

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

**DEVELOPMENT PERMIT STAFF COMMITTEE**  
**MEETING**  
**April 14, 2021**

**FOR THE DEVELOPMENT PERMIT BOARD**  
**May 17, 2021**

**3701 West Broadway (COMPLETE APPLICATION)**  
**DP-2020-00888**

**PFC/AM/JS/EB/JLB**

**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

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

**Also Present:**

P. Chan, Development Planning  
A. Maness, Landscape Planning  
E. Brooker, Housing Policy and Projects  
R. Co, Engineering Services  
J. Smallwood, Development Services  
JL. Borsa, Development Services

**APPLICANT:**

Leckie Studio  
111 Smithe St.  
Vancouver, BC.  
V6B 4Z8

**PROPERTY OWNER:**

Westbank Corp.  
501 – 1067 W. Cordova St.  
Vancouver, BC.  
V6C 1C7

**EXECUTIVE SUMMARY**

● **Proposal:**

To develop this site with a 14 storey mixed-use building with amenity level and containing commercial retail (first floor); a total of 164 secured rental dwelling units (131 market rental dwelling units and 33 moderate-income rental dwelling units). Mechanical, Elevator Equipment and Indoor/Outdoor amenity space are included at the roof level. Three levels of underground parking having vehicular access from the lane. This is subject to Council Resolution of Enactment of the CD-1 By-Law and the Form of Development.

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

● **Issues:**

1. Adjustment to cantilevered overhang at Level 8;
2. Refinement of materials and overall architectural composition;

● **Urban Design Panel (March 3<sup>rd</sup> 2021):** Support with Recommendations 5/0

**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2020-00888 submitted, the plans and information forming a part thereof, thereby permitting the development of a 14 storey mixed-use building containing commercial retail (first floor); a total of 164 secured rental dwelling units (131 market rental dwelling units and 33 moderate-income rental units). Three levels of underground parking, having vehicular access from the lane, subject to the following conditions:

**1.0 Prior to submission of a complete application and a final decision, the applicant is to carry out the following;**

- 1.1 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and/or Section 219 Covenant to secure all residential units as secured rental housing units, including at least 20% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as moderate income units subject to the conditions set out below for such units and in accordance with the requirements set out in the Moderate Income Rental Housing Pilot Program, for the longer of 60 years and the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The agreement or agreements will include but not be limited to the following terms and conditions:

- i. a no separate sales covenant;
- ii. a no stratification covenant;
- iii. a provision that none of such units will be rented for less than one month at a time;
- iv. all rental units will be secured as rental for a term of the longer of 60 years and the life of the building;
- v. that the average initial starting monthly rents for each moderate income rental housing unit, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the following rents, not subject to adjustment, as set out in section 3.1A(d) of the Vancouver Development Cost Levy By-law and section 2a of the Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements And Available Incentives Administration Bulletin:

Moderate-Income Rental Housing Type	Maximum Average Starting Rents
Studio	\$950
One-Bedroom	\$1,200
Two-Bedrooms	\$1,600
Three-Bedrooms	\$2,000

and that a rent roll indicating the agreed maximum initial monthly rents for the units secured at moderate income rates will be required prior to Development Permit issuance, and again prior to issuance of an Occupancy Permit, to the

satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;

- vi. that rent increases for the moderate-income units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- vii. the applicant will verify eligibility of new tenants for the units secured at moderate income rates, based on the following:
  - (a) For new tenants, annual household income cannot exceed four (4) times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
  - (b) There should be at least one occupant per bedroom in the unit.
- viii. the applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five (5) years after initial occupancy:
  - (a) For such tenants, annual household income cannot exceed 5 times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
  - (b) There should be at least one occupant per bedroom in the unit.
- ix. on an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the moderate income rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the moderate income units, and a summary of the results of eligibility testing for these units; and
- x. such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

**Note to Applicant:** This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter prior to enactment of the rezoning by-law.

- 1.2 design development to reduce the negative impacts of the cantilevered overhang between Level 07 and Level 08;

**Note to Applicant:** This can be achieved by shifting the floor plates on Levels 05, 06 and 07 by approximately six feet (6'-0") to the South and East. Whereas the setbacks on the South and East are reduced for these floors, the setbacks on the North and West should be increased commensurately from approximately 35 ft. to approximately 41 ft. The intent of this condition is to improve liveability on affected units on levels 05, 06 and 07 by allowing them better access to daylight and views. Additionally, this shift may help reduce the impact of a top-heavy appearance of bulk and massing at the upper levels may have on the surrounding context.

- 1.3 design development to refine the material palette and architectural building composition through the following design strategies:
    - i. locating balconies, where possible, at the corners of all floors to deemphasize building bulk and massing;
    - ii. maintaining and enhancing the richness of texture and shadow lines with careful placement, orientation and detailing of the concrete panels;
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- iii. providing lighter and warmer toned accent materials; and
- iv. consideration to provide high-quality, visually interesting and intrinsically valuable materials such as stone, masonry or wood adjacent to the public realm and other high volume pedestrian areas.

**Note to Applicant:** Staff recognise the Applicant's proposed concrete panels as the primary cladding material can be read as an interpretation of one of the neighbourhood's material palette and rich architectural detailing. However, the applicant is highly encouraged to further reference the neighbourhood's character. This can be achieved through considering subtle accent materials with lighter and warmer tones and richer materiality (e.g. wood) indicative of the area's more fine-grained scale and character for soffits, window- and door-frames, wall/window panels, reveals, etc.

- 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.
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• Technical Analysis:

Technical Review For:		3701 W Broadway			Zone:		CD-1	
Metric	Permitted/Required				Proposed			
Site Area <sup>1</sup>					2,155.59 sq.m			
Setbacks	Front Yard	0 m			Front Yard - South		1 m	
	Rear Yard	0 m			Rear Yard - North		3.05 m	
	Side Yard	0 m			Side Yard - West		3.35 m	
	Side Yard	0 m			Side Yard - East		2.34 m	
Height		52.61 m			Top-of-Amenity:		49.88 m	
		52.61 m			Top-of-Mechanical:		52.5 m	
FSR <sup>2</sup>					Retail:		0.31	
					Restaurant:		0.08	
					Dwelling:		5.00	
	Total:	5.27			Total:		5.39	
Floor Area <sup>2</sup>					Total Retail:		667.29	sq.m
					Total Restaurant:		181.75	sq.m
					Total Dwelling:		10,776.30	sq.m
	Total:		11,359.96	sq.m	Combined Total:		11,625.34	sq.m
Balcony <sup>2</sup>	Total:	12%	1,363.20	sq.m	Total:	5%	629.40	sq.m
Storage <sup>2</sup>	Combined Total:		606.80	sq.m	Combined Total:		106.40	sq.m
	MIRH Sto.	20%	18.28	sq.m	MIRH St.	13%	13.60	sq.m
	Total:		606.80	sq.m	Total:		106.40	sq.m
Amenity <sup>2</sup>	Total:		1,137.00	sq.m	Total:	1%	92.38	sq.m
Dwelling Unit Type <sup>3</sup>					Total Combined Dwelling Units:			
					Type:		%	No.
					Studio		37%	60
					One Bedroom		27%	45
	Two-Bedroom +:	35%	57.4		Two Bedroom		32%	53
					Three Bedroom		4%	6
					Total:		100%	164
					Moderate Income Units:			
					Type:		%	No.
					Studio		36%	12
					One Bedroom		27%	9
					Two Bedroom		33%	11
					Three Bedroom		3%	1
	Mod. Income Units	20%	33		Total:		100%	33
					Rental Units:			
					Rental:		%	No.
					Studio		37%	48
					One Bedroom		27%	36
					Two Bedroom		32%	42
					Three Bedroom		4%	5
				Total:		100%	131	

Horizontal Angle of Daylight					Satisfied.			
Parking <sup>4</sup>	<i>Retail:</i>				<i>Retail/Restaurant</i>			
	Standard:		10		Standard:		12	
	Small Car:	25%	3		Small Car:		2	
	Disability:		1		Disability:		1	
	<i>Restaurant:</i>							
	Standard:		10					
	Small Car:	25%	3					
	Disability:		0					
	<i>Dwelling:</i>				<i>Dwelling:</i>			
	Standard:		86		Standard:		16	
	Small Car:	25%	22		Small Car:		6	
	Visitor:		8		Visitor:		6	
					Visitor Small Car		2	
	Disability (>=7 units):		6		Disability:		6	
	Car Share:		0		Car Share:		1	
	Total Standard:		107		Total Standard:		28	
	Permitted S/C:	25%	27		Total Small Car:		10	
	Total Disability:		7		Total Disability:		7	
	Total Visitor:		8		Total Visitor:		8	
					Total Car Share:		1	
	Combined Total:		115		Combined Total:		51	
Loading <sup>5</sup>	Class	A	B	C	Class	A	B	C
	<i>Dwelling:</i>	0	1	0				
	<i>Ret/Rest:</i>	0	2	0				
	Total	0	3	0	Total	2	2	0
Bicycle <sup>8</sup>	Use	Class A	Class B		Class A		Class B	
	<i>Retail:</i>	2	0		<u>291</u>		<u>9</u>	
	<i>Dwelling:</i>	259	9		Locker:	1%	3	
	Total:	<u>261</u>	<u>9</u>		Horizontal:	42%	121	
	O/S	5%	13		Vertical	33%	85	
	Lockers	10%	26		Stacked:		82	
	Vertical	30%	78		Vertical + Stacked:	64%	167	
	Vrt + Stack	60%	157		Over Sized:	0%		
	End of Trip Facilities:				End of Trip Facilities:			
	Clothing Lockers		3		Clothing Lockers			
	W/C	W. Basin	Shower		W/C	W. Basin	Shower	
	Grooming Station:		0		Grooming Station:			
Passenger	Class	A	B	C	Class	A	B	C
Loading <sup>7</sup>	<i>Dwelling:</i>	1	0	0		0	0	0
	Total	1	0	0	Total	0	0	0

**Review Notes:**

**<sup>1</sup>Note on Site Size and Site Area:** Site area is based on the provided survey document and drawings.

**<sup>2</sup>Note on FSR and Floor Area:** The proposed floor area exceeds the permitted 5.27 FSR. Furthermore, if in-suite storage is proposed as an exclusion from floor area, minimum 20% of the excluded area is to be located within Moderate Income Rental Housing units (MIRH). Of the total proposed excluded storage area, only 13% of the excluded storage is located within MIRH units. Therefore, storage within MIRH units is required to be increased and maintained at 20% of in-suite storage exclusion. Compliance with all floor area and density requirements has been requested through Standard Development Review Branch condition A.1.3.

**<sup>3</sup>Note on Dwelling Units:** One unit is non-compliant with dwelling unit area requirements as per Section 11.10 – *Dwelling Units* of the Zoning and Development By-law. Furthermore, some MIRH units will require in-suite storage to be added to unit layouts and it is to be excluded from floor area so as to meet density requirements of Section 6 of the CD-1 by-law. The addition of in-suite storage will likely cause non-conforming dwelling units areas and unit mix reconfiguration is expected. Compliance with dwelling unit requirements has been requested through Standard Development Review Branch condition(s) A.1.4 and A.1.4.

**<sup>4</sup>Note on Parking:** A total of 115 parking spaces are required as per Section(s) 4.2.5.1 (Retail), 4.2.5.11 (Restaurant), 4.5.B1 (Secured Market Rental) and 4.1.16 (Visitor) of the Parking By-law. Fifty-one spaces, including required disability spaces double counted have been provided. Confirmation of compliance with parking requirements has been requested through Standard Development Review Branch condition A.1.5 and Standard Engineering Services condition A.2.2.

**<sup>5</sup>Note on Loading:** Three class B loading spaces are required as per Section(s) 5.2.1 (Dwelling) and 5.2.5 (Retail/Restaurant) of the Parking By-law. Two class A and two Class B loading spaces have been provided and confirmation of compliance with loading requirements has been requested through Standard Development Review Branch condition(s) A.1.6 and Standard Engineering Services condition A.2.1

**<sup>6</sup>Note on Bicycle:** A total of 261 class A and 9 class B bicycle spaces are required as per Section(s) 6.2.1.2 (Dwelling) and 6.2.5.1 (Retail/Restaurant) of the Parking By-law. Bicycle parking has been satisfied with 291 class A and 9 class B spaces proposed. However, the minimum class A bicycle parking types (lockers, oversized, etc.) have not been met and compliance with bicycle parking requirements has been requested through Standard Development Review Branch condition A.1.7.

**<sup>7</sup>Note on Passenger Loading:** One class A passenger loading space is required as per Section 7.2.1 (Dwelling) of the Parking By-law and none have been provided. Compliance with passenger loading requirements has been requested through Standard Development Review Branch condition A.1.8

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**• Legal Description**

Lots: 12, A & Remainder of 9  
Block: 193  
District Lot: 176  
Plan: 4581

**• History of Application:**

12 16 20 Complete DP submitted  
03 03 21 Urban Design Panel  
04 14 21 Development Permit Staff Committee

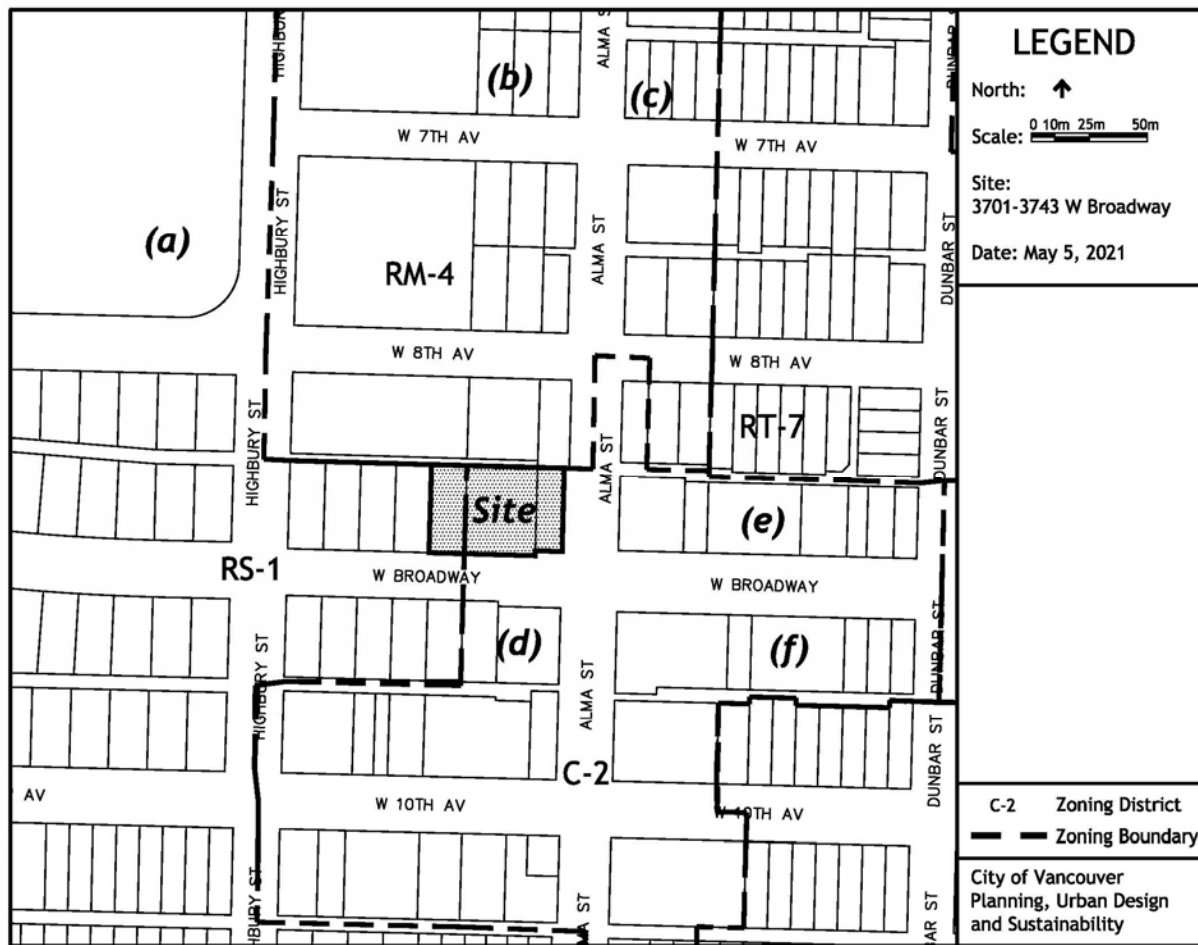
**• Site and Context:** The 2,155.6 sq. m (23,203 sq. ft.) site comprises three lots located at the northwest corner of West Broadway and Alma Street in the West Point Grey Neighbourhood. The site contains one currently vacant RS-1 lot, which permits low density residential development. The other two lots are zoned C-2, which permits mixed-use commercial development, and currently has a one-storey retail building with surface parking. The four remaining RS-1 lots on this block are west of the subject site. The site has a 57 m (188 ft.) frontage along West Broadway and 38 m (125 ft.) frontage along Alma Street, and it slopes down approximately 2.9 m (9.6 ft.) from the southwest to the northeast corner. (See Figure 1). No existing residential rental units are on site.

Broadway and Alma, as arterial roads, are part of TransLink's Frequent Transit Network. Six bus routes run along these streets, all within a one-minute walk of the subject site. The Broadway and Alma intersection is the location of a future potential transit station for TransLink's Broadway Subway - Phase 2 project from Arbutus Street to the University of British Columbia (UBC).

Context-wise, the areas east and south of the subject site are zoned C-2 with a mix of one-storey commercial and four-storey mixed-use buildings. The lots directly north are zoned RM-4 with three-storey rental buildings. The Jericho Lands are located one block to the northwest of the site. (See Figure 1). The Jericho Lands consist of 90 acres owned jointly by the MST Partnership, composed of the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation, and Canada Lands Company, a Federal Crown corporation. In July 2018, Council directed staff to undertake a multi-year planning process to create a Policy Statement for the site. The public consultation process began in March 2019 and includes extensive engagement with the community and coordination with the landowner partnership. The Jericho Lands Policy Statement is expected to provide direction on a number of topics including reconciliation, land use, density, height, public benefits, transportation, built form, character, and sustainability for redevelopment.

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**Figure 1: Context Map**

Context: Significant adjacent developments include;

- a) Jericho Lands
- b) 3703 W 7<sup>th</sup> Avenue, 12-storey residential building, c. 1970;
- c) 3675 W 7<sup>th</sup> Avenue, 8-storey residential building, c. 1965;
- d) 3718 W Broadway, 4-storey residential building, c. 2000;
- e) 3639 W Broadway, 4-storey residential building, c. 2013;
- f) 3638 W Broadway, 4-storey residential building, c. 1995.

## ● **Background**

This Development Permit Application follows a Rezoning Application, which was approved by Council in October 2020, under the *Moderate-Income Rental Housing Pilot Program* (hereafter abbreviated as MIRHPP). The proposal is for a 14-storey mixed-use building, which program consists of:

- Commercial uses at grade;
- Rooftop indoor/outdoor amenity at Level 15 (matching Council approved Rezoning)
- 164 secured rental-housing dwelling units, of which 20% is reserved for Moderate-Income Rental Housing Units. This translates to 33 moderate-income units and 131 market units.

The moderate-income units' rent-rates are targeted to meet the affordability needs of households earning between \$30,000 and \$80,000 per year. Rent increases are to be capped at the Residential Tenancy Act's (RTA) annual allowable rental increase regardless of a change in tenancy.

Form-wise, the proposals primary massing strategy is a series of stacked interlocking volumes. These volumes then terrace away from the subject site's west and north property-lines. These volumes also reduce in size and floor-area as they move toward the top of the building.

The effect of public input on the architectural expression should be noted: At the initial rezoning submission, the building had a fin-matrix that enveloped the whole structure. When this fin-matrix version was presented to the public, to the Urban Design Panel and to Staff, there were concerns it read more as an institutional than residential building as well as significantly adding to the appearance of bulk and massing. Responding to these concerns, the applicant resubmitted the rezoning application with one that removed the fin-matrix and replaced it with concrete-panels. (This change will be elaborated in the latter sections of this report.)

Following rezoning approval, the project returned to the Urban Design Panel (March 3, 2021), where it received unanimous support, with the following recommendations:

- Consider the extent of the overhang along Broadway and Alma;
- Continue to further develop the design of the materiality and tone of the cladding; and,
- Consider ways for the public art to not interfere with the circulation of the public realm.

Staff's opinion is that the Urban Design Panel's recommendations can be addressed through the development permit conditions for approval. Staff have reviewed the conditions listed in this report with the applicant, and the applicant has provided preliminary design strategies to address these conditions. Staff are confident the conditions in this report can be satisfied in the applicant's prior-to responses.

If approved, this application would contribute 164 secured rental housing units to the City's housing goals as outlined in the Housing Vancouver Strategy.

## ● **Applicable By-laws, Policies and Guidelines to this Development Permit Application**

The following documents are used to help evaluate Form of Development issues in this application:

- *Moderate Income Rental Housing Pilot Program (2017, last amended 2019)*
  - *C-2 District Schedule and Design Guidelines (2003)*
  - *High-Density Housing for Families with Children Guidelines (1992)*
  - *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
  - *Urban Agriculture Guidelines for the Private Realm*
  - *Public Art Policy for Rezoned Development (1994, last amended 2014)*
  - *Housing Vancouver Strategy and Action Plan (2017)*
-

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

***Moderate Income Rental Housing Pilot Program (2017, last amended 2019)***

On November 29<sup>th</sup>, 2017 Council approved the MIRHP Program to deliver moderate-income rental housing across the city. Between January 1<sup>st</sup>, 2018 and July 1<sup>st</sup>, 2019, the City accepted rezoning proposals for new buildings where 100% of the residential floor area is secured as rental housing, and at least 20% of that floor area is permanently secured as moderate-income rental housing. The moderate-income units' rent-rates are targeted to meet the affordability needs of moderate-income households earning between \$30,000 and \$80,000 per year. On November 26<sup>th</sup>, 2019, Council approved an extension of the timeline of the MIRHP Program for new rezoning proposals to be considered until January 1<sup>st</sup>, 2021. Following the pilot, staff will report back to Council with recommendations regarding the construction of moderate-income rental housing.

Form-wise, the MIRHP Program allows C-2 sites on major transit-served arterials such as Broadway and Alma to be developed up to 14 storeys. Other than height, no other urban design parameters are provided. In such cases, staff can analyze proposals based on the following factors: base zoning's urban design performance objectives; current built form context; future possible zoning considerations; housing objectives; and overall impact to the surrounding public and private properties.

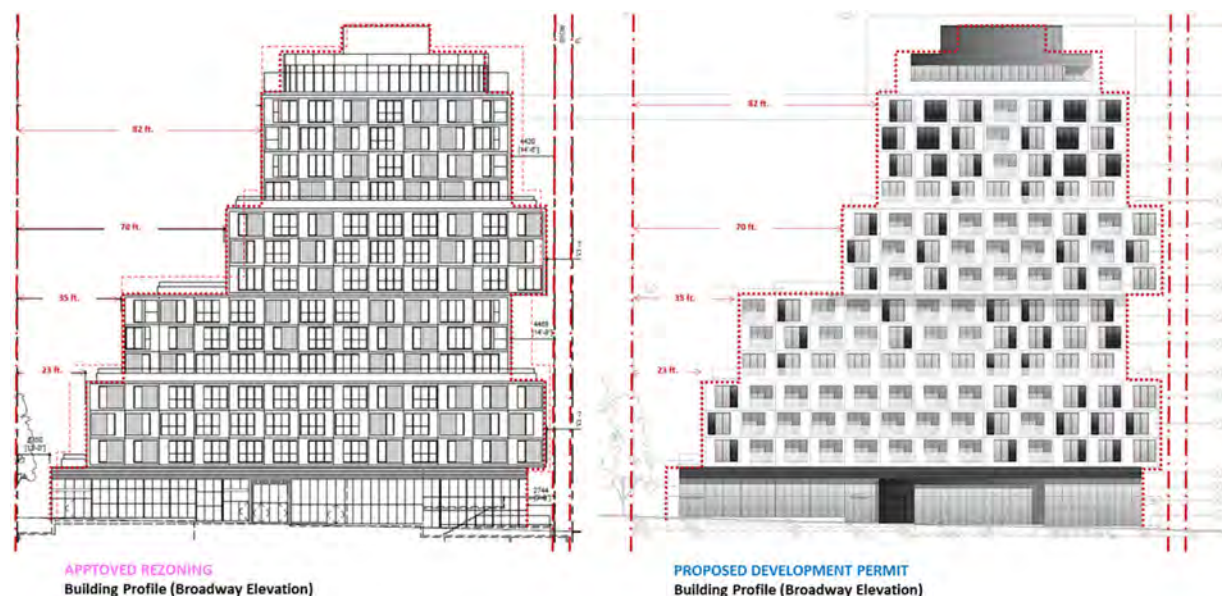
***Applicant Response to Moderate Income Rental Housing Pilot Program and C-2 District Schedule and Design Guidelines***

**Massing and Architectural Expression:** The primary massing strategy consists of four stacked volumes that are offset from each other. These volumes add up to 14 floors, as per the MIRHP's height allowance. These volumes also terrace away from its lower-scale neighbours to the immediate west and north. The building's upper levels taper down an average floor plate of approximately 4,500 sq-ft., which is a size similar to nearby residential towers. The proposal includes a partial 15th storey for amenity uses. The height for this Development Permit Application has not changed since Rezoning.

In an early rezoning submission (November 2019) a rust-coloured phenolic fin-frame encased the entire building. This frame extended a full floor beyond the finished roof-level, thereby increasing the building's appearance of height. When this original iteration was shown at February 2020's public open houses, there were neighbourhood concerns about the frame's extended height, and that it read more institutional than residential. The frame also outriggered about two feet from the walls, thus expanding the building's volume or appearance of height, bulk and massing. March 2020's Urban Design Panel voiced similar concerns. In response to these feedbacks, a revised submission was made in May 2020, replacing the frame with a precast concrete panel system. The concrete panels, with a fluted surface, referenced some of the mid-century concrete towers in the immediate vicinity. The concrete panel version presented at Rezoning and at this Development Permit Application maintains the overall stacked volume massing and terracing. (See Figures 2 for the building's evolution. See Figure 3 compares changes between the rezoning and development versions.)



**Figure 2:** (Left) Original rezoning submission with a phenolic fin-frame enveloping the whole building. The Urban Design Panel, some neighbourhood feedback and Staff had concerns that this expression was more industrial/institutional than residential. (Middle) Responding to feedback, an iteration with concrete panels with a fluted surface texture became the rezoning resubmission that was also shown at Public Hearing in October 2020. (Right) In November 2020, a Development Permit Application was made with a similar concrete-panel cladding, albeit slight changes in colour. In all iterations of the building's architectural expression, the four stacked-terraced volumes remain the primary gesture. In all versions, the building terraces away from the north and west edges.



**Figure 3:** Building Profile Comparison between approved Rezoning (Left) and proposed Development Permit Application (Right). The two versions are substantially similar, with heights and setbacks maintained. The dotted-redline overlaid on the Development Permit Building Profile represents the Rezoning Building Profile, and is for the purpose of comparison. Condition 1.2 seeks reduction of the impacts of bulk and massing by reducing the cantilever between levels 07 and 08.

**Public Realm Interface:** The commercial ground floor has double-height glass walls which permit a high degree of porosity between the shop interior and the sidewalk. These glass-walls are also recessed further in, compared to the residential floors above, to expand the ground plane to allow for more planting, seating and patio. City Engineering has required a Public Bicycle-Share (PBS) station on the southwest corner of the site as a Rezoning Condition of Approval. A future emergency exit for the potential Skytrain is also anticipated and provided for.

### **Staff Assessment of Applicant Response**

**Massing:** This Development Permit Application is evaluated to substantially comply with Council adopted CD-1 by-law and form of development. At Rezoning, Staff and Council recognized that with the anticipated addition of a new subway line along Broadway, the area is will undergo physical change in the near future. As such, staff and Council acknowledged that the proposed building exceeds C-2's anticipated density and height, and therefore casts longer shadows than a typical C-2 building. However, Staff note the building does terrace away from its lower-scale neighbours to the immediate west and north. This terracing is an interpretation of the terracing strategy seen on C-2 buildings to ease transition, and to maintain some degree of openness between a proposed building and its neighbours. Flexibility in evaluating urban design performance is necessary when considering this proposal through MIRHP program, the provision of affordable rental housing through a market-based model with a for-profit developer.

The building height (height to the top of the roof amenity level) is compliant with the approved CD-1. The roof-level amenity-room's geometry has been modified, as recommended by Rezoning Condition 1.1 (and further reinforced by Standard Condition for Urban Design A.1.14 in this report) to mitigate the appearance of building height and improve quality of indoor and outdoor amenity space. The amenity space is located at the upper roof level and offers space for use by all building residents of all ages. The amenity level principally matches the approved rezoning drawings and is not notably visible from the ground level nearby. Note: Habitable roof-level amenity space, no matter the size, is interpreted by the building by-law as constituting a storey. However, because the proposed amenity space here is significantly offset from the roof edge and is not visible from the nearby street view, the building maintains the appearance of a 14-storey structure.

In terms of shadowing on the public realm, the building's shadows do fall on the northerly apartments' rear yard, across the lane. However, this shadow extent are consistent with the shadows shown at November 2020's public hearing. Note that these shadows do not extend significantly beyond the shadow-line already cast by the existing RM apartments North of the subject site. (See Figure 4 for shadow comparison between the rezoning and development permit stages, shown for noon at Fall equinox.) Shadow analysis of this development permit proposal demonstrates it matches the approved rezoning and does not notably add shade and shadow to the public realm (e.g. sidewalks and roadway) on West 8<sup>th</sup> Avenue during the hours of 10:00am-4:00pm from Spring to Fall Equinoxes.



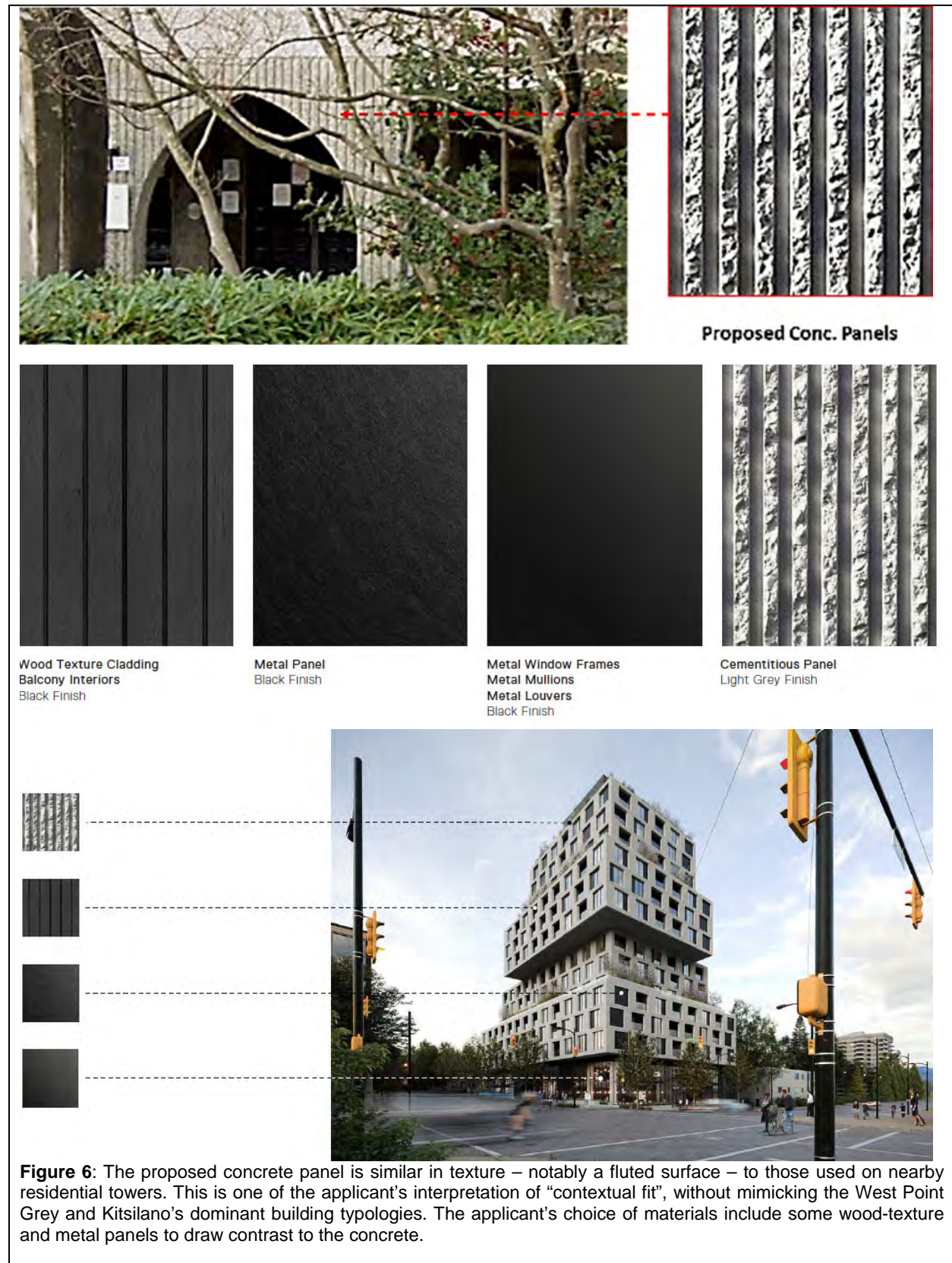
**Figure 4:** Shadow Comparison between Rezoning Stage (Left) versus Development Permit Application (Right). There is no substantial change in the shadow extents. In fact, the Development Permit's shadow is slightly shorter due to a change in the way the roof-amenity is configured. In both scenarios, the shadows do not extend beyond the reach of the RM Apartments' shadows on the Southside of West 8<sup>th</sup> Avenue.



**Architectural Expression:** With regards to the question of residential expression, it should be noted that the Development Permit Application's version uses punched-windows with larger openings. (See Figure 5 for illustration of the punched-windows.) Staff note the proposed concrete-panels with the punched-windows reference the vicinity's towers built in the 50s, 60s and 70s. (See Figure 6 of the concrete panel's details.) Furthermore, the concrete-panels do not extend out 2 feet (like the early fin-frame version), hence it does not 'balloon out' the building's perceived bulk. The punched-windows are also a closer reference to the style of windows found on towers in the vicinity. In addition, the windows having wider openings allow lighting and activities from the interior to animate the broader streetscape. As such, these gestures can be considered as interpretations of the established context of traditional building construction, without wholly mimicking the neighbourhood's dominant building-typologies, massing and motifs. Nonetheless, Condition of Approval 1.3 recommends further refinement of the materiality and architectural expression to more closely reference the local area. Architecturally, the stacked offset volumes, instead of all floors arranged in a uniform single column, introduces a new interpretation of the "tower-typology" at this key junction and terminus of Broadway.



**Figure 5:** The wider punched-windows allow for the activities / lighting from the interior to animate the broader streetscape, even above the ground-plane. Additionally, these "punch-windows" are also a closer reference to the style of windows one sees in some of the nearby residential towers. Also note how the commercial retail units use full-height glass windows to maximise visual porosity.





**Public Realm Interface:** The site is located at West Broadway's western terminus of and the intersection of Alma Street. It is a transition-node between a busy commercial shopping street to its east and a residential streetscape to its west. The double-height glass-walls, with high degree of porosity, for the commercial units at the building's east contribute to Broadway's active pedestrian experience. Furthermore, being Broadway's westernmost terminus, and a key arterial intersection, this is an area with the opportunity to explore how public art elements can add to the public realm.

Staff's review of the applicant's proposed massing and expression, and public realm treatment, concludes with some aspects that could be further refined:

- **Condition 1.2** is to reduce the overhang between Levels 7 and 8 to ensure units on Level 7 under the overhang can receive more natural lighting. (See Figure 7 for the applicant's response to this condition through their test-fit model.) In addition, reducing the overhang may also help the building to read as less "top-heavy"; thereby reinforcing the gesture of the stacked volumes tapering toward the top;
- **Condition 1.3** seeks minor refinement to the material palette to more closely reference some of the materials in the vicinity, while not duplicating the "traditional" building type or style;
- **Standard Condition A.1.14** reiterating Rezoning Conditions 1.1 and 1.2, is to ensure appearance of height is controlled, thus not increasing impacts on the surrounding area;
- **Standard Condition A.1.18** related to landscape and public realm conditions, is to refine the planting and/or seating areas on the ground-plane along Alma and Broadway;



**Figure 7:** (Left) Development Permit Submission. (Right) Proposed response to Condition 1.2. Condition 1.2 is for the volume comprising Levels 05, 06 and 07 to be shifted to the south and east in order to reduce the overhang's extent from the current 12 ft, to approximately 6 ft. Reducing the overhang allows the units under it to receive more natural light and gain more views of the open-skies.

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

These guidelines aim to relate issues of site, building and unit design to residential livability for families with children. Applicants are encouraged to consider creative approaches when responding to these guidelines. Providing common outdoor open spaces and indoor amenity spaces is one of the key recommendations.



The outdoor spaces should be designed to accommodate children's play. Additionally, the guidelines call for each unit to have some access to its own private outdoor space, in the form of a balcony and/or deck. At the same, privacy especially for the children, should be factored when designing these outdoor play areas. For unit-layout, family units require a minimum of two bedrooms, and each bedroom should be sized to contain at least a single-bed, a desk and a dresser or closet. Storage should also be provided for each unit.

***Family Room: Housing Mix Policy for Rezoning Projects (2016)***

This policy aims to ensure rezoning for secured rental housing to have 35% of its total units as family-oriented units, to support housing for families in Vancouver. Family units have two or more bedrooms.

***Urban Agriculture Guidelines for the Private Realm***

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture, and seeks to encourage opportunities to grow food in the city. The Guidelines encourage edible landscaping and shared gardening opportunities for residents in new developments.

***Applicant's Response to High-Density Housing for Families with Children Guidelines (1992); Family Room: Housing Mix Policy for Rezoning Projects (2016); and Urban Agriculture Guidelines for the Private Realm***

A series of rooftop indoor amenity-spaces (gym, gathering room, and children's room), with adjoining outdoor area are provided. There are also areas for urban agriculture, and a covered BBQ/dining area. Additionally, all units have their own private outdoor space in the form of a deck or balcony. Both the moderate-income rental units and the market rental units have a minimum of 35% family-sized units.

***Staff Assessment of Applicant Response***

The rooftop amenity spaces, and their mix of uses, are adequate. The 35% family-sized units also meets the required amount. However, some minor adjustments could be made, so the interior and exterior amenity spaces could better relate to each other. Additionally, one of the studio units is undersized and some of the storage redistribution may be necessary. For example:

- Standard Condition A.1.14 recommends improving the residential areas' usability and livability. This may be addressed by enlarging the overall children's play-area and ensuring location of indoor amenity spaces allow parents and guardians to have more direct sightlines to their children/ward playing outdoors. Studio units should also meet the minimum dwelling unit size of 320 sq.ft. per the Zoning and Development By-Law. Last, in response to the *High-Density Housing for Families with Children Guidelines*, all bedrooms should accommodate a closet and a desk. See also, Standard Development Review Branch condition A.1.4.

***Public Art Policy for Rezoned Development (1994, last amended 2014)***

The *Public Art Policy for Rezoned Developments* requires that rezoning's with a floor area of more than 100,000 sq-ft. to contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a rate of \$1.98 per sq-ft. With 122,392 sq-ft. proposed, a public art budget of approximately \$242,336 is anticipated.

***Applicant's Response to Public Art Policy for Rezoned Development (1994, last amended 2014)***

At the time of submitting this Development Permit Application, the applicant is in the process of finalising a public art approach. In preparation for their Development Permit Board presentation, the applicant has however indicated to Staff possible locations to accommodate the public art component. A preliminary list of artists has also been made. (See Figure 8 for preliminary consideration of public art locations.)



**Figure 8:** Possible Locations indicated by the Applicant for Public Art.

**Staff Assessment of Applicant's Response**

Staff recognise the Alma-Broadway junction is a key node in the city. Thus, the public art should reflect and add to this node's importance.

**Housing Vancouver Strategy and Action Plan (2017)**

The Housing Vancouver Strategy and associated 3 Year Action Plan was the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to addressing housing affordability in Vancouver. The HVS aims to improve housing affordability by creating the right types of homes to meet the needs of the people who live and work in Vancouver. It targets 72,000 new homes in Vancouver over the next 10 years. Of the 72,000 new homes target, 20,000 are targeted for purpose-built rental housing, of which 4,000 are targeted for developer-owned below-market rental, such as those delivered under the MIRHPP Program.

**Staff Assessment and Applicant's Response to Housing Vancouver Strategy and Action Plan (2017)**

This project is proceeding under the MIRHPP Program. The MIRHP Program is a new approach to help provide an important supply of homes for households who are not eligible for social housing but cannot afford market rental housing. The addition of new moderate income rental units and market rental units to the city's inventory contributes towards the Housing Vancouver target as shown in Figure 8.

**Figure 10.** Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below-Market Rental Housing as of March 31<sup>st</sup> 2021.

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	Market Rental	16,000	5,705
	Developer-Owned Below Market Rental	4,000	488
	Total	20,000	6,193

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017*

*\*Unit numbers exclude the units in this proposal, pending Council's approval of this application.*

Under the MIRHP Program, all of the housing units in the project must be secured as rental with a minimum of 20% of residential floor area as moderate income units. This application would deliver 33 units to be rented at rates that meet the affordability requirements of moderate income households under the MIRHP Program.

The applicant has requested and is eligible for a DCL waiver. The average proposed starting rents across the moderate income rental units, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, are required to meet the maximum average rents as outlined in the DCL Bylaw and the Rental Incentive Programs Bulletin.

Per Condition 1.1 All 164 units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. The agreement is to be enacted by Council by by-law and registered on title to secure starting rents for the moderate income units and will prohibit the stratification and separate sale of individual units. The agreement will also limit the rates at which rents for the moderate income units may be increased, even on a change in tenant. Annual reporting on the operation of the moderate income units will be required and will contain information including rents and verification of tenant eligibility. Property owners will also be responsible for verifying that households continue to qualify every five years after they move in and when a household member moves in or out. The addition of new moderate income units and market rental units contributes towards Housing Vancouver targets.

#### ● Conclusion:

In conclusion, this project is substantially consistent with the rezoning approved by Council at Public hearing on October 27, 2020. This includes approval of the roof-level amenity space. Staff acknowledge there are community and general public concerns that include the impact of height and density on the neighbourhood. However, this project does meet the parameters set out in the council-approved MIRHP Program to deliver rental housing for moderate incomes, and aligns with the MIRHP Program's recommendations for corner sites on arterials built up to 14-storeys. The MIRHP policy seeks to distribute these projects across the city as a whole, in an effort to equitably locate these projects in areas that are proportionally under-represented in purpose-built market and below-market rental buildings. As such, Staff note that the delivery of rental housing through the MIRHP Program often requires evaluative frameworks which are more progressive in considering physical and spatial attributes; this includes adopting a social equity lens when evaluating a building's design.

## URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on 2021-03-03, and provided the following comments:

**EVALUATION:** Support with Recommendations (5/0)

### Introductions:

Development Planner Pat Chan started with the objective of this Urban Design Panel (UDP) Session: To review how the application has responded to the previous UDP's recommendations (March 2020). Recommendations were:

- Develop a more residential character by reconsidering the fin-frame expression
- Improve livability with more direct access to natural light and air; and
- Address the interface with the westerly single-family houses.

Chan then note the height, massing and program were approved at Council Hearing (October 2020), and that this UDP session aims to refine details rather than make large moves. He followed with reviewing the key changes made in response to the UDP's March 2020 recommendations:

- Replacing the phenolic fin-frame with cement-panels: This helped lower the building's perceived height and volume as the panels, unlike the fin-frame, neither extended a full floor above the roof-level nor ballooned out two feet from the walls. The cement-panels was also the applicant's interpretation of the neighbourhood's residential context; the panels' fluted surface and texture was a reference to some of the vicinity's residential towers built in the 60s and 70s. Removing the fin-frame also allowed the windows and balconies to have more direct access to natural light and air.
- Increasing the west setback for Levels 2, 3 and 4: Increasing the setback from the initial 15 ft. to 20 ft. 'opens' this intermediary space between the building and the single-family houses to the west.

This cement-panels version was presented in the Rezoning-Report and at Council Hearing (October 2020). Chan then noted the Rezoning Conditions complemented the UDP's recommendations: to express a residential character; to not increase any impacts on its surroundings (e.g. additional shadowing, etc.); to not increase appearance of height; to develop the public realm and public art elements; and, to attend to livability and privacy issues for both the building's future residents as well as the immediate neighbours. The applicant's Development Permit Application (November 2020) shows a similar building with no changes in height, density or setbacks.

Chan concluded his presentation with a series of questions:

- How has the revised façade addressed the UDP's recommendation for a more residential character?  
(Notes: Residential character need not mimic existing neighbourhood building-typologies and massing; it can explore different interpretations of "residential-ness" through novel juxtaposition of materials, colours, window-composition, ratio of solid-vs-voids, porosity, balcony-locations, lighting, treatment of soffits, reveals, etc.?)
  - How does the Building's Expression relate the broader Public Realm at various levels?  
(Notes: How does the building – its choice of materials, colours, etc. – relate to the Alma-Broadway junction at the immediate level of the space around the retail-units and sidewalks; and at the broader block level as it is seen further away? This requires understanding "public realm" as more than the outdoor seating/planting plans.)
  - How might the Public Art be integrated into the building?  
(Notes: Being at a key junction presents an opportunity for the public art to not just be a stand-alone piece but be more integrated into the building design/expression. The public art element may contribute to building identity.)
-

- How has the Entryway Design been expressed?  
(Notes: Besides the obvious wayfinding function, entryway design, especially for the residences, is an opportunity to contribute to a building's identity at a more intimate pedestrian-scale.)
- How has the design ensured livability?  
(Notes: This relates to the units' access to light/air, and condition of common/private indoor/outdoor spaces.)

**Applicant's Introductory Comments:**

- The applicant noted this project has a relatively high amount of architecture ambition for moderate-income rental housing. But through standardization, the project achieves value and economy.
- The modularity of the unit themselves and 12 ft. x 12 ft. grid module helps the project to remain economical while also helping the design. For example, the modularity of the units and the 12 ft. x 12 ft. grid is reflected in the façade's modularity. Alongside this grid, the applicant noted they are using precast and prefabricated technology. But they are however still exploring different versions of cladding material for the project. The main idea is to bring value to the stakeholders and residences by focusing on livability, as well as the quality of materials.
- Livability-wise, the balconies can open up to two orientations to improve air-flow and natural lighting; and also helps break down the solidity of the building. Related to this issue, they are evaluating removing the solid infill panels to create more glazing and porosity into the units' interior. The applicant also noted there are no inboard bedrooms to ensure access to light and ventilation.
- Public realm interface wise, there is a large amount of transparency at the CRU on the corner helps activate the corner, and to connect the inside with the exterior streetscape. The entryways at grade express cycle-friendly architecture. Core aspects of this project is a bicycle friendly culture.
- The applicant noted they are meeting the 35 percent requirement of family units as per the policy.
- The applicant noted they are currently working with public art consultants to see what opportunities there are to integrate art into the building.

The staff and applicant team then took questions from the panel.

**Having reviewed the project, it was moved by MR. FRANCL and seconded by MS. LONG and was the decision of the Urban Design Panel:**

THAT the Panel SUPPORTS the project with the following recommendations to be reviewed by City Staff:

- Consider the extent of the overhang along Broadway and Alma;
- Continue to further develop the design of the materiality and tone of the cladding; and,
- Consider ways the public art to not interfere with the circulation of the public realm.

**Related Commentary:**

- There was general support for the project.
  - The panel found the project to be a great piece of architecture.
  - The moves to create a more residential expression were acknowledged.
  - There were some concerns regarding the way the building fit with its context the panel found it technically tight.
  - There was concern with the livability of some of the suites as they are presently tight. In some locations the suites do appear to meet the minimum standards.
  - The panel noted further design development with the proportions and materiality. For example, the panel noted volumes 2 and 3 currently are half a shift too far, and suggest bringing it back in a bit. And, the final materiality could be warmer for a friendlier building expression.
  - There is a good mix of retail.
-

- The panel noted there was not a lot of information regarding the public art but hopes it is as high level as the building; and noted to consider its placement to not interfere with the corner of the building. It should be in a place where it can be appreciated.
- The panel found the entryways are successfully designed and do not need further expression or development.

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

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## **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)**

Recommendations for Crime Prevention through Environmental Design are contained in the prior-to conditions noted in Appendix A attached to this report.

## **LANDSCAPE**

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

## **HOUSING POLICY & PROJECTS / SOCIAL POLICY & PROJECTS / CULTURAL SERVICES**

The recommendations of Housing Policy & Projects are contained in the prior-to conditions noted in Appendix A attached to this report.

## **ENVIRONMENTAL PROTECTION BRANCH**

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

## **NOTIFICATION**

A development permit information sign was installed on February 3, 2021. The sign was updated April 1, 2021 informing the public of the decision date by the Development Permit Board.

On February 2, 2021, 492 notification postcards were sent to neighboring property owners advising them of the application and offering additional information on the City's development applications website. At rezoning 1,850 postcard notifications were issued. The postcard and the development application materials were posted online at [vancouver.ca/devapps](http://vancouver.ca/devapps).

At the time of this report, Forty (40) emails were received, five (5) in support, twenty-eight (28) in opposition and seven (7) mixed. Concerns include:

- More family units /multiple bedrooms intended for long term living affordable living;
  - Incompatible with neighborhood, size and aesthetics;
  - Densification unwelcomed;
-

- **\*Building height\*** too tall for the neighborhood context, casting shadows, restricting daylight unto adjacent residential properties and public spaces;
- The proposed stacking design and materials of the exterior façade aesthetics are unpleasing and not a fit with neighborhood.
- Insufficient parking;

### ***Staff Response to Notification and Public Feedback***

Staff acknowledge that, while the proposed building is taller and denser than the base C-2 zone and its surroundings; it does substantially match Council's approval. This approval is consistent with evaluative frameworks more attuned to social equity through the provision of housing options. Some frameworks include:

- Form of development is consistent with Council's approval of the rezoning. Building height and density are substantially compliant with the CD-1 By-Law. A small overage in density (FSR) is addressed by Standard Condition A.1.3 for compliance. Further upfront Conditions 1.2 and 1.3.i require further refinement to the building massing and expression to reduce the appearance of bulk and massing.
- Providing Rental Housing: Vancouver is lacking in rental housing. Hence, the project should also be evaluated based on its role to support the City of Vancouver's housing targets to increase rental housing. Increase height and density are necessary to contribute to this target. Upfront Condition 1.1 addresses the housing agreement and requirements for affordability. Standard Condition A.1.30 requires a minimum percentage of family units.
- Equitable Sharing of a Neighbourhood: For some of our city's population, rental may be their only housing option due to several factors; and the current C-2 by-laws and design guidelines do not incentivise more rental units to be provided on the subject-site. As such, a certain degree of flexibility is inherent in Staff's evaluation of the proposed building's relation to its surroundings. It is a matter of looking at how building height and density have to change to accommodate a large number of rental units.
- Rethinking Architectural Expression for Broadway Terminus: The subject-site is at the terminus of West Broadway, and this terminus node can be enhanced by a design that stands forward. However, standing forward does not mean a complete break with context. The use of concrete panels as a dominant cladding material is not without precedent in the vicinity. These concrete panels with a fluted textured surface are similar to those used on residential towers within a few blocks' radius. One may consider this material choice as a creative interpretation of "contextual fit" without necessarily duplicating the same massing and architectural styles as its neighbouring buildings.

The stacked box massing building design was presented to the Urban Design Panel at Rezoning and again at Development Permit, both time receiving unanimous support with recommendations. This massing was also reviewed and approved by council at Public Hearing in October 2020. Nonetheless, upfront Condition 1.3 requires the architectural detailing to reflect better the materials of the immediate context as feasible within the general height and massing, for example, to introduce some warmer tones and material to the overall use of the concrete panels.

Nonetheless, staff wanting assurance that impacts like shadowing and overlook are not exacerbated as the building's design process continues, are requiring the building's height to not increased, and its west and north setbacks not decreased, as part of this Development Permit Application's conditions for approval. (See Standard Condition A.1.13 in this report)



**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

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

The Staff Committee supports the application with the conditions contained in this report, and considers the form of development consistent with Council's approval of the rezoning.



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J. Greer  
Chair, Development Permit Staff Committee



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P. Chan  
Development Planner



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J. Smallwood  
Project Coordinator

Project Facilitator: JL. Borsa

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## 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 enactment of the CD-1 by-law prior to issuance of the related development permit is required;

A.1.2 the proposed form of development can and does become approved by City Council.

A.1.3 compliance with the provisions of Section 6 – *Floor Area and Density* of the CD-1 By-law including the following:

i. Section 6.2 – *Floor Space Ratio*:

**Note to Applicant:** The proposed floor area exceeds the maximum permitted FSR. Refer to Standard Development Review Branch condition A.1.11 for additional items that are to be included in FSR.

ii. Section 6.6 – *Excluded Storage for Moderate Income Rental Housing Units*;

**Note to Applicant:** A minimum of 20% of the total excluded area of storage units above base surface is to be located within MIRH Units. A total of 91.4 m<sup>2</sup> (in-suite storage) located above base surface is proposed to be excluded of which only 13.6 m<sup>2</sup> (13%) is located in MIRH Units. In-suite storage is to be increased in MIRH Units, while maintaining minimum dwelling unit area sizes. See also, Standard Development Review Branch condition(s) A.1.4 and A.1.9.

A.1.4 confirmation of compliance with Section 11.10 – *Dwelling Units* of the Zoning and Development By-law;

**Note to Applicant:** There is one unit that does not meet the minimum dwelling unit size of 29.7m<sup>2</sup> (Unit 712). Ensure that dwelling unit area is being measured from inside face to inside face and does not include any storage units which is being excluded from FSR in the total dwelling unit area

A.1.5 confirmation of compliance with Section 4 of the Parking By-law;

**Note to Applicant:** A total of 115 spaces are required as per Section(s) 4.1.16, 4.2.5.1, 4.2.5.11 and 4.5.B1 of the Parking By-law. See also, Engineering Services condition A.2.1

A.1.6 confirmation of compliance with Section 5 of the Parking By-law;

**Note to Applicant:** Three (3) class B loading spaces are required. See also, Standard Engineering Services condition A.2.6

A.1.7 compliance with Section 6 of the Parking By-law;

**Note to Applicant:** The minimum class A bicycle types (vertical, locker, stacked, oversized) have not been met. Note that only horizontal, vertical and stacked spaces have been provided and the combined total of vertical and stacked exceed the 60% maximum. All bicycle spaces are to be clearly marked as either horizontal, vertical, locker, oversized or stacked and identified in a corresponding table. Additionally, minimum spaces for each class A bicycle type are to be met. Consider providing a standard detail for each class A bicycle space.

A.1.8 confirmation of compliance with Section 7 of the Parking By-law;

**Note to Applicant:** One (1) class A passenger loading space is required and it is unclear if the loading space located on P1 is a passenger loading space. Ensure that the provided passenger space and clearly identified and labelled.

A.1.9 confirmation of compliance with the *Bulk Storage And In-Suite Storage – Multiple Family Residential Developments* Bulletin;

**Note to Applicant:** There are some units within in-suite storage which exceed maximum storage size. See also, Standard Development Review Branch condition A.1.3 ii.

A.1.10 confirmation of compliance with the *Floor Area Exclusions For Kitchen Exhaust Ducts And Shafts (New Buildings)* Bulletin;

**Note to Applicant:** Ensure that vertical vent spaces are identified on the plans.

A.1.11 submission of a revised drawing package which includes:

- i. A Site Plan of the building as seen from above;

**Note to Applicant:** No Site Plan has been provided.

- ii. Updated FSR Overlays which:

- a. identify the area of all uses;

**Note to Applicant:** The provided overlays include Retail and Restaurant use under the same floor area separate these uses and areas. 'Furthermore, 'Commercial' is not a defined use under the Zoning and Development By-law.

- b. prorates the area of shared corridors which serve multiple uses between the uses which they serve;

**Note to Applicant:** The service corridor noted as "circulation" serves Dwelling, Restaurant and Retail uses and shall be broken down and included in the area of the corresponding uses.

- c. includes all circulation (stairs, elevator, corridor) at the roof level into the computation of floor area;

**Note to Applicant:** Circulation to amenity is not excludable from floor area.

- d. includes the total area of any storage rooms which exceed 3.7 m<sup>2</sup> into the computation of floor area as per Section 6.4.(e) – *Floor Area and Density* of the CD-1 By-law;

**Note to Applicant:** There are a number of storage units which exceed the maximum permitted storage size. If a storage unit exceeds the maximum size of 3.7 m<sup>2</sup>, then the entire storage room is to be included in floor area. See Unit 201 for example. If over by a minimal amount ok to just exclude 40 sq.ft.

- e. are coordinated with Floor Plans;

**Note to Applicant:** Some storage units identified on the FSR Overlays identify a different area than what is indicated on the Floor Plans. Refer to storage unit in Unit 203 for example.

- iii. Updated Roof Plan which includes all geodetic elevation for top-of-roof, top-of-parapet, top-of-mechanical, etc.

A.1.12 provision of the following notations to be included on the submitted plans:

- i. *"The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations";*
- ii. *"Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building";*
- iii. *"The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";*
- iv. *"The design of the bicycle spaces (including bicycles rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law";*
- v. *"Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555";*
- vi. *"All proposed dwelling unit areas are in accordance with Section 11.10 of the Zoning and Development By-law"; and*
- vii. *"All proposed yards, setbacks and building dimensions are measured to the outside of cladding".*

## Urban Design

A.1.13 provide confirmation in the drawings at subsequent stages of approval that height and massing are absolutely maintained as per approval at Rezoning including:

- i. provision of a clear-glass guardrails at the roof-level,
- ii. Maintaining the proposed geodetic heights of the roof amenity room's parapet at 64.17m, and the top of mechanical-room at 67.07m;
- iii. Maintaining the roof amenity-room's setbacks so as to not have it read as an extra floor; and,
- iv. Not decreasing the setbacks, with the exception of Levels 05, 06 and 07 per Condition 1.2, especially for the west and north faces which are closest to the lower scale neighbours.

**Note to Applicant:** Intent of this condition is to ensure the appearance of height and impacts on the surrounding areas are not increased (but rather improved) through subsequent design development including 'Prior to Response' and building permit. Additional confirmation may be requested at subsequent stages resulting from design changes. This condition also reiterates Rezoning Conditions 1.1 and 1.2.

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A.1.14 design development to improve the usability and livability in general and through the following specific design strategies:

- i. provide, at the roof top amenity level, indoor amenity and seating collocated adjacent to the exterior Covered Zone Kids Playground;

**Note to Applicant:** Refer to Standard Conditions for Housing Policy and Projects A.1.32 and A.1.33. Indoor/outdoor children's play areas should be provided with immediate visual and physical connection.

- ii. Enlarging the outdoor areas for the townhouses along the west yard by reducing the size of some of the planters;
- iii. Incorporating weather protection on the Broadway and Alma elevations, especially for portions with retail frontages;

**Note to Applicant:** Please refer to Engineering Condition A.2.23.

- iv. Ensuring all bedrooms are sized to accommodate at least a closet and a desk.

**Note to Applicant:** Ensuring bedrooms can accommodate a desk and closet/dresser as well as enlarging the townhouses' patio area are responses to the *High-Density Housing for Families with Children Guidelines*.

### Crime Prevention Through Environmental Design (CPTED)

A.1.15 design development to incorporate Crime Prevention Through Environmental Design (CPTED) Principles through the following:

- i. ensure "eyes on the street" is possible near accessible points to the underground carpark, elevator/entry lobbies, and fire exits;
- ii. include lighting for pedestrians around the building to improve safety;
- iii. provide 24/7 lighting and paint walls white in the carpark (including its entry);
- iv. avoid deep alcoves and concealed spaces especially at the lane side; and
- v. reduce opportunities for graffiti around the building with graffiti deterrent paint, planting, and/or put murals or artworks on blank walls;

### Public Art Conditions

A.1.16 Prior to issuance of a Development Permit the Owner will deliver the following to the Head of Public Art:

- i. the Detailed Public Art Plan and the 10% Option A Payment; or
- ii. notice that the Owner intends to satisfy the Public Art Requirements through Option B.

**Note to Applicant:** If the Owner elects to satisfy the Public Art Requirement by way of Option A, then the Owner will be responsible at its sole cost and expense to commission an

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artist to conceive, create, design, manufacture and install the Public Art at a cost to the Owner of not less than ninety percent (90%) of the Public Art Cost;

For greater certainty, in the case of Option A, the Detailed Public Art Plan must be approved by the Public Art Program and the Managing Director of Cultural Services prior to issuance of a Development Permit.

### Standard Landscape Conditions

A.1.17 design development to confirm safe retention of west neighbour tree #N001 (at the NW corner, refer to arborist report) and integrate this tree into the overall landscape plan; (Refer to Rezoning Condition #10).

A.1.18 design development to improve the interface and pedestrian experience at the public realm as well as to increase the amount of soft landscape buffer at ground level through the following:

- i. Add planter at the northeast corner, facing lane, by creating an L-shaped planter to wrap around the corner, ensuring the plants are a significant size and scale;
- ii. Add planter at the southwest corner, between bike-share and west retail unit, consisting of medium-low woody evergreen plant material; and
- iii. Maintaining some amount of wrap-around for the patio into the lane-side to partially animate the lane, but at the same time introducing some screening planters there to minimise overlook into the northerly neighbour's property from the retail unit's north edge;

**Note to Applicant:** Provision finalized locations, dimensions and details of planters, patios and other landscape elements is required to complete review of landscape and may result in further design review conditions.

A.1.19 provision of landscape site sections at minimum ¼ scale from building façade to public realm at W Broadway and W property line interface, to confirm a smooth transition and enhanced streetscapes; (Refer to Rezoning Condition #8)

A.1.20 provision of provision of referenced larger-scale detail sections (minimum ½"=1') for all typical landscape features and construction, including but not limited to benches, walls, trellises for vine support confirming low maintenance type, planters on structure with dimensioned depth of soil, fences, screens, etc.;

**Note to Applicant:** Depth of growing medium for planting on structures should exceed the CSLA Standard for viability into the future.

A.1.21 confirmation of a high-efficiency irrigation system for all planting areas, with common access for maintenance;

**Note to Applicant:** This can be achieved with a notation on the plans.

A.1.22 provision of a hardscape and surface materials plan, with detail references and Legend;

**Note to Applicant:** Further conditions may follow upon receipt.

A.1.23 provision of updated Tree Management Plan as part of the Landscape plans, coordinated with Arborist Report, including dimensions for tree protection barriers;

A.1.24 coordination for the provision of new street trees with Engineering and the Park Board;

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**Note to applicant:** New street trees to be shown and confirmed on the development permit plans. Contact Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

- A.1.25 provision of an updated Arborist Report with recent date of less than six months to reflect current conditions (submitted arborist report is dated 2019);
- A.1.26 provision of a Letter of Assurance for arborist supervision, with recent date of less than six months, signed and dated by arborist, owner and contractor;
- A.1.27 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

***"Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Park Board".***

**Note to Applicant:** Methods of tree protection for street trees (as approved by Park Board) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection.

- A.1.28 provision on the landscape drawings of landscape features intended to create a bird friendly design;

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

- A.1.29 provision of complete information and graphic clarification, including but not limited to additional labels, references, dimensions and notations as needed to clarify design intent on all plans, sections and details;

**Note to Applicant:** Further conditions may follow receipt of complete information.

### **Housing Policy & Projects**

- A.1.30 adherence to the unit mix, including studio units, one-bedroom units, two-bedroom units, and three-bedroom units which should generally comply with the unit mix guidelines in the Moderate Income Rental Housing Pilot Program (MIRHPP), for both the market and moderate income units, and must include a minimum of 35 per cent family units;

**Note to Applicant:** The current proposal includes 37% studios and 27% one-bedrooms, while the guidelines in the MIRHPP are: 25% studios and 40% one-bedrooms.

- A.1.31 distribution of the Moderate Income Rental Housing Units to be distributed throughout the New Building to the greatest extent possible, while taking into consideration the required family unit mix and financial constraints of the New Building, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services;

**Note to Applicant:** The location and distribution of the Moderate Income Rental Housing Units should be indicated on the Development Permit drawings.

- A.1.32 compliance with the High-Density Housing for Families with Children Guidelines, including provision of outdoor common amenity and an indoor common amenity room with a kitchenette and accessible washroom, bulk storage for each unit, and private open space for each unit;
- A.1.33 design development of the common outdoor and indoor amenity areas in accordance with High-Density Housing for Families with Children Guidelines:
  - a. indoor amenity to include a kitchen, storage closet and accessible washroom equipped with baby change table;
  - b. children's play area to ensure it is near the indoor amenity area, with direct visual and physical access to the indoor amenity area.
- A.1.34 design development to include the necessary supporting infrastructure to support urban agricultural activity by residents (i.e. yard waste composter, a potting bench, tool storage closet or chest, irrigation system/hose) as per the Urban Agriculture Guidelines for the Private Realm;

## **A.2 Standard Engineering Conditions**

- A.2.1 parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law:

- i. Provision of Class A loading spaces as per By-Law.

**Note to Applicant:** Engineering does not support a relaxation of Class A loading. The class a loading can be provided in the underground parking in front of the residential overhead gate to accommodate the class a passenger space at grade.

**Note to Applicant:** a minimum width of 4m is required for the Class A passenger space, and 9' width is required for Class A loading spaces.

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

**Note to Applicant:** A TDM Plan with a minimum of 23 points is required to achieve the proposed vehicle parking reduction for the residential use and 19 points for the commercial uses. The proposed plan achieves a 23 points for the residential uses and 19 points for commercial uses. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- a. ACT-02 – Improved Access to Class A bicycle Parking
  - i. provision of concept design for excellent design of lighting, finishes, grades, convenience.

**Note to Applicant:** Engineering can grant 1 point for increased corridor width (1.5m) to the Class A bicycle parking; however, in order to earn the second point for this TDM Measure, Engineering requires specifications of the excellent design of lighting and finishes above and beyond basic building code requirements



b. ACT-05 – Bicycle Maintenance Facilities.

- i. note and dimension location of facilities on plans.
- ii. bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
- iii. provision of an operational plan detailing:
  1. A means of providing access to all residents, commercial tenants, and the public (if applicable), and
  2. Plan for maintaining these amenities.
- iv. if available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

**Note to Applicant:** Engineering recommends relocating the bicycle repair stands in close proximity to the Class A bicycle parking and the bike wash station. Explore relocating the bicycle repair stands into the bike lounge area for improved convenience. Engineering can grant 1 additional TDM point for the bike wash station.

c. ACT-07 – Public Bike Share Space

- i. illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff on plans.

d. ACT-08 – Shared Bicycle Fleet

- i. provide additional details of the cycles and equipment to be provided.

**Note to Applicant:** Refer to TDM Schedule B for mix of bicycles to be provided.

- ii. provision of design specifications for the bicycle carousel.

**Note to Applicant:** Any type of automated bicycle parking to be designed for all ages and abilities. Based on the renderings provided in the architectural drawings, the form of bike parking may not be supported.

- iii. provision of an operational plan including:
    - Ownership of equipment;
    - Equipment Maintenance for: storage, locking, charging (if applicable), user limitations (ride time, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts;
    - Plan for providing ongoing monitoring and reporting standards set out below;
    - If available, any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service
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**Note to Applicant:** In order to earn points for this TDM Measure, Refer to TDM Schedule B that identifies the mix of fleet and quantities required. The bike carousel will need to accommodate the specialty cycling fleet.

e. COM-02 – Car Share Vehicles and Spaces

- i. Identify/note/dimension car share spaces on plans.
- ii. Spaces to be located with convenient, public access at-grade, or on P1.
- iii. Provide detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.

**Note to Applicant:** Provide 2.9m (9'- 6") stall width for shared vehicle parking spaces, and label the car share space as "Car Share" not "Residential Car Share"

f. SUP-01 – Transportation Marketing Services

- i. If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.

g. SUP-02 – Real-Time Information

- i. Identify the general locations for proposed displays on plans.
- ii. Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.

h. SUP-03 – Multimodal Wayfinding Signage

- i. Identify the general locations for proposed displays on plans.
- ii. Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

**Note to Applicant:** In order to earn points for this TDM Measure, the Wayfinding to be provided fully on private property, yet be publicly accessible. This ensures that residents, employees, visitors, and the general public will have access to the wayfinding sign.

**Note to Applicant:** Subject to the acceptance and approval of the finalized TDM plan, the development is eligible for the following reductions to minimum vehicle parking requirements:

- a. *Secured Market Residential Rental – 58% reduction TDM and Transit*
- b. *MIRHPP Residential Rental – 68% reduction TDM and Transit*
- c. *Commercial Retail – 30% reduction TDM and Transit*

A.2.3 subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

- a. Secures provision of funding towards long-term TDM monitoring funding the amount of amount of \$280 per parking space waived.
  - b. Secures the provision of TDM measures on the site:
    - i. ACT-02 – Improved Access to Class A bicycle Parking
    - ii. ACT-05 – Bicycle Maintenance Facilities
    - iii. ACT-07 – Public Bike Share Space
    - iv. ACT-08 – Shared Bicycle Fleet
    - v. COM-02 – Car Share Vehicles and Spaces
    - vi. SUP-01 – Transportation Marketing Services
    - vii. SUP-02 – Real-Time Information
    - viii. SUP-03 – Multimodal Wayfinding Signage
  - c. Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.
  - d. Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- A.2.4 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements;

**Notes to Applicant:** The following additional measures may be eligible to earn TDM points but additional information is required:

- a. Provision of clarification is required regarding paid parking to be implemented for all uses on-site as per page 6 (section 3.6) of the TDM Plan. Parking is to be made available as per By-Law for the residential uses. Paid parking could be implemented for commercial uses. If paid parking was going to be implemented for non-residential users, this would be eligible for 4 TDM Points if it was registered in the agreement. If parking pricing is going to be proposed as a TDM Measure, then an operational plan will be required.
  - b. Engineering may grant 2 innovative strategy points for the bike lounge proposed on P1. Specifications of what other amenities are provided in the bike lounge are required.
- A.2.5 subject to the acceptance of the finalized TDM Plan, enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of (1) two-way Shared Vehicle and the provision and maintenance of (1) Shared Vehicle Parking Space for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- a. provide (1) two-way Shared Vehicle to the development for a minimum period of 3 years;
  - b. enter into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
  - c. provide and maintain the Shared Vehicle Parking Space for use exclusively by such shared vehicles;
  - d. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space;
  - e. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and

- f. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions.
    - g. A letter of intent from a two-way car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is also to indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.
  - A.2.6 provision of a Shared Use Loading Agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for one of the Class B loading space(s) between the commercial and residential uses and label the space as 'Residential and Commercial Loading'.
  - A.2.7 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement, including the following:
    - a. provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level.

**Note to Applicant:** A separate dedicated bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Note the location of the dedicated call button on the architectural drawings.
    - b. provision of 5% of the required Class A bicycle spaces to be oversized bicycle spaces.
    - c. provision of a minimum 1.5m aisle in front of oversized bicycle spaces.
    - d. provision of automatic door openers for all doors providing access to Class A bicycle storage.
    - e. provision of 1.8m stall length and 0.6m width for the horizontal Class A bicycle parking spaces.

**Note to Applicant:** Refer to the Commercial Class A bicycle parking spaces located on Level P1.
    - f. provision of the manufacturers design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

**Note to Applicant:** Racks must be usable for all ages and abilities. Stacked bicycle parking has increased parking space dimensions and aisle widths that are not being reflected on the drawings.
    - g. provision of end of trip clothing lockers for the commercial Class A bicycle spaces. Show and label the clothing lockers on the drawings. 50% of clothing lockers to be full size.
    - h. provision of an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle.

**Note to Applicant:** Refer to the Commercial Class A bicycle storage room located on Level P1.
  - A.2.8 provision of improved access and design of loading spaces and compliance with the Parking and Loading Design Supplement, including the following:
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- a. provision of improved loading operations as follows:
  - i. Loading operations to be designed so that all loading and unloading fully occurs on private property.
  - ii. Update the architectural drawings so that trucks are shown reverse-in with the back of the trucks facing the building.
  - iii. Update Ground Floor Level 1 Plan Drawing to show the required double load throats for the Class B loading spaces to confirm that there are no conflicts with Class B maneuvering.

**Note to Applicant:** The architectural drawings show trucks positioned nose-in and what appears to be loading occurring at the lane.

- b. provision of convenient, internal, stair-free loading access to/from all site uses.
- c. provide a clear unloading area or raised rear dock, minimum 1.8m wide, with suitable access to facilitate goods loading/unloading.

**Note to Applicant:** dimension the 1.8m wide unloading area, and ensure that the unloading area is not in conflict with the loading corridor.

- d. provision of design elevations to be shown at all four corners of the loading area, and show the slope and cross fall of the loading spaces on Ground Floor Level 1 Plan.

A.2.9 provision of improved access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

- a. provision of convex mirrors to be provided for improved sightlines at the top of the parkade ramp at the lane, and in the parkade on Level P1 between commercial parking spaces number 6 and 7. Show and note the location of the mirrors on the architectural drawings.
- b. provision of improved maneuvering for residential visitor space number 08 next to overhead gate.
- c. provision of minimum 6.6m (21'-8") wide maneuvering aisle widths.

**Note to Applicant:** Refer to residential parking space number 26.

- d. column encroachments, setbacks and parking space widths to comply with the Parking and loading design Supplement. Column encroachments are not permitted in single module stalls. The following to be addressed:
- e. all columns to be setback 0.3m (1') from the drive aisle.
- f. dimension the length, width, and setbacks of columns.
- g. improved accessibility and function of the proposed shared vehicle spaces.
- h. provision of 2.9m (9'-6") stall width for shared vehicle parking spaces.

**Note to Applicant:** Label the car share space as "Car Share" not "Residential Car Share"

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- i. provision of 2.7m (9') width is required for Class A loading spaces.
- j. provision of 4m width is required for the Class A passenger space.

A.2.10 note the following on all ground level and parking level plans:

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

A.2.11 provision of the following information is required for drawing submission to facilitate a complete Transportation review:

- a. An updated tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided.

**Note to Applicant:** Include a breakdown of all the bicycle parking spaces provided and the commercial clothing lockers provided.

- b. All types of parking and loading spaces to be individually numbered, dimensioned, and labelled on the architectural plan drawings.
- c. Areas of minimum vertical clearances for all parking and loading spaces to be labelled on architectural plan drawings.
- d. Dimension the minimum vertical clearance under the overhead security gates on the section drawings.
- e. Provide section drawings showing the stacked bicycle racks in the bike rooms.
- f. Show and label the stair-free access route from each Class A bicycle storage room to reach the outside.

**Note to Applicant:** Consider providing a stair-free bicycle access route from the bicycle elevator that leads to the lane.

A.2.12 design development to locate a Public Bike Share Station pad within the surface Statutory Right of Way, including design and servicing of the pad as required, to the satisfaction of the General Manager of Engineering Service.

**Note to Applicant:** See Rezoning Condition of By-Law Enactment – Item 2.6 for additional design requirements

A.2.13 the size and location of the PBS space as shown on Drawing A301/L1.11 is acceptable provided it meets the following requirements for sun exposure and power;

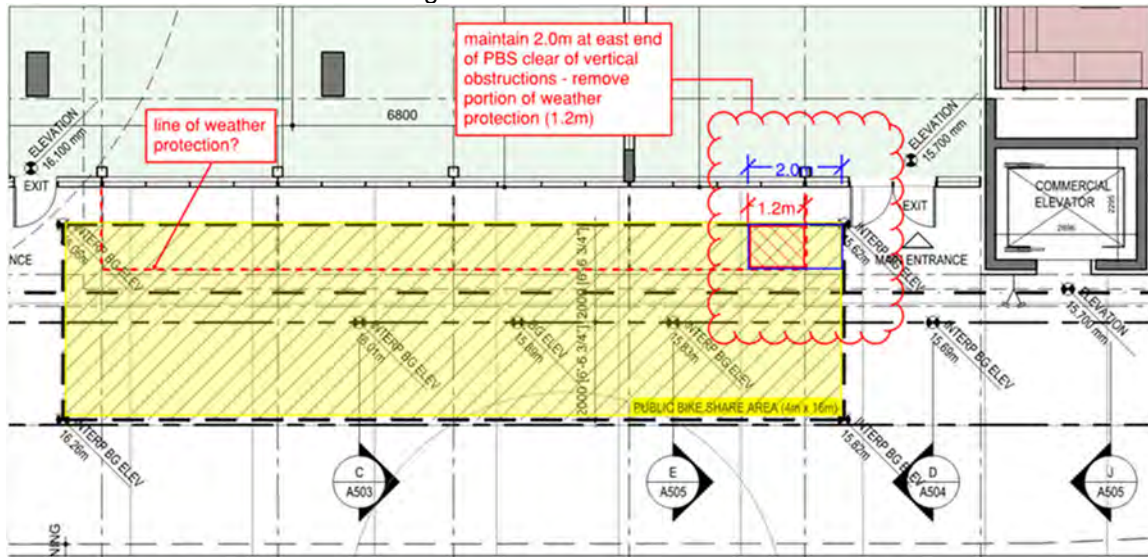
- a. update drawings A503 and L3.03 to clearly label and dimension the height of the proposed weather protection (glass awning) above the PBS space along the W Broadway frontage.

**Note to Applicant:** This is required to confirm that 5m vertical clearance is provided above the PBS space. There must be a minimum of 5m vertical clearance in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.

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- b. remove a portion of the proposed weather protection at the east end of the PBS SRW.

**Note to Applicant:** Should the height of the proposed weather protection be less than 5m, then 2m of the weather protection at the east end of the PBS Space must be removed to accommodate the PBS small sign. See sketch for reference.



- c. provision of an electrical service and electrical power to be available in close proximity to the PBS station.
- d. provision of the electrical connection point to be located at the east end of the PBS space at the back corner of the SRW.

**Note to Applicant:** Show and label the power source connection for PBS on the landscape and site plans.

- A.2.14 provision of a draft final Rainwater Management Plan (RWMP) prior to DP issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.

**Note to Applicant:** The plan shall achieve the following objectives:

- a. release Rate – Confirm the proposed release rate as there are conflicting values shown in the site plan. Calculation for the adjusted release rate requirement is showing 3.5L/s but the call out for detention system is referring to a release rate of 6.84L/s. The bypass should be designed blockage and events exceeding the 10-year rainfall event.

**Note to Applicant:** For final detention tank and flow control detail, the recommended minimum diameter of the orifice for flow control is 75mm.

- b. provision of an updated Pre/Post-Development Rainwater Management Plan in Appendix A detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
- delineated catchments and area measurements to demonstrate BMPs are appropriately sized (i.e. Rooftop, Level 2, 5, 8, 11, ground level, etc.)

- ii. area measurements for all the different land use surface types within the site limits; and
- iii. Cross sections of the green roof system as the typical sections included in Appendix H do not reflect the site-specific characteristics (system is overlaid on slab not subgrade, mechanism for passive irrigation is not clear)
- c. volume Reduction- supporting water balance calculations are required to demonstrate storage provided by permavoid system would be utilized to meet the water demand from proposed plantings on an average annual basis.

**Note to Applicant:** Excess storage beyond the required volume is not recommended as it would not serve a functional purpose. Excess volume should be reallocated to the primary detention tank.

- d. volume Reduction- Recalculate the storage provided by Permavoid system for additional site detention/retention.

**Note to Applicant:** Level 8 and rooftop have vegetative areas that are able to capture direct rainwater through Tier 1 (green roof) and 2 (landscape on-slab) measures. Prioritize retention of areas using Tier 1 and 2 measures before sizing the detention storage requirement. See included markups for further information.

- e. water Quality – If the runoff from the majority of the site (at least 50% in this case) is routed to landscaping areas prior to draining to a water quality treatment unit, then an appropriately sized “pretreatment” unit certified by Washington State’s TAPE program (various Oil-Grit-Separator products) may be specified for this site to meet the water quality performance target since the site.
- f. confirm that access to various components of the rainwater management system for maintenance purposes was considered in the overall design.

**Note to Applicant:** Elaborate on how the scour prevention chamber can be maintained in the roof. Clean out and inspection ports would be recommended to facilitate ease of maintenance and long term performance of the system.

- A.2.15 provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to restrict the issuance of Building, and Occupancy Permits and provide the necessary rights of ways for a Rainwater Management System.

**Note to Applicant:** Provision of a FINAL RWMP and Final Operations and Maintenance (O&M) Manual prior to the issuance of any building permit for the construction of any building, submitted to the satisfaction of the Director of Planning and City Engineer. The final RWMP submitted at BP stage will, along with the achieving the objectives outlined for the DP stage, achieve the following:

- a. provide a servicing plan which includes all routing of rainwater into the proposed systems and out to the municipal system.
- b. provide final detailed drawings of all proposed rainwater management systems including but not limited to, dimensions, inverts, stage-storage-discharge characteristics, design criteria and all assumptions.
- c. provide an Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), submitted to the satisfaction of the Development and Water Resources



Branch. The O&M Manual shall be tailored specifically for the rainwater management practices proposed on-site and submitted as a standalone document.

- i. Phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established)
- ii. A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system.
- iii. Fact sheets (or similar reference material), for proposed plantings
- iv. contact information for any proprietary systems to be located on-site.
- v. checklists to assist non-technical persons in assessing operation and maintenance performance and requirements

**Note to Applicant:** The applicant may schedule a meeting with Rainwater Management Review group prior to moving forward with the RWMP to address any concerns or questions related to the conditions or comments prior to resubmission with the DP application. To schedule the meeting, contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca)

- A.2.16 submission of letter confirming acknowledgement that this application falls within the area with potential impacts due to the Broadway Subway Project construction and that you have contacted the Rapid Transit Office for more detailed information;

**Note to Applicant:** Appendix #1 was not available for review.

- A.2.17 submission of a letter confirmation construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License.

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

- A.2.18 provision of final building grades and design elevations on the site plan;

**Note to Applicant:** BG's and DE's currently shown are acceptable but subject to the issuance of the final BG plan. Any changes from the preliminary building grade plan are to be reflected on the drawings and reviewed by Engineering.

- A.2.19 delete proposed shrubs shown in the front boulevard along W Broadway.

**Note to Applicant:** If there are commercial units on the main floor and parking along W Broadway then the boulevard is to be concrete and to City standard.

- A.2.20 clarify garbage pick-up operations. Confirmation that a waste hauler can access and pick up from the location shown is required.

**Notes to Applicant:**

- a. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

b. The report by Target Zero Waste was not available for review.

- A.2.21 provision of notes and callouts to the landscape plans stating that the required curb and gutter on W Broadway will be as per City issued geometric design. Update the plans to reflect the geometric design if available.

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

- A.3.1 submit a Site Profile to Environmental Protection;
- A.3.2 the property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter;
- A.3.3 enter into a remediation agreement for the remediation of the site and any contaminants which have migrated there on terms and conditions satisfactory to the Manager of Environmental Protection and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance or an "Instrument of Approval" satisfactory to the City for the on-site contamination, issued by the Ministry of Environment, has been provided to the City.

**Note to Applicant:** A Site Profile has been received and the response letter from the Ministry of Environment states that site investigation is required. Based on current information, a remediation agreement will be required.

- A.3.4 requires a Certificate of Compliance or Final Negative Determination from the Ministry of Environment prior to issuance of the occupancy permit;
- A.3.5 waste Discharge Permit may be required for any dewatering on the site;
- A.3.6 a qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
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**B.1 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **December 01, 2021**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

**B.2 Conditions of Development Permit:**

- B.2.1 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 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
  - B.2.5 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
  - B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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