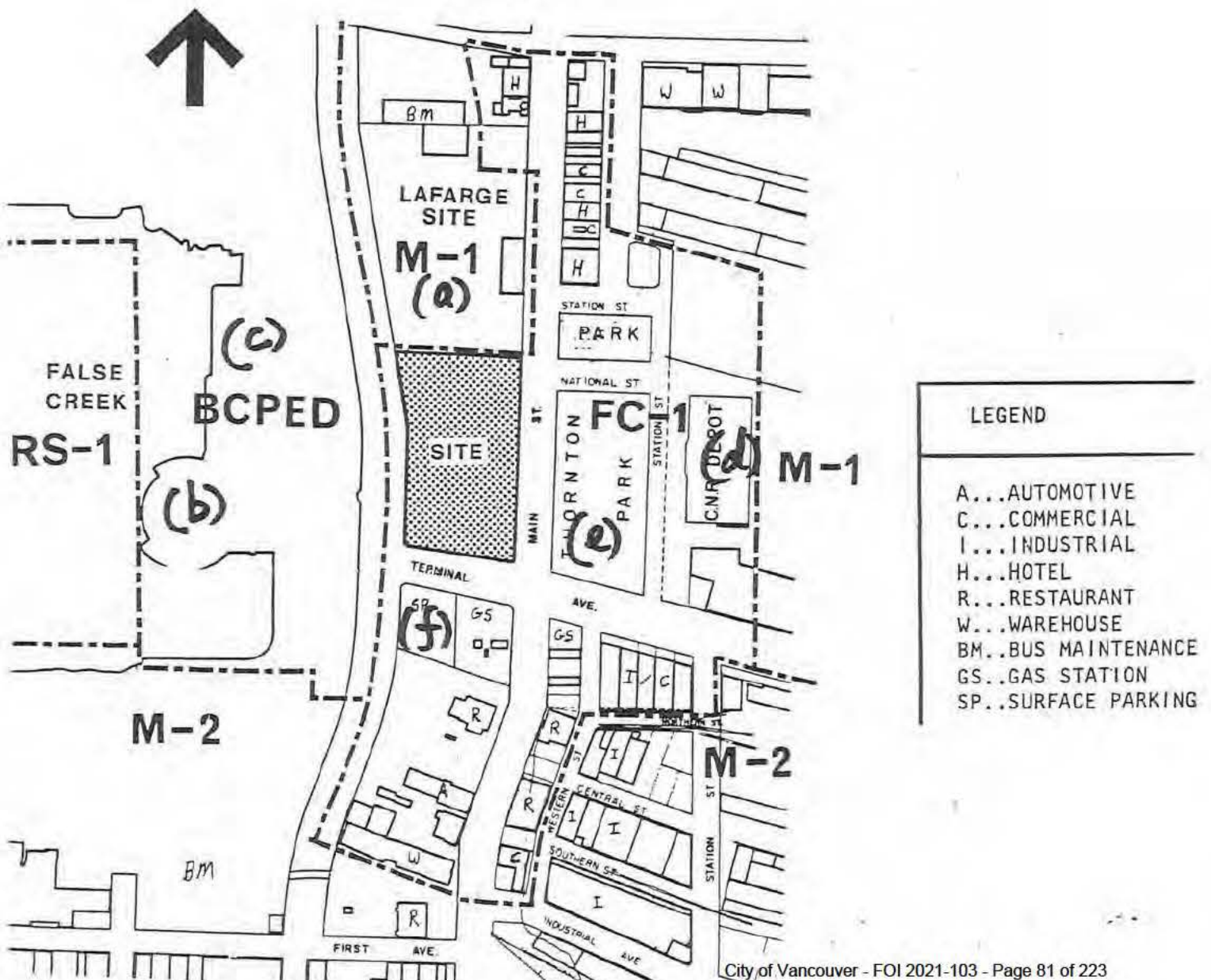
#### o Site

The site is located on the north side of Terminal Avenue between Quebec and Main Streets. To the north is the former Lafarge Concrete Site which is presently vacant and the subject of a rezoning application.

#### o Context

Immediate adjacent development includes:

- (a) Lafarge Site, the subject of a concurrent rezoning application by the same applicant.
- (b) Science World.
- (c) East False Creek Park.
- (d) CN Station, a designated heritage building.
- (e) Thornton Park.
- (f) Surface parking area.





EXECUTIVE  
SUMMARY:

**o Proposal**

The proposal is for a mixed use development complex having retail/office and residential uses. Three levels of underground parking for 850 spaces are proposed.

The proposed uses are:

- (i) retail - 64,765 sq. ft.
- (ii) office - 77,419 sq. ft.
- (iii) residential - 487,434 sq. ft. (400 dwelling units)  
629,618 sq. ft. (FSR of 3.88)

See Appendix A - Plans and elevations;  
Appendix B - Applicant's written design rationale.

**o Issues**

Note: Although the PDP is an inextricable component of the overall concept for the combined Station and Lafarge sites, for the purposes of this report, the analysis of the PDP proposal refers only to the FC-1 zoning and amended guidelines as the approved regulatory framework. As well, reference is made to the Council-approved False Creek Broadsheets which lay out objectives for False Creek as a whole.

The following issues have been identified on the PDP proposal:

- whether the proposed massing meets the intent of the FC-1 guidelines, as amended, and makes an appropriate urban design statement at the east end of False Creek;
- whether the proposed uses and massing on Quebec Street create an appropriate edge to East False Creek Park and to Quebec Street;
- whether the proposed uses and massing on Main Street create an appropriate streetwall response to the built form continuity to the north and as an edge to Thornton Park;
- whether a high degree of residential livability is achieved;
- whether public and private views are adequately provided for;
- whether grade level uses and their relationship to the street create a high quality pedestrian environment;
- whether the arrangement of open space provides for the needs of the residents, workers and shoppers within the project as well as contributing to the general amenity of the area;
- whether vehicular servicing (loading and parking) is adequately provided for;
- whether the PDP proposal can stand on its own and provides an initial development from which a variety of proposals on the Lafarge site can respond if the current rezoning proposal does proceed.



### o Conclusion

Staff support the PDP proposal as an appropriate, indeed, exciting first step in a long term process leading to the redevelopment of East False Creek. The second step involving the Lafarge rezoning will be more complex from the broader perspective of residential mix (family/non-family, social/market) and the provision of public open space and community facilities desired for False Creek development. However, the premise of providing high density residential in proximity to rapid transit, park and water amenity and the downtown, responds fundamentally to principles of good city planning.

The PDP provides a rich weave of uses, building forms and public and semi-public open spaces and links that will reinforce a rapidly evolving diverse neighbourhood. The overall urban design concept of well-spaced residential towers which optimize livability in a somewhat hostile context (major arterials, LRT guide rail, surrounding industrial uses, etc.) set on substantial street-defining podia is appropriate, perhaps inevitable in this context.

The proposed arrangement of major building elements, with the highest elements (18-30 storeys) set in a simple, orderly composition on Quebec Street and lower elements (up to 13 storeys) on Main Street, provides a clarity and strength of form that is appropriate at the macro scale, particularly as seen at the end of the Creek and from distant locations north and south of the site on Main Street.

At the micro scale, the lower level treatment addresses the street in the manner called for in the guidelines and, with the towers set back from their bases, provides a street scale which, while clearly urban, will not overpower the pedestrian on the sidewalk.

Staff therefore recommend approval in principle. A number of items of concern which can be addressed at the complete stage include:

- fine-tuning of building forms to maximize sun access to interior courts;
- examination of vehicular access to determine their best location and treatment;
- the relationship of the residential component south of Thornton Place to the LRT station and office component;
- the height and width of the tower "caps" with respect to Section 10.11 of the Zoning & Development By-law (mechanical penthouses) and, with respect to the Main Street tower adjacent the LRT station, the north view down Main Street;
- the character of Thornton Place as a public pedestrian space.

### HISTORY OF APPLICATION:

- 88 10 07 - Preliminary Development Permit Application submitted.
- 88 11 30 - Urban Design Panel - Non-Support.
- 89 01 23 - Revised drawings submitted.
- 89 01 25 - Urban Design Panel - Support.
- 89 03 21 - Amendment to the East False Creek FC-1 Guidelines by Council.
- 89 03 22 - Development Permit Staff Committee.

ANALYSIS:

Note: The applicant should note that Staff do not carry out detailed technical checks on preliminary applications. Figures shown are as supplied by the applicant.

(Page 1 of 2)

	PERMITTED	REQUIRED	PROPOSED
Site Area	--	--	162,478 Sq. ft.
Floor Area	Retail/Service 162,478 sq. ft. (max.) Office 243,717 sq. ft. (max.) Residential 487,434 sq. ft. (max.) Total ° 893,629 sq. ft.		Retail/Service 64,765 sq. ft. Office 77,419 sq. ft. Residential 487,434 sq. ft. Total 629,618 sq. ft.
FSR	Retail/Service 1.0 (max.) Office 1.5 (max.) Residential 3.0 (max.) ° 5.5  ° Note on FSR: The combined FSR for the above uses is limited to 5.0 or 812,390 sq. ft.		Retail/Service 0.40 Office 0.48 Residential 3.00 3.38
Height	75 ft. (outright) 275 ft. (conditional)	--	Varies from 40 ft. to *275 ft.

\*Note on Height

The applicant is to note that no detailed height calculation has been worked out. The applicant, in submitting the complete application, must have regard to Section 2 of the Zoning & Development By-law for height measurement. In addition, all architectural appurtenances and mechanical appurtenances shall comply with Section 10.11 of the Zoning & Development By-law.



(Page 2 of 2)

	PERMITTED	REQUIRED	PROPOSED
Yard Setbacks			
(i) West of Main St.	--	**10 ft.	undetermined
(ii) North of Terminal	--	**10 ft.	undetermined
Parking		Retail 117 (min.) Office 103 (min.) Residential 647 (min.) Science World 100 Total 967	Retail 105 Office 102 Residential 643 Science World - Total 850***
Loading		Retail 4 Office 3 Total 7	Retail 2 Office 2 Total 4****
Amenity	10,000 sq. ft. (max.)	--	10,000 sq. ft. (but unidentified)
Interior Public Space	6000 sq. ft. (max.)	--	6,000 sq. ft.

\*\*Note on Yard Setbacks

The applicant is advised to note the required setbacks when the complete application is submitted.

\*\*\*Note on Parking

Parking relaxation is not supported by Engineering (Transportation) Department.

The applicant should note that in the amendment to the East False Creek FC-1 Guidelines, 100 parking spaces are to be provided for use by Science World.

\*\*\*\*Note on Loading

The relaxation of loading from 7 required to 4 provided is not supported by Engineering (Transportation) Department. A portion of the loading requirement must be provided in the northerly half of the development to provide direct service for retail and residential uses. In the proposed southerly loading facility, one of the bays must also be made available for residential loading.

COMMENTS  
FROM REVIEWING  
AGENCIES:

Planning Department - Development Planner

**o Background**

On March 21, 1989, Council approved amendments to the FC-1 Guidelines to accommodate the massing of this proposal which deviated somewhat from that anticipated by the guidelines. Two factors caused a rethinking of the original guideline massing concept which had envisaged a high-rise element close to Terminal Avenue to "frame" this street and moderate the height of buildings on Quebec Street. The first was the implementation of Expo Centre which, by the strength of its form, became the focus of East False Creek and the visual terminus of Terminal Avenue. The second was the predominance of residential use proposed in this development and its desirability in this location, which had not been anticipated by the guidelines. This latter circumstance generated a need to shift residential building mass away from the LRT station on Terminal and the guideway and a desire for more high-rise forms to improve general livability and take better advantage of orientation to East False Creek, available at the west edge of the Station and Lafarge sites. This led to higher forms on Quebec Street.

**o Regulatory Context**

The documents that apply to the site are:

- (i) FC-1 District Schedule;
- (ii) FC-1 East False Creek Guidelines (Amended).

**(i) FC-1 District Schedule**

The intent of the FC-1 zoning is to "permit and encourage the development of a high-density, mixed commercial use neighbourhood". Commercial is envisaged as a variety of small-scale retail and service uses serving the neighbourhood. New residential is contemplated west of Main Street, orienting to False Creek.

The proposal meets the intent of the zoning.

**(ii) FC-1 East False Creek Guidelines (Amended)**

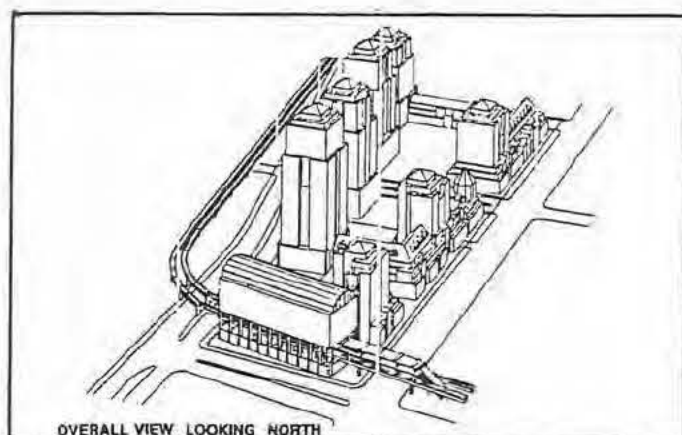
An assessment of the proposal's response to the guidelines, as amended, follows:

**Built Form:**

Those aspects of the guidelines relating to overall built form and height have been adjusted to accommodate the proposal. The principal reasons for doing this have been described in **Background** above.

From an urban design perspective, the concept of creating a strong built form at the east end of the Creek and as an edge to East False Creek Park, combining a substantial street-defining component on Quebec Street with well-spaced, slim high-rises arranged in a height transition to highlight Science World as the focus of False Creek, is considered appropriate for the Station site. The PDP is the first phase in the implementation of that concept. Staff note, however, that approval in principle of the subject proposal does not inextricably bind the rest of False Creek to this concept but that a number of massing options could integrate with the proposal and achieve the objective of a strong built statement at the east end of the Creek.

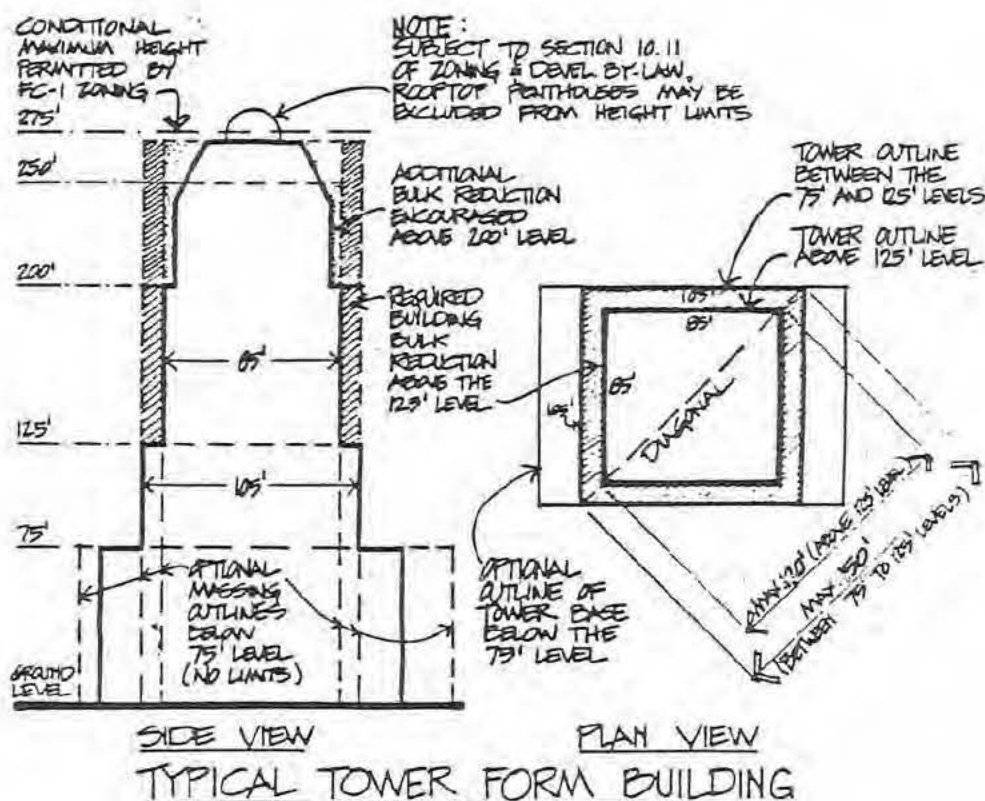




On Main Street the medium rise towers set back on a 3-5 storey street wall element maintains a "continuity of built form ..... built to a consistent street wall line" desired for Main Street and as an edge to Thornton Park.

On Terminal Avenue the office component set on pilotis above the LRT Station frames the street with a strong mid-rise element while providing expanded sidewalk area for peak pedestrian periods associated with station use and Science World events.

The tower massing appears to comply with tower width formula of the guidelines although the cap appears overheight. This will need resolution at the complete stage.



In summary, Staff endorse the proposed massing as a fitting statement at the east end of the Creek and on the three fronting streets.

Public Street Interface:

Continuous retail ground floor use and weather protection on Main St. and Terminus Avenue provide for pedestrian needs on the streets. On Quebec Street a mix of residential lobbies, amenity space and individual unit entries raised a half-level from the sidewalk achieves an appropriate use interface on the street.

Long term, Thornton Place, which is on axis with the CN Station, will provide an interesting, urban space linking Quebec and Main Street and the LRT to the open spaces of the project. Its detailed design will need to address level changes from the street and, short term, the lack of pedestrian traffic until the remainder of the development is implemented.

Public Views:

Views north down Main Street and Quebec Streets as well as west on Terminal Avenue are identified as public view corridors. The proposal respects all corridors.

Noise:

The major arterials surrounding the site and the impact of the LRT Station and guide rail necessitates careful planning and treatment of sensitive uses such as residential. Detailed acoustic studies will be needed.

Staff have specific concerns regarding units south of Thornton Place adjacent the LRT Station and low level units on Quebec Street.

Other Livability Factors (Density, Privacy, Security, Light and Views, Private and Semi-Private Open Space):

Generally, the site is large enough to insulate itself against the present hostile elements of the immediate context until the neighbourhood evolves into a more amenable community. Ultimately, a residential mixed use future is seen for this area, wrapping south and south-west and north and north-west around False Creek, into which the proposal can readily integrate. Density, tower spacing and other livability factors including the amount of open space, meet the High Density Residential (HDR) Standards developed for Downtown South as well as density provisions evolved in the Council-Approved False Creek Policy Broadsheets.

Staff are concerned that afternoon sun into the central court is limited and that further fine tuning of building massing should maximize sun access. Developing as much roof top garden as possible should be pursued. The upper courtyard adjacent immediately north of the LRT Station will need to be studied to determine if it must be acoustically separated from the guide rail, perhaps with glazing, to maintain interesting views into the Station as well as to False Creek.



Street related units on Quebec Street (half level up from the sidewalk) will need particular attention to acoustic buffering from traffic. Staff support the placement of some ground oriented units accessed from the street to achieve "eyes on the street" in combination with apartment lobbies, amenity spaces and other uses that weave the project into the public right-of-way and provide pedestrian interest. The proposed 10 ft. setback on Quebec Street must achieve that delicate balance between providing buffering and security for units as well as landscaping for the street, without completely separating the project from the pedestrian. The change in level ( $\frac{1}{2}$  level) from the sidewalk must be sensitively handled to the end.

#### Off-Street Parking and Loading:

Staff are concerned that adequate access to the site is provided, including a positive sense of arrival for residents, without compromising streetscape quality. This is a particular problem with the residential components on Main Street where two garage access points are provided. A detailed traffic study to achieve the most efficient arrangement will be needed.

#### Architectural Component:

Staff are confident that a rich architectural palette is being achieved.

#### Open Space and Landscaping:

The provision of Thornton Place, the interior courtyard and associated links satisfy open space needs for the proposal. Their detailed landscape resolution will need to address issues of grade changes, sun orientation and the optimum treatment to provide the best amenity for residents and the public. A comprehensive street tree planting program should be executed in sequence with this project.

#### Other Items: Phasing

Should development on the Lafarge site not proceed in sequence with the proposal or in the form indicated, there must be confidence that the proposal can stand on its own or can integrate with alternative forms of development on the northerly Lafarge site. Staff are satisfied that this is the case, noting that the Lafarge rezoning proposal represents the maximum acceptable built form and density that can be achieved under present evaluation criteria. Lesser densities and building mass on Lafarge could mesh readily with the subject proposal.

Staff would request details on the proposed treatment at the Station/Lafarge property line which is presently represented as a blank party wall and would be a problem if the Lafarge Site did not proceed.



Engineering and Social Planning Departments

The recommendations of the Engineering and Social Planning Departments are contained in the prior-to conditions noted on pages 13 to ~~15~~ of this report.

16

Permits and Licenses Department

Building By-law requirements relating to integration with ALRT Station, high-rise measures, disabled access, garage security and underground loading areas may necessitate design changes.

Health Department

The Health Department has recommended that:

- (i) an acoustical consultant's report be submitted which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria; and
- (ii) the issue of contaminated soils and any required remedial action be resolved to the satisfaction of the Medical Health Officer and the Ministry of Environment.

In addition, the Health Department has advised that:

- (a) detailed drawings of food/retail spaces are to be submitted for review by the Health Department for compliance with Health By-law #4387 and the Food Premises Regulations prior to construction;
- (b) details of swimming pools/hot tubs are to be submitted to the Health Department and Provincial Health Engineer prior to construction;
- (c) adequate, conveniently located garbage storage areas is to be provided;
- (d) underground parking shall be adequately ventilated to prevent the build-up of noxious gases; and
- (e) details of all amenity areas are to be submitted for review prior to construction.

Fire Department

The Fire Department has reviewed the cleared this application for fire-fighting access only.

Design

The Urban Design Panel reviewed this application on January 25, 1989 and provided the following comments:

"EVALUATION: SUPPORT

This project consists of two applications - a rezoning of 5.47 acres (the Lafarge Site) and a preliminary development permit for 3.75 acres (the Station site).

The Panel found clarity in the excellent presentation of this proposal. More importantly, it appreciated the actual design response to the concerns expressed in the last review on December 22, 1988.

The Panel supported this project and offers the following comments:



#### Use and Density:

The reduction in retail and office uses in the scheme seemed to benefit the project. The proposed densities of 3.137 (Lafarge Site) and 3.874 (Station site) appeared reasonable, given the context of International Villages and other new development proposals in the False Creek area. The Panel noted that further study will probably be required to determine what components of family/social housing and parks/community facilities may be appropriate on this site.

#### Form of Development:

The notion of creating a larger symmetry by opposing sentinel towers marking the end of False Creek and the ALRT Station seemed appropriate. However, the Panel thought that the towers on Quebec Street still formed a "wall" when viewed from the east side of Vancouver. Moving one of the proposed towers onto Main Street might alleviate the problem. To penetrate "the wall" and allow views through from Clark Drive seems desirable. As an additional benefit, the relocation might happen to admit more sunlight to the open space from the southwest.

In the overall scheme, the revised towers have become very solid and similar in form and plan. The Panel would encourage employing a little more joy and lightness in their resolution.

The residential towers should step back from the street so that they are not in the same plane of the facade as the townhouses. Perhaps some private open space might be developed in the setback.

The first level of residential development begins 4 ft. above grade. How that lower portion is treated, will be very important to the life of the street.

The livability on Quebec Street would be improved with some through units which could take advantage of the quiet of the courtyard.

#### Open Space:

The preliminary landscape concept plan appeared a little too complicated for the scale of the courtyard. Some grade level gardens may be desirable. Development of a roofscape will benefit the project.

The nature of the Thornton Place Mall appeared unclear now that adjacent uses have become residential. The Panel expressed concern for security and surveillance and wondered if the mall should become a street.

#### Vehicle Entries:

The sense of coming home to this project by car requires further development. Vest pocket parks, fountains, special paving, portes-cochere, etc. should be exploited to enliven the experience of arrival."

NOTIFICATION: Three signs were erected on the site on February 22, 1989.

In addition, 31 property owners and interested groups were notified by letter on February 17, 1989.

No response has been received to date.

Development Permit Application No. 208380 (Preliminary)  
100 Terminal Avenue - FC-1

March 22, 1989  
BF/RS/ch

DEVELOPMENT  
PERMIT STAFF  
COMMITTEE  
COMMENTS:

PLANNING STAFF  
RECOMMENDATION:

THAT the Board APPROVE in principle, the concept of developing this site with a mixed-use complex comprised of 3 to 30-storey building, as submitted under Development Permit Application No. 208380.

1. Prior to the submission of a complete application for a final decision, the applicant is directed to carry out the following:
  - (i) further design development to building massing to maximize sun access to interior courts;
  - (ii) design development to the southerly residential component to improve its relationship to the ALRT station, including acoustic and privacy considerations;
  - (iii) design development to tower caps to comply with the width formula of the FC-1 Guidelines and the intent of Section 10.11 of the Zoning and Development By-law;
  - (iv) design development to Thornton Place to address level changes from Quebec and Main Streets and to create a high-quality public open space through the provision of seating, lighting and a variety of landscaping;

(Note to Applicant:

Reference should be made to the Draft Plaza Design Guidelines.)

*potential conflict  
1. ground floor  
commercial &  
2nd & 3rd floor  
residential*



- (v) details of treatment at grade on Quebec Street to achieve pedestrian interest at the sidewalk;
- (vi) details of architectural treatment and materials of all buildings;

(Note to Applicant:

Use of masonry to respond to the CN Station and the predominant character of Main Street is encouraged.)

- (vii) examination of vehicular servicing shall be carried out to optimize location and to create a sense of arrival to the project;
- (viii) clarification of the treatment regarding the Station/Lafarge property line shall be required;

(Note to Applicant:

A high quality termination of the subject site must be achieved should the development of the Lafarge Site note proceed.)

2. In addition to the design refinements noted above, the applicant is to take into account the recommendations and comments of the following City Departments when dealing with the complete application:

(a) Engineering Department

- (i) indication of City building grades and design elevations at all entrances and proposed roads;
- (ii) indication of design elevations for all ramp break points and parking levels;

(Note to Applicant:

Ramp connections to various parking levels shall be clarified to the satisfaction of the City Engineer.)

- (iii) all vehicular entrances should be standard City crossings;

(Note to Applicant:

Curb returns should be deleted.)

- (iv) median and curb modifications along Quebec Street as required to service the development, to the satisfaction of the City Engineer;
- (v) provision of hammerhead access to loading facilities and service corridors to various uses;

- (vi) provision of a minimum of 967 parking spaces;

(Note to Applicant:

The applicant should note that at least 70 parking spaces for the office use shall be made available for transient parking during non-office hours (i.e. evenings, weekends and holidays) for visitors to Science World. 100 parking spaces shall be properly signed and designated for use by Science World.)

- (vii) provision of loading spaces in accordance with the Parking By-law;

(Note to Applicant:

A portion of the loading requirement (3 bays) must be provided in the northerly half of the proposal for direct service to the retail and residential uses. In the proposed southerly loading facility, one loading bay is to be made available for residential loading.)

- (viii) provision of adequate garbage storage and pick-up facilities for all phases of this development;

(Note to Applicant:

One 5 ft. x 8 ft. container must be provided for each 30 residential units in addition to the containers required for the retail/office uses, to the satisfaction of the City Engineer.)

- (ix) first step riser shall be located at least 1 ft. back from City property line;

- (x) arrangements shall be made, to the satisfaction of the City Engineer for the design of storm and sanitary systems;

(Note to Applicant:

Sewage pump station upgrading will be required at the developer's expense.)

- (xi) arrangements shall be made, to the satisfaction of the City Engineer, for all awnings/ projections over City property;

- (xii) deletion of all street trees shown on submitted drawings;

(Note to Applicant:

Street trees are encouraged, but they shall be to the satisfaction of the City Engineer in consultation with the Parks Board, and arrangements shall be made prior to the issuance of any Development Permit.)



(xiii) accesses as shown are acceptable and must be maintained as follows for any future site alterations:

- (a) below grade parking levels with <sup>direct</sup> access to both Quebec and Main Streets (or one of the two new east-west connecting streets, as outlined in the rezoning for the Lafarge Site).
- (b) no Quebec Street or Main Street access is within 45 m of Terminal Avenue.

(xiv) the various Engineering Department comments are based on certain requirements for the Lafarge Site rezoning. The rezoning requires dedication and development of two east-west streets, to the satisfaction of the City Engineer, which is as follows:

- (1) along the north property line of the Lafarge Site, a minimum 6 m wide lane or, at the developer's option, a 20 m street may be dedicated;
- (2) aligned with the east-west Station Street across Main Street 23 m (75.5 ft.).

(b) Social Planning Department

- (i) provision of a minimum of 200 cu. ft. of bulk storage space for every dwelling unit;
- (ii) provision of bicycle storage space adequate for a minimum of one bicycle for every four dwelling units;
- (iii) provision of an overhead security gate at all entrances to the residential parking which shall be separated from the public and commercial parking;
- (iv) provision of distinct, easily identifiable and accessible residential entrances;
- (v) design development of the open spaces to provide social, passive and activity areas for a diversity of age groups and lifestyles, with particular regard for the provision of a separate and secured play area for children;
- (vi) details of all proposed amenities with particular regard for their finishing, furnishing, use management and accessibility by residents and/or workers;
- (vii) clarification regarding the provision and location of family housing in accordance with Council-approved guidelines;

(Note to Applicant:

Design of the family units shall take into account the principles for "Housing Families at High Densities".)

- if non-market is provided,*
- (viii) ~~clarification regarding the provision and location of non-market housing, in accordance with Council approved guidelines;~~
  - (ix) clarification regarding the provision and location of community facilities including a child care facility;
  - (x) clarification regarding safety and security considerations for all public areas, in particular, Thornton Place Mall, as well as separation of all public and private outdoor areas;
  - (xi) a letter of undertaking shall be submitted by the owners, to the satisfaction of the Director of Social Planning, regarding the furnishing and availability for use of the amenity areas by all occupants of the building;
  - (xii) notation on plans stating "The design of the parking structure regarding safety and security measures is to be first approved by the Director of Social Planning, who shall have regard to the 'Parking Facility Design Guidelines and Standards' approved by City Council October 5, 1976";

(c) Health Department

- (i) submission of an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria;
- (ii) clarification shall be required, to the satisfaction of the Medical Health Officer and the Ministry of Environment, regarding remedial action on the contaminated soils.

Note to Applicant Regarding Comments from the Permits & Licences and Health Departments

The applicant is advised to note the comments of the Permits & Licences Department and the additional comments of the Health Department contained in the Staff Committee Report dated March 22, 1989.

Note to Development Permit Board Regarding Processing of the Complete Application

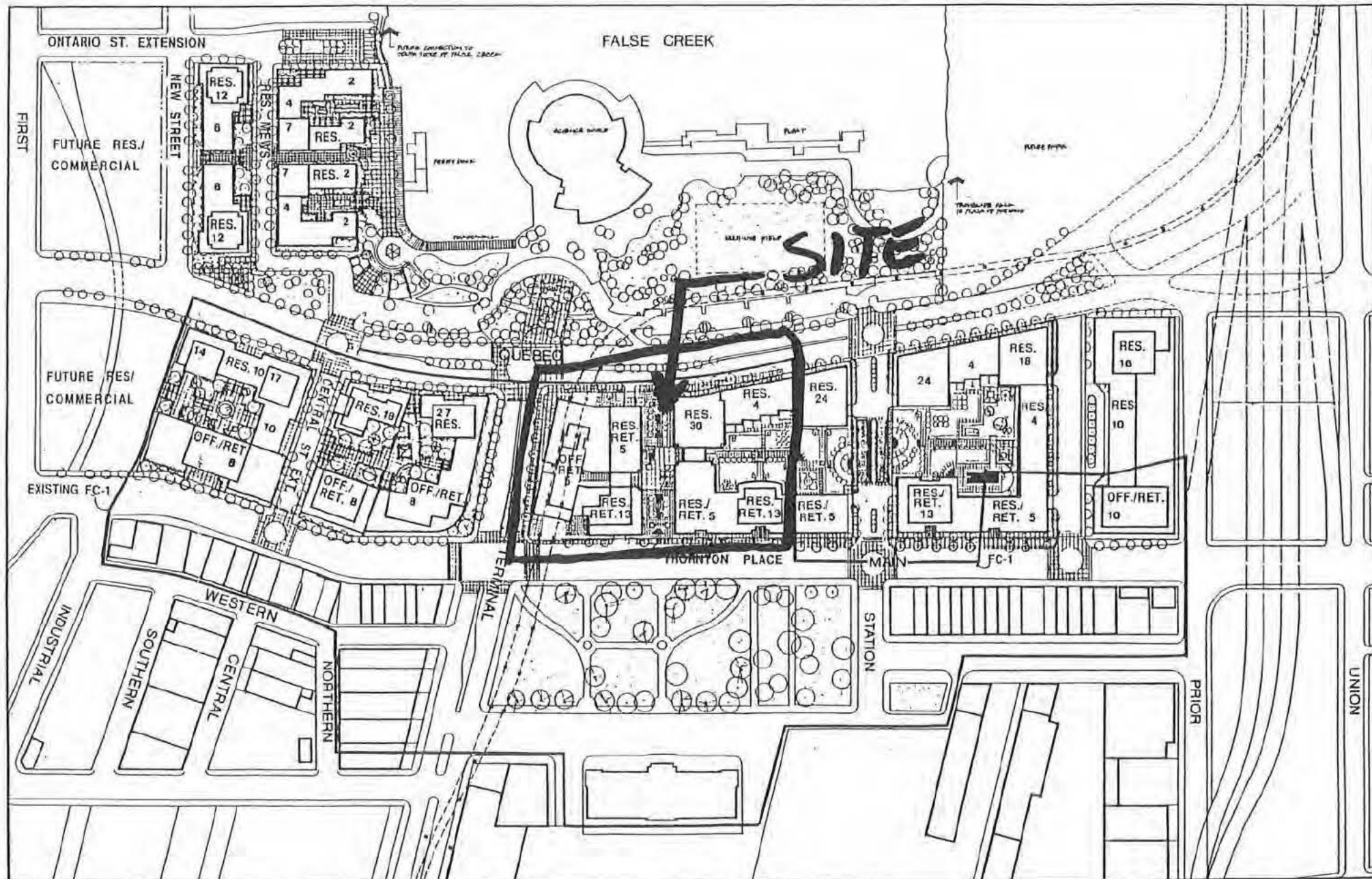
The Staff Committee recommended that the complete application be reconsidered by the Development Permit Board.

It should be noted that if a complete application has not been submitted on or before July 31, 1989, this preliminary Development Permit Application shall be deemed to be refused unless the date for submitting a complete application is first extended by the Director of Planning.

\_\_\_\_\_  
A. R. Floyd, Chairman  
Development Permit Staff Committee

BF/ch





**STATION / LAFARGE SITES**  
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

**FUTURE CONTEXT**  
LARRY DIAMOND/RANDALL SHARP LANDSCAPE ARCHITECTURE

REVISED DATE: JAN. 20, 1989  
SCALE: 1"=1000  
NORTH

A2

APPENDIX A  
1 of 13



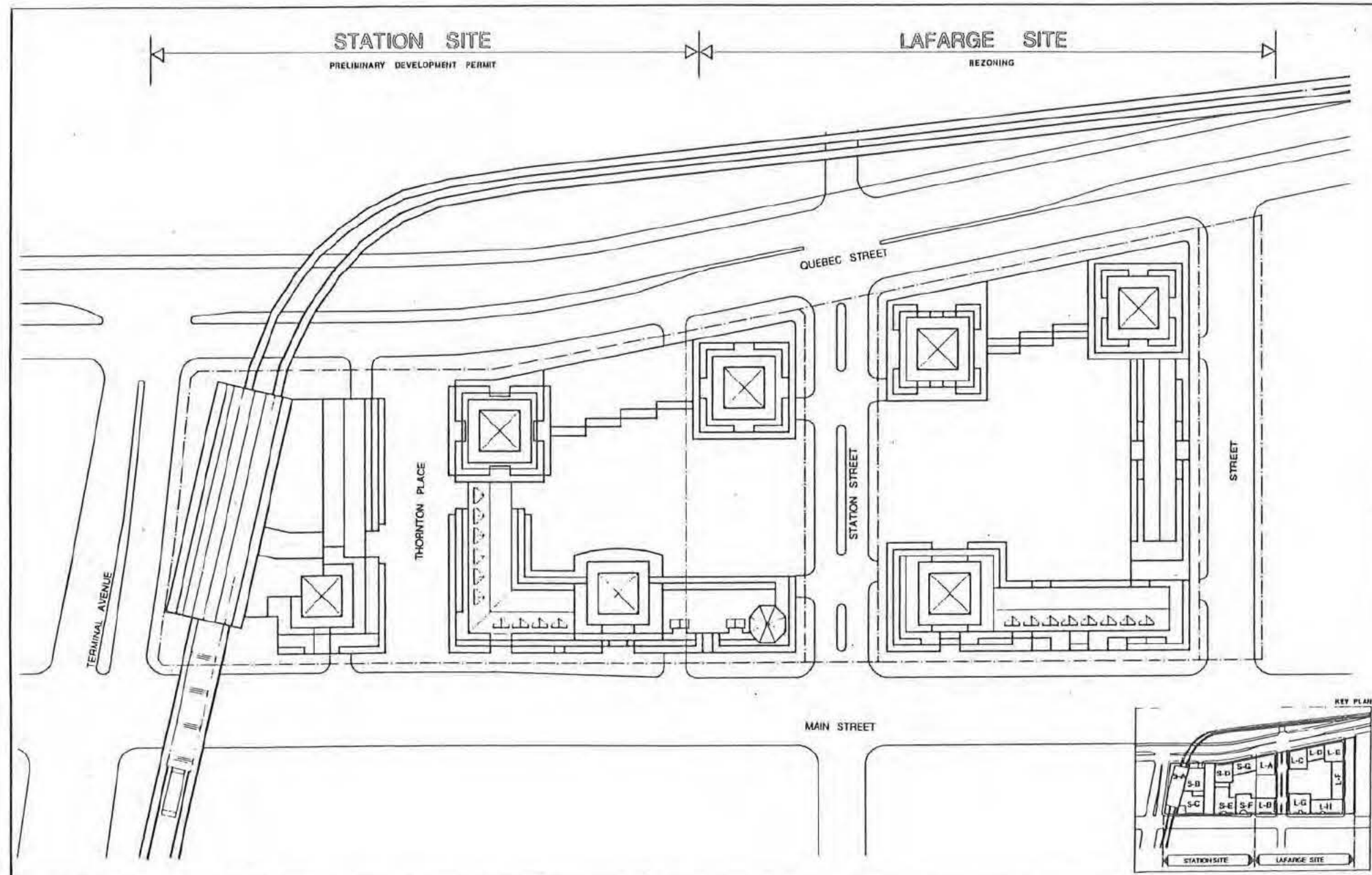










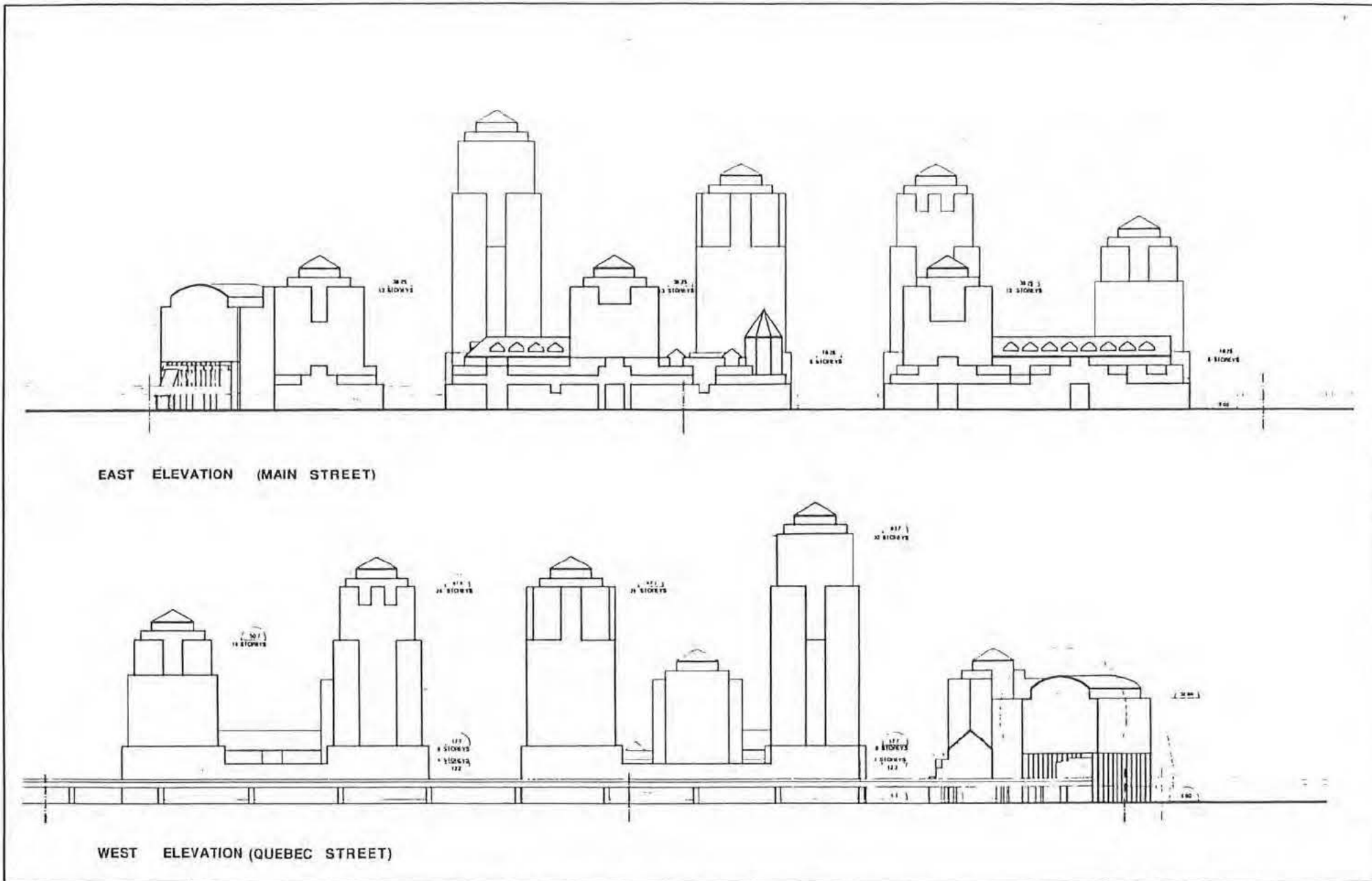


**STATION / LAFARGE SITES**  
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

**ROOF LEVEL**

REVISED  
 DATE: JAN. 20, 1989  
 SCALE:  **A10**

APPENDIX A  
 5 of 13



**STATION / LAFARGE SITES**  
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

## ELEVATIONS

REVISED  
 DATE: JAN. 20, 1989  
 SCALE:

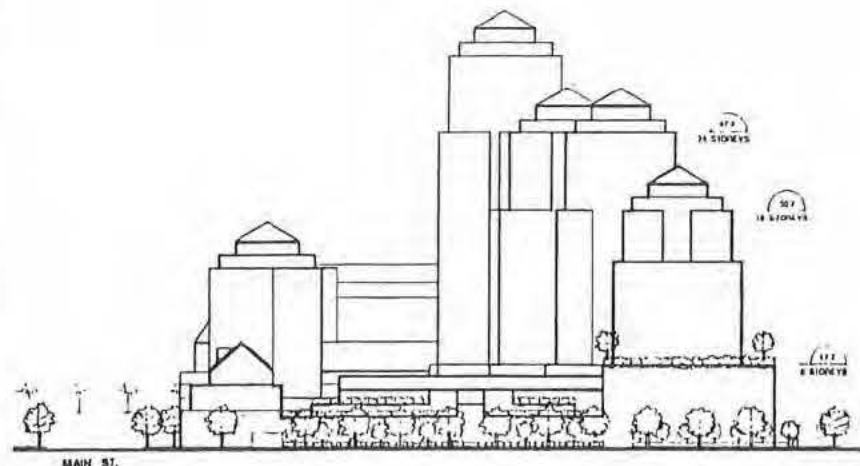


NORTH

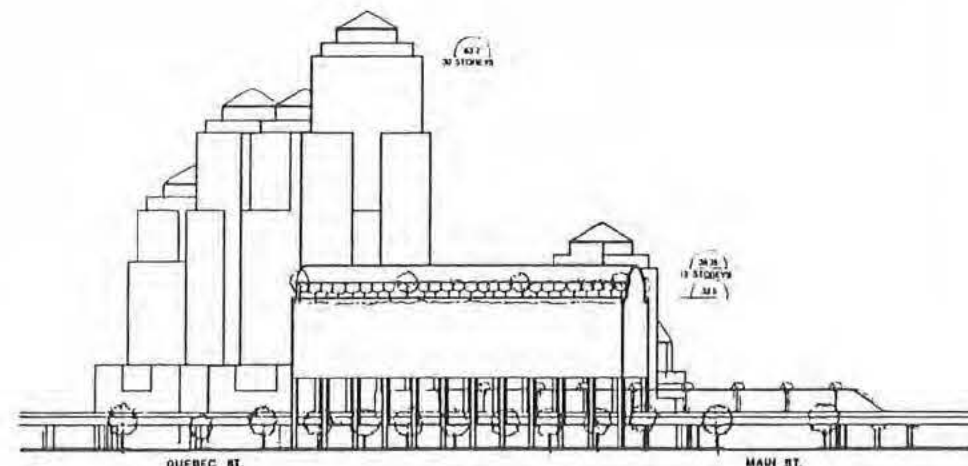
**A11**

APPENDIX A  
 6 of 13

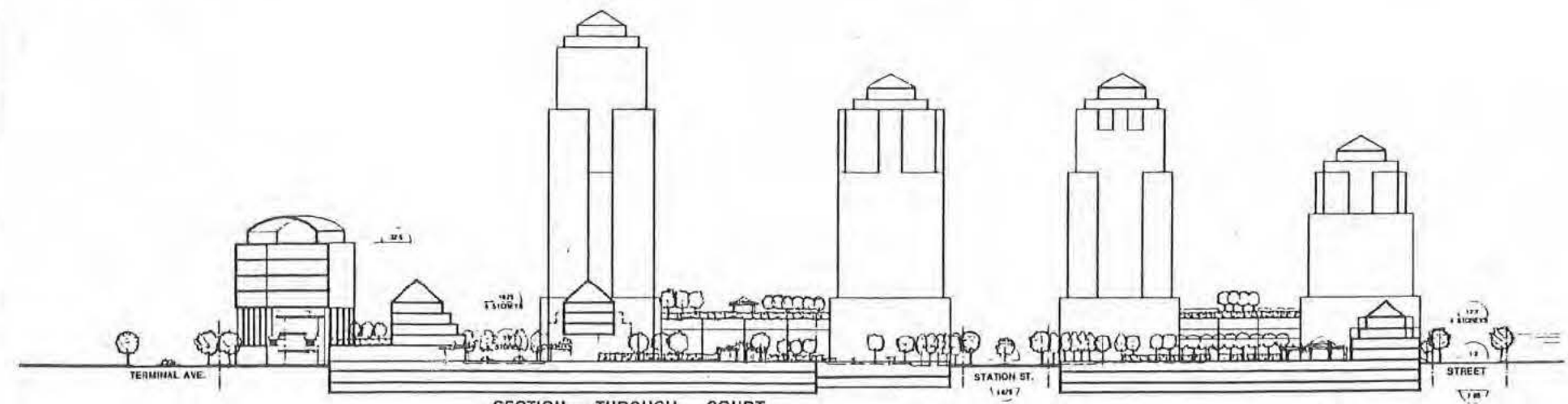




NORTH ELEVATION



SOUTH ELEVATION (TERMINAL AVENUE)



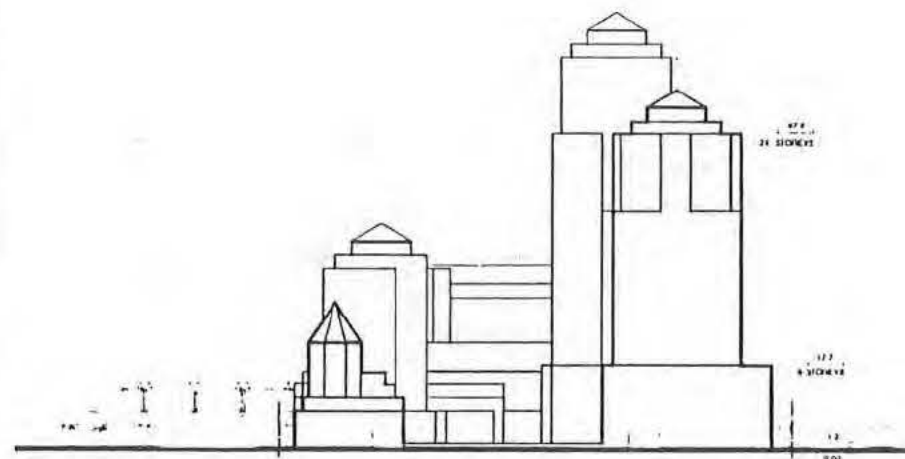
SECTION THROUGH COURT

**STATION / LAFARGE SITES**  
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

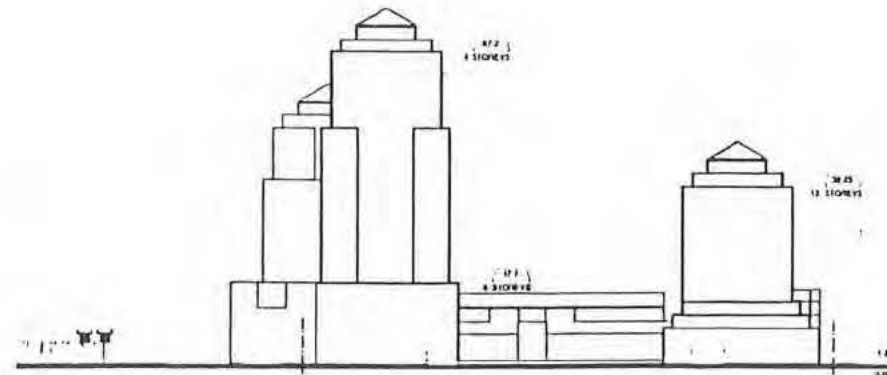
**ELEVATIONS & SECTIONS**  
 LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

REVISED  
 DATE: JAN. 20, 1989  
 SCALE: 1/8" = 1'-0"  
 NORTH A12

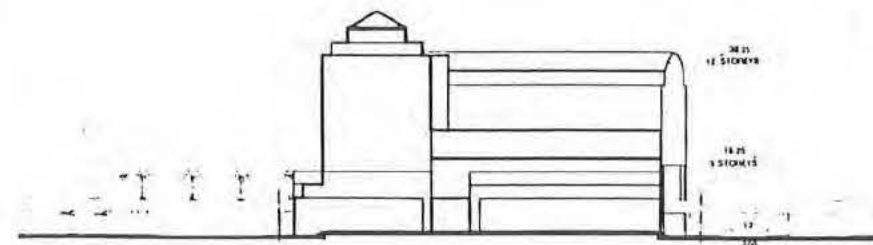
APPENDIX A  
 7 of 13



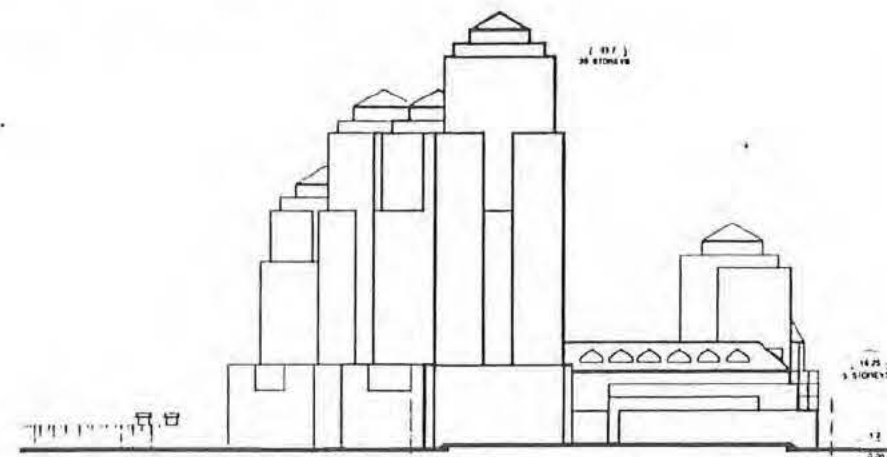
NORTH ELEVATION (STATION STREET)



SOUTH ELEVATION (STATION STREET)



SOUTH ELEVATION (THORNTON PLACE)



NORTH ELEVATION (THORNTON PLACE)

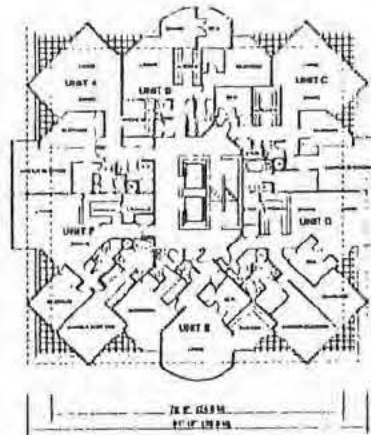
**STATION / LAFARGE SITES**  
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

**ELEVATIONS**

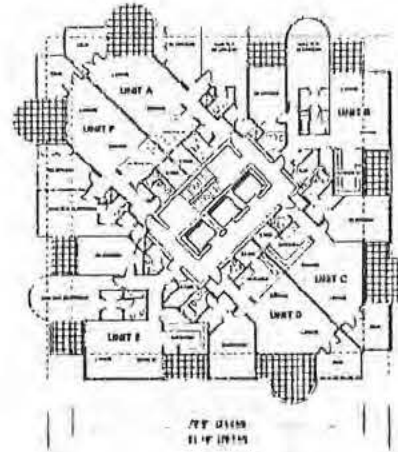
REVISED  
DATE: JAN. 20, 1989  
SCALE: 1-500  
NORTH A13  
City of Vancouver - FOI 2021-103 - Page 104 of 223

APPENDIX A  
8 of 13

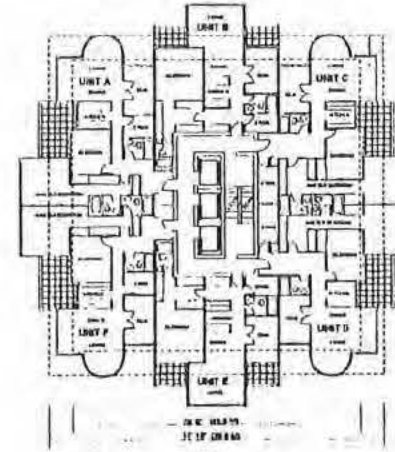




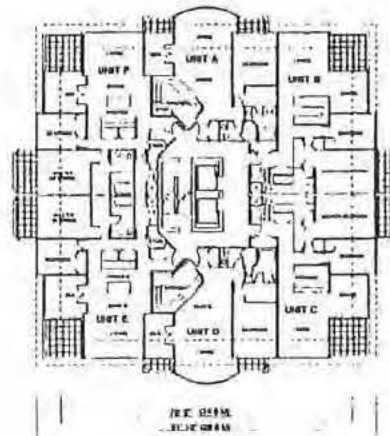
TOWER FLOOR PLATE - TYPE ONE  
[ 750 SQ FT (69 M<sup>2</sup>) ]



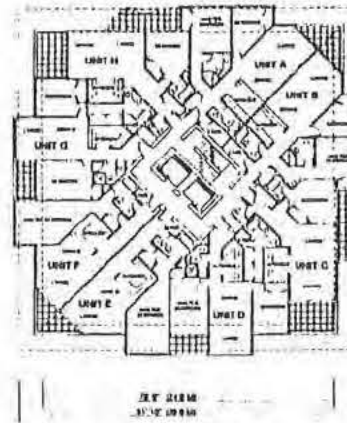
TOWER FLOOR PLATE - TYPE TWO  
[ 700 SQ FT (64 M<sup>2</sup>) ]



TOWER FLOOR PLATE - TYPE THREE  
[ 700 SQ FT (64 M<sup>2</sup>) ]



TOWER FLOOR PLATE - TYPE FOUR  
[ 750 SQ FT (69 M<sup>2</sup>) ]



TOWER FLOOR PLATE - TYPE FIVE  
[ 615 SQ FT (56 M<sup>2</sup>) ]

**STATION / LAFARGE SITES**  
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

## TOWER FLOOR PLATE EXAMPLES

REVISED  
DATE: JAN. 20, 1999  
SCALE: 1/16" = 1'-0"

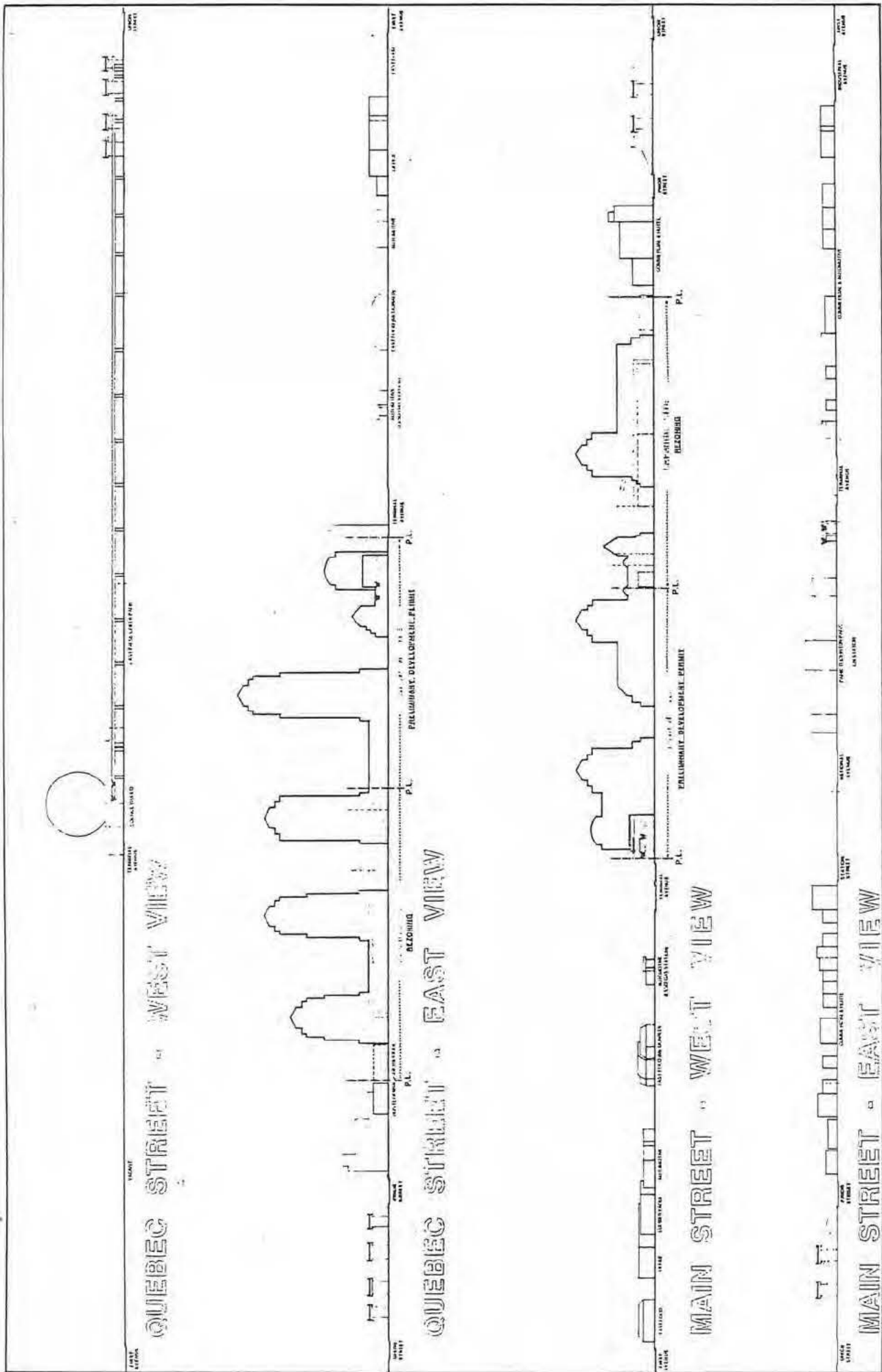


**A14**

**APPENDIX A**  
**9 of 13**

# APPENDIX A

## 10 of 13



STATION / LAFARGE SITES  
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

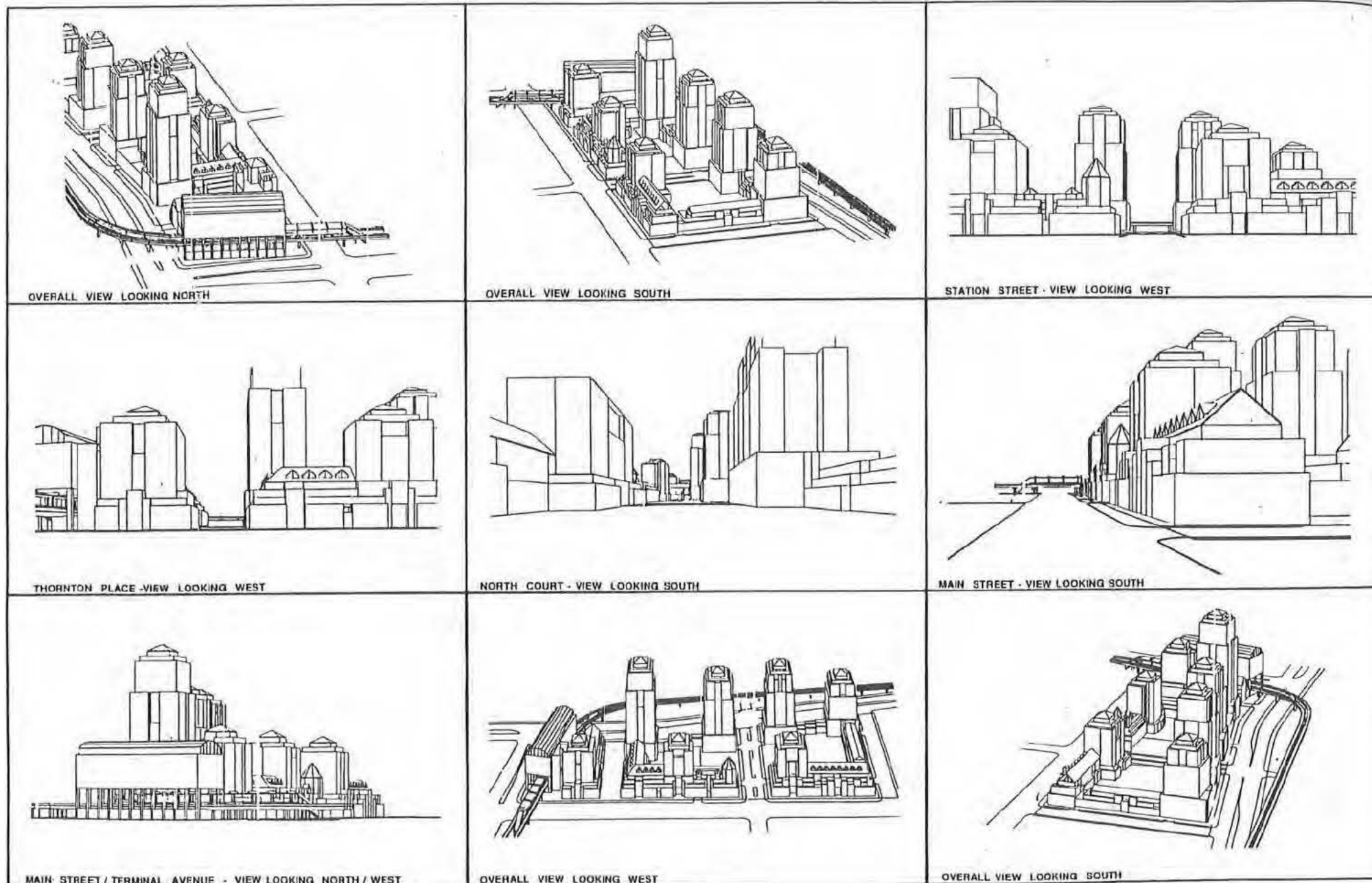
CONTEXT ELEVATIONS

REVISION  
DATE: JAN. 20, 1999  
SCALE: 1-1000

○ NORTH

A15

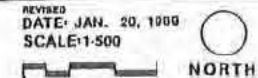




**STATION / LAFARGE SITES**  
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

## PERSPECTIVES

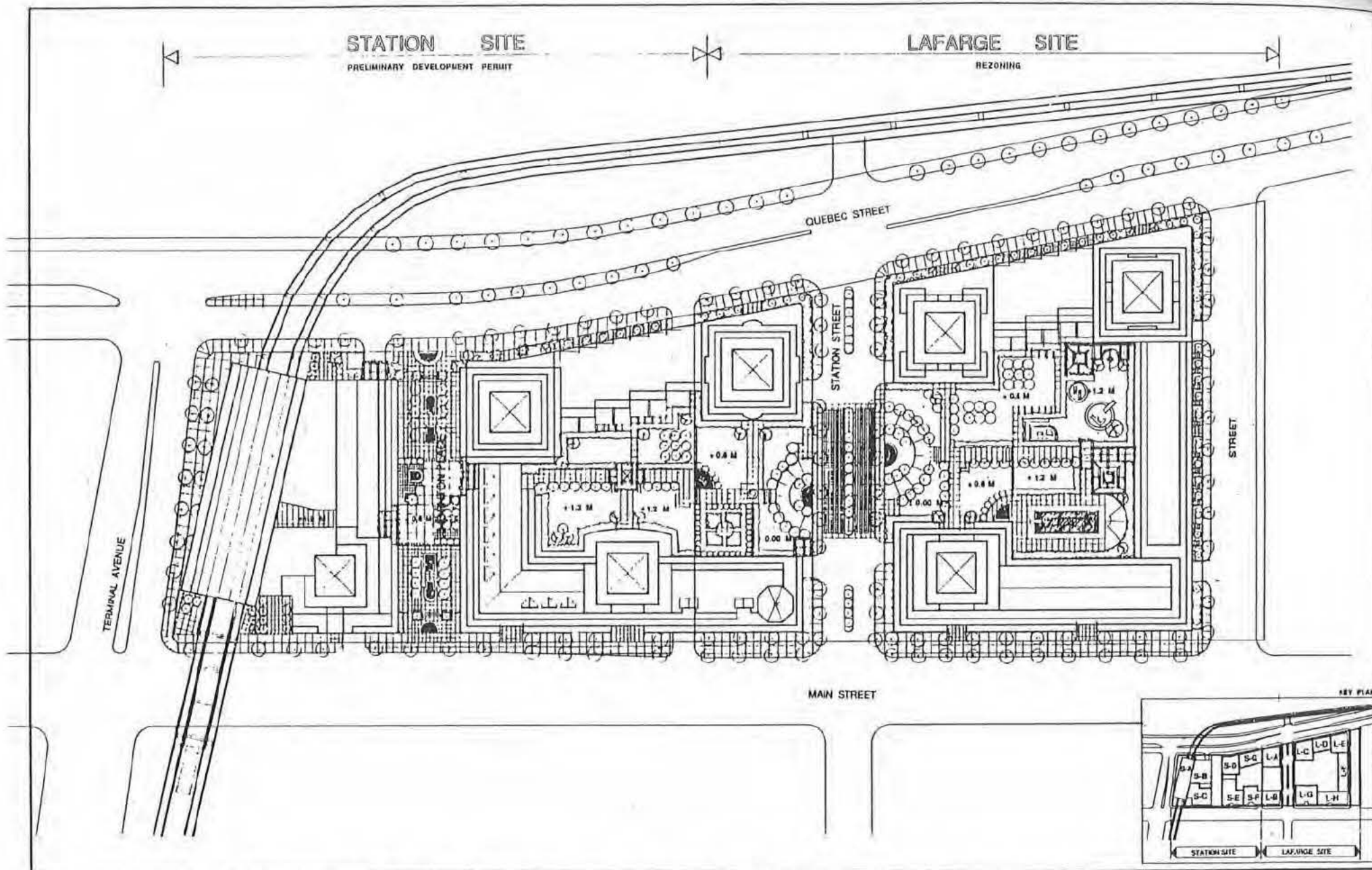
REVISED  
 DATE: JAN. 20, 1999  
 SCALE: 1/500



**A17**

APPENDIX A  
 11 of 13

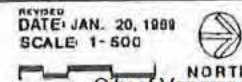




**STATION / LAFARGE SITES**  
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

**GROUND LEVEL LANDSCAPE**  
 LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

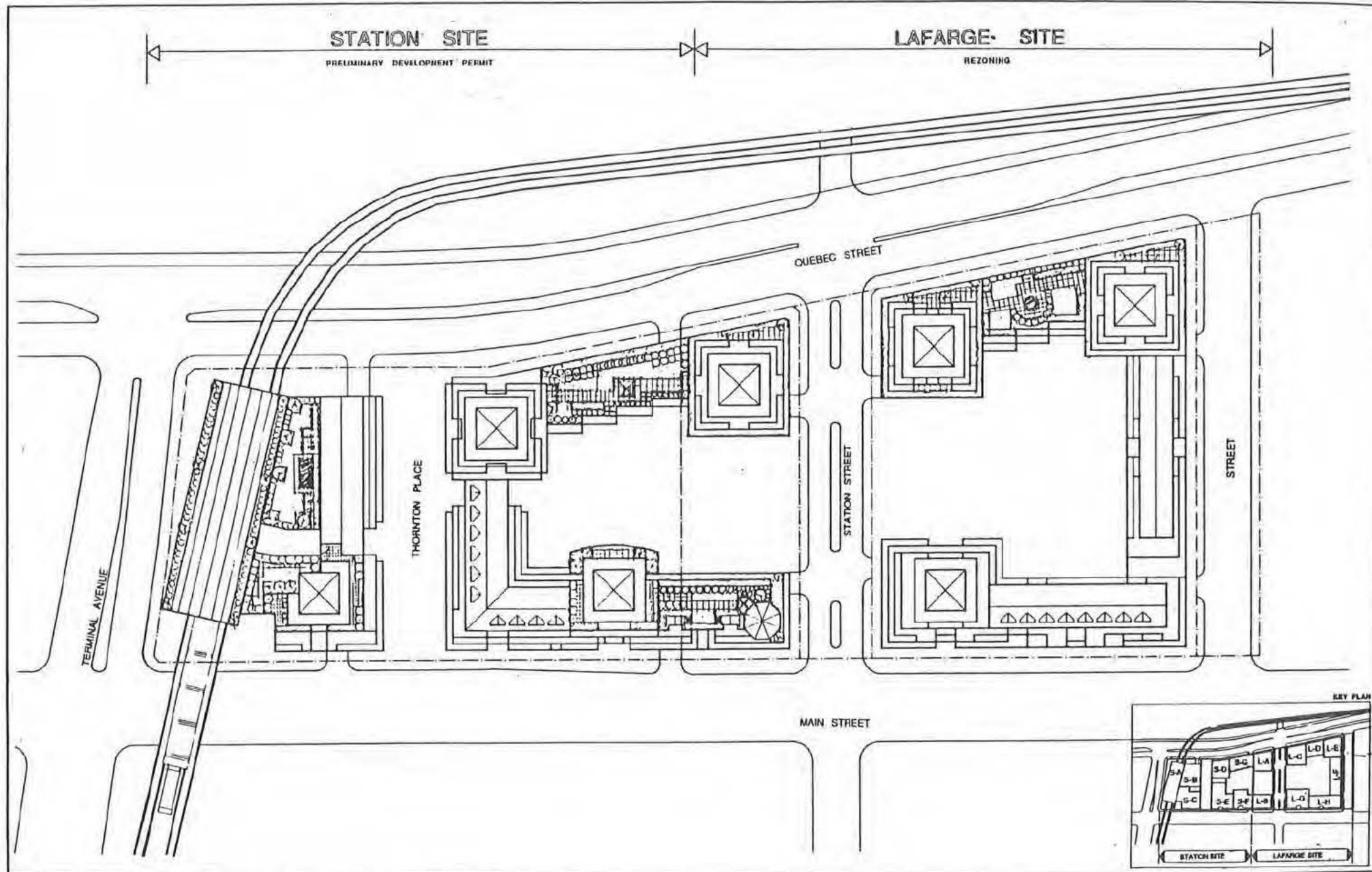
REVISED  
 DATE: JAN. 20, 1989  
 SCALE: 1" = 500'



**L1**  
 City of Vancouver - FOI 2021-103 - Page 108 of 223

APPENDIX A  
 12 of 13





**STATION / LAFARGE SITES**  
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

**ROOF LEVEL LANDSCAPE**  
LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

REVISED  
DATE: JAN. 20, 1989  
SCALE: 1" = 500'  
NORTH  
L2

APPENDIX A  
13 of 13



# APPENDIX B

## 2 of 4

It is foreseen that individual buildings will have their own architectural expression (window patterns, balcony types, entry treatments etc) within an overall palette of materials and colours. Each will have the freedom to respond to local conditions and celebrate its own identity on a "close-up" scale, but will play its role as part of the east False Creek ensemble when seen from a distance.

c. Dual Scale False Creek Enclosure

In terms of the overall built form seen from a distance, the towers create a large scale enclosure for False Creek and backdrop to Science World and East False Creek Park. The heights of towers vary for skyline interest, with the tallest close to Terminal Avenue.

A moderate scale enclosure for passers by on Quebec and visitors to the park is created through use of a 6 storey building base for the towers, with lower linking elements between.

d. Thornton Park Enclosure

The scheme creates a moderate scale, domestic street wall enclosure for Thornton Park with a strongly expressed building mass at 2 to 5 storeys and higher building forms set back above.

e. Skytrain Station Treatment

The Skytrain Station is incorporated into the scheme, but still given a unique identity as a local scale landmark through the use of a special building form.

f. "Thornton Place" on CN Station Axis

The formal axis of the CN Station is recognized in the alignment of a new pedestrian street/open space, "Thornton Place". This space will be lined with retail, and linked to an internal retail atrium and the Skytrain Station.

### 3.3 Movement

a. Pedestrian Flow on Grade

In order to reinforce street activity, pedestrian linkages are generally kept at grade and along the street edge dispersed into above-grade or mid-block routes.

b. Streets/Lane Dedication

As part of the Lafarge site (rezoning) proposed two streets will be dedicated.

A 23m (75.5 ft) R.O.W. extends Station Street between Main and Quebec. This will allow Station St to become the future link into the rail lands, facilitating the closure of National St. for incorporation into Thornton Park.

A 20m (65.6 ft) street on the north edge is dedicated for service access, as well as to provide flexibility for future access to the Greyhound site to the north.

c. Internal Service

Commercial service and loading is handled internally and below-grade. For the Station Site major loading area under the southern-most block serves all the office and retail space on parcels S-A, S-B and S-C as well as retail in parcels S-E and S-F.

d. Separate Parking Garages

Commercial parking is kept separate from residential parking. To ensure security and identifiability, residential parking is located in a number of separate garages each of which serves one major building (and some of the adjoining low- to mid-rise development).



# STATION SITE PDP DESIGN RATIONALE

## 3 Scheme Rationale

### 3.1 Uses

#### a. High Density Residential, Some Mixed Use

The scheme creates a very livable, marketable high density residential community, combining it with some office and retail uses as appropriate and marketable in this location.

The scope of the residential development (in the range of 400 units on Station and 600 units on Lafarge) should provide sufficient "critical mass" to overcome the current isolation of the area.

A middle to middle-upper income, family and non-family market is anticipated for the residential buildings, and most units will be two bedrooms.

#### b. Amenity Residential

The residential uses are located to take advantage of primary westward views over False Creek, and secondary eastward views over rail lands and East Vancouver to mountains.

#### c. Office Building

Office uses are located in a separate, identifiable building above the ALRT Station facing Main Street and Terminal Avenue for visibility.

#### d. Street-Oriented Retail

Continuous, street-oriented retail is located along Main Street and "Thornton Place" edges.

### 3.2 Built Form

#### a. Urban Grid

The large sites are deliberately broken down into urban scale blocks more typical of the Vancouver pattern, linking Mount Pleasant and Chinatown, and providing a precedent for future development in the whole east False Creek area.

#### b. Urban Order/Urban Diversity

The scheme creates a balance between an urban *order* which can be continued in the immediate context to establish an identity for the area, and the level of *diversity* which characterizes a true city as opposed to a "project".

The repetition of the urban "block" with continuous built form pushed to the street edges around an interior court yard is an important ordering element that can be extended north and south in the Main/Quebec corridor.

Residential buildings on Quebec St. are consistent in their half-storey landscaped podium (parking under) and 6 storey building base. Above this, however, the forms, heights and rooflines of buildings vary.

Generally moderate scale built form (2-5 storeys) occurs on the Main St. edge and along cross streets.

# APPENDIX B

## 3 of 4

e. **Parking Below Grade**

While the sites do have a high water table, it is possible to place most of the parking below grade.

On the Main Street side of the project includes 2 parking levels kept fully below grade in order that retail space can be directly at street level.

The west part of the sites incorporates 3 parking levels, 2 fully below and 1 partially below grade. The raised half-level podium serves to separate residential units from Quebec Street, improving their livability.

f. **Vehicle Access Points**

The number of vehicular access points to underground parking from Quebec and particularly Main Street is minimized. The Station site has one on Main and two on Quebec. The Lafarge site has none on either.

h. **Science World Parking**

The major parking garage under the southern block adjacent to the Skytrain will be used wholly by office and retail visitors. This will enable off-peak use by Science World visitors, and it is the applicant's intent to enter into some mutually agreeable arrangement to ensure this.

### 3.4 **Livability**

a. **Urban Mansions**

The scheme consists of separate identifiable "urban mansions" each with its own character, entry, and address in which residents feel a sense of pride and ownership.

b. **Residential Privacy**

Privacy for units is maintained through tower spacing and oblique orientation of windows.

A *minimum* distance of 28m (92 ft) is maintained between facing units, and for most units the distance is greater.

c. **Noise Control**

An acoustic consultant has prepared a separate report for the project. The project will meet CMHC standards for residential uses. Traffic and transit noise will be dealt with by:

- locating units on Quebec St side at least a half level above street and somewhat set back on a landscaped podium
- locating units adjacent to Main St above 1 level of retail space
- use of enclosed balconies, special glazing and other devices as appropriate.

d. **Sun**

Towers are located to allow sun penetration to units as well as to portions of courtyards intended for use. (Refer to shadow diagrams in S.4.1.4.d)

e. **Recreational Amenity**

Station and Lafarge sites will each incorporate shared health and fitness facilities for residents and tenants. In addition individual buildings may incorporate meeting rooms etc. The mix, size, and exact location of facilities will be specified upon application for development permit.



### 3.5 Open Space and Landscaping

(refer to Landscape concept plans)

#### a. Open Spaces

The major courts have been opened to the new Station Street to provide public visual access to Landscaped semi-public amenity areas and to improve inner views and access for residents. These linked courts open via a "gateway" through to Thornton Place and onto the ALRT Station, providing a semi-public East-West pedestrian route through a variety of landscaped places.

#### b. Landscaped Roofs

Flat roof surfaces will be landscaped for visual amenity, and for active use as roof decks of adjacent units.

#### c. Station Street

The new extension of Station Street will incorporate a 3m (10 ft) wide treed and landscaped median. Additional planting and special paving will highlight the crescent-shaped bay that contains the entries to the medium rise residential buildings flanking the street.

#### d. Public Space Landscape Context

The scheme proposes establishment of a consistent public landscape context that can be extended into the adjacent area. This would include:

- a double row of street trees along Main.
- a single row of street trees along each side of Quebec, as well as in the landscaped median strip.
- a low key "standard" sidewalk paving (for example brushed concrete and exposed aggregate).
- feature paving areas in intersections along Quebec and Main.

This consistent context would provide visual continuity and an effective foil for the specialty paving and landscaping of Thornton Place and individual buildings.

### 3.6 Development Issues

#### a. Phasing

The scheme is designed to respect the legal property line between the Station and Lafarge sites, as well as to allow for phasing and possible future subdivision of the sites.

#### b. Efficiency

The scheme is designed within the constraints of workable internal circulation systems, cores, and floor plates for buildings.

PLANNING  
DEPARTMENT  
MAR 21 1989  
RECEIVED  
ZONING  
DIVISION

①

TO: Ben Fong Planning Dept. - D.P. Group	FROM: Eunice Mak DEPT. Social Planning DATE: March 16, 1989
---	---

RE: 100 Terminal - Pt 2 of 30

MESSAGE Please note the following comments  
respecting the above-referenced dpa:

FOLD

1. Provision of a minimum of 200 cu. ft. of bulk storage space for every dwelling unit.
2. Provision of bicycle storage space adequate for a minimum of one bicycle for every four dwelling units.

3. Provision of an overhead security gate at all entrances to the residential parking which shall be separated from the public and commercial parking.

4. Design development of the open spaces to provide social passive and activity areas for a diversity of age groups and life styles, with particular regards for the provision of a

FOLD



②

TO _____	FROM _____
_____	DEPT. _____
_____	DATE _____

RE cont'd

MESSAGE

FOLD

5. Provision of distinct, easily identified and accessible residential entrances.

6. Details of all proposed amenities with particular regards for their finishing, furnishing, use, management and accessibility by residents and/or workers.

REPLY

FOLD

7. A letter of undertaking shall <sup>DATE</sup> be submitted by the owners to the satisfaction of the Director of Local Planning regarding the furnishing and availability for use of the amenity areas by all occupants of the building.

8. Configuration regarding the provision of the

3

TO _____ _____ _____	FROM _____
	DEPT. _____
	DATE _____

RE cont'd

MESSAGE

FOLD

Housing in accordance with Council-approved guidelines.

Note to applicant

Design of the family units shall take into account the principles for Housing Families At High Density.

9. Clarification regarding the provision and location of non-market housing in accordance with Council-approved guidelines.

REPLY

DATE

19

10. Clarification regarding the provision and location of community facilities including a child day care facility.

FOLD

11. Clarifications regarding safety and security considerations for all public areas in particular, Horton Place Mall as well



4

TO _____	FROM _____
_____	DEPT. _____
_____	DATE _____

RE \_\_\_\_\_

MESSAGE

FOLD

as the separation of all public and private outdoor areas.

12. Notation on plans stating 'The design of the parking structure regarding safety and security measures is to the effect approved to the satisfaction of the Director of Social Planning, who shall have regard to the 'Parking Facility Design Guidelines and Standards' approved by City Council October 5, 1976'.

REPLY

FOLD

James Mak

GL 201