
4464 Dunbar Street (COMPLETE APPLICATION)
DP-2018-00363 – C-2

GJ/SV/DS/KI

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

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

Also Present:

G. Jiang, Urban Design & Development Planning
K. Imani, Development Services
E. Tsang-Trinaistich, Development Services
S. Vishwakarma, Development Services

APPLICANT:

IBI Architects
Suite 700 – 1285 W Pender Street
Vancouver, BC
V6E 4B1

PROPERTY OWNER:

Qualex-Landmark Dunbar Gp LTD
1910 – 400 Burrard St
Vancouver, BC
V6C 3A6

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a five storey mixed-use building containing Retail at the first floor and 48 Dwelling Units from the first to fifth floor, all over two levels of underground parking, providing vehicular access from the lane.

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

● **Issues:**

1. Overage of Floor Space Ratio
2. Building height increase
3. Interface with public plaza
4. Commercial space

- **Urban Design Panel: Support**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2018-00363 submitted, the plans and information forming a part thereof, thereby permitting the development of the site with a five storey mixed use building containing retail (first floor), and residential (first to fifth floor) all over two levels of underground parking with vehicle access from the lane, subject to the following conditions:

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

- 1.1 design development to reduce the floor area to be compliant with FSR requirement outlined in C-2 District Schedule. Also see Standard Condition A.1.1.

Note to Applicant: This may be achieved by reducing the floor area at following locations: the rear massing of the southern and northern ends of the building; the rear portion of the fifth floor; and the second floor, particularly the residential area above the commercial space. The recommended measures will assist to achieve an improved neighbourliness and more viable commercial space.

- 1.2 design development to the southwest corner of the building to enhance an active and engaging interface with the public plaza as follows:

- i. remove the column projection in the public plaza to maximize the visual and physical openness;
- ii. extend the canopy to the south facade to enhance corner expression; and
- iii. maintain at least two individual commercial units adjacent to the public plaza with active uses.

- 1.3 design development to improve the viability of the commercial space through the following measures:

- i. remove the residential floor area above the northern half of the retail C space to allow a minimum of 15 ft. floor-to-floor height which extends approximately 35 ft. from the front;
- ii. provide a functional loading corridor with adequate headroom clearance to support the commercial use; and
- iii. provide generous and continuous weather protection on Dunbar Street frontage.

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

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

• Technical Analysis (C-2 District Schedule):

C-2	4464 Dunbar Street				DP-2018-00363				Overage
	PERMITTED / REQUIRED				PROPOSED				
Use	Retail/ Dwelling in conjunction				Retail / Dwelling in conjunction				
Frontage	n/a				279.69 ft. (85.25m)				
¹ Site Size	n/a				33.52 m x 85.25 m				
¹ Site Area					2,857.9 m ²		30,762.1 ft ²		
² Height	Max. for 20 ft. of Rear PL	4.6 m	15.09 ft	For 20 ft. of Rear PL	11.8 m	38.68 ft		23.59 ft	
	Max. for next 15 ft.	10.7 m	35.10 ft	For next 15 ft.	15.0 m	49.29 ft		14.19 ft	
	Max. overall remainder	13.8 m	45.28 ft	Overall - top of parapet	16 m	52.36 ft		7.08 ft	
	Max. o/a discretionary	16.8 m	55.11 ft						
³ Yards/ Setback	Min. Front/ Side Yards		1.97 ft	Front Yard - West		15.00 ft			
	Min. Front/ Side Yards at 10.7m hgt		7.87 ft	<i>Incl. 2.13m building Line</i>					
				Side Yard (1) - North		2.95 ft			
				Side Yard (2) - South		2.95 ft			
	Min. Rear Yard (Non-Res)		1.97 ft	Rear Yard - East (Non-Res)		2.00 ft			
	Min. Residential Setback		20.00 ft	Rear Setback - East (Residential)		12.00 ft			
⁴ FSR	Max. Combined Uses			Combined Uses				0.06	
	Max. above L1 - Dwelling			Above L1 (to roof) - Dwelling			2.01	0.26	
	Max. at grade L1 - Dwelling			Level 1 - Dwelling			0.13		
				Level 1 - Retail			0.41		
⁴ Floor Area	Max. Combined Uses			Combined Uses			78,787.70 ft ²	1,882.5 ft ²	
	Max. above L1 - Dwelling			Above L1 (to roof) - Dwelling			61,952.30 ft ²	8,118.6 ft ²	
	Max. at Grade L1 - Dwelling			L1 - Dwelling			4,137.00 ft ²		
				L1 - Retail			12,698.40 ft ²		
⁴ Exclusions	<i>Open Balcony / Sundeck</i>			<i>Open Balcony</i>			3,115.00 ft ²		
	<i>Max. Enclosed Balcony</i>			<i>Enclosed Balcony</i>			1,290.00 ft ²		
	Max. Open & Encl. Balcony 8%			Total Open & Encl. Balcony 6.7 %			4,405.00 ft ²		
	Max. Amenity 10%			Amenity Total 1%			961.00 ft ²		
	7,690.53 ft ²			Bulk Storage Area			520.00 ft ²		
⁵ HAD	50° / 70° Daylight Angle at 24 m				Confirmation of compliance required				
⁶ Parking	Dwelling		56	Standard		66			
		Disability	2	Disability		3			
				Small		28			
		Total Residential	58	Total Residential		97			
	Retail		21	Standard		18			
		Disability	1	Disability		1			
				Small		1			
Total Retail		22	Total Retail		20				
	Max. Small car (25%)	5							
	TOTAL	79	TOTAL		117				
⁷ Loading	Class	A	B	C	Class	A	B	C	
	Res.	0	0	0	Res.	0	0	0	
	Retail	0	2	0	Retail	1	1	0	
⁸ Bicycle	Class	A	B		Class	A	B		
	Res.	60	0	0	Res.	96	6	0	
	Retail	2	0	0	Retail	2	0	0	
	<i>Max. 30% Vertical - Class A</i>			29	<i>Vertical - Class A</i>			29	
	<i>Min. 20% Lockers - Class A</i>			19	<i>Lockers - Class A</i>			0	
⁹ Unit Mix	Minimum 35% of units shall be suitable for family housing having two or more bedrooms.				Unit Type		TOT %	Market	
					2 Bedrooms		85.4%	41	
					3 Bedrooms		14.6%	7	
					TOTAL UNITS		100.0%	48	

Notes:

¹ **Note on Site Size and Site Area:** This regular site is approximately 33.52 m (109.97 ft.) in width and 85.25 m (279.69 ft.) in depth fronting Dunbar Street, with an open paved lane at the rear for vehicular access. Consolidation is required for six parcels prior to issuance of a development permit. The site area is derived from the Legal Survey.

² **Note on Height:** The height is calculated in accordance with Section 4.3.1 of the C-2 District Schedule using City Building Grades. The overall height measured to the top of parapet, excluding projections and guardrails, exceeds the maximum permitted height by 2.2 m (7.1 ft.) Discretionary height increases for all portions of the site beyond prescribed limits may be permissible for larger sites in accordance with Section 4.3.2 of the C-2 District Schedule and Section 4.3 (e) of the C-2 Design Guidelines.

The proposed building is considered a five-storey building. The 'Upper Floor Plan' also noted as 'Mezzanine' on the drawings is considered as a storey and shall be labelled as Level 2. Standard Condition A.1.10 (iv) (a) requires renumbering of storey as Levels 1 to 5.

³ **Note on Yards and Setback:** A reduced setback of 3.7 m (12 ft.) is provided to dwelling units at Levels 1 to 3 (all inclusive - levels as noted on plan). The top floor dwelling units are setback an additional 9.1 m (30 ft.) from the rear property line.

⁴ **Note on FSR and Floor Area:** The proposed floor areas as calculated exceeds the maximum permitted FSR of 2.50 for combined uses by approximately 0.06 FSR (1,882.5 sq.ft.). The proposed dwelling use area above street level exceeds the maximum permitted FSR of 1.75 by approximately 0.26 FSR (8,118.6 sq.ft.). Retail and residential circulation at Level 1, elevator access at Level 2 (Upper Floor Plan), and roof-top stairwells shall be counted towards the GFA (Gross Floor Area) as these areas are not permitted exclusions under the C-2 District Schedule. Standard Condition A.1.1 required compliance overall FSR and dwelling use FSR above Level 1.

⁵ **Note on Horizontal Angle of Daylight (HAD):** Standard Condition A.1.7 requires provision of daylight angles on each floor plan, specifically for west facing windows located between the proposed fireplace and enclosed balcony.

⁶ **Note on Parking:** Retail and Residential parking is based on Sections 4.2.5.1 and 4.2.1.13, of the Parking By-law (in force at time of DP application). The GFA for dwelling units over 50 m² in size is required to verify residential parking requirements. An additional 2 spaces are required for retail use, as noted in Standard Condition A.1.9 (i) Additional information regarding ramp detailing, standard dimensions and clearances to parking are sought by Standard Conditions A1.10 (ii) and A.2.8 (v).

⁷ **Note on Loading:** 2 Class B loading spaces are required on site for Retail use per Section 5.2.5 of the Parking By-law. The development proposes 1 Class A loading underground and 1 Class B loading at-grade. Standard Condition A.1.9 (ii) requires provision of the required number of loading spaces on site. There are no loading requirements for dwelling uses on this site.

⁸ **Note on Bicycle:** Bicycle parking is provided in accordance to Section 6.2.1.2 (Dwelling) and 6.2.5.1 (Retail). Standard Condition A.1.10 (ii) requires the number of horizontal lockers be identified on the parking plan. Standard Condition A.1.9 (iii) seeks compliance to end of trip facilities for the Class A bicycle spaces required for Retail use.

⁹ **Note on Unit Mix:** This development proposes 100% family units in accordance with the *High Density Housing for Families with Children Guidelines*.

• **Legal Description**

Lots: 1 to 6 of Lot A
 Block: 74
 District Lot: 2027
 Plan: 4416

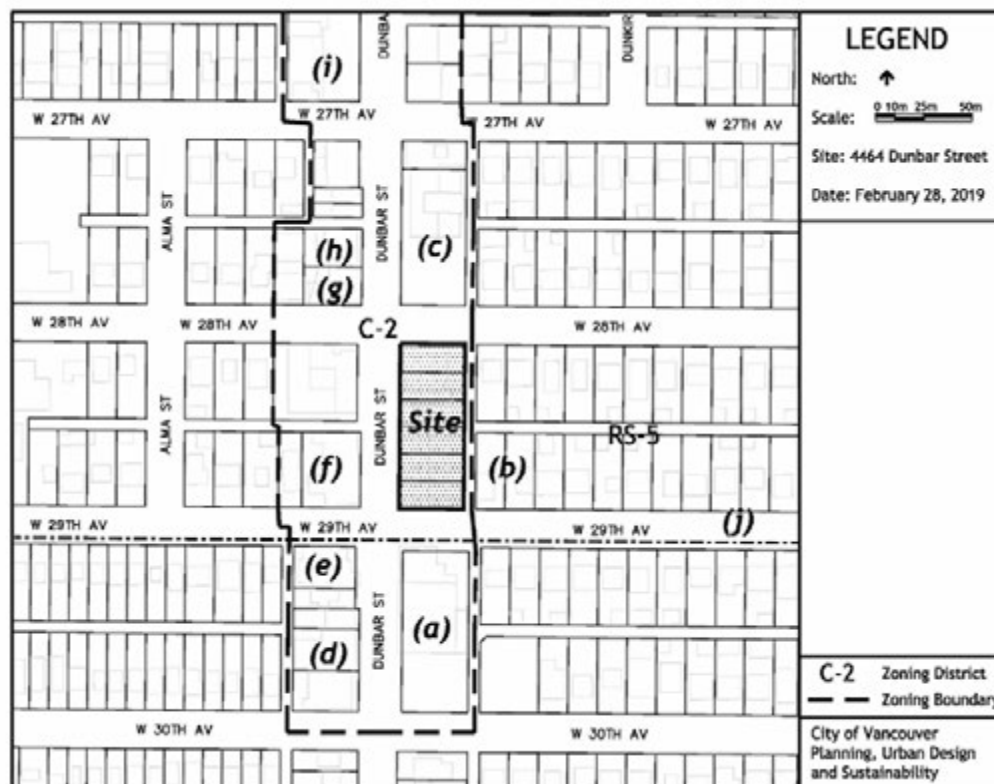
• **History of Application:**

18 04 17 Complete DP submitted
 18 10 03 Urban Design Panel (*First Review*)
 19 02 06 Urban Design Panel (*Second Review*)
 19 03 06 Development Permit Staff Committee

• **Site:** Situated on the east side of Dunbar Street between West 28th and West 29th Avenues. West 29th Avenue serves as a bike route. The site is a full block located in Dunbar Centre shopping area. It is currently occupied by 11 small scale stores. The area to the north, west, and south of the site are also zoned C-2. The full block to the south across the West 29th Avenue is currently under construction for a five-storey mixed use development. Another five storey mixed use development is on the west side of Dunbar Street two blocks to the north. The other nearby buildings include, older low-scale commercial as well as the Dunbar Community Library and Dunbar Theatre. To the east of the site, the area is zoned for low-density residential use. A building line of 2.1 m (7 ft.) is required on the Dunbar side of the site. The site size is approximately 33.52 m (109.97 ft.) by 85.25 m (279.69 ft.). The site slopes down from the northeast corner to the southwest corner by 4.5 m (14.7 ft.)

• **Context:** Significant adjacent development includes:

- a) 4508 Dunbar Street, 5-storey mixed-use building, (c. 2018);
- b) 3581 W 29th Avenue, 1-storey low-density housing, (c.1924);
- c) 4316 Dunbar Street, 2-storey commercial building, (c.1960);
- d) 4555 Dunbar Street, 2-storey cinema, Dunbar Theatre, (c.1973);
- e) 4515 Dunbar Street, 1-storey library, Vancouver Public Library (Dunbar Branch) , (c.1950);
- f) 4455 Dunbar Street, 1-storey commercial building, (c.1926);
- g) 4385 Dunbar Street, 1-storey commercial building, (c.1930);
- h) 4355 Dunbar Street, 1-storey commercial building, (c.1931);
- i) 4221 Dunbar Street, 5-storey mixed-use building, (c.2016).
- j) West 29th Avenue, bike route



● **Background:**

This application falls under the existing C-2 zoning. Several pre-application meetings were held with staff before the application. Staff advised that the public open space at the southwest corner of the site needed to maximize public access and the design should minimize the effect of the overall building height. A few public engagement sessions were hosted by the applicant, including meetings with Dunbar Residents Association and a Focus Group, and a pre-application public open house. The sessions were well attended and a few concerns were raised regarding displacement of small business, five-storey building height, lane interface, and modern architecture in Dunbar area. The application was reviewed at Urban Design Panel (UDP) on October 3rd of 2018 and advised resubmission with recommendations. The revised proposal was supported at second visit to UDP on February 6th of 2019.

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

C-2 District Schedule

The intent of the C-2 District Schedule is to provide for a wide range of commercial uses serving both local and city-wide needs as well as dwelling uses along arterial roads. The zoning generally accommodates a 4-storey building form, however the number of storeys is not regulated by the zoning. A typical mixed-use proposal would include a variety of grade level retail and dwelling uses at grade (at the rear of the site) and above. Dwelling use is a conditional use. The maximum permitted height of the building is 13.8 m (45.3 ft.), measured from a plane formed by lines extending horizontally from the officially established building grades at the front property line. However, the Director of Planning or the Development Permit Board may permit discretionary increases in height.

The stepping form of the permitted height envelope, and yards for the different site aspects allow for an individualized response. The district schedule allows for Director of Planning or the Development Permit Board to consider discretionary increases (height) or decreases (yards) provided it first consider all applicable policies and guidelines adopted by Council, and the submission of any advisory group, property owner or tenant.

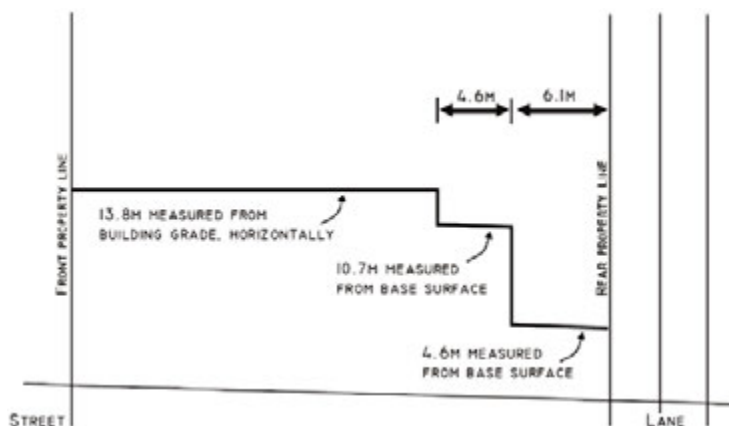


Figure 1: Maximum Permitted Height of a Building (C-2 District Schedule)

C-2 Design Guidelines

The intent of the guidelines is to assist in the wide range of lot sizes, orientations, uses and neighbouring buildings that occur in C-2 zones. The guidelines provide direction on building massing and design for provision of viable commercial space, pedestrian interest for the retail areas, street enclosure, neighbourliness, and residential livability.

With specific regard to height, The C-2 Design Guidelines advise that: 4.3 (e) a discretionary increase of the 13.8 m (45.3 ft.) portion of the height envelope may be considered up to a maximum of 16.8 m (55.1 ft.) for sites that are exceptionally large in both depth and width, to achieve benefits such as increased neighbourliness, open space and amenity 4.3 (c). For sites whose ultimate depth after dedications for building lines will be less than 30.5m (100 ft.), the extent of the 10.7m (35 ft.) height may be reduced from the 4.6 m (15 ft.) set out in the District Schedule.

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

C-2 District Schedule

The form of development responds to the parameters set by the zoning and requests a height discretionary increase from the outright permissible 13.8 m (45.3 ft.) to 16.1 m (52.9 ft.). Further, additional increases of height envelope and decreases of setbacks are requested.

1. Height

The application conforms to 45.3 ft. building height at the north and south end of the building with a 4 storey massing. The middle portion of the building projects the permissible building height and contains 5 storeys (see Figure 2). In addition to the uppermost height, some building portions at rear project through the permissible height envelope, including projections on the fifth floor and increases of the extent of 10.7 m (35 ft.) height at the south and north end of the building (See Figures 3).

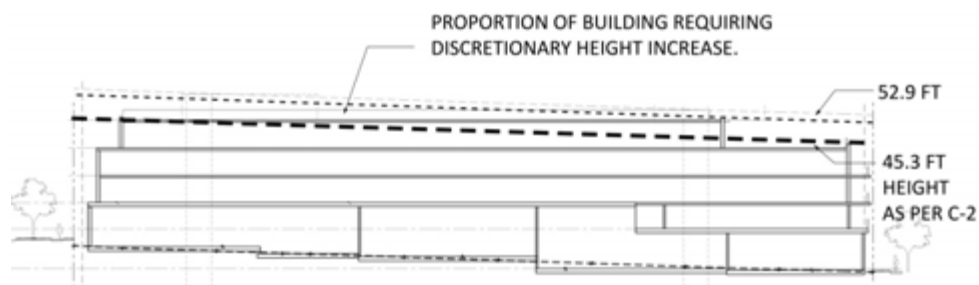


Figure 2. Section A

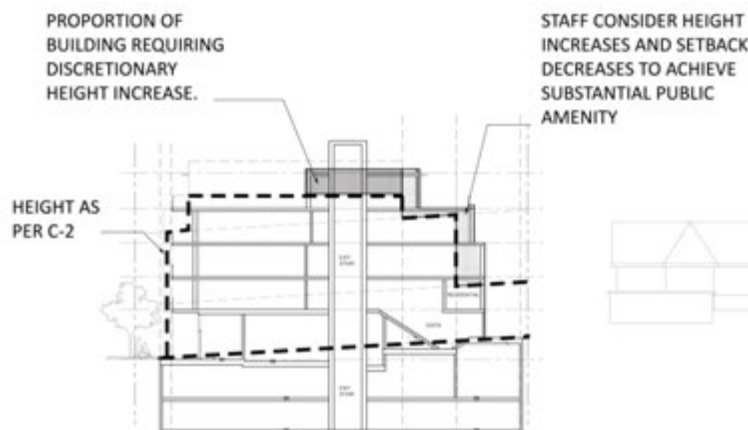


Figure 3. Section 4

Staff consider these discretionary increases of height based on the zoning and design guidelines. The site takes a full block with an exceptionally large frontage of 85.25 m (279.69 ft.). It has significant slope conditions with a slope down south along Dunbar Street by approximately 2.8 m (9.3 ft.) and to Dunbar Street from the lane by approximately 1.6 m (5.4 ft.) creating a cross-slope of 4.5 m (14.7 ft.). The block to the south is developed as a five-storey mixed use building with a discretionary increased building height to approximately 52.9 feet. In the case of this particular context and site condition, staff considers this site merits consideration for additional height provisions of the zoning and guidelines.

The application also provides community and resident benefits, including public open space, quality amenity spaces, and livable units. A sizable public plaza is proposed at southwest corner of the site and secured through a Statutory Right of Way (SRW) for public access. A generous outdoor amenity space is also provided on the south-facing roof deck co-located with an indoor amenity room. In comparison to the shadow impact under C-2 zoning, the increased height does not unduly worse than with a development that conformed to the height limit in C-2. These height increases were supported by UDP at the first review.

Vertical building elements with fireplaces on the balconies are projected beyond the height envelope at the rear side of the building. Staff supports the limited projection to assist with building articulation and private open space.

2. Yards and Setbacks

A 0.6 m (2 ft.) front setback is required from ultimate front property line (after building line dedication) in conjunction with the provision of a 5.5 m (18 ft.) public realm SRW. Enclosed balconies on the upper levels project onto the SRW by 0.6 m (2 ft.). Above 10.7 m (35 ft.) in height, a 2.4 m (8 ft.) front setback is required to reduce apparent scale of the building. Projections into the 2.4 m (8 ft.) setback, including open and enclosed balconies are proposed. Staff support these limited projections into the SRW and the front setback to assist with livability and building articulation.

The exterior side yards are treated as front yards. Therefore along West 28th and West 29th Avenue, a 0.6 m (2 ft.) setback is required for commercial uses and an average 3.7 m (12 ft.) setback is required for residential uses at ground level. The ground-oriented townhouse units facing the West 29th Avenue provide 3 m (10 ft.) front yard with private patio and entry door fronting the street. Staff consider the design of the exterior side yard meets the intent of the District Schedule in terms of livability and street activation, and support the minor decrease of the exterior side yard for the residential use.

For the rear setback, a minimum of 6.1 m (20 ft.) setback is required for the portion of the building containing residential use. While staff support a reduced rear setback at the south and north end of the building to allow for an on-site sizable public plaza, design measures should be explored to achieve closer conformance to the District Schedule requirement. It will assist with a compliance with FSR as per Recommend Condition 1.1 and Standard Condition A.1.1.

3. Horizontal Angle of Daylight (HAD)

Each exterior window must be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, will encounter no obstruction over a distance of 24 m (78.7 ft.). Standard Condition A.1.5 and A.1.7 seeks improvements to the daylight and view access to ensure HAD requirement can be met.

C-2 Design Guidelines

The site is located in an established local shopping area fronting north-south arterial Dunbar Street. The proposal generally meets the intent of the C-2 design guidelines in terms of providing viable local retail uses, creating a pedestrian oriented commercial frontage, defining a desirable street enclosure, minimizing the negative impact on neighbouring properties and supplying housing with a high standard of livability. Further improvement needs occur with respects to commercial space, neighbourliness, livability, and public open space.

1. Local Retail Uses and Street-Level Frontage

The proposed commercial uses occupy the full frontage of Dunbar Street with enhanced front setback benefitting pedestrian experience. However, the public and UDP raised concern of displacement the existing small business due to the proposed large commercial units. The revised commercial space for the second UDP review demonstrates the adaptability to smaller units with 10.7 m (35 ft.) to 18.3 (60 ft.) individual frontages and at-grade entry doors. The commercial façade design was substantially improved through intensive detailing, including pronounced entry door, stone window sill detail, intimate scale of storefront, and signage.

A public plaza is proposed at the southwest corner surrounded by two commercial units. In order to maintain an active and engaging interface with the public open space, active uses, such as retail and restaurant, are highly recommended for the two commercial units.

Further design development needs occur to improve the viability of the commercial space in terms of the effective ceiling height of commercial space and functional loading corridor. Recommended Condition 1.3 seeks an increase of high ceiling area at the front of retail C space and functional loading corridor with adequate headroom clearance.

2. Street Enclosure and Streetscape

For typical C-2 development sites, a front yard of 0.6 m (2 ft.) yard is considered as a “build-to” line in order to assist with street enclosure. An increased setback of 2.4 m (8 ft.) occurs above 10.7 m (35 ft.) to reduce apparent massing and height when viewed from the street. For the triple fronting site, the front setbacks are applied to all three streets.

The proposed 5-storey mixed-use building is placed at the "build-to" line at ground level. The upper levels 2 to 4 are set back approximately 2.7 m (approx. 9 ft.) with continuous open and enclosed balconies projection close to the “build-to” line to defining the streetwall along Dunbar Street. The south portion of the building provides an increased front setback at southwest corner to allow for a public open space. Staff support the increased front setback to achieve neighbourhood benefit and pedestrian amenity.

The design guidelines also have a specific reference to the long frontage to avoid monotonous facades and add public interest. The proposed façade is generally compliant with the intent of the guidelines through design measures including various setbacks, vertical “glass box” of balcony enclosure, vertical column articulation, and change of materials and colours.

The fifth floor is stepped back 2.4 m (8 ft.) beyond the building line along Dunbar Street, 4.9 m (16 ft.) from West 28th Avenue, and 11.6 m (38 ft.) from West 29th Avenue to reduce the top floor height and massing and provide common outdoor amenity space on the roof deck. Projections into the 8 ft. setback, including open and enclosed balconies are proposed. Staff support these limited projections into the setbacks to assist with livability and building articulation.

3. Neighbourliness

The C-2 District Schedule and Design Guidelines require a stepping building form, including height limits and setbacks at rear, to achieve a great distance to adjacent low-scale residential. The C-2 zoning also anticipates discreet building design measures to further mitigate the privacy, noise, and visual impacts on the neighbouring properties.

The proposal generally conforms to the height and setback requirements of the stepping building envelope with individualized discretions. In the revised package for the second UDP, the proposal improves the lane interface substantially by refining the parking access, loading and landscape buffer. Further design development needs to occur to achieve improved neighbourliness. Recommended Condition 1.1 recommends reducing rear massing to resolve FSR overage issue. Standard Condition A.1.3 seeks design measures including minimizing the raised planters and exposed parkade wall and providing landscape screen and translucent glass guardrail at east-facing open spaces.

4. Residential Use and Livability

The residential units are located above grade and at grade fronting flanking streets. 100% dwelling units are for families with 2 bedrooms and 3 bedrooms. Two indoor amenity rooms are provided. A generous outdoor amenity space is located on the fourth floor roof deck contiguous with one of the indoor amenity rooms.

All dwelling units have private outdoor space in a form of roof deck and balcony. Further design development needs occur to improve the livability including access to daylight and view and ease access to second entry and garbage room. Refer to Standard Conditions A.1.5.

5. Public open space

This proposal includes a public plaza at the southwest corner. The public plaza was requested as part of the contribution to public amenity improvements in consideration for the permitted increase in heights and decrease in setbacks.

This off-street corner open space is located adjacent to a bike route (W 29th Avenue). It is formed by retail units on the north and east edges and benefits from the sun exposure. The plaza provides the community a usable and comfort outdoor space with placemaking opportunities, such as a piece of art work, moveable chairs, planter and seating, and large canopy, that foster neighbourhood social interaction and pedestrian activities.

Recommended condition 1.2 and Standard condition A.1.13 asks for further design development to improve the interface with surrounding commercial frontage and maximize public access and usage. Standard Condition A.2.3. also seeks a SRW to the public plaza area to secure the public access to and through the plaza. The configuration of the plaza should contribute to a vibrant public life and is subject to planning staff review.

6. Architectural Resolution and Materials

The design guidelines call for a careful selection of exterior wall materials to ensure a quality appearance and durability. The proposal illustrates a very well-resolved scheme. Staff are satisfied with the proposed building materials, which include an extensive amount of stone, window/curtain wall for the street-facing elevations, as well as for a considerable amount of the lane elevation. The revised package also reduces the window-to-wall ratio to achieve a better performance of sustainability.

• **Conclusion:**

In summary, the proposed design is generally in keeping with the intent of the C-2 district schedule and design guidelines. Staff support this application with the conditions contained in the report.

URBAN DESIGN PANEL

First Review

The Urban Design Panel first reviewed this application on October 3, 2018, and provided the following comments:

EVALUATION: Resubmission Recommended

• **Introduction:**

Development Planner, Grace Jiang, introduced the project as this is a DP application under the existing C-2 zoning. The site takes a full block between W 28th Ave and 29th Ave. The frontage along Dunbar is 280 ft. A 7 ft. building line is also required on the Dunbar side which results in a relatively shallow site approx. 103 ft. in depth. The site slopes down from the northeast corner to the southwest corner by 14.5 ft.

The subject site is within local commercial area. The north, west, and south area are zoned C-2. There are two major C-2 developments nearby. One is right to the south and another is one block away. They are both 5-storey mixed-use buildings with grocery store at ground floor. Across the lane are low-density houses zoned RS-5.

The proposal proposes one 5-storey mixed use building. The commercial space occupies the full width of ground floor at front. The residential entrance and 3 ground-oriented dwelling units front the flanking streets. 2 levels of underground parking are proposed with access from the lane. The proposal includes a public plaza at the southwest corner of the site. An outdoor amenity space is provided on the 4th floor roof deck at the southern end and the common amenity room is on the ground floor facing the lane.

The application is seeking three relaxations [Director of Planning discretion]:

1. Height

C-2 zoning requires a maximum height of 45 ft. with a stepping form towards the lane. The maximum height can be relaxed up to 55 ft. on long and deep site. The extent of 35 ft. height can also be relaxed on a site less than 100 ft. in depth. The application is seeking to relax maximum height to 52.9 ft. with a 5 storey massing in the central portion. A relaxation to intrude the extent of 35 ft. height by 5 ft. is also requested.

2. Rear setback for residential use

C-2 zoning requires a minimum of 20 ft. rear setback for residential use. The application is seeking a reduced rear setback of 12 ft. at two end portions up to 3-storey on the north end and 4-storey on the south end.

3. Front setback for residential use at ground floor

For the corner site, the exterior side setback on the flanking street should be the same as the front setback requirement. C-2 zoning requires a minimum average front setback of 12 ft. for residential use at ground floor. The application proposes approx. 10 ft.

In accordance with C-2 design guidelines, negative impacts of vehicular entrance parking ramps and service areas should be minimized. The proposed parking ramp and loading bays occupies

approximately 2/3 of the lane frontage. Also, design guidelines recommend to incorporate articulation, material changes, breaks in the massing above the ground floor to avoid monotonous facades on long building frontage.

Advice from the Panel on this application is sought on the following:

1. Are the relaxations supportable, including:
 - An increase of maximum building height from 45 ft. to 52.9 ft and a reduction of the extent of 35 ft. height by 5 ft.
 - Reductions of rear setback for residential use at north and south end from 20 ft. to 12ft.
 - A reduction of average exterior side setback for residential use from 12 ft. to 10 ft. at ground floor.
2. Comment on the success of the lane interface design in term of minimizing the negative impacts, such as noise, privacy, and visual impact
3. Comment on the success of the architectural expression in terms of articulating of the Dunbar façade to add interest.
4. Comment on the success of the proposed public plaza.

The planning team then took questions from the panel.

• **Applicant's Introductory Comments:**

We have extensively worked with planning and the community in regards to the relaxations and heights. The open houses were a success in terms of explaining the heights to the neighbors. We worked hard to minimize the extent of the buildings to 5-storeys. For the most part the building is 4-storeys and follows the content of the C-2 zoning. The relaxations and height setbacks requested is due to the sloping site.

The Site is 279 ft. length and 110 ft. in depth. The elevation change from corner to corner is 14 ft. 7 inches of height difference. The height limit aimed for is 52.9 ft. In the south portion the project is over by 5 ft. but in the north portion it is under the allowable height. The massing is closely aligned with the surrounding projects. We used enclosed balconies to help break up the massing.

The retail base has angled walls, inspired by doors setback from the property line. There are spaces wide enough to allow for seating and displaying of merchandise. The retails are designed to welcome mom and pop shops. The plaza is designed so that individuals can walk through without stairs. An artist has been hired to provide an art piece.

There is a small CRU activating the plaza. There are two town homes around the corner to create the transition from retail to residential. . Along W 28th Avenue there is one 3 bedroom family oriented unit at grade with the residential lobby. This is a vertical element that is dividing the retail from residential. There is an amenity space at the back laneway and an adjacent open area at grade. There is a roof amenity with an accessible washroom. The 4th and 5th floor units have their own private decks with stairs to assist break up the massing.

The goal was to apply as much landscape to the laneway and to create a landscape that speaks to the residential street. There is lots of landscape that wraps around the lanes and along the front door residential areas, also looking to take advantage of as much accessible green roof space for the tenants.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by Ms. Parsons and seconded by Ms. Shieh and was the decision of the Urban Design Panel:

THAT the Panel **Recommend Resubmission** the project with recommendations to be reviewed by City Staff:

- Design development and improvements to the location size and exposure of amenity room;
- Design development to expression of retail, with respect to size of retail and window sill detail at grade including allowance for signage;
- Further design development with the lane facade and expression of closed balconies facing Dunbar;
- Provide more detailed information with sustainability, such as ratio of glazing and solid wall;
- Consider inclusion of a commercial kitchen exhaust locations from start of the project; and
- Further design development to balcony rooftop guards.

- **Related Commentary:**

The panel supported all relaxations and commended the applicant for trying to minimize the number of relaxations on such a sloped site.

Some panelists noted the architectural expression was a radical departure from the Dunbar neighborhood. When looking at the relaxations there should be some mitigation that goes with it. It was suggested the architects to look at lowering the commercial height a bit, if a little volume can be taken out of the retail may be better for everyone.

Rear setback goes hand in hand with privacy. A concern regarding the full glass balconies and tenants belongings are visible. Retail grading is important and how it will wrap around the floor and work with the steps in the slab.

In general, the materials used are quite strong. It was noted, especially where it's sloping, the area between the retail window sill and grade, this should be a durable material.

It was noted that if the top level big boxes were lighter and not so dark with a nice curtain wall, the buildings would not look so heavy and help break the wall better.

The architectural expression at the lane level and retail level could benefit from further development. Consider that there is going to be more elements added to the lane and the landscape is already tight. There are noise and potential visual impacts that will be tough and will cause loss of landscape on the lane.

When thinking of how to mitigate the noise, consider the balconies, especially on 2nd floor, and the indoor and outdoor amenity facing the lane.

The entrance to the parking, along the lane interface, was successful. However the entrance to the elevator down to the parking needs work. The loading bays were also handled successfully.

On the Dunbar side the relationship of the sidewalk to all commercial units is not successful, would like to see it broken down. The glazed entrances to the retail, attempt to set them back, there is a lot happening in terms of volumes in different directions. With the long elevation there is a lot of glazing, there should be some careful development on that side to appear more organized. With a solid glass the small scaled retails will still feel like big retail. Look at the integration of all the elements, would like to see more variety on the streetscape including the landscape.

The public plaza location was found to be successful as it gets a lot of sun, however overall further

design development is needed. A suggestion was to add an interesting and oversized canopy, this will add to the success of the project. A panelist noted the public plaza has potential with café and the corner with a nice interface. The plaza helps bring the buildings down. Since the public plaza is a commercial unit pouring out look at how this will conflict with the public space of the area (i.e. could the plaza be used without a purchase and how will this be translated). Look at the implementation of a Public Art Program that includes the advice and guidance of several agencies and public groups.

A panelist noted concern with the CRUs and lots of those smaller scale businesses cornered with blank wall to blank wall. Further development is required on reducing the height of the CRUs and dealing with the grade below the window and dealing with doors and thresholds.

The panel members commented on the size and location of the amenity area, and outdoor open area, it is close to the loading/garbage area and may not be well used. It was noted an amenity space on the upper floor is more usable with access to sun, kids play and barbeque.

Pay special attention to the window to wall ratio, and the percent of glazing, there seems to be a lot of windows. A request to planning and the applicant, because of all different energy targets, would be good if applicants included what their energy targets are. There are not details on the store front elevations in regard to mechanical requirements

Additional comments included the guards at the top of buildings are monotonous and relentless and not contributing successfully to the project. If the second elevator could have street level access would be great as the building is a block long and this will help with circulation. The C-2 zoning over the years have been problematic and it is a zoning in Vancouver that needs to be revisited.

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

URBAN DESIGN PANEL

Second Review

The Urban Design Panel reviewed the resubmission on February 6, 2019, and provided the following comments:

EVALUATION: SUPPORT (9-0)

- **Introduction:**

Development Planner, Grace Jiang, presented the project to the panel members. This is a DP application under C-2 bylaw. It is referred to DPB for approval. The first UDP was in October 2018, the panel suggested resubmission with recommendations. This is the second UDP review.

The site is situated on the east side of Dunbar Street between West 28th and West 29th Avenues. It takes a full block in Dunbar local shopping area. The site is currently occupied by 11 small scale shops. The area to the North, West, and South are also zoned C-2. Nearby buildings include older low-scale commercial as well as the Dunbar Community Library and Dunbar Theatre. The block to the south is redeveloped as a 5-storey mixed use development. The land to the east is zoned RS-5 for low-density residential use in the form of single family houses.

The site is 280 ft long on Dunbar and 103 ft deep excluding a 7 ft building line dedication. There is a 14.5 ft cross drop from northeast corner to the southwest corner.

The development proposes a 5-storey mixed use building. It sought a few relaxations including heights and setbacks. The relaxations were supported in the first UDP. The major concerns from the first UDP are focused on the design development to the following aspects:

- Location and size of amenity room;
- Finer grain expression of retail to better relate to pedestrian scale and interest, such as the size, height, and details;
- Lane interface in terms of the noise, visual, and privacy impacts
- Sustainability such as window to wall ratio.

The revised application made following changes to address the issues:

1. An additional amenity room is provided on the 4th floor contiguous with the outdoor amenity space on the 4th floor roof deck.
2. For the retail, the large retail unit on the north end is split into two small retail units with at-grade entries. More architectural details, relating to the façade, landscape, and signage, have been developed.
3. At lane, loading bay is reduced to one and located within an enclosure. The parking access ramp is revised to perpendicular to the lane and allows more buffer rooms for landscape.
4. The window areas are reduced on all facades to achieve a 60% window-to-wall ratio.

Advice from the Panel on this application is sought on the following:

Have the key concerns raised by the Panel at the 1st appearance been resolved?

- Location and size of amenity room;
- Finer grain expression of retail to better relate to pedestrian scale and interest, such as the size, height, and details;
- Lane interface in terms of the noise, visual, and privacy impacts; and
- Sustainability such as window to wall ratio.

- **Applicant's Introductory Comments:**

The Applicant presented the changes made to the project based on the previous panel recommendations.

On the Dunbar frontage, the storefront was further articulated in order to show something different on the street. The retail base was accentuated. The columns were reshaped and the space between and broke down the rhythm of the glass with two types of glass and a pair of doors in the middle allowing for customization of the entrance by the retail tenant.

Because of the slope, attention was given to the base of the storefronts in addition to articulating the detailing of the storefronts.

There are 12 ft. canopies which provide ventilation for the storefront spaces. They are a generous height but not so much to be out of scale. The canopies help break down the scale.

The glass will be at different planes, using a modern material but in a more traditional way.

The infill balconies have been lightened using a white façade.

We have introduced glazed canopies to provide weather protection and to articulate the box.

On the top floor roof deck, the guard rail is set back.

One loading bay would be enough and rearranging the plan so that the loading and service will have less impact on the occupants.

It allows less in your face service areas facing the residential residents. It quietens down and makes the lane much nicer and more landscaped.

There is a smaller amenity space on the ground plane along with an adjacent outdoor space and a gym. There is a small indoor space to be used as a sauna.

- **Landscape**

The front plaza is the key contribution to the Dunbar streetscape. We have removed the stairs. We put the trees into the surface so that it's more open to the plaza.

The Applicant is working with artist, Marie Corry, to add artistic furnishing.

- **Sustainability**

The project meets all the sustainability requirements.

- **Panel's Consensus on Key Aspects Needing Improvement:**

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

THAT the Panel **SUPPORT** the project.

- **Related Commentary:**

Ms. Ockwell commented that it makes sense to separate the amenity space from the gym but is unsure about the success of the sauna, noting that it would be the weakest link of the space.

Ms. Ockwell commended the Applicant on the fine grade expression and the thought that was put in.

Ms. Ockwell liked the dynamic activity in the corner but struggled with the heavy column used to break up the retail bays, noting that it competes with corner.

Ms. Ockwell noted that the Applicant has done lot for privacy and visual impact in the lane.

Ms. Ockwell noted that the closed balcony is a bit of an oddity.

Mr. Neale noted that the Applicant addressed all the recommendations from the previous Urban Design Panel and improved the lane interface with the houses across the lane.

Mr. Neale commented that the location of the amenity room was place into one of the best locations in the building.

Mr. Younger commented that the sustainability showed more clarity on the strategy and is on the right track.

Mr. Wen commented that the amenity room is good.

Mr. Wen noted that for the articulation on retail, lowering it further would be preferential but breaking down the slab was probably the only choice.

Mr. Wen commended the lane interface for its improvements.

Ms. Besharat commented that this was a better project now, noting the lane, the art wall, the front corner tree and planter, and the amenity room has been improved.

Ms. Besharat appreciated the enclosed balcony and curtain wall expression.

Ms. Besharat echoed Ms. Ockwell on the heaviness of the corner and suggested considering cantilevering it like the white bit.

Ms. Besharat suggested to Staff to consider directing Applicants who are resubmitting to the panel to provide abbreviated packages rather than having them put forward a full package.

Ms. Stamp commended the Applicant for taking it to the next level.

Ms. Stamp suggested introducing extensive greenery from the back up parapet to the guard rail on the rooftop so that it isn't just a hot bed of hot rocks.

Ms. Stamp also suggested having a tree or a shade area for the children's play area.

Ms. Stamp suggested reconsider using yew hedge which is toxic adjacent to the children's play area.

Ms. Jiang commented that since this project is going to the Development Permit Board, it was thought that a full submission to the UDP would be better. Staff can look into abbreviated submissions for future resubmissions.

- **Applicant's Response:**

The Applicant thanked the panel members for their comments.

ENGINEERING SERVICES

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

ENVIRONMENTAL PROTECTION BRANCH

An environmental assessment was conducted and a Site profile dated October 27, 2017 submitted to the Director of Waste Management on May 30, 2018. The site profile has identified Schedule 2 activities on this site. The recommendations of the Environmental Contamination Team are contained in the prior-to conditions in Appendix A of this report.

BUILDING REVIEW BRANCH

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

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

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 in private developments.

Plans include planters which would be suitable for urban agricultural activity; however the plans lack the necessary infrastructure to support such activity by residents. Design development to the planters on Level 4 is needed to include a yard waste composter and a potting bench / tool storage chest, and to ensure the planters have an irrigation system, or that a hose bib is provided (See Standard Condition A.1.26).

NOTIFICATION

A pre-application, developer-lead open house was held on February 8, 2018, to gauge public feedback ahead of a formal development permit application. 42 individuals signed in at this open house, and a total of 40 written responses were collected. Of those who responded, 29 were in support, 7 opposed and 4 undecided.

On September 5, 2018, two site signs were erected on the site, one facing onto Dunbar Street and the other at the corner of Dunbar and West 29th Avenue. In addition, 807 postcards were sent to neighbouring property owners in a two block radius on September 5, 2018 notifying them of the application, and offering additional information on the city's website. The postcard and development application materials were posted online at vancouver.ca/devapps.

A Community Open House was held on September 20, 2018 between 4:45 pm to 7:45 pm at the Dunbar Community Centre. 48 people signed the attendance sheet and a total of 18 written comments were submitted.

Through the open house and neighbourhood notification process, the majority supported the project and provided the following comments:

- The 3-bedroom family sized-units are welcomed as many feel it would accommodate those wishing to downsize their homes, while allowing them to remain in their neighbourhood.
- Appreciation of the proposed design and inclusion of the public plaza
- Abundance of residential parking.

Those who expressed concern included the following comments:

Displacement of Small Business/ Loss of Neighborhood Character: A few respondents expressed concern with regard to the effect of the development displacing existing small businesses by the proposed larger commercial units, which may be deemed unaffordable and only appeal to larger chain / franchise stores.

Staff Response:

The commercial retail units demonstrate adaptability to smaller units with 35 ft. to 60 ft. individual storefronts and at-grade entry doors. The commercial façade design was substantially improved through intensive detailing, including pronounced entry door, stone window sill detail, signage, and metal frame and louver. Recommended condition 1.2 (iii) seeks to maintain at least two commercial units with active uses at southeast corner of site to further animate the adjacent public plaza area.

Height: Some respondents were opposed to the number of storeys (5) and felt that the building should be limited to 4-storeys and are concerned about the shadowing effects of the proposed building.

Staff Response:

The zoning generally accommodates a 4-storey building form, however the number of storeys is not regulated by the Zoning By-law. Due to the existing slopping nature of the site, the application conforms to the required building height at the north and south end of the building with a 4 storey massing. Only a small portion in the middle of the building contains 5 storeys and projects the permissible building height. Given the large site condition and provision of on-site public amenity, staff consider the increased height which is in line with the development to the south.

The proposed stepping form at rear of the building provides great distance to the adjacent low-scale residential area. The shadow impacts of the discretionary increase of the heights are not unduly worse than with a development that conformed to the height limit.

Universal Accessibility: A response was received, raising attention to incorporating Universal Design Principles to enable the proposed development to be inclusive of all ages and abilities.

Staff Response:

Accessibility requirements are contained within the Vancouver Building Bylaw (VBBL) and that the Vancouver-only “enhanced accessibility” requirements for new apartments are contained under Article 3.8.2.27. There are additional provisions that deals with door widths, door clearances and reinforced walls for future installation of grab bars that goes beyond the provincial code.

The proposed public plaza, located at the corner of Dunbar and West 29th Avenue, is designed with consideration for stair-free, universal access.

Public Plaza: The proposed public plaza at the south west corner of the site was deemed by some respondents to be too small; and there was concern that it would not be adequate for pedestrians passing by, but rather only serve patrons of the proposed café.

Staff Response:

This plaza is approximately 1,000 sq. ft. It provides the community a usable and comfortable outdoor space with placemaking opportunities, such as a piece of art work, moveable chairs, planter and seating, and large canopy, that foster neighbourhood social interaction and pedestrian activities.

Recommended Condition 1.2 and Standard Landscape Condition A.1.13 seek to improve the public accessibility to the plaza by improving the relationship to grade and creating a more open appearance. Standard Condition A.2.3 also seek that the public plaza is secured through SRW to ensure the public access to and through the plaza.

Parking and Traffic: Although many respondents welcomed the additional below grade parking, two responded had indicated more parking is needed.

Staff Response:


Standard Condition A.1.9 seeks to capture 2 additional retail parking spaces, pursuant to Sections 4.2.5.1, of the Parking By-law (in effect at time of DP application).

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 (*if applicable*)] 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.


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



J. Green
Chair, Development Permit Staff Committee



Grace Jiang
Development Planner



Sangeeta Vishwakarma
Project Coordinator

Project Facilitator: K. Imani

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 compliance with Sections 4.7 (a) and (b) – Floor Space Ratio (FSR), of the C-2 District Schedule, by the following:

- i. inclusion of the retail and residential rear corridors at Level 1 into floor area; and

Note to Applicant: Approximately 1,185 sq.ft. of retail corridor and 469 sq.ft. of residential rear circulation shall be included in FSR. These areas are not permissible exclusions under Section 4.7.3 of the district schedule. Further, these shall be distinguished by use, i.e. 'Retail Circulation' and 'Residential Circulation.

- ii. reduction of dwelling use area above Level 1 to maximum permitted 1.75 FSR.

Note to Applicant: Vertical circulation (elevator, stairwells) providing access to levels and the roof top shall be included in floor area, as they are not permitted exclusions under Section 4.7.3 of the C-2 district schedule. The elevator access at Level 2 (Upper Floor Plan) and the two stairwells at the roof level to be included in FSR. The floor area of all floors and the roof level shall be verified with submission of revised floor area overlays including additional dimensions.

Note to Applicant: Revised overlays to be submitted with the above inclusions and improved coordination, exclusions, and areas with dimensions noted on the plans. The FSR must include all vertical and horizontal circulation, enclosed balconies, storage, and amenity areas. All calculated areas to be coordinated between plans, overlays, and the statistics sheet.

A.1.2 confirmation that the building height does not exceed the height of adjacent building to the south of approximately 53 ft.;

A.1.3 design development to reduce the privacy impact through the following measures:

- i. provide landscape screen along the east edge of the common amenity roof deck on the fifth floor; and

Note to Applicant: Standard Condition A.1.15.

- ii. provide translucent glass guard rails to east-facing balconies and roof decks.

A.1.4 design development to improve the lane interface by reducing the raised planters and exposed parkade walls at the edge of the lane;

Note to applicant: Integrate the design of planters with the grades and structural design to ensure needed soil depth for trees and planters. Also see Standard Condition A.1.22.

A.1.5 design development to improve livability as follows:

- i. increase daylight and view access to habitable rooms;
-

Note to applicant: the exterior fireplace and enclosed balcony partially block the daylight and view of the bedroom located in-between. Also see Standard Condition A.1.7. The master bedroom window of the southwest corner unit on the second level needs to be increased.

- ii. provide an ease and safe residential access from the southeast corner of the building; and

Note to applicant: this can be achieved by moving the entrance door away from the parkade access ramp, providing landscape buffer and/or guardrail, and integrating some steps into the stairwell to minimize the overall steps and elevation changes.

- iii. provide an ease access to residential garage room with minimal ramps and steps.

A.1.6 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

A.1.7 confirmation of compliance with Section 4.10 (Horizontal Angle of Daylight) of the C-2 District Schedule, by indicating angles of daylight for habitable rooms at each level, specifically for windows located between the proposed fireplaces and enclosed balconies;

Note to Applicant: The exterior fireplace and enclosed balcony partially block the daylight and view of the bedroom located in-between. The master bedroom window of the southwest corner unit on the second level needs to be increased to allow improved access to daylight

A.1.8 confirmation of compliance with *the Roof-Mounted Energy Technologies and Green Roofs - Discretionary Height Increases* bulletin, by noting the type of green roof proposed including the percentage, on the architectural and landscape roof plans;

Note to Applicant: On the architectural roof plan, identify the common green roof area distinct from the private patios. Refer to bulletin: <https://bylaws.vancouver.ca/bulletin/R007.pdf> .

A.1.9 compliance with the Parking By-law, as follows:

- i. provision of 2 additional retail parking spaces on site, in accordance with Section 4.2.5.1;
- ii. provision of 2 Class B loading spaces on site, in accordance with Section 5.2.5; and
- iii. provision of end of trip facilities for retail Class A bicycle facilities, in accordance with Section 6.5 on site.

A.1.10 provision of additional information and revisions on the drawings, as follows:

- i. updates to the Project Statistics sheet:
 - a. provide detailed floor area and FSR summary in accordance with Section 4.7.1, indicating total permitted and proposed areas (imperial);
 - b. provide detailed unit area table indicating GFA, storage exclusion, and net area of each unit, for purposes of verifying unit size and parking calculations; and

- c. provide a parking summary table noting permitted versus proposed number of standard, small car, and disability spaces per use.
- ii. updates to the parking plans:
 - a. provide a parking summary detailing spaces provided at each parking level;
 - b. provide a bicycle summary noting proposed number of horizontal, vertical, and lockers at the P1 level plan;
 - c. label private garages and illustrate access openings to parking spaces; and
 - d. reference/ illustrate the parking ramp access as shown at Level 1 on the P1 plan, indicating the vertical clearance for stalls located directly below the ramp.
- iii. updates to the Level 1 plan:
 - a. define building extent/ outline;
 - b. identify residential entry;
 - c. label retail versus residential circulation at the rear;
 - d. identify and show the required 6 Class B bicycle spaces on site; and
 - e. provide summary table identifying retail and residential GFA and net floor area.

Note to Applicant: The areas are noted on various sections of Level 1, whereas a consolidated table outlining the site area, and retail versus residential GFA, exclusion, and net areas is recommended for clarification. Coordination of areas noted with the area overlays is required.

- iv. updates to the floor plans:
 - a. rename 'Upper Floor Plan' as Level 2, and renumber subsequent floors for this five-storey building on all plans and summary tables;
 - b. label open to below areas;
 - c. define floor plan extent at each level with improved line weights for legibility and provide line of floors above or below (with labels) where applicable;
 - d. associate unit information, including GFA and net area, to each unit for clarification;
- Note to Applicant:** Unit information to be coordinated with the unit area summary required under condition A.1.10(i). Some of the unit areas shown are unclear with overlapping numbers.
- e. inside width and depth dimensions for all in-suite storage units;
 - f. illustrate open balcony rails, with balcony dimensions to the outside;
 - g. delete material hatching for clarity;
-

- h. label outdoor amenity; and
 - i. distinguish open balcony versus roof decks with labels.
 - v. provide the geodetic elevations at the top of roof, parapet, and projections on the Roof Plan and the elevation drawings; and
 - vi. show exhaust vent locations within each CRU to avoid future retrofitting.
- A.1.11 written confirmation shall be submitted by the applicant with the provision of the following notation on the submitted plans:
- i. “the acoustical measures will be incorporated into the final design, based on the consultant’s recommendations”;
 - ii. “adequate and effective acoustic 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 bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law”;
 - v. “a minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces”; and
 - vi. “mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555”.
- A.1.12 confirmation that parking spaces shall be provided with an energized outlet capable of providing Level 2 charging or higher in accordance with Section 4.14.1 of the Parking By-law;

Note to Applicant: Energized outlets shall be labeled for their intended use for electric vehicle charging and installed in conformance with Sentence 10.4.3.1(1) of Division B of the Building By-law. The Director of Planning seeks acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link: <https://vancouver.ca/files/cov/2016-006-electric-vehicle-charging-for-buildings-load-management.pdf>

Standard Landscape Conditions

- A.1.13 design development to enhance Public Realm at public plaza;

Note to Applicant: Planters to be lowered to be flush with pavement and broken up into two or three planting beds to allow a larger area for pedestrian access and facilitate pedestrian flow through the plaza. Refer to Recommended Condition 1.2.

- A.1.14 design development to urban agriculture on the common amenity deck to be wheelchair accessible and incorporate infrastructure to include garden plots, compost bin, hose bibs, tool storage and potting benches in keeping with the “Urban Agriculture Guidelines for the Private Realm”;
-

Note to Applicant: Refer to Standard Condition 1.26 (ii).

A.1.15 provision of privacy for neighbours on east side by:

- i. providing substantial planting on Level 1; and
- ii. providing additional planters on Level 4 (Refer to Standard Condition A.1.3).

Note to Applicant: Planting to consist of woody plants for adequate screening.

A.1.16 provision of partially shaded area for children's play on level 4;

Note to Applicant: This can be achieved by adding trees to the planting scheme.

A.1.17 provision of a non-toxic replacement plant for Yew hedge on Level 4 close to children's play area

A.1.18 provision of confirmation and clarification of Green Roof on Landscape plans and in details;

Note to Applicant: Provide notations on Landscape Plan supporting technical assembly and planting details. Consider introducing Greenery between parapet walls and guardrails (Refer to Standard Condition A.1.8.)

A.1.19 provision of complete planting plans to include quantities for all proposed planting and coordinated plant list and plant symbols;

Note to Applicant: Individual shrub locations are missing.

A.1.20 provision of complete grading information on Grading Plan;

Note to Applicant: Elevations related to planters are not complete. Additional spot elevations are required across the site to illustrate change of grade (where applicable) from existing to proposed.

A.1.21 provision of information on vertical trellis at laneway confirming low maintenance material and viable anchoring;

Note to Applicant: Provide construction detail drawing.

A.1.22 provision of details/sections through planters on parkade structure (typical section), to confirm adequate depth of soil is provided for trees;

Note to Applicant: Medium size trees should receive a minimum of 2.5' to 3' depth of soil (not including drainage layer), depending on ultimate tree size, for sustainable growth and health. The section should show tree rootball and depth dimension.

A.1.23 provision of legible graphics;

Note to Applicant: Ensure planting annotation leader lines are visible and not obscured by other graphics. Revisions may trigger further conditions.

A.1.24 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.1.25 provision on landscape drawings of landscape features intended to create bird friendly design;

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

<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>

Social Policy & Projects

A.1.26 enhancements to the common outdoor amenity to include the following:

- i. pursuant to the City of Vancouver’s Food Policy, it is encouraged to provide shared/communal gardening opportunities for residents, by identifying environmental and social benefits associated with urban agriculture; and
- ii. consideration to include necessary infrastructure to support such activity by residents (yard waste composter ,a potting bench , tool storage closet or chest, irrigation system / hose bib).

A.2 Standard Engineering Conditions

A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services, the Approving Officer and the Director of Legal Services for the consolidation of Lots 1 to 6, all of Lot A, Block 74, District Lot 2027, Plan 4416 to create a single parcel and subdivision of that site to result in the dedication of the West 7 ft. (the Building Line area) for road purposes;

Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx> .

A.2.2 provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Dunbar St, to achieve a 5.5 m offset distance from the back of the existing curb to the building face;

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final setback and SRW width is required. The SRW will be free of any encumbrance such as structure, stairs, door swing and plantings at grade and is to accommodate the underground parking structure and portions of the balconies within the SRW agreement.

A.2.3 provision of a Public Access Agreement to provide public access on the southwest plaza.

Note to Applicant: The intent of the condition is to secure the open space as a public amenity associated with this application. The configuration of the plaza should contribute to a vibrant public life and will be subject to planning staff review.

A.2.4 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement 459045M (commercial crossing) prior to building occupancy;

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

A.2.5 provision of unrestricted access to the parking and loading areas;

Note to Applicant: Utility poles are located in the lane and restrict access to parking and loading. Further design development of the parking and loading areas is required and utility poles must be correctly referenced on plans. Possible pole removal or relocation may be considered by the applicant in consultation with the appropriate utility companies.

A.2.6 submission of a landscape plan to Engineering Services and a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements, including the following:

- i. provision of minimum 1.83 m (6'-0") light broom finish saw cut concrete sidewalk on W 28th Avenue frontage, while maintaining existing front boulevard width;
- ii. provision of a 1.22 m (4'-0") exposed aggregate front boulevard with trees and light broom finish saw cut concrete sidewalk to edge of SRW area on Dunbar St frontage;
- iii. provision of a 1.53 m (5'-0") sod grass front boulevard with trees and minimum 1.83 m (6'-0") light broom finish saw cut concrete sidewalk on W 29th Av frontage;
- iv. provision of a standard concrete lane crossing at both lane entrances at W 28th Avenue and W 29th Avenue, including new curb returns and curb ramps on both sides of the lane entry, as per City standard;
- v. provision of street trees on Dunbar where space permits and exposed aggregate tree surrounds;

A.2.7 provision of signal lighting improvements as follows:

- i. LED lighting and countdown timers at the signal at Dunbar Street and West 29th Avenue;

Note to Applicant: Up to \$15,000 is required for upgrades.

- ii. LED lighting at the signal at Dunbar Street and West 28th Avenue; and

Note to Applicant: Up to \$10,000 is required for upgrades.

- iii. consideration of upgraded street lighting adjacent to the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required; and

A.2.8 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- i. provision of a plan showing the entire length of the main access ramp from the lane to P1 and to include the following information:
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- a. design elevations of both sides of the ramp at all break points with the slope and the length of the slopes to be calculated both sides of the ramp and shown on the drawings; and
- b. additional turn maneuvering that demonstrates two-way flow the full length of the ramp from the lane to P1.

Note to Applicant: A section of the main ramp is missing from the plan view drawings.

- ii. provision of additional design elevations on both sides of the circulation ramp from P1 to P2, both sides of the drive aisles, at all entrances and all four corners of the loading bays and disability spaces;

Note to Applicant: The slope on the north side of the main ramp for the first 20 ft. from property line not to exceed 10%. The slopes for the curved sections of the main ramp and the circulation ramp from P1 to P2 to be calculated on the inside radius and not to exceed 15% slope for the main ramp and 12.5% slope for the circulation ramp.

- iii. provision of improved visibility on the main ramp and at top and bottom of the circulation ramps;

Note to Applicant: Parabolic mirrors are recommended and to be shown on drawings.

- iv. provision of section drawings showing elevations and minimum vertical clearances for the main ramp, circulation ramps, parking levels, loading bays, security gates, enclosed garages, accessible spaces and the parking spaces proposed under ramps;

Note to Applicant: The clearances must consider mechanical projections and built obstructions. Show all overhead gates on the section drawings including vertical clearances under gates.

- v. updates to drawing A102 to show details of the proposed wall at stalls 84 -100;
- vi. provision of parking curbs for stalls 84-100;
- vii. provision of an updated drawing A1.03 that shows the details of the 3 parking spaces proposed under the main ramp, north of section line B. (See R43, 44 and 45);

Note to Applicant: The details are missing from the drawing. All incorrect ramp portions and match lines should be removed to allow for staff review.

- viii. provision of the following dimensions and clearances:
 - a. dimension of stall widths for stalls next to walls or structures;
Note to Applicant: Examples include R21, R37-R42, R76 and R83 stalls;
 - b. show and dimension all columns, column setbacks and column encroachments into parking stalls;
 - c. dimensions the additional setback clearances for parking spaces next to columns, walls and bicycle spaces on all parking level drawings;

- d. provide a minimum 20 ft. drive aisle width and 7'6" vertical clearance under all security gates for the main ramp and the parking levels;

Note to Applicant: Dimension the widths at all gates.

- e. modify column placement for columns located between Residential stalls 30-34 to provide 21'8" manoeuvre aisle width;
- ix. provision of updated plans that shows the stair-free access routes from the Class A bicycle spaces to reach outside;
- x. provision of automatic door openers on the doors providing access to the Class A bicycle rooms; and

Note to Applicant: Note "ADO" on the drawings. Engineering recommends relocating the bicycle repair room in close proximity to the Class A bicycle parking storage for convenience and ease of use.

- A.2.9 submission of a canopy application directly to Engineering Services.

Note to Applicant: Canopies must be fully demountable and drained to the building's internal drainage system. Canopies are defined as a rigid roof-like structure supported entirely from a building where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness. [VBBL Section C.1.8.8.]

- A.2.10 Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work. Note: as-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- A.2.11 Provision of regular-sized vehicle spaces for spaces provided in garages. Note requirements for spaces adjacent to walls.

- A.2.12 Convenient, internal, stair-free loading access to/from all sites uses.

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

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work.

- A.3.2 As required by the Manager of Environmental Planning 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.

If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate

of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment and Climate Change Strategy, has been provided to the City.

- A.3.3 Must comply with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal Bylaws (e.g. Fire Bylaw, Sewer and Watercourse Bylaw).

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, **September 3, 2019**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 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 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.2.6 The General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted
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transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

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

It is presumed with your consultation so far with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

- B.2.7 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

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

- B.2.8 Review of the City of Vancouver Bulletin 2002-003-EV Erosion and Sediment Control.

- B.2.9 Submission of the Erosion and Sediment Control plans to Environmental Protection for review and comment at the Building Permit Application stage.

Note to applicant: A Waste Discharge Permit may be required for dewatering activities on the Site.

- B.2.10 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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