
CITY OF VANCOUVER
PLANNING & DEVELOPMENT SERVICES

DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
December 12, 2018

FOR THE DEVELOPMENT PERMIT BOARD
January 21, 2019

2102 Keith Drive (COMPLETE APPLICATION)
DP-2018-00502 – Zone: I-3

MCU/JS/AEM/AW

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

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

Also Present:

M. Castillo Urena, Urban Design & Sustainability
A. Wroblewski, Development Services
J. Smallwood, Development Services
T. Wanklin, Planning, Urban Design & Sustainability
E. Fredericksen, Cultural Services - Public Art

APPLICANT:

Dialog Design
406 – 611 Alexander Street
Vancouver, BC
V6A 1E1

PROPERTY OWNER:

1077333 BC LTD
9100 VAN HORNE WAY
RICHMOND, BC
V6X 1W3

EXECUTIVE SUMMARY

- **Proposal:** to develop this site with a ten storey building, containing manufacturing and office uses, over four levels of underground parking, having access from Keith Drive.

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

● **Issues:**

1. Obstruction of private views
2. Obstruction of East Van Cross artwork
3. Compliance with uses to gain height allowance.

- **Urban Design Panel: SUPPORT with no considerations**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2018-00502 submitted, the plans and information forming a part thereof, thereby permitting the development of a ten storey industrial building, containing manufacturing and office uses, over four levels of underground parking, having access from Keith Drive, subject to the following conditions:

1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:

1.1 confirmation of compliance with Section 4.3.3 – Height of the I-3 District Schedule;

Note to Applicant: Minimum 1.0 FSR of a use outlined under Section 4.7.5 (b) (i), (ii), (iii) and (iv) is required.

1.2 confirmation of compliance with Section 4.7 – Floor Area and Density of the I-3 District Schedule, demonstrating the following:

- i. the maximum total combined floor area for all other uses (per Section 4.7.1 (b)) including Retail and General Office use does not exceed 1.0 FSR;
- ii. confirmation that the maximum permitted floor area for General Office use does not exceed 33% (approximately 3,785.83 m²) of the outright total gross floor area of all principal uses;
- iii. all circulation areas that serve multiple uses shall be proportionately rated and included in the computation of the corresponding use. By prorating the circulation areas, General Office use is expected to increase and may increase the floor area for General Office beyond the permitted 33% floor area and should be taken into consideration. See also, Standard Condition A.1.11;
- iv. lobby and corridor areas that have been excluded from FSR as Amenity areas have been included in the overall floor area and should be prorated as per above note. See also, Standard Condition A.1.10.

1.3 design development to improve the north and west frontages at grade, this can be achieved by:

i. Further identification of the building's main entry.

Note to Applicant: Consider relocating the building entry to the south-west corner, using lightning, signage, colour and varied material treatments such as in jambs, inset, soffits, etc.

ii. improving the street presence of the retail frontage.

iii. enhancing the visual quality of the parking entry and north-facing wall, as follows;

a. improve the overall visual quality of the northern wall.

b. provision of high-quality and architecturally-integrated parking gate and metal grille.

c. provisions of high-quality consistent treatment for the inside of the diagonal brace facing the parking and the parking entry soffit.

- d. further landscaping treatment.

Note To Applicant: See Landscape condition A.1.21

Note to Applicant: The intent of this condition is to achieve a good building interface with the public realm to respond to the anticipated high volume of pedestrian traffic and to a more appropriate pedestrian scale and interest.

- 1.4 design development to refine and detail how the braces emerge from grade;

Note to Applicant. The proposed structure should rise from the ground plane in a logical way to reduce the appearance of “buried-building”. Consider extending the diagonal brace material treatment to a horizontal area enclosing the honeycomb structure at the base, similar to the above repeated cellular pattern. Refer to Standard Condition A.1.4.

- 1.5 design development to maintain the high-quality materials indicated, including the wood structure proposed, and to provide the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with the exceptional detailing;

- 1.6 design development to provide consistent treatment of inside of the diagonal braces and soffits;

Note to Applicant: Wood, metal panels or other high-quality and differentiated materials (or colours) from fascias may be acceptable.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

Technical Review For:	2102 Keith St		Zone:	I-3 (Sub Area A)	
	Permitted/Required		Proposed		
Site Size ¹			Irregular site		
Site Area ¹			3,822.77 m ²		
Setbacks ²	Front Yard		Front Yard - West		
	within 2m of grade	0.6 m	within 2m of grade	4.14 m	
	above 18.3m	3.7 m	above 18.3m	4.14 m	
	above 30.5	6.1 m	above 30.5	4.14 m	
	Rear Yard	3.1 m	Rear Yard - East	36.1 m	
	Side Yard (exterior)		Side Yard - South		
	within 2m of grade	0.6 m	within 2m of grade	5.64 m	
	above 18.3m	3.7 m	above 18.3m	5.64 m	
	above 30.5	6.1 m	above 30.5	5.64 m	
	Side Yard		Side Yard - North		
	within 2m of grade	7.6 m	within 2m of grade	5.02 m	
	above 18.3m	10.7 m	above 18.3m	5.02 m	
above 30.5	12.2 m	above 30.5	5.02 m		
Building Depth ³	Maximum:	<u>61</u> m		<u>72.88</u> m	
Building Width ₃	Maximum:	<u>61</u> m		<u>24.81</u> m	
Height ⁴	Max. Outright	13.8 m	top-of-parapet	<u>44.9</u> m	
	Max. Conditional	<u>45.7</u> m			
FSR ⁵	Max. Outright:		3.0	Total Combined:	3.96
	Additional FSR for Amenity Share		2.0		
	Max. Combined Total:		5.0		
Floor Area ⁵	Max. Retail:	1,000.00	m ²	Parkade (P1-P4):	0.00 m ²
	Max. Office + Retail:	3,822.77	m ²	Levels 1 - 10:	15,095.44 m ²
	Max. Office (33% of 3.0 FSR)	3,784.54	m ²	Roof:	0.00 m ²
	Max. Total:	<u>19,113.85</u>	m²	Combined Total:	<u>15,141.54</u> m²
Exclusions ⁵	Open Balcony (12%):	2,293.66	m ²	Open Balcony (2%):	320.53 m ²
	Amenity:	100	m ²	Amenity:	53.85 m ²

Parking ⁶	Standard:			262	Standard:			140
	Max. Small Car:	25%	66	Small Car:	28%	39		
	Diability:			7	Disability:			7
	Total Required:			262	Total Provided:			193
Loading ⁷	Class	A	B	C	Class	A	B	C
	Office:	2	3	0	Non-Res	2	2	0
	Manf:	0	3	1				
	Total:	2	6	1	Total:	2	2	0
Bicycle ⁸	Use	Class A	Class B	Class A			Class B	
	Office:	67	6	<u>47</u>			<u>0</u>	
	Manf:	4	0					
	Total:	<u>71</u>	<u>6</u>	Lockers	Horizontal	Vertical	Horizontal	
	Locker:	20%	14	8	27	12		
	Horizontal:	50%	36	<u>47</u>			<u>0</u>	
	Vertical:	30%	21					
	Clothing Lockers:			Clothing Lockers:				
	Total:	<u>99</u>		Total:	<u>50</u>			

¹ **Note on Site Size and Site Area:** Site area has been assumed off of the provided information from the applicant and confirmation of site area via a revised survey has been requested through Standard Condition A.1.12. The proposed site is irregular and fronts Clark Dr., E 6th Ave., and Kent Dr., with the rear of the site abutting a TransLink SRW and the VCC Clark Skytrain Station.

² **Note on Yards/Setbacks:** In sub-area A, there are minimum front yard requirements of 0.6 m for the portion of the building at grade, 3.7 m for any portion of the building above 18.3 m from grade and 6.1 m for anything above 30.5 m from grade. These yard requirements are also applicable for any side yards that face a street. The Director of Planning may permit reduced front yards, side yard and rear yards. This application is seeking a reduction of the front yard and side yard requirements above grade and given the proposed setbacks and it is recommended that the Director of Planning/Development Permit Board grant a reduction of yards as per Section(s) 4.4.2 and 4.5.2 of the I-3 District Schedule.

³ **Note on Building Width and Depth:** In sub-area A, the maximum building depth and width is 61 m and this application is seeking an increase in building depth to 72.88 m. The Director of Planning may permit an increase in building depth and width per Section 4.16.4 of the I-3 District Schedule.

⁴ **Note on Height:** In sub-area A, the Director of Planning, or the Development Permit Board may permit an increase in height to maximum 45.7m subject to a minimum 1.0 FSR for uses outlined under sections 4.7.5 (b) (i), (ii), (iii) and (iv) of the I-3 District Schedule. Height was calculated using the provided building grades and is calculated to the top-of-parapet at the north-west corner of the roof structure. The proposed height of 44.9m falls within allowable height limits. However, the provided uses do not comply with the minimum 1.0 FSR requirements per Section 4.3.3 (a) of the I-3 District Schedule and illustration of compliance of FSR requirements has been requested through Recommended Conditions 1.1 & 1.2.

⁵ **Note on FSR and Floor Area:** In sub-area A, the maximum permitted FSR shall not exceed 3.0 and may include the proposed uses of Creative Products Manufacturing (CPM) and Digital Entertainment and Information Communication Technology (DEICT). Of the total outright FSR (3.0), a maximum of 1.0 FSR may be permitted for all other uses and General Office use may not exceed 33% of the total gross floor area for all principal and accessory uses combined. The Director of Planning may permit an increase in the permitted floor area up to an additional 2.0 subject to an amenity share agreement which is identified

in Recommended Condition 1.2. Therefore, a total FSR of 5.0 may be permitted per the I-3 District Schedule.

The proposed Retail and Office uses exceed 1.0 FSR and Recommended Condition 1.2 ii. requires the reduction of the floor area for these uses. Additionally, amenity areas may be excluded from FSR up to 100 m². However, the proposed portions of the amenity areas being excluded from FSR include lobby spaces and corridors which has resulted in some portions of Amenity areas being adding to the overall floor area and has been addressed in Recommended Condition 1.2.iv. The proposed floor plans and FSR overlays do not clearly identify uses and require confirmation of compliance with Section(s) 2.2 and 3.2 of the I-3 District Schedule and are to be coordinated and illustrated on the drawings per Recommended Condition 1.2 and Standard Condition A.1.5.

⁶ **Note on Parking:** The requirements for this site have been based on Section(s) 4.2.5.1 (retail) and 4.2.6.4 (manufacturing/office) of the Parking By-law. A total of 262 parking spaces, including 7 disability spaces are required for this application. The proposal is seeking a relaxation to provide only 193 parking spaces (including 7 disability spaces double counted). Compliance with Section 4 of the Parking By-law to the satisfaction of the Director of Planning and General Manager of Engineering Services per Standard Condition A.1.6.

⁷ **Note on Loading:** Required loading has been calculated on minimum 1.0 FSR of Manufacturing Use and 2.96 FSR of Office Use's, as required to achieve the additional height per Sections 4.3.3(a) and 4.7.5(B) of the I-3 District Schedule. Confirmation of proposed uses is required to confirm loading requirements per Standard Condition A.1.7.

⁸ **Note on Bicycle:** Required bicycle parking has been calculated on minimum 1.0 FSR of Manufacturing Use and 2.96 FSR of Office Use's, as required to achieve the additional height per Sections 4.3.3(a) and 4.7.5(B) of the I-3 District Schedule. Confirmation of proposed uses is required to confirm bicycle requirements per Standard Condition A.1.8.

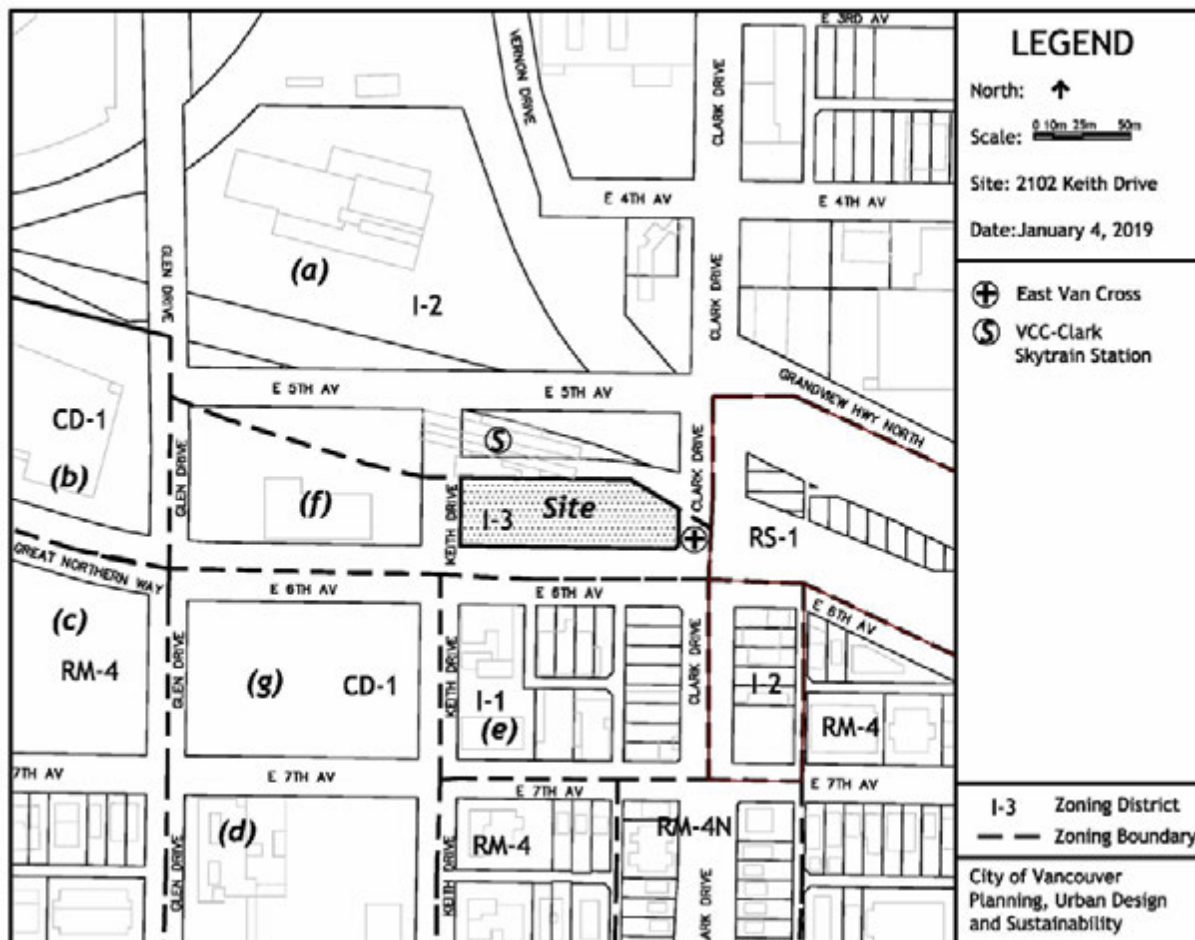
● **Legal Description**

Lot: REM A
 Block: 82
 District Lot: 264A
 Plan: 9614

● **History of Application:**

18 06 01 Complete DE submitted
 18 09 05 Urban Design Panel
 18 10 12 Complete resubmission
 18 12 12 Development Permit Staff Committee

● **Site:** The site is located within the False Creek Flats Lands and is located north of East 6th Avenue, east of Keith Drive and south of the BNSF rail yard and VCC Clark Skytrain Station.



● **Context:** Significant adjacent development includes:

- a) Vancouver Police Department Force Options Training Centre, 2010 Glen Drive, 3-storey public authority use building, (c.2009);
- b) Mountain Equipment Co-op Head Office, 1077 Great Northern Way, 4-storey office building, (c. 2014);
- c) China Creek North Park, 3.16 hectare;
- d) Vancouver Community College, 1120 E 7th Ave, 7-storey education facility, (c.1982);
- e) BC SPCA, 1205 E 7th Ave, 2-storey animal clinic building, (c.1965);
- f) Shaw, 1155 E 6th Ave, 2-storey light-industrial building, (c.1972);
- g) Vancouver Community College Parking Lot, 1111 E 7th Ave, (c.1983).

• **Background:**

A complete development permit application was submitted on June 1, 2018 and resubmitted October 12, 2018 to pursue additional density and height under the I-3 (Sub-area A) District Schedule. The original proposal appeared at the Urban Design Panel on September 5, 2018 and it was unanimously supported without recommendations. The revised proposal submitted October 12, 2018 meets the intent of the design principles.

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

False Creek Flats Plan

The False Creek Flats holds a significant economic position within the City of Vancouver and the region. Situated just east of the downtown peninsula, the area is well served by rapid transit and surrounded by residential neighbourhoods including Chinatown and Strathcona to the north; Grandview Woodland to the east; Mount Pleasant to the south; and Southeast False Creek, City Gate and the future Northeast False Creek neighbourhood to the west.

The plan supports this unfolding future and lays the foundation to increase the number of jobs in the area from the roughly 8,000 today to over 30,000 by 2047. While employment intensification is a primary objective, the plan also ensures the area provides the needed industrial space to service our city as an integral and essential component of a complete, healthy, and sustainable Vancouver.

This application falls under the Creative Campus Character Sub-Area.

Creative Campus Character Sub-Area

Located on the southern edge of the Flats, the Creative Campus is well-served by transit. Already home to two stations, serving both the Expo and Millennium lines, this area will see another station built as part of an extension of the Millennium Line along Broadway.

The parcels zoned I-3 within the Creative Campus Sub-area A are identified in the plan as key locations for employment intensification. This zone seeks to establish higher-density buildings to accommodate a variety of functions including uses in the innovation economy, health science and medical service.

I-3 District Schedule, Sub-Area A

The I-3 District Schedule is intended to permit high technology industry, creative products manufacturing, digital entertainment, information and communication technology, and related industry with a significant amount of research and development activity. It is also the intent to permit light industrial uses that are generally compatible with high-technology and other industrial uses, and with adjoining residential or commercial districts.

Height and density in the District Schedule are linked to uses. The floor space ratio shall not exceed 3.0, with limitations based on use, except that in sub-area A, the Director of Planning may permit an increase in the permitted floor area to a maximum additional floor space ratio of 2.0 to a maximum of 5.0, with further limitations based on uses.

The maximum height of a building shall be 18.3m and the Director of Planning or the Development Permit Board, as the case may be, may permit an increase in the maximum height of a building in sub-area A to a height not exceeding 45.7m with respect to any development provided that consideration is given to the uses proposed, height, bulk, massing, location and overall design, provision of public open space, effect of the development on traffic and provision of pedestrian needs.

False Creek Flats Urban Design Policies and Guidelines for I-2 and I-3.

The False Creek Flats Urban Design Policies and Guidelines for I-2 and I-3 are intended to (a) Intensify Employment Opportunities: (b) Maximize Flexibility: (c) Encourage Vertical Stacking of Industry and Production Spaces: (d) Take Advantage of Unique Opportunities: (e) Create Buildings that Respect & Respond to the Public Realm: (f) Reference Industrial & Institutional Urban Fabric: (g) Create healthy and productive workspaces: (h) Encourage Working Rooftops: (i) Create Thoughtful Transitions Respectful of Surrounding Residential Neighbourhoods: (j) Showcase Functional Workspaces in the Public Realm: (k) Create Buildings and Neighbourhoods that Respond to Sea Level Rise: (l) Re-purpose Vehicle Parking.

Proposals are evaluated by staff based the urban design performance objectives including setbacks, massing, building articulation, access to daylight and views, provision of on-site public open space, transition to surround communities, improved building articulation and animated streetscapes.

• Response to Applicable By-laws and Guidelines:

False Creek Flats Plan

The proposal is consistent with the expectations of the False Creek Flats Plan in the Creative Campus character subarea. This site has been identify as a key location for employment intensification and high-density.

I-3 District Schedule

Use, Density and Height: Staff are seeking further clarification to confirm compliance through the recommended conditions contained in this report.

Building Depth: The proposal exceeds the maximum building depth. The Director of Planning or the Development Permit Board may permit an increase in the building depth. Staff are satisfied with the design response per 4.16.4 and as explained under the section below.

Front Yards / Setbacks: This application is seeking a relaxation in the front yard and upper setback. Proposal complies with the provision of varied massing and a form of development that is visually interesting and staff are satisfied with the proposed design.

Side Yards / Setbacks: This application is seeking a relaxation for the side yard and upper setbacks. Proposal complies with the response to the existing street network, loading and provision of open space. Staff are satisfied with the proposed design.

False Creek Flats Urban Design Policies and Guidelines for I-2 and I-3

Built Form:

The site presents several encumbrances that impact the sitting and massing of the building in the form of easements and required setbacks.

The design of the building has been sculpted in plan and elevation to articulate the mass in distinct elements that are intended to create a series of “cellular pieces” within the building. The structural wood system generates the primary expression of the building and this is further reinforce with the façade treatment to create solidity and integrity of the building form.

The cellular expression on the façade wraps around the building and is continuous to all elevations of the building. The south, east and west facades are expressed with three-dimensional façade treatment to respond to orientation and provide an animated streetscape. The northern façade has been substantially

set back due to a Statutory Right of Way and the cellular expression has been flushed with the curtain wall.

The proposed 10-storey development fits well into the anticipated character and intent of the guidelines and has the potential to become an iconic reference for the neighborhood. Staff believe that the proposed contemporary architectural expression elevates considerably the streetscape. Further design development is sought under Recommended Condition 1.3 to reinforce the architectural expression of the building and strengthen the character of the area.

Stepped Massing. The development is not providing a stepped massing on the upper levels. However, the building provides an expressive skeleton that contributes to diminishing its scale and bulk. Additionally, the upper massing and parapets contribute to a varied skyline adding visual interest. Staff are generally satisfied with this response and are seeking considerations to add further visual interest on the north elevation through Standard Condition A.1.1.

Building Depth. The development exceeds the maximum building depth. However, the building is providing significant facade articulation through the proposed timber structure with substantial recesses. Further, high-quality materials and texture are proposed, compatible with the industrial character. Staff are generally satisfied with this response and are seeking reinforcing the building expression through Recommended Condition 1.3.

Public Realm: Noting that the guidelines anticipate the creation of unique, vibrant, attractive, interesting and amenity rich environments and given the proximity to the VCC Clark Skytrain Station, staff is seeking improvements that affect the public realm through Standard Landscape Condition A.1.21.

Sustainability: Development has been registered with the Canada Green Building Council's LEED v4 for Core and Shell rating system and provides a number of sustainable features, including high performance building envelope, integrated solar shading or thermally broken balconies.

East Van Cross

Over the past decade, Monument for East Vancouver (also known as the East Van Cross) by Ken Lum has become an iconic piece of artwork and part of the fabric of the city, especially for those living in East Vancouver.

While a proposed development will redefine the immediate surroundings of the Monument, the City and the artist were aware that this land would be developed at the time the work was sited, and the architects are making efforts to protect certain views and provide design elements that act as a buffer between the Monument and the new building. The City does not own the land which the development is proposed for, but does own the portion of the land which the artwork is on.

The City has requested sight lines from the northwest to the Monument should be protected, including those from the Expo Line. The proposed new building would provide 124,000 square feet of job space near transit that could accommodate more than 1,200 employees in a central part of the city. The Public Art Program remains open to discussing the best options for the artwork.

• Conclusion:

This development proposal will provide a great deal of desired job space and creativity near major transit routes. The proposal is consistent with the intents of the existing zoning and Staff consider the proposed building will be a positive contribution to the Creative Campus subarea.

Staff recommend approval of the proposed application subject to meeting the recommended conditions that are outlined in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on September 5, 2018, and provided the following comments:

EVALUATION: SUPPORT with no considerations

Introduction:

This is the first Urban Design Panel appearance for this application. It is located in the I-3A zone in False Creek Flats regulations. Uses are Creative Products Manufacturing and Commercial Office. The proposal is for 8 Storey Mass Timber construction.

The project is located between Clark Drive and Keith Drive and Great Northern Way (GNW). Keith Drive is closed to vehicular traffic except for maintenance yard access but has significant pedestrian traffic at the VCC Clark Station. The site occupies an important place, located adjacent to the iconic 'East Van Cross'. There are several site constraints including a steep slope (approximately 13-14 meters from east to west), a Translink setback and a MetroVan sewer Right of Way (ROW), diagonally bisecting the eastern half of the site. There is also an additional statutory right of way (SRW) requirement along GNW for a new bike route and more pedestrian friendly path of travel.

The intent of the zoning is to intensify employment opportunities while incentivizing certain uses critical to preserving the City's industrial urban fabric. More traditional active ground floor uses (such as retail and service uses) may be given over to innovate makerspace uses. The intent is to create opportunities for job space to exist and evolve and to enrich the public realm. Some of these urban design objectives are to create unique spaces, allow for flexible and future adaptability, a high degree of architectural merit, and on-site public open space creating inviting, pedestrian amenity and comfortable places for people.

The outright height on this lot is 18.3m, and the maximum conditional height with the proposed uses on this lot is 30.5m for the provided uses. It should be noted that with the provision of 1.0 FSR of approved light industrial uses, the height and density can be further considered up to 45.7m and 5.0 FSR. The applicant is not seeking the permitted height increases based on industrial uses. However, the applicant is seeking DP Board consideration of a height relaxation based on site constraints of approximately 5.2m (17feet). This relaxation must be evaluated based on site constraints, urban design performance and all applicable policies and guidelines such as height, bulk and massing, location and overall design of the building and its effect on the site, surrounding buildings and streets, the provision and quality of public open space, landscape and general amenity of the area, and pedestrian needs. Massing should respect access to daylighting and views on adjacent sites and open space.

Questions:

Advice from the Panel is sought on the proposed design in general and specifically on the following:

- 1) Height and massing and the impact on the site, open space, streets, and adjacent existing and anticipated development.
- 2) Open space and the public realm interface and design including landscaping, pedestrian circulation, entries, and frontages.
- 3) Building design strategy including architectural expression and materiality, scale and proportions, roofline, sustainability approach, etc.

Applicant's Introductory Comments:

The client and owner of the project, Arran Stephens, spoke to the Panel to provide context to project.

Nature's Path was established in 1985. It is currently headquartered in Richmond, employing 150 people. The number of employees could well be over 300 people by the time the company moves the headquarters to this site.

- 1967 - Opened Canada's first plant based restaurant.
- 1971 - Lifestream on 4th and Burrard, Canada's first natural foods supermarket
- 1985 - Nature's Path begins from the back of the restaurant.
- 1990 - Built North America's first 3rd party certified organic breakfast cereal factory in Delta, BC.
- 2011 - Acquired Que Pasa, an organic tortilla factory.

Arran Stephens is the CEO. His wife, Ratana Stephens is co-CEO and General Manager. Their two children, Arjan Stephens and Jyoti Stephens, are in leadership positions in the company. The company has 700 valued team members, 100% Canadian, independent and family owned.

Nature's Path has been voted top 10 and top 100 green employers in BC and in Canada respectively according to the Financial Post.

There are three state of the art zero waste manufacturing facilities, located in Blaine, WA, Delta, BC, and Sussex, WI.

Nature's Path owns 5500 acres of organic farmland in Saskatchewan and export to 50 countries.

The company supports many charities and nonprofits including food banks, endangered species, children's hospital, gardens for good, giving back \$22M to society. Sustainability is an important value of the company with the goal to be carbon neutral by 2020. We will be moving our headquarters from Richmond to Vancouver, providing quality, well paid jobs. The current plan is to use the first three floors of the building and lease out the remaining space to select tenants that are compatible to the unique zoning. Our goal is to take over the entire building as the company grows. We hope you see Nature's Path as a strong fit to create sustainable jobs, boost the green economy and further establish Vancouver's global reputation as an innovative, healthy and livable city.

Martin Nielson, architect, stressed the values of the client, including being carbon neutral by 2020. Having worked with the client for 2.5 years to know how they work, starting with site selection, visioning and programming, Mr. Nielson felt that has transformed how his company now works.

Three themes came from their discussion.

1. The project should mirror the patterns of nature using natural materials, responding to natural elements like the sun, wind, and rain and using that as the design ethos.
2. A building can emerge and grow from this site.
3. The idea of providing outdoor space as respite and to be able to grow food on site and be part of the bigger ecology.

There are a lot of constraints with the major one being the statutory right of way from Metrovancouver for their sewer line which is 8ft in diameter and located 5m from the lobby entrance. Metro Vancouver has the right to dig at any time and drive an excavator on site.

The right of way in the back has an opportunity. It's now a shared right of way using it as a loading access dock for the project. Vehicles will enter to three levels of below grade parking while the loading dock will be at grade.

Advantage of the right of way is that it pushes the building back on the site. It preserves the views to downtown, including the view of the iconic East Van cross.

Multiple companies are building in the area. This will be a catalytic project at one of the gateways to the False Creek Flats.

The cellular structure was a response to the mandates about open space, outdoor space, gardens, weather and rain protection, the opportunity to provide prospect and refuge for every occupant of the building.

The building is designed to work on three scales. On the neighbourhood scale, it is an iconic binding singular element, with memorable quality, and references nature. On the street scale, it reads as a 4 storey building with the cellular pieces diminishing the scale of the building for someone passing by. On the individual scale, it works as a place you can occupy and take ownership and create a home within the cellular pieces.

Mr. Stephens has several criteria, including a wood building, supporting the BC economy, renewable, carbon sequestration, and to support local jobs. Mr. Paul Fast introduced the structural idea and suggested using a perimeter timber brace frame and connecting the dots. This would free up the core and provide transparency. The exit stairs can be glazed. It becomes more efficient and is part of the expression of the building.

The balconies are thermally isolated. They are pinned to the building but are self-supporting.

Rain water is being channeled in with runnels where you can see the water coming in and then back to landscape to the entrance of the building.

The project will be an entirely wood structure above the floor of the second level. There will be a concrete base anchoring itself on the ground and board formed concrete on the back. The wood structure will have metal Alucabon cladding and glazing spandrel. The applicant chose a muted, white washed wood for the exposed interior which will be a 9 layer CLT Panel as part of the expression and the same material will be used for the balcony as part of the honeycomb.

Matthew Thompson, Landscape Architect, introduced the landscape as a wild, gritty site. Working closely with family, they chose a plant palette which creates a green oasis or reservoir. They wanted to make sure the plant selection augments and improves the site and included biodiversity, pollinators, and plants providing food and foraging for wildlife. The landscape is a looser, more natural feel, not overly cultivated. It's a way to absorb the steep grades. There are a series of retaining walls made by repurposing the site material retaining walls and taking them and putting them in the new project.

Storm water will be captured and run down through the building and collected in a cistern in the parkade that will be used for site irrigation. It will convey and celebrate the storm water as a passively charged feature.

The applicant team then took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

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

THAT the Panel **SUPPORTS** the project with no considerations.

Related Commentary:

All the Panel members expressed strong support for the scheme noting that additional height should be supported on this site. The Panel members didn't have any issues with bulk and massing. The majority of

members felt that the building grew out from the site, taking advantage of the grade and that the site was appropriately used.

One Panel member suggested that more height beyond being proposed on the West end of the site may help with the grading on the East end of the site.

One Panel member commented that the North elevation can benefit from more variation in the strong skeletal structure.

Several members referred to the exoskeleton not quite fitting the building. There was suggestion to look at the size and proportions of the honeycomb in relation to the building and to look at how it can meet the ground in a logical way.

The Panel members felt that the open space provided generous and appropriate space. Several members felt that there was opportunity for further development for public social interaction spaces including additional public art and oriented benches to give different views.

The majority of reviews show strong support for the architectural expression. The Panel commended the applicant on the use of local materials, the wood, and the elements on the façade being structural. The Panel also noted that the use of the exoskeleton as a framework was well handled.

There was mixed comments on the roof as a solid form compared to the rest of the building but agreement that the roof top terra space and garden was welcomed.

One Panel member noted that the pedestrian entry is underwhelming compared the more celebrated parkade entry.

A Panel member suggested considering the Septic issue in planning and building for the future.

Several members commented that the landscaping should consider the winter landscape which could be quite barren and to include ornamental shrubs to give more structure.

One member felt that western façade is going to be a real solar issue even with triple glazing. Concerns for CPTED at the northeast corner adjacent to the Clark overpass were noted.

Applicant's Response:

The applicant thanked the Panel and Staff for their comments and consideration.

Regarding the Panel comment about views from the Skytrain, the applicant assured that the view has not been diminished. You can still see the East Van Cross as you ride the Skytrain eastbound.

Regarding the Panel comment about having a relief on the North façade, the applicant pointed out that there is a 12 inch relief frame.

ENGINEERING SERVICES

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

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

ENVIRONMENTAL PROTECTION BRANCH

Conditions from the Environmental Protection Branch are included in Appendix A attached to this report.

BUILDING REVIEW BRANCH

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

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

The following comments are based on the architectural drawings dated June 1, 2018 that have been submitted for Development Application DP-2018-00502. This is a cursory review in order to identify issues which do not comply with the 2014 Vancouver Building By-law #10908 (VBBL).

- The high building provisions of Subsection 3.2.6. appear to be applicable.
- Review separation between stairways serving floors below the lowest exit level and stairways serving upper storeys.
- Combustible construction (mass timber) is proposed for this new building required to be constructed with non-combustible materials. It is strongly advised that the alternative solution and mitigating measures related to the use of combustible construction are discussed with the CBO office.
- Review spatial separation for the North building face for compliance to the By-law (percentage of openings permitted).

NOTIFICATION

On August 24, 2018, 170 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's website. In addition, two site signs were installed.

On November 2, 2018, after receiving the revised submission, the notification area was sent updated postcards advising the neighbourhood of the revised proposal. In addition three new site signs were installed on site.

8 responses were received from interested parties, 7 were opposed and 1 in favour of the application.

Comments received in opposition expressed concern for the following:

Massing does not fit with existing neighbourhood scale of development.

Staff Response: On October 3, 2017 council approved a new False Creek flats plan and increased density and height for sites located in sub area A of the I-3 district schedule. This site was included in sub area A and the proposal is consistent with the expected development of the area.

Obstruction of views to the East Van Cross.

Staff Response: While the building may obstruct the view of the cross from some angles, the applicant has demonstrated that the view would be maintained from some key vantage points including the skytrain. Public Art Planners are currently assessing relocation opportunities for the art piece.

Opposition to conditional height and yard relaxations

Staff Response: Site constraints due to easements and setbacks create a challenge in building siting. The Director of Planning and the Development Permit Board have the authority to relax the regulations and staff support the reduction of setbacks and conditional height to achieve quality and distinctive design, well-functioning and flexible job space and an attractive and vibrant interface with the public realm.

Impacts of additional traffic on the neighbourhood

Staff Response: A traffic report was submitted to address potential traffic impacts on the area. The site is located adjacent to a skytrain station, however, Staff are also requiring Transportation Demand Management (TDM) measures to promote alternative methods of transportation.

Loss of views from the neighbourhood east of Clark

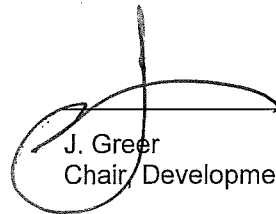
Staff Response: The proposal is within the allowable conditional height limits of the zone, it should be expected that some private views could be lost at the time that this vacant site redevelops.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

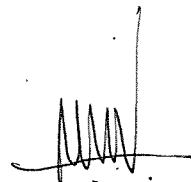
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law, it requires decisions by both the Development Permit Board and the Director of Planning.

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

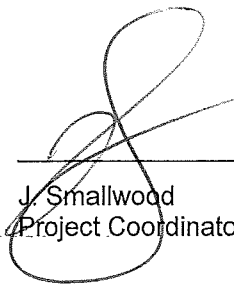
The Development Permit Staff Committee supports the application with the conditions contained in the report.



J. Greer
Chair, Development Permit Staff Committee



M. Castillo Urena
Development Planner



J. Smallwood
Project Coordinator

Project Facilitator: A. Wroblewski

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

- A.1.1 design development to consider adding visual interest and enhanced skyline of the upper massing on the northern façade.

Note to Applicant: The north elevation has a prominent exposure to diverse sight lines from the Skytrain line. Variation on the roof plane, massing relief or fenestration variety of the top level to reinforce the expression of movement should be considered.

- A.1.2 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

- A.1.3 design development to provide universal accessible routes to all facilities, including refuse area.

- A.1.4 provision of the following information:

- i. large-scale details as follows:
 - a. typical wall sections, both for the north and south elevations;
 - b. parapets and wind-screen parapets;
 - c. thermally-broken balconies and guards; and
 - d. typical building-grade encounter details on the west, south and east elevations;
- ii. materiality and colours of the following:
 - a. all soffits; and
 - b. all loading and exit doors;

Note to Applicant: High-quality materials and detailing are required.

- A.1.5 confirmation of compliance with Section(s) 2.2 and 3.2 – Uses of the I-3 District Schedule;

Note to Applicant: Clearly identify proposed uses on the floor plans and FSR overlays.

- A.1.6 provision of parking spaces in accordance with Section 4 – Off-street Parking Space Regulations of the Parking By-law;

Note to Applicant: 262 parking spaces are required per Section 4.2.6.4 of the Parking By-law.

- A.1.7 provision of loading spaces in accordance with Section 5 – Off-Street Loading Regulations of the Parking By-law;

Note to Applicant: Confirmation of uses and associated FSR is required for loading calculations. Refer to Recommended Condition 1.2. Sections 5.2.5 and 5.2.7 of the Parking By-law will be used to calculate required loading spaces for Office and Manufacturing uses. Final loading calculations and verification is pending revised drawings and further conditions may apply.

A.1.8 provision of bicycle spaces in accordance with Section 6 – Off-Street Bicycle Space Regulations of the Parking By-law;

- i. label each space as horizontal, vertical or locker;
- ii. number all clothing lockers in the end of trip facilities;
- iii. provide a detail for all typical horizontal, vertical and locker spaces and clothing lockers;
- iv. clarify the number of proposed Class B bicycle spaces;

Note to Applicant: Confirmation of uses and associated FSR is required to confirm bicycle parking requirements. Refer to Standard Condition A.1.5. Sections 6.2.4.1 and 6.2.6.1 of the Parking By-law will be used to calculate required bicycle spaces for Office and Manufacturing uses. Final bicycle calculations and verification is pending revised drawings and further conditions may apply.

A.1.9 provision of a confirmation letter, to the satisfaction of the Director of Planning committing to payment of density bonus contribution in relation to amenity or affordable housing shares as described in Section 4.7.5 and 4.7.7 of the I-3 District Schedule;

Note to Applicant: Payment of the density bonus contribution is a condition of Building Permit issuance and is calculated at the rate in effect on the date of issuance. Payment is to be submitted in full prior to issuance of the Building Permit.

A.1.10 compliance with the *Amenity Areas – Excluded from Floor Space Ration* Bulletin and provision of amenity spaces to be fully separated from circulation areas and lobbies;

Note to Applicant: Any areas noted as Amenity that are open to corridors and the lobby are not excludable and are to be included in the total FSR. See also Recommended Condition 1.2.

A.1.11 provision of revised fully detailed and dimensioned FSR Overlays which clearly identify the proposed areas for all uses and any excluded areas (i.e. balcony, amenity etc.);

Note to Applicant: All circulation areas that serve multiple uses, including the lobby, are to be proportionately rated and including the computation of the corresponding area of each use, i.e., Creative Products Manufacturing, DEICT, General Office and Retail use. Final FSR and Parking calculations are pending the revised information and further conditions may apply.

A.1.12 provision of revised Survey noting the total site area;

A.1.13 provision of revised Site Plan indicating:

- i. existing and proposed grades at all corners of the building;
- ii. all Class B bicycle spaces identified; and
- iii. all proposed yards and setbacks identified;

A.1.14 provision of fully dimensioned and detailed Floor Plans which note sizes of all doors and operable windows;

A.1.15 provision of revised Roof Plan which identifies all top-of-parapet and top-of-roof elevation, mechanical equipment and roof access;

- A.1.16 provision of revised Project Statistics sheet which note all applicable by-law sections used for the proposed application;
- A.1.17 identification on the architectural and landscape drawings of any built features intended to create a bird friendly design;

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted:
<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

- A.1.18 provision of the following notations on the submitted plans:
- i. *"The design of the parking structure regarding safety and security shall be in accordance with Section 4.13 of the Parking By-law";*
 - ii. *"A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";*
 - iii. *"All building dimensions, setbacks and yards are to the outside of cladding";*
 - iv. *"The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law"; and*
 - v. *"Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555";*
- A.1.19 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

Standard Landscape Conditions

- A.1.20 design development to improve the aesthetic impact that this building contributes to the Skytrain station through the following:
- i. provide a living wall on the base of the northern façade, replacing the 'board form architectural concrete, including;
 - a. detailed architectural/ landscape section(s) to illustrate the growing structure and building interface;
 - b. appropriate choice of plant material to be listed in the plant list and appended to the planting plan

Note to Applicant: where specific plant species cannot be specified at time of development permit, provide choice of supplier and a range of species or types of plants that may be used.

 - c. notations and specifications to indicate irrigation requirements.
 - ii. provide a modular trellis panel system that wraps around all exposed sides of the 'pony walls' and structural beams that flank the parkade ramp;

Note to Applicant: Adjust location of 'pony walls' that flank parkade to be centered in planting bed. Replace current plating that flanks the parkade with evergreen climbing vines.

A.1.21 design development to increase walkability and usability on the west side of the building as follows:

Retail Patio

- i. provide a planted landscape strip on the south and west side of patio increasing its identity apart from the sidewalk and office entrance;
- ii. provide at least one 'Part 2' tree south of the outdoor retail bar/stools providing it summer shade;

General

- iii. provide better integration of bike racks within overall landscape design;

Note to Applicant: Current placement interrupts pedestrian right of way on sidewalk.

A.1.22 design development to provide a complete landscape plan that keys the proposed planting to the plant list;

Note to Applicant: Plant list is not keyed to planting plan. As per previous discussions the tree species is to be selected based on preserving views to the East Van Cross from the Skytrain, sidewalk and bike path, as well as, CPTED within the site's sunken areas. Tree selection should not be based solely on screening the Skytrain from private property and consequentially blocking views of East Van Cross as noted above.

A.1.23 provision of detail drawings for the tree's soil medium to meet or exceed BCSLA standards;

Note to Applicant: The current planter layout may evolve based on this condition.

Crime Prevention Through Environmental Design (CPTED)

A.1.24 incorporate CPTED principles, as follows:

- i. ensure natural surveillance throughout pedestrian realm including underground parking, with glazing into publicly accessible areas such as elevator lobbies, stairs, and storage rooms;
 - ii. pedestrian-scaled lighting to improve safety and security around the building and adjacent areas to Clark Dr. overpass;
 - iii. underground parking to have 24 hour lighting and walls painted white;
 - iv. avoid hidden alcoves and concealed spaces along the streets and underground;
 - v. reduce opportunities for graffiti around the building, use graffiti deterrent paint, and lighten colour of blank facades along base; and,
 - vi. incorporate openings along the northern elevation for natural light to the parkade where possible.
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A.2 Standard Engineering Conditions

A.2.1 provision of all city building grades clearly noted on site plan as per BG-2017-00283;

Note to Applicant: BG 8.97m and BG20.62 are not shown.

A.2.2 provision of the following improvements adjacent the site, including geometric changes and street re-construction on Keith Drive and E 6th Avenue, to the satisfaction of the General Manager of Engineering Services, as follows:

- i. geometric changes on Keith Drive will include the following: new curb and gutter, asphalt paving, road paint, 1.22m (4'-0") exposed aggregate front boulevard with trees, light broom finish saw cut concrete sidewalk to property line, curb ramps, and adjustment to all existing infrastructure to accommodate the proposed street improvements;
- ii. geometric changes on E 6th Avenue will include the following: new curb and gutter, asphalt paving, road paint, 2.2 m light broom finish saw cut concrete sidewalk, landscaped boulevards, and adjustment to the existing asphalt shared path and all other existing infrastructure to accommodate the proposed street improvements;

Note to Applicant: City to provide an approved geometric design.

- iii. provision of new light broom finish saw cut concrete sidewalk on Clark Drive to replace the asphalt walkway;

Note to Applicant: The section requiring new sidewalk along Clark Drive is approximately 12m in length, from E 6th Avenue extending north. This requirement is reflected on the landscape plans.

- iv. provision of upgraded street lighting (roadway and sidewalk) adjacent to the site;
- v. confirmation that the applicant will pay all costs related to relocation or removal of the bus shelter and bus stop on Keith Drive;
- vi. provision of funds towards conversion of the existing pedestrian signal at Keith Drive & E 6th Ave to a full signal;

A.2.3 design development to regrade the Metro Vancouver SRW to provide a maximum crossfall of 2%. This is required to achieve a bicycle and pedestrian shared path connection over the SRW to McLean Drive;

A.2.4 provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans;

A.2.5 design development to accommodate the loading access from the driveway crossing for the parking ramp on Keith Drive;

Note to Applicant: The wide driveway crossing shown in Exhibit 4.1 in the traffic study dated October 10, 2018 for the parking and loading access is not supported. Drawing L1.02 shows a different configuration for the driveway crossing with a pedestrian bulge. Design the driveway crossing to accommodate access for both the u/g parking and the loading access at grade. The column located at the NW corner of the building may need to be adjusted to provide the required maneuvering for the loading. Provide turning swaths for the Class B loading to confirm.

- A.2.6 design development to minimize pedestrian/vehicle conflicts for parking, loading access and pedestrians entering or exiting the VCC Clark Skytrain Station from the east side of Keith Drive;

Note to Applicant: Consider providing a physical barrier along the north side of the Translink SRW, on the north side of the site, to direct pedestrians to use the sidewalk from one access point. Currently pedestrians can use the parking entry and loading access to enter or exit the Skytrain Station. Add note to landscape plans "Installation of parking regulatory signage on Keith Drive and E 6th Avenue adjacent the site to the satisfaction of the General Manager of Engineering Services"

- A.2.7 design development to comply with the Parking and Loading Design Supplement, to the satisfaction of the General Manager of Engineering Services, as follows:

i. provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances;

ii. provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside;

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

iii. modify column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement. Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4' from the end of the stall;

Note to Applicant: Stall 187 on P4 requires additional width but this condition exists on multiple levels.

iv. provision of paint markings to define parallel stalls 156-158 on P4;

Note to Applicant: Provide hatched paint markings at the end of stalls 156, 158 and between stalls 157 and 158. Provide reflective paint markings or paint to mark the column adjacent to stall 157. This condition exists on multiple levels.

v. provision minimum vertical clearance for the main ramp, security gates, and loading bays;

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3m of vertical clearance is required for access and maneuvering to all disability spaces. 3.8m of vertical clearance is required for Class B loading spaces and maneuvering.

vi. provision of an improved plan showing 6 Class B bicycle spaces on private property;

Note to Applicant: Locate the bike rack in close proximity to the lobby entrance with 'stairs free' access. Ensure that bicycles locked to the rack do not encroach over the property line.

Refer to the Parking and Loading Design Guidelines at the following link:
(<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

Note to Applicant: Clarify the design of the loading bay shown as perpendicular Class B spaces could be achieved directly from the Translink SRW.

A.2.8 Make arrangements for the provision of SRWs and a dedication to the satisfaction of the GMES. The geometric design for separated bicycle facilities and a right turn bay along E 6th Avenue requires space at the NE corner of Keith Drive and E 6th Avenue and along E 6th Avenue. The following items are required:

- i. 0.5m wide dedication along the south property line, from the west property line to 35m east. The 0.5m dedication of this area adjacent to the south property is required for maintenance of the future bicycle path;

Note to Applicant: Remove all portions of the building above and below grade from within the dedication area.

- ii. 2.5m wide surface Statutory Right of Way (SRW) along the south property line, from the west property line to 35m east. This SRW is north of the required dedication. The SRW will be free of any encumbrance at grade such as structure, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking. The SRW can be achieved in the current building setback. The total width required for the combined dedication and SRW is ~~3.2m~~ 3.0m;
- iii. 2.0m x 2.0m corner cut surface Statutory Right of Way (SRW) at the southwest corner of the property. This corner cut SRW is north of the 0.5m dedication and 2.5m SRW located along the south property line. The SRW will be free of any encumbrance at grade such as structure, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking. The SRW is required for pedestrian movement.
- iv. 2.6m wide surface Statutory Right of Way (SRW) along the south property line, from 35m east of the west property line to the east property line. The SRW will be free of any encumbrance at grade such as structure, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking. The SRW is required to achieve a wider sidewalk;
- v. provision of a surface Statutory Right of Way (SRW) for public pedestrian use over the existing Metro Vancouver SRW that runs diagonally through the southeast portion of the site. The SRW will be free of any encumbrance at grade such as structure, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking and have a maximum cross slope of 2%;
- vi. provision of a surface Statutory Right of Way (SRW) for public pedestrian use over the "art axis" concrete path and steps proposed for the southeast corner of the site on drawing L0.02. The SRW will be free of any encumbrance at grade such as structure, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking.

A.2.9 those portions of perimeter braced frame structure & balconies proposed within sewer SRW BX572676 will require written consent from the Greater Vancouver Sewerage and Drainage District;

A.2.10 vehicle access to the building's loading/garbage area via the Statutory Right of Way area shown on Plan BCP10745 will require written consent from both BC Transit (SRW agreement CA25825) and the City (SRW agreement BW580161);

A.2.11 make arrangements to the satisfaction of the GMES and the DLS for release of Easement & Indemnity Agreement 422400M (commercial crossings) prior to building occupancy;

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

- A.2.12 prior to building permit, the applicant must provide updated energy modeling data demonstrating that development is on track to meeting the required low carbon equivalency (i.e. 3 kg Co₂/m²), in lieu of future NEU connectable design;

Note to Applicant: Should the applicant choose not to pursue a low carbon equivalency approach, as indicated in the Development Permit application, they must submit demonstrate compliance with the Neighbourhood Energy Connectivity Standards – Design Guidelines, including submission of detailed design of the building HVAC and mechanical heating and cooling system and a Confirmation of Neighbourhood Energy Connectivity Requirements letter of assurance by the design engineer of record, prior to issuance of building permit. Compliance must be to the satisfaction of the General Manager of Engineering Services.

- A.2.13 provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way;

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

- A.3.1 **A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media that may be contaminated and may be encountered during subsurface work at the site.**
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B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated December 12, 2018. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **August 23, 2019**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
 - B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
 - B.2.5 The General Manager of Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted
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transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

The applicant is to provide confirmation that all required electrical plant is provided for on-site. There is to be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: It is presumed with your consultation so far with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met. At this time there seems to be no allocation of such plant shown on the detailed Plans.

- B.2.6 Construction details must be provided to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site;

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

- B.2.7 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.

- B.2.8 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
-