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

**DEVELOPMENT PERMIT STAFF COMMITTEE  
MEETING  
March 3, 2021**

**FOR THE DEVELOPMENT PERMIT BOARD  
March 22, 2021**

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**480 Broughton Street (COMPLETE APPLICATION)  
DP-2020-00849 CD-1 365 (pending amendment)**

**SB/NC/SF/JF**

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
J. Turecki, Engineering Services  
J. Olinek, Urban Design & Development Planning

**Also Present:**

S. Black, Urban Design & Development Planning  
J. Freeman, Development Services  
N. Coffey, Development Services  
S. Farmand, Urban Design & Development Planning  
M. Vernooy, ACCS

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**APPLICANT:**

Henriquez Partners Architects  
598 West Georgia Street  
Vancouver, BC V6B 2A3

**PROPERTY OWNER:**

City of Vancouver  
507 West Broadway  
4<sup>th</sup> floor  
Vancouver, BC  
V5Z 0B4

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**EXECUTIVE SUMMARY**

• **Proposal:**

To develop an 11-storey building to complete Phase 2 of the originally envisioned Coal Harbour Community Master Plan including an elementary school on the first three levels, a licensed 65 space childcare facility on level four and 60 units of Non-Market Housing on levels five to ten. Parking is accessed from Jervis Street. The building is designed for certification under Passive House and LEED Gold standards. A Text Amendment, subject to approval by Council, will be required to reflect the changes in height, floor area and unit numbers subject to the conditions recommended within this report by staff.

See   Appendix A   Standard Conditions  
      Appendix B   Standard Notes and Conditions of Development Permit  
      Appendix C   Building Review Branch comments  
      Appendix D   Plans and Elevations  
      Appendix E   Applicant's Design Rationale  
      Appendix F   Shape Your City engagement results  
      Appendix G   PDP booklet May 5, 1997

• **Issues:** A text amendment is required for the proposed increase in height, density, and number of social housing dwelling units.

• **Urban Design Panel: SUPPORT without recommendations**

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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2020-00849 submitted, the plans and information forming a part thereof, thereby permitting the development of an 11 storey, mixed use building consisting of an elementary school, a child care and non-market residential units over the existing community centre and underground parking levels, subject to the following conditions and approval of a text amendment by Council:

**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 increase the distinction between the residential and school entries on Broughton Street;

**Note to Applicant:** This can be accomplished through the design of canopies, material and colour choices, wayfinding signage, and other architectural elements.

- 1.2 consideration to increase the pedestrian amenity of the public realm interface along Broughton Street;

**Note to Applicant:** This can be accomplished through the use of additional seating, planters, bollards and similar measures.

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

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

• Technical Analysis:

Technical Review For: 480 BROUGHTON ST					Zone:		CD-1 Sub-Area 1					
Permitted/Required					Proposed							
Use <sup>1</sup>					Institutional Uses:		School – Elementary Child Day Care Facility					
					Dwelling Uses:		Social housing					
					Existing							
					Cultural and Recreational Uses		Community Centre					
Site Area <sup>2</sup>					11,981.41		m <sup>2</sup>					
					128,971		ft <sup>2</sup>					
Density <sup>3</sup>	Sub-Area 1	m <sup>2</sup>	ft <sup>2</sup>		m <sup>2</sup>		ft <sup>2</sup>					
5.5	Max. Residential uses:	4,170	44,869		5,473		58,889					
5.6	Maximum Number of Dwelling Units	40			60							
Floor Area <sup>3</sup>	m <sup>2</sup>		ft <sup>2</sup>		m <sup>2</sup>		ft <sup>2</sup>					
					Total School	4,292	46,182					
					Total Childcare	1,536	16,527					
	4,170		44,869		Total Social Housing	5,473	58,889					
					Total Community Centre	1,996	21,477					
					Combined Total:		13,297	143,076				
Amenity <sup>3</sup>	m <sup>2</sup>		ft <sup>2</sup>		m <sup>2</sup>		ft <sup>2</sup>					
5.3 (g)	2,000.00		21,520		Total:		94	1,013				
Height <sup>4</sup>	m		ft.		Top of Amenity room		m					
	6.1		30				38.82					
	Sub-Area 1		98.40		(IG)		4.78					
					(TOP)		43.6					
					Storeys		11 Levels					
Dwelling Unit Type <sup>5</sup>					Type	%	No.					
					Studio	12%	7					
					One Bedroom	30%	18					
					Two Bedroom	40%	24					
					Three Bedroom	18%	11					
					Total:		100%	60				
Parking <sup>6</sup>					Existing Parking							
					Social Housing:			19				
					Small Car:			3				
					Community Centre:			63				
					Small Car:			15				
					Childcare:			10				
					School:			11				
					Small Car:			7				
					Visitor:			4				
					Disability (>=7 units):			3				
					Disability			5				
					Total:			148				
					Loading <sup>7</sup>					Existing Loading		
										Class A	Class B	Class C
										Class A	Class B	Class C
Class A	Class B	Class C										
Class A	Class B	Class C										
5.2.3	School	0	2	0	0	2	0					
5.2.3	CC	0	1	0	0	0	0					
5.2.1	CDC & SH	0	0	0	0	0	0					
Bicycle <sup>8</sup>	Use		Class A	Class B	Use		Class A	Class B				
	School		2	17	School		4	17				
	CDC		0	0	CDC		0	0				
	SH		115	4	SH		115	6				
	CC		4	6	CC		9	0				
	Total:		121	21			128	23				
					Horizontal:		74%	95				
	O/S		5%	6	O/S		5%	6				
	Lockers		10%	12	Lockers		10%	13				
	Vertical		30%	36	Vertical		11%	14				
	Vrt + Stack		60%	72	Vrt + Stack		0%	0				
	Passenger Loading <sup>9</sup>	USE	Class A	Class B	Class C	Class A		Class B	Class C			
		SH (4.2.1)	1	0	0	0		0	0			

**1 Note on Uses:** Proposed Phase 2 uses comply with section 3 of the CD-1 By-law. The uses include; School – Elementary, Child Day Care Facility, and Social Housing. Existing site uses include a Community Centre, approved under Phase 1.

**2 Note on Site Size and Site Area:** Proposed building form part of Phase 2 development on site and located along the north west portion. This irregular site has an overall area of 11,981.41 m<sup>2</sup> confirmed by the Legal Survey Site area has been assumed off of the provided survey, prior to any dedications or site consolidation.

**3 Density, FSR and Floor Area:** Per Section 5.5 of the CD-1 By-law the maximum floor area in sub-area 1 for residential use is 4,170m<sup>2</sup> (44,869 ft<sup>2</sup>) & a maximum number of dwelling units of 40. Section 5 – Floor Area and Density of the CD-1 By-Law requires a text amendment in order for the proposal to be brought into compliance.

The proposed residential floor area exceeds the maximum permitted by approximately 1,303 m<sup>2</sup> (14,019 ft<sup>2</sup>) and exceeds the maximum unit density permitted by 20 dwelling units. No below grade Bulk storage has been provided and has been requested through Standard Condition A.1.9

School – Elementary, Child Day Care Facility and Community Centre are not limited in floor area. However, per Section 5.3 (b) of the CD-1 By-law. Patios and roof gardens are excluded for residential purposes only. School and childcare roof terraces are to be included in the total floor area of the associated use. Despite the additional floor area, School and Childcare floor area will still comply with section 5 of the CD-1 By-law.

These areas have been included in the floor area noted in the technical chart above and confirmation of compliance with floor area requirements has been requested through Standard Condition A.1.8.

**4 Note on Height:** The maximum permitted building height is 30 m (98.4 ft) as per Section 6.1 of the CD-1 By-Law. Section 6 - Height of the CD-1 By-Law requires a text amendment for proposal to be brought into compliance. (Please note that during notification the net height increase was estimated at 8.86 m.)

Height of approximately 38.82 m (127.33 ft.) has been calculated to the North-East corner of the roof amenity room with a top-of-parapet height of 43.6 m (140.01 ft.). Roof amenity room is not a permitted height exclusions under the CD-1 By-law and Section 10.18 - Height of Building and Relaxation of the Zoning and Development By-law. The proposed height exceeds the permitted height by approximately 8.82 m (28.93 ft.).

**5 Note of Unit Mix and Size:** 7 standard studio, 18 one-bedroom units, 24 two-bedroom units and 11 three-bedroom units have been proposed. Confirmation of compliance with minimum dwelling unit sizes has been requested through Standard Development Condition A.1.8.

**6 Note on Parking:** Section 4.3.1 - Non-residential Uses - Downtown was been used to compute the required Community Centre School – Elementary and Child Day Care Facility parking spaces.

Parking has been calculated using the approximated floor areas and assumed uses of Community Centre, School – Elementary, Child Day Care Facility , and Social Housing. This site is located Downtown where there are no minimum parking requirements. 148 existing spaces (including required disability spaces double counted) have been provided. The maximum permitted parking for Non-residential Uses is 68 parking spaces. The existing site parking contains 43 parking spaces over the maximum permitted spaces, but is considered compliant, as the provided spaces are existing non-conforming approved under Phase 1.

Provision of a complete Transportation Demand Management Plan is required as per section 4.3.6 of the Parking By-Law. Confirmation of compliance with parking requirements has been requested through Standard Condition A.2.13.

**7 Note on Loading:** Section 5.2.1 of the Parking By-Law has been used to compute the required Social Housing spaces, and Section 5.2.3 for Community Centre & School – Elementary. A combined total of approximately 3 Class B (1 Community Centre & 2 School – Elementary) loading spaces are required and 2 existing Class loading spaces have been provided. The existing site loading is short one Class B loading space, but is considered compliant, as the provided spaces are existing non-conforming approved under Phase 1.

**8 Note on Bicycle:** Section 6.2.1.4 of the Parking By-Law has been used to compute the required Social Housing bicycle spaces, Section 6.2.2.3 for School – Elementary, section 6.2.2.5 for Child Day Care Facility & section 6.2.3.1 for Community Centre. Approximately 121 class A and 21 class B bicycle spaces are required and 128 class A and 23 class B space have been provided.

**9 Note on Passenger Loading:** Section 7.2.1 of the Parking By-Law has been used to compute the required Social Housing loading spaces . Approximately 1 class A off-street passenger spaces is required and no class A spaces have been provided. Compliance with Passenger Loading requirements has been requested through Standard Condition A.2.5.

• **Legal Description**

Lot: Lot A  
 The Public Harbour of  
 Burrard Inlet.  
 Plan: EPP104419

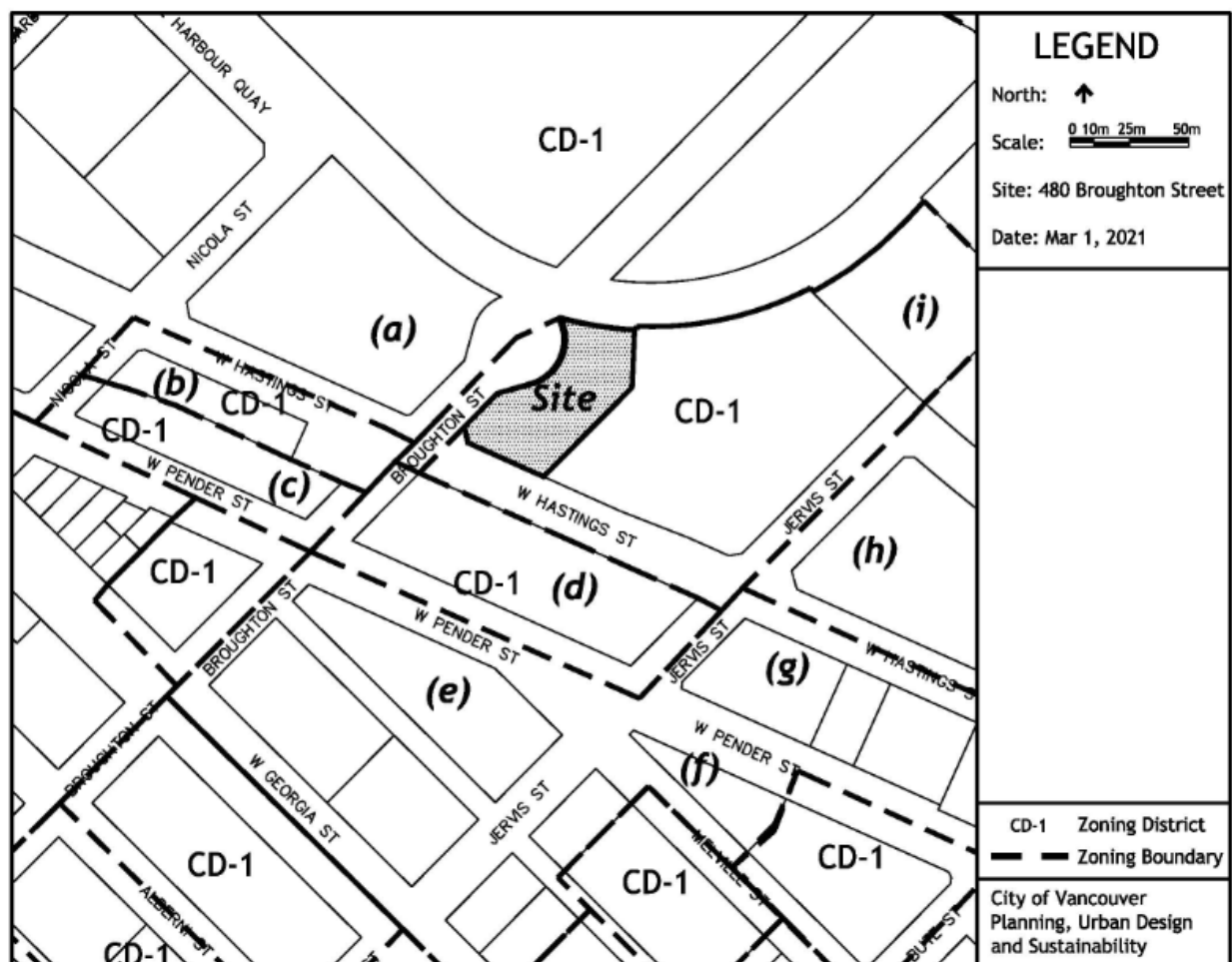
• **History of Application:**

May 5, 1997	Preliminary Development Permit
November 27, 2020	Complete DP submitted
January 20, 2021	Urban Design Panel
March 3, 2021	Development Permit Staff Committee

• **Site:** The site is comprised of two lots located between Jervis, West Hastings and Broughton Streets and the Coal Harbour seawall. This application proposes a new building to be primarily located on the west lot facing Broughton Street. The grade of the west lot slopes down from West Hastings Street to the seawall by approximately 4.7 m. The Coal Harbour Community Centre and park occupy most of the east lot and will remain in place.

• **Context:** Significant adjacent developments, with approximate heights, include:

- 550-580 Nicola Street, 23-storey and 29-storey residential buildings, c. 2003;
- 1478 W Hastings Street, 8-storey residential building, c. 2002;
- 1499 W Pender Street, 38-storey mixed-use residential building, c. 2011;
- 588 Broughton Street & 555 Jervis Street, 28-storey residential towers, c. 1995;
- 1328 W Pender Street, 36-storey mixed-use residential building, c. 2003;
- 1277 Melville Street, 29-storey residential building, c. 2008;
- 1285 W Pender Street, 11-storey office building, c. 1979;
- 408 Jervis Street, 31-storey residential building, c. 2002;
- 323 Jervis Street, 32-storey residential building, c. 2002.





The approved design was 30 m in height, comprised of two levels of school at the base, a daycare level, an amenity and structural transfer level 3 m in height, and five floors of non-market housing at the top for a total of nine levels (see Fig. 2). A comparison to the proposed building is provided in Fig. 3.

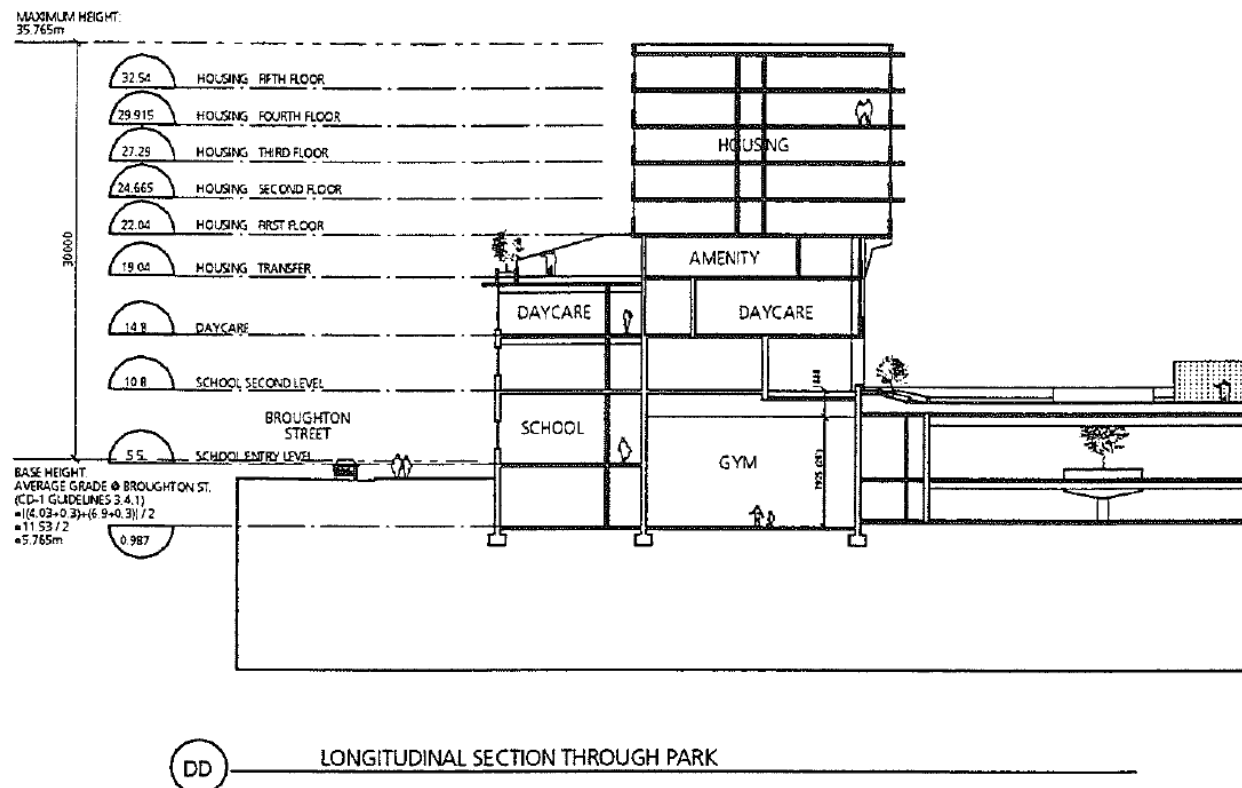


Fig. 2: Cross-Section of 1997 Building

A complete development permit application for Phase 2 was submitted on November 27, 2020, and was reviewed by the Urban Design Panel on January 20, 2021 at which time it received unanimous support with no recommended changes.

### Text Amendment

The application meets the technical requirements of the existing CD-1 By-law with respect to the proposed uses. Staff are processing a text amendment to the CD-1 By-law to permit the proposed increase in height, density and the number of social housing dwelling units. Staff have assessed the application and concluded that the proposed amendments are supportable. The target for the referral report is in May 2021, with Public Hearing to follow later in the spring. Should Council support the referral, the public will be notified of the Public Hearing through the City's standard notification procedures.

### • Applicable By-laws and Guidelines:

- CD-1 (365) – 301 Jervis Street (1996, amended 2003);
- Marina Neighbourhood Sub-Area 1B CD-1 Guidelines - 301 Jervis Street (2000)
- View Protection Guidelines (1989);
- Zero Emissions Building Catalyst Policy (2018);
- High-Density Housing for Families with Children Guidelines (1992);



- Housing Design and Technical Guidelines for Social Housing (2020);
- Urban Agriculture Guidelines for the Private Realm (2009);
- Childcare Design and Technical Guidelines (1993); and
- Housing Vancouver Strategy (2017).

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

**CD-1 (365)**

Use and Density: The proposed uses conform to the provisions of the CD-1 by-law. The proposed density and number of dwelling units exceed the permitted numbers in the by-law, as noted in the Technical Analysis. An amendment by Council to the CD-1 is required per Standard Condition A.1.1

Height: The proposed height exceeds the permitted height in the CD-1 by-law by 8.82 m. The proposed increase in height is the result of both physical changes and calculation methods compared to the 1998 permit. An amendment by Council to the CD-1 is required per Standard Condition A.1.1

The proposed addition of 20 units of Social Housing to the 40 units that were approved in principle in 1998 is the primary reason for the increase in floor area and height. The project has also been designed for Passive House and LEED Gold Certification, and achieving these targets adds a relatively small amount of height to the building, primarily for roof insulation and ducting. A third factor is that the previous building design included services and program areas below the flood plain level. In the current application, the essential building services and program areas, including the gym, have been relocated above the flood plain level and in response to sea level changes. This has increased the elevation of Level 1 from 4.5 m to 4.8 m.

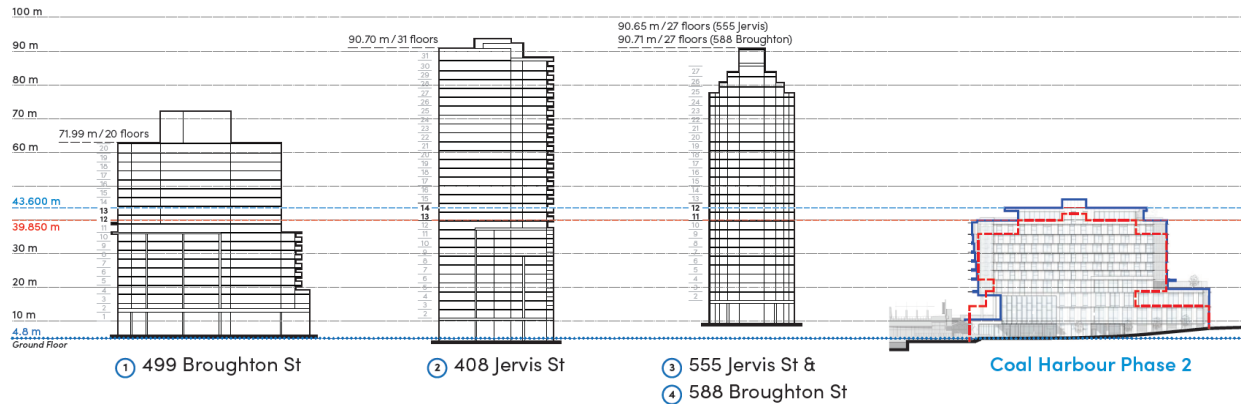
The City's method for calculating Building Height has also changed from the original development permit, and the new methodology results in a sloped Base Plane elevation (dotted blue line in Fig. 3) that is lower at the critical point (uppermost blue arrowhead) than before. In addition, the top level now includes a rooftop amenity space next to the original mechanical room. This room is included in the technical calculation of height, while the mechanical room was excluded from the technical calculation per section 10.18 of the Zoning & Development By-law.



**Fig. 3: Height Comparison of 1997 Building and Current Application**

The net result of these changes to the design and calculation methods is an increase in by-law height by 8.82 m, and an increase in the physical height of the structure by 4.05 m.

In terms of the immediate context, the proposed height is approximately half the height of the four nearest residential buildings (see Fig. 4). The red dashed line is the height currently permitted in the zoning. The nearby buildings range in height from 20 to 31 floors.



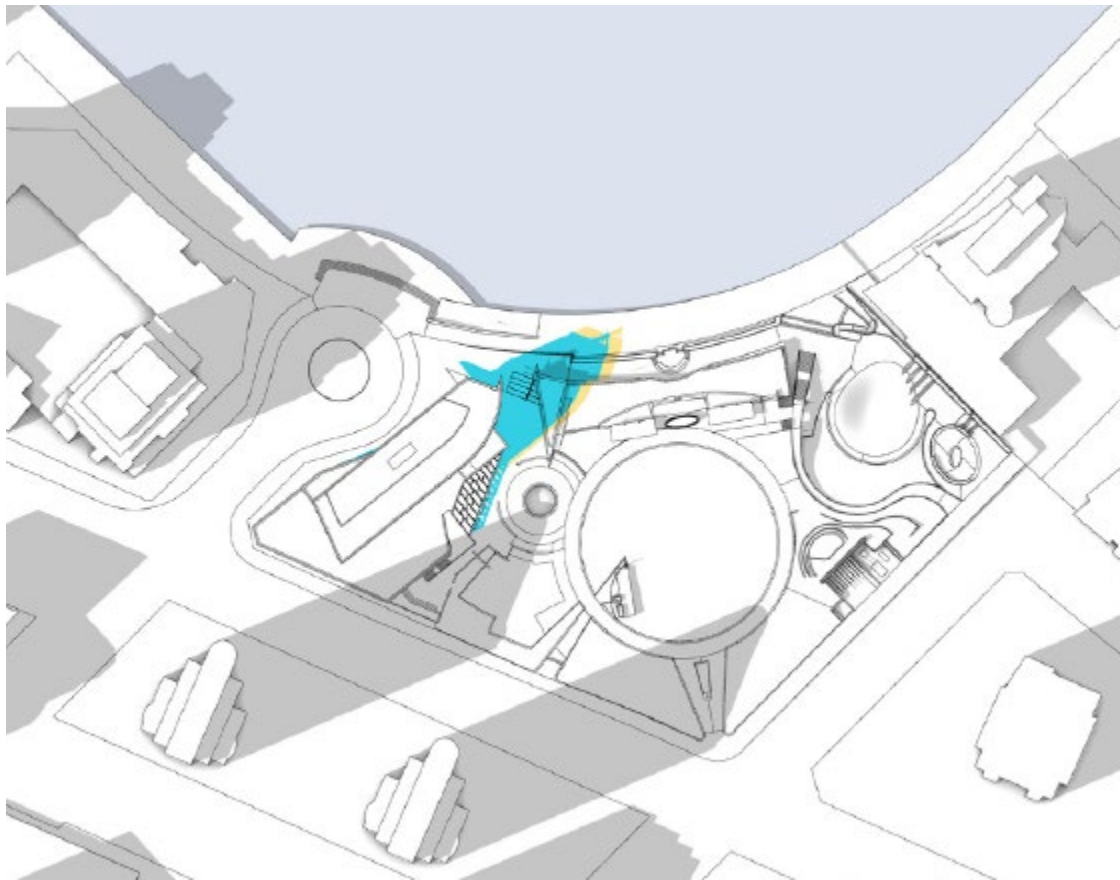
**Fig. 4: Four Nearby Heights Compared to Application**

In terms of private views, the application includes a number of view diagrams that show how the overall building height would affect the long-range horizontal views from the primary living room window compared to a 150-degree arc (see Appendix D). The analysis notes that only units located at or below the proposed roofline would be affected. In this application, the effects on private views in lower level suites vary significantly depending on their position and orientation. For example, the majority of open views from units at the eighth storey of 499 Broughton Street are maintained, largely because these units face toward the open water of the marina. From these units, the loss of view occurs at a slot view between existing towers to the east, and the reduction is 2.1 degrees, or 1.4% of the total arc.

In contrast, most of the long-range views from east-facing units at the eighth storey in the same building are slots between nearby towers to the east, as these units do not face the marina. Units below 43.60 m in elevation at 555 Jervis Street and 558 Broughton Street, while both to the south and about the same distance from the site, would similarly have different amounts of view loss from each other, because one faces the short side of the building and the faces the long side. However, given the proposed building orientation and position is largely consistent with the design approved in principle in 1998, and with the guidelines for the area that aim to preserve street-end views, staff accept the proposed building placement.

As the additional building height of 4.05 m was not part of the previous approval in principle, the incremental effect must be considered in terms of its effect on those factors identified in guidelines for this area, including long-range view from private residences, sunlight on public spaces identified in policy.

These incremental effects also vary, depending on the factors noted above. In terms of private views, the proposed top of the amenity room (blue dashed line in Fig. 4), comes to between level 12 and 14 in these nearby buildings, which helps to limit the number of units affected. The impact of the incremental height at this level is also somewhat reduced compared to the overall building, because both the width and length of the rooftop level is smaller than the floor below. In terms of sunlight, the application includes a number of shading studies that show the incremental effect of the added height (yellow shading in Fig. 5) when compared to the permitted height (blue shading).



**Fig. 5:** Incremental Shadow at 4:00 pm on June 21

During the key time shown, the incremental effect (yellow shading in Fig. 5) on space around the park is limited, because the rooftop level has been positioned toward the Broughton side of the building and away from the public park and seawall. There is no effect on identified public views from Broughton Street, which are maintained by the proposed setback at the lower levels. Given on the limited effects of the incremental height from this particular design, staff accept the proposed height increase in this location.

A separate amendment to the zoning is required to increase the permitted height, the number of dwelling units, and the residential floor area. These amendments will be considered separately as they require the approval of Council.

#### ***Marina Neighbourhood Sub-Area 1B CD-1 Guidelines***

These guidelines are intended to guide the development of this section of Coal Harbour, and to ensure that the design of individual development is compatible with the overall design concept for the Marina Neighbourhood site and development on adjacent lands. Key organizing principles related to the proposal include:

- creating a local street system that serves the site but discourages through traffic;
- creating towers that maintain street-end and other public view corridors with heights set to limit shadows on public spaces;
- grouping community facilities into a neighbourhood;
- providing a high degree of livability for all residents, particularly families with children; and

- ensuring that public access to the waterfront and full accessibility to the area is provided for all people, including the young, old and the physically challenged.

The proposed design contributes to these goals by reinforcing a street system that serves the site but discourages through traffic; by adding community facilities to the neighbourhood, and by maintaining the street-end view from Broughton Street. The building is set back from Broughton Street to respect the 5-degree view angle recommended in the guideline.

The design is also intended to serve families with children through the provision of a school, childcare, and residential units intended for families; and seeks to support public access to the waterfront through the proposed public realm design. The building is set back from the seawall by 6 m, as recommended in the guidelines.

Recommended conditions of approval are intended to increase the legibility of the main residential entry and to improve the amenity of the public realm interface (see recommended Conditions 1.1 and 1.2).

### ***View Protection Guidelines***

This document maps and lists view cones adopted by Council. This proposal will not affect views protected by these guidelines.

### ***Zero Emissions Building Catalyst Policy***

The policy is intended to facilitate zero emissions buildings, including Passive House projects. The policy allows the Development Permit Board to consider using its discretion to accommodate a zero emissions building, including an increase in height. In this application, the primary variance sought in connection with the policy is a portion of the height increase to permit additional roof and deck insulation, and to accommodate more efficient mechanical ducting.

### ***High Density Housing for Families with Children Guidelines***

The intent of the guidelines is to address the key issues of site, building and unit design that relate to residential livability for families with children. The guidelines provide both quantitative measures and qualitative guidance on designing family-friendly housing touching on outdoor and indoor amenity and play areas, safety and supervision of children, and provision of storage space appropriate for families. The guidelines also recommend that 4.86 sq. m private open space be provided adjacent to each unit, which is addressed in the social housing section below.

### ***Housing Design and Technical Guidelines for Social Housing***

The purpose of these Guidelines is to help guide the design of City owned social housing projects through the project design and development process. They outline the minimum standards required by the City of Vancouver for materials, finishes, equipment and technical specifications. Their intent is to realize City policies and goals that include for example, “The Housing and Homelessness Strategy”, “The Climate Change Adaptation Strategy”, “The Greenest City Action Plan: 2020”, and “The Healthy City Strategy”, within the context of built environment. The desired outcome is to encourage livability and inclusivity, as envisioned in these policies and in accordance with the regulatory framework set out in the Vancouver Building Bylaw and the Zoning and Development Bylaw.

The guidelines require that at least 50% of the social housing units be designed to be suitable for families with children. This proposal exceeds the requirement. The proposal includes 60 social housing units with 24 two-bedroom units and 11 three-bedroom units (58% of the total) which may be suitable for families with children.

The guidelines note that provision of private outdoor space for all residential units is typically sought for social housing, although alternative approaches can be considered on projects targeting Passive House certification. The guidelines recommend that private outdoor space should be provided for each accessible and family unit, although alternatives can be considered for studio and one-bedroom units through an enhanced common outdoor space.

In this application, the building is designed for Passive House certification; it includes large roof decks for the accessible units as well as Juliet balconies for all other units; and it provides a common outdoor space at the rooftop for the use of all residents. Together these spaces provide 490 sq. m of outdoor space. For comparison, 4.86 sq. m balconies per unit would provide 292 sq. m. of total outdoor space. The building is also located beside a public park without an intervening lane or street, and the roof deck overlooks the park. Finally, the proposed design is consistent with the 1997 building approved in principle, which featured large roof decks in lieu of cantilevered balconies. For these reasons, staff accept the proposed combination of private decks, Juliet balconies, and common roof deck for the social housing units in this instance.

Plans are generally consistent with the guidelines in relation to the common indoor and outdoor amenity area on the rooftop for the social housing. Further design development is required for the children's outdoor play area for the social housing, which provides a range of motor skills developing and creative play opportunities (see Standard Condition A.1.35 i). The indoor amenity area and office are to be provided with air conditioning in the social housing (see Standard Condition A1.35 ii).

### ***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 residential developments.

Design development is recommended to include opportunities for edible landscaping in the outdoor amenity space for the social housing units. Design development to the outdoor area for social housing should include supporting infrastructure for urban agriculture such as 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.1.35 iii).

### ***Childcare Design and Technical Guidelines***

This project meets the intent of City of Vancouver Childcare design guidelines, applying flexibility and mitigation to deliver a quality care environment while addressing unique site constraints. The design also meets Childcare Technical Guidelines, to ensure sustainable operations and maintenance as a City owned facility. This project will deliver 65 childcare spaces towards City childcare targets.

### ***Housing Vancouver Strategy***

In November 2017, Council approved the Housing Vancouver Strategy (2018–2027) and 3-Year Action Plan (2018-2020). The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types.

This application will contribute 60 units towards the targets for social housing units, 58% of which must be suitable for families with children.

### **• Conclusion:**

The application generally conforms to the form of development in the 1998 approval in principle by the Development Permit Board and to the CD-1 zoning for the area, except as noted under the CD-1 (365) section of the Response to Applicable By-laws and Guidelines.

The proposed design represents a high quality of architectural and landscape design that is consistent with the intent of the Marina Neighbourhood Guidelines and other policies and guidelines, and is commensurate with the visibility and uniqueness of this location.

Staff conclude that the proposed building will contribute positively to the community and character of this neighbourhood.

## URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on January 20, 2021, and provided the following comments:

### EVALUATION: Support with No Recommendations: (7 Support)

#### • Introduction:

Development Planner, Sainen Black introduced the proposal as a complete development permit application for an 11-storey, mixed-use building, which includes:

- 60 social housing units, a 340-student elementary school and a 65-space childcare centre
- A proposed height of 38.86 m (127.49 ft.)
- A floor space ratio of 0.89 (10,645 m<sup>2</sup> / 114,582 ft.)
- Parking in the existing Coal Harbour Community Centre
- A design for certification under the Passive House and LEED Gold standards

The immediate context to the east, south and west has all been rezoned for high-density residential towers, with the exception of the Waterfall building to the southeast which remains in the Downtown zoning. Coal Harbour Marina, also a rezoned site, is to the north.

The proposed uses are allowed under the site's existing zoning, CD-1 (365). The development was generally anticipated in the Master Plan for the site, which was a part of the Preliminary Development Permit issued in 1998, and in the Marina guidelines that were amended in 2000. That Preliminary Development Plan or PDP, and its Master Plan, covers the area between Hastings, Jervis and Broughton. The mix of uses established in the PDP was comprised of the Community Centre, the Park and underground parking in Phase 1, and the Elementary School, Childcare and Non-market Housing in Phase 2. The proposed building is intended to complete Phase 2.

In terms of the City process, the design of the building is a part of a complete permit application that requires a decision of the Development Permit Board, which will include consideration of Panel comments. A separate amendment to the CD-1 zoning for the regulatory changes will require a decision by Council. The main regulatory differences from 1998 to the current proposal are increases in the number of Dwelling Units from 40 to 60 units, the residential floor area from 4,170 m<sup>2</sup> to 5,472.7 m<sup>2</sup>, and the maximum height from 30 m to 38.86 m.

The proposed increase in height is the result of both physical changes and calculation methods compared to the original permit. Adding 20 units of Social Housing is the main driver of the proposed increase in floor area and height. The project has also been designed for Passive House and LEED Gold Certification, and achieving these targets adds some floor area and height to the building, primarily for additional insulation and mechanical ducting. The previous Pre-DP included building services and program areas below the flood plain level. All essential building services and program areas, including the gym, are now required to be above the flood plain level. The height of the building and elevation of Level 1 has been raised slightly in response to flood plain and sea level changes, increasing the elevation of Level 1 from 4.5 m to 4.8 m.

The City's method for calculating Building Height has also changed from the original development permit, and the new methodology results in a sloped Base Plane elevation that is lower at the critical point. In addition, the top level now includes amenity space next to the original mechanical room, which must be included in the technical calculation of height, where the original mechanical room was not.

The net result of all these changes to the design and calculation methods is that while the by-law or technical height has increased by 8.86 m compared to the current by-law, the physical height of the

structure is has increased by 4.05 m. In other words, the proposed structure is about 13.4 feet higher than the original development permit.

In terms of nearby buildings, the proposed height is approximately half the height of the four nearest residential buildings. The top of the amenity room comes to somewhere between level 12 and 14 in these neighbours, which range in height from 20 to 30 floors. The wider built context in this part of the downtown is predominately residential towers. Immediately to the north of the site are the seawall and marina, with Coal Harbour beyond. The site is currently a surface parking lot at the foot of Broughton Street.

The proposed design is an interlocking combination of school, childcare and housing uses. The access points shown on the building's program diagram are for pedestrians. Vehicle access to the parkade remains from Jervis Street, and there is no vehicle entry into the building from Broughton. The parkade contains a loading dock for the school; garbage and recycling rooms; and childcare drop off.

The first three levels at the podium include a 340-student, 14-classroom Elementary School with associated Gymnasium, Library and Multi-Purpose Room. The main entrances to the school and residential areas are at Level 1, providing pedestrian access from Broughton Street. A second access at Level 2 connects the school directly to Coal Harbour Park on the roof of the existing Community Centre, which will function as the school's play area while remaining accessible to the public as part of Coal Harbour Park. Access to the Community Centre from the seawall is maintained.

These two levels have a relatively complex set of connections, which must successfully mediate between institutional and residential uses, while maintaining the amenity and quality of the public realm. Classrooms on level 3 also have access to park level via an outdoor deck. Six levels of Social Housing will be provided from Levels 5 to 10, with a focus on larger units for families with children. Direct access roof decks are provided for the accessible dwelling units at Level 5.

The rooftop provides views of the park, water and mountains, and a shared amenity room for social interaction for the building residents, both of which help contribute to the livability of the proposed design for its future residents. The applicants also note that a key decision that has informed the design approach is the decision to provide Juliette Balconies and generous shared open space in lieu of traditional type private balconies.

The applicant has provided shadow studies for standard hours in this area. At the Autumn equinox the most significant incremental impact is to the seawall. Due to existing towers to the south, there is no incremental impact to the green space of Coal Harbour Park on this day. Due to its height, the proposal does not affect Council approved view cones. The form of development is intended to maintain the public view from the end of Broughton Street to Coal Harbour and the North Shore beyond.

The building will affect some private views depending on their location and height. It is not expected to affect private views above 43.6 m in geodetic elevation.

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

1. Is the built form in general, including the proposed height increase, compatible with its unique surroundings:
  - a. the residential context of towers to the south, west and east
  - b. the civic context of the seawall, community centre and park space?
2. Does the design of the lower levels create a successful interface to the public realm at grade along Broughton Street, the seawall and park?
3. Is the design successful in terms of amenity, functionality and livability for its different users?

Comments on other aspects of the architectural and landscape design were also welcomed.



### **Applicant's Introductory Comments:**

Applicant noted the following:

- This is a very challenging site
- Part of the volume is buried in the ground because the park on the east side is a couple of floors, one large floor above the level on Brown Street. There's a challenge of getting a light down into the east side of the main floor that that can be accommodated by a small atrium right at the entrance.
- The podium contains the school daycare, and the slab building custom residential is located 90 degrees to the water for minimizing the view impact. The actual location of that residential tower is a result of trying to get it to not come down on top of the gymnasium. Putting a tower on top of a space below with a large span is extremely difficult structurally, and that is the thing that sets the location of the residential section
- The building will be precast concrete sandwich panel with insulation in between. In addition, that same treatment occurs in both the tower on the podium.

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

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

Having reviewed the project, it was moved by **Mr. Davies** and seconded by **Mr. Franci** and was the decision of the Urban Design Panel:

THAT the Panel SUPPORTS the project with no recommendations.

### **Panel Commentary:**

- No issues of increase in height.
- The panel supports the massing and finds the form striking and contrasting to the existing adjacent buildings.
- The low-rise form of the building successfully lifts off the base. The at grade presence amplifies the civic context.
- compatible with the context of the residential towers, and with the Civic and amenities nearby
- The interface with the public realm is very successful. It's been seamlessly integrated into the context.
- In terms of the livability, Panel is supportive of the Juliette balconies and recognizing that there's a high level of amenity space provided for the project.
- Panel commends applicant on the pursuit of passive house
- Panel suggests more can be done on Broughton in terms of seating and waiting area.
- Residential, units looks good, every unit will have good view
- Panel noted Residential, units looks good, every unit will have good view
- Regarding the daycare, Panel noted it is a bit of a hike to get to the elevator.
- Panel appreciates the landscaping on all building frontages
- Panel suggest articulating or differentiating more strongly the school entrance and prime residential entrance on the Broughton façade
- Panel is supportive of the school being built at this location

- Panel noted the project enhances the community centre, blends with park and the school will enliven the area
- Panel commended applicant for a social, sustainable and community services that are provided.
- Panel noted the form is striking, and thoughtful contrast to the context of the tall buildings
- Panel noted the true compatibility lies in the community services and programming provided, which I think will be a great asset to this area
- Regarding the civic context, Panel noted the presence enhances and amplifies the civic context and provides a very gracious face to the public space at ground level.
- Panel noted the project is exemplary in its scope of amenities and provision of the linkages within the building and to the larger community context
- The materiality of the building is evocative.

**Applicant Response:** The applicant team thanked the panel 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.

Engineering has requested additional detailed information from the applicant team to be included within an updated Transportation Assessment and Management Study (TAMS), including the following:

- a. Review of the school operations as it relates to transportation safety;
- b. Information regarding safe routes to school, including the temporary condition with elementary school-aged children traveling from Lord Robert Annex; and
- c. Considerations of operations of the adjacent streets and curbside uses, including review of the proposed student pick-up and drop-off on Broughton Street.

This additional information will better inform the City of the potential measures available to aid in addressing safety concerns and other transportation items raised by members of the public.

## **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

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

## **LANDSCAPE**

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

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

An assessment of applicable by-laws and guidelines is provided in the previous section.

Staff also note that while there is high demand for affordable rental housing in Vancouver in general, affordable family housing in particular, is in short supply. Families with children are key to a diverse and vibrant society and the inclusion of family housing units here is critical. The proposal provides 60 new homes with a large proportion of family housing. As this social housing site is co-located with an elementary school and a childcare, located next to a community centre, and is facing onto a park, the unit mix emphasizes family housing, with 58% of the total units being two and three bedroom.

## **PARK BOARD**

Generally, this application shows a high level of quality and completeness and reflects the Applicant's efforts to involve and coordinate with Park Board staff throughout the design development process. The proposed facility appears to be thoughtfully integrated within the context of the existing Coal Harbour Park and Community Centre.

Staff are however, concerned with the proposed removal of two healthy existing trees within the park adjacent to the playground. These trees are of significant value to the existing park and playground, and all efforts are to be made to ensure their retention and protection throughout the design and construction processes. Further clarifications, revisions and design development are required as noted in the Parks staff conditions of this report. Please see Standard Condition A.1.25 – A.1.

The Applicant is expected to continue to coordinate with Park Board staff beyond the issuance of the Development Permit to ensure successful integration into the Coal Harbour Park and Community Centre

context. Furthermore, it will be critically important that the Applicant coordinates future construction activity with Park Board staff to ensure safe concurrent operation of the Community Centre and Park with minimal interruptions.

### **ENVIRONMENTAL PROTECTION BRANCH**

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

### **BUILDING REVIEW BRANCH**

To complete a Phase II of the originally envisioned Coal Harbour Community Master Plan thereby to construct a new 11 storey high-rise mixed use building consisting of 4 storey podium accommodating a school, daycare, kindergarten, and residential tower on top on it. The new building is constructed as a separate building with independent structure, and it is proposed to be designed and reviewed as a separate building from a life safety standpoint, despite of the fact that parking facilities for the new building ( Phase II) are provided in the existing building.

The proposed alteration of this existing building shall not create non-conformity with regards to the current VBBL and will require fire protection, structural capacity, and accessibility of this existing building to be upgraded per Part 11 of the VBBL. The Fire Alarm and sprinkler system shall be interconnected. The modifications to the FA and sprinkler could not be reviewed as voluntary upgrades since these works are not optional.

All new work shall comply with the Vancouver Building By-Law (No. 12511 and amendments) and all its referenced standards, including ASHRAE Standard 90.1-2016 or City of Vancouver Modelling Guidelines.

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.

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

### **NOTIFICATION**

A site sign was installed on the Southwest corner of Broughton Street and West Hastings on December 11, 2020 offering information about the development with direction to the City's Shape your City website. On December 14, 2020, 4786 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's Shape your City website.

A virtual open house ran from January 4<sup>th</sup> to January 11, 2021. Attendees were able to view the application drawings and a three dimensional model of the proposed development. There were three hundred and eighty (380) visits to the website during the open house period and seven (7) questions were submitted during the open house. Staff responses to the questions submitted during the entire review period are included below (consolidated for clarity and to void repetition) as well as engagement data in the Shape

Your City report found in Appendix F. Of the 380 attendees of the virtual open house, a total of one hundred and fifty six (156) written comments were received. Of those who responded, 19 (12%) were generally supportive of the proposal, 14 (9%) were mixed and 123 (80%) were opposed to the proposal. Virtual Open House questions and staff responses are included below:

1. What are the criteria to become a tenant?

Staff responded: *A non-market housing operator will be approved by City Council, likely in late spring or early summer. This operator will manage the application process and tenant selection for the units based on the applicants incomes.*

2. The current planning document is almost 20 years old and does not reflect the current economic reality of the coal harbour neighborhood and the long term effect of the COVID 19 pandemic. People with families are moving out of the downtown core to the safety of the suburbs - should the 2002 plan be updated with input from the community to reflect the current reality?

Staff responded: *The COVID-19 pandemic has had a profound impact on our city, and we recognize that there has been a more acute impact on the downtown area. City staff are continuing to work with communities and businesses to respond to the pandemic, while planning for recovery through a variety of initiatives, including [Restart Smart Vancouver](#).*

*The City has also initiated a multi-year citywide planning process that will guide future planning and development in Vancouver – [the Vancouver Plan](#). While this process is underway, the City will not be revisiting the Coal Harbour Official Development Plan.*

*The Vancouver Plan provides an opportunity to help shape the future of your community and the city, and we recommend that you share your feedback online or through other upcoming public engagement opportunities.*

3. When is the project planned to be concluded?

Staff responded: *Summer 2024.*

4. I have heard that the target occupancy for the school is Sept 2024. If the construction of the housing component isn't complete at this time, would it be possible for the school to open first to accommodate students for the Sept 2024 school year?

Staff responded: *The plan is to open the whole building in the summer of 2024. At this time it is premature to consider alternative strategies, but the project will work to fulfill the needs of all groups who will be sharing the building.*

5. Will it be an elementary school or secondary school or even both?

Staff responded: *The proposal is for an elementary school.*

6. Will the rooftop amenity be part of the community centre? Will it be accessible to the public?

Staff responded: *The rooftop common outdoor area will only be accessible to the social housing building tenants. As required by the High-Density Housing for Families with Children Guidelines, newly constructed market and non-market buildings require common indoor amenity space and outdoor space for use by the residents of the building. These outdoor common spaces also include a children's play area and urban agriculture area.*

7. What happens to the community centre in this proposed development? Does the 11 storey include the proposed increase in height by 8.86m? If so how many additional floors does this add to the building?

Staff responded: *This proposal will not affect the location of the Coal Harbour Community Centre or its operation. Yes, the 11th storey would include the 8.86m, if approved. The 8.86m will allow for one more floor, taking this proposal from 10 stories to 11 stories and allowing for the rooftop amenity.*

Throughout the entire neighbourhood notification process, three hundred and twenty two (322) individuals wrote responses including the comments received during the virtual open house. Of those who responded 272 were opposed to the proposal, 21 were mixed and 29 were in support. For those who were mixed, they appeared to be willing to support the elementary school and daycare but were opposed to the Social Housing units generally. Please see results of the Shape Your City engagement in Appendix H

In addition, two petitions were received. One was received on January 13, 2021 with 64 signatures to remove the Social Housing units from the proposal and proceed with the elementary school and daycare only. The petition was provided from the President for Strata Council BCS460, The Classico at 1328 West Pender St. Another petition was received January 14, 2021 with 45 signatures asking the City to withdraw the application in its entirety on the grounds that the world has changed significantly since the Official Development Plan, loss of water and mountain views, increase in traffic congestion, lack of meaningful consultation since ODP, the City is the applicant and the decision maker and unprecedented changes due to Covid-19. The petition was provided from Harbourside Park Towers located at 588 Broughton Street and 555 Jervis. Additional emails and letters have been received from groups of local residents as well as individuals. All written responses to notification received during the process up until the date of publishing have been included in the metrics here and been given consideration by staff. Staff have summarized comments and included some specific comments or questions below in order to capture all the issues raised as accurately as possible. Comments and responses are organized into thematic areas for clarity.

#### **Common themes in support of the proposal:**

- Action needed on housing affordability especially in the downtown peninsula
- Additional school capacity is overdue in the neighbourhood
- Local daycare for children from the immediate neighborhood is needed

- After school on-site is needed to bridge care for working parents
- Good connection of the school and the community centre is ideal and efficient use of land
- Additional support and infrastructure for families and children will encourage a better balance of demographics in the downtown
- The design fits the surrounding community and is gentle density relative to taller, larger residential towers
- Greater diversity in housing options can make Vancouver a more vibrant/resilient city

**Common themes in mixed support/opposition to the proposal:**

- Concerns over safety and security
- Lack of green space for school
- Concerns on the lack of fencing shown to keep the children safe
- Safety of children from the Marina
- Not enough family units
- More overall height and density relative to adjacent buildings
- Lack of traffic calming measures to reduce car trips
- Lack of balconies for individual residences

**Common themes in opposition to the proposal:**

- Loss of views and open space to local residents as well as visitors to Coal Harbour
- Loss of property values and potential tax dollars in market condos as well as existing residences
- safety and security of local residents feel threatened due to social housing proposal
- An increase in traffic due to pick up and drop off of students and daycare children
- Increase in CO2 emissions as a result car trips and idling
- Location is a premium in the City of Vancouver and should not be developed with social housing
- High cost of the construction and the value of the land versus other locations
- Area is too expensive for those with limited income to shop, park etc
- The City is the applicant and is deciding and approving its own project.
- Concerns over Development Permit decision before Text Amendment to zoning.
- Concerns over the need for new school capacity in the downtown area.

**Specific questions from residents and Staff responses (summarized for clarity):**

**SECURITY**

- “Security and safety of local residents will be threatened by the addition of these social housing units, school and daycare. Traffic, crime and open drug use will rise and the seawall and park will not be safe to use. “

Staff respond: Issues related to safety and security are covered in the staff recommendations to the Board. The Social Housing proposed here focuses on families with children with lower incomes to fit the requirements of the model. This is not a shelter or temporary modular housing. Please see Recommended Condition A.1.26

## SOCIAL HOUSING

- “...We are vehemently opposed to (Social Housing) as we already have social housing surrounding us and after the huge fiasco of housing the homeless in our community centre during Covid-19.”

Staff response: The homes in this project will be prioritized for families in Vancouver, and will particularly benefit households with children, being located adjacent to an elementary school and childcare. The City will select an experienced non-profit housing operator who has demonstrated commitment to operating and managing the building safely and responsibly. Please see Standard Condition A.1.8

- “C-Side is a subsidized housing project one block to the east of this proposal, and Coal Harbour Housing Co-op is one block to the west. Coal Harbour does not need more Social Housing Units.”

Staff response: The rezoning approved by Council in 1996 included social housing as a component of a development on the site. In order to maintain a diverse and vibrant city going forward, the City needs to ensure that Vancouver's housing stock can accommodate a broad range of incomes, occupations, and households at all life stages across the city. If Council approves the Text Amendment 60 units will be a big boost to the affordability of rental units in Coal Harbour, especially for families. Recommended Condition A.1.8

- “The city could move this project to another Vancouver location or a more rural area to make it more feasible for housing and safer for schools at the same time moving this would reduce associated construction costs considerably.”
- There are already at least two social housing facilities in the Coal Harbour area. It might be time for other Vancouver areas to sustain social housing projects.

Staff respond: The City has owned this site for a long period of time, and the original intentions were always the inclusion of a school, childcare and social housing to better serve the neighbourhood. By co-locating the social housing with childcare and an elementary school, the proposal allows for a social housing building opportunity that would otherwise be lost. The proposal contributes to meeting the requirements of the 1990 Coal Harbour Official Development Plan (updated in November 2002) for affordable housing with a priority on housing for core need households (now referred to as the Housing Income Limit or HILs rate units) and with over fifty percent of the affordable units to be suitable for families with children. The zoning bylaw CD-1 (365) for 301 Jervis Street approved by Council on November 26, 1996 (amended December 9, 2003), provided for the development of a co-located community centre (Phase 1) and school, childcare centre and non-market housing project on the property (Phase 2).



- “Social Housing in area (Coal Harbor) that demands a high cost of living is not sustainable”

Staff response: Housing affordability is one of Council’s top priorities, in addition to creating a diverse range of housing options in all neighbourhoods in Vancouver. There are current examples of two other social/co-op housing buildings serving Coal Harbour residents, and this project offers more affordable housing options especially for families. The building is located in a walkable and transit-accessible location with access to local shopping and amenities. As well, the benefits of co-location with a school and non-profit operated childcare may help reduce additional living expenses such as transportation and childcare.  
See Standard Condition A.1.1X

- “This building shouldn’t even have studio and one bedroom units. You can’t build and sustain an actual community when there is no proper family housing.”

Staff response: This building is predominantly family housing, with 58% of units being 2 bedroom or larger. Operationally, some studio and 1 bedroom units, in addition to family units, are needed to have a balanced mix and meet the needs of the existing community by providing affordable options across spectrums. Furthermore, it is important to have a mix of unit types in this building to make this project financially viable in the absence of senior levels of government funding. Please see Standard Condition A.1.31.

- “This building shouldn’t even have studio and one bedroom units. You can’t build and sustain an actual community when there is no proper family housing.”

Staff response: Operationally some 1 bdrm and studio suites are needed to have a balanced mix and meet the needs of the existing community but this proposal focuses on units for families with children and as such has a higher percentage of “family” units. The additional height is needed to help accommodate more units for families. Please see Standard Condition A.1.31

- “The city's property tax has gone high and the downtown Vancouver deteriorated, and now the value of the property will go down for some people who live in Coal Harbour.”

Staff response: This proposal will add to the two existing social housing projects in the neighbourhood. Both of these projects have been operating since as early as the 1990s. The cost of real estate in the Coal Harbour neighbourhood has experienced unprecedented growth in equity over the past several decades. The addition of a new school and day care will be a valuable amenity for many potential renters and buyers in the neighbourhood. Please see Appendix G for more details.

## TRAFFIC AND PARKING

- “The induced traffic congestion with cars idling causing increased carbon emissions, is not good for the environment.

Staff response: Staff have analysed the data in the Transportation Analysis and TDM. The applicant is proposing on-street parking spaces on Hastings Street and Broughton Street for convenient short-term student pick-up and drop-off, the feasibility of which will be assessed through the application process. In addition, Coal Harbour and the West End are both highly walkable neighbourhoods so it is anticipated that a significant portion of students will be picked-up and dropped-off at school via sustainable transportation modes such as walking and cycling. This is in alignment with our City's Climate Emergency Action Plan which is targeting two-thirds of all trips by walk/bike/transit by 2030, just 6 years after planned opening of the school in September 2024. More information on the City's Climate Emergency Action Plan can be found here: <https://vancouver.ca/green-vancouver/vancouvers-climate-emergency.aspx>

Please see Recommended Conditions A.2.1 – A.2.19

- “Has the Engineering Department been involved in discussions about expected traffic congestion on Broughton and short-term parking plans? If so, what are the results of the discussions? Where will the easy short term parking for drop off and pick up for children be? ...(and,) during construction, where will the big trucks and machinery be parked? “

Staff response: The applicant is proposing on-street parking spaces on Hastings Street and Broughton Street for convenient short-term student pick-up and drop-off, the feasibility of which will be assessed through the application process. In addition, Coal Harbour and the West End are both highly walkable neighbourhoods so it is anticipated that a significant portion of students will be picked-up and dropped-off at school via sustainable transportation modes such as walking and cycling. This is in alignment with our City's Climate Emergency Action Plan which is targeting two-thirds of all trips by walk/bike/transit by 2030, just 6 years after planned opening of the school in September 2024. More information on the City's Climate Emergency Action Plan can be found here: <https://vancouver.ca/green-vancouver/vancouvers-climate-emergency.aspx>

The Engineering Department also reviews the use of public streets related to construction. Typically this includes traffic plans for material/equipment deliveries, as well as permits for the use of the street and sidewalk areas for things like site offices, fencing, and equipment where required. The application for 480 Broughton would be subject to this typical process. Please see Recommended Conditions A.2.1 – A.2.19

- “...Years of ongoing construction, blocking our community's seawall access, destroying our second to last sea/mountain and harbour views, disrupting our prime recreational spaces, endangering our use of the Coal Harbour Community Centre and Harbour Green Park space.”

Staff response: Access to the seawall through Broughton St and Jervis will be maintained throughout construction. Staff have worked closely with the design team to follow the intent of the Coal harbour ODP as well as the approved Preliminary development Permit to mitigate view loss. Please see page 9 - 12 of the report as well as Appendix D from the design team illustrating the impacts on local residents. Please see Recommended Condition A.2.19

- Parking is unable to be absorbed by the existing Coal Harbour Community Centre

Staff response: Parking for the Community Centre, School, Daycare and Social housing have been included in Phase 1. Please see Standard Condition A.1.13 and A.2.5

## SUSTAINABILITY

- “The application does not fit with the city's goals and priorities claiming to be a "green" leader”

Staff response: Staff response: Council is committed to high standards of sustainability for new civic buildings. The proposal is designed for certification under two green building standards, Passive House and LEED Gold.

Design to the LEED Gold standard aims for a wide range of environmental improvements, including reduced water consumption and better indoor air quality. The Passive House standard is designed to significantly reduce energy consumption from heating, cooling and ventilation. The use of electric air source heat pumps for heating, cooling, and domestic hot water will avoid almost all greenhouse gas emissions from their operation. In addition, the building is targeting a 40% reduction in embodied carbon compared to conventional construction. Please see Recommended Condition A.3.1

## SCHOOL AND DAYCARE

- “The size of the school and daycare do not meet the needs of the community today let alone in 10 years.”

Staff response: More school capacity is needed in the opinion of City staff. VSB projections for the downtown core particularly Elsie Roy, Crosstown, Roberts Main, Roberts Annex and False Creek are rising significantly over just the next ten-year period. These are estimates only but based on a conservative model. All of the above schools are also considered “full” as defined by the VSB. In other words, these schools cannot accommodate the students from within the catchment. Please see the following links for more information:

[VSB Facilities and Planning](#)  
[2020-2029 Enrollment Forecasts](#)

- “...waste of waterfront commodity that should have higher tax gain, land use is incompatible for elementary school.”

Staff response: A school has been a part of the Coal Harbour ODP and approved in the zoning by Council since 1990's see details of the Preliminary Development Permit in Appendix G

- “COVID19 has changed the way schools run, and it appears those changes will be here for a long time. There are no updated statistics to support the school.”

Staff response: Additional school capacity has been supported by Council in the past and approved as a use on this parcel for many years. A new school has been zoned here as well as in the Olympic Village neighbourhood for decades. The most recent reports indicate a lack of spaces to accommodate existing children in the neighbourhood. COVID has served to exacerbate the need for more space in school to allow safe distancing. See Appendix G of the report. Please also see table below from VSB outlining the lack of capacity in downtown elementary schools.

FIGURE 7.1-3: Forecast capacity utilization and **shortage** of enrolling capacity at Elementary schools in the King George study area.

School	Operating Capacity	2027 Enrolment	Capacity Utilization	Surplus or Shortage
Crosstown	476	514	108%	-38
Elsie Roy	387	379	98%	8
Roberts	573	673	117%	-100
Roberts Annex	124	155	125%	-31
<b>Total</b>	<b>1560</b>	<b>1721</b>	<b>110%</b>	<b>-161</b>

*\*Shortage of space is the number of students enrolled in excess of the operating capacity for the school. Shortage does not include the number of students on catchment waitlists.*

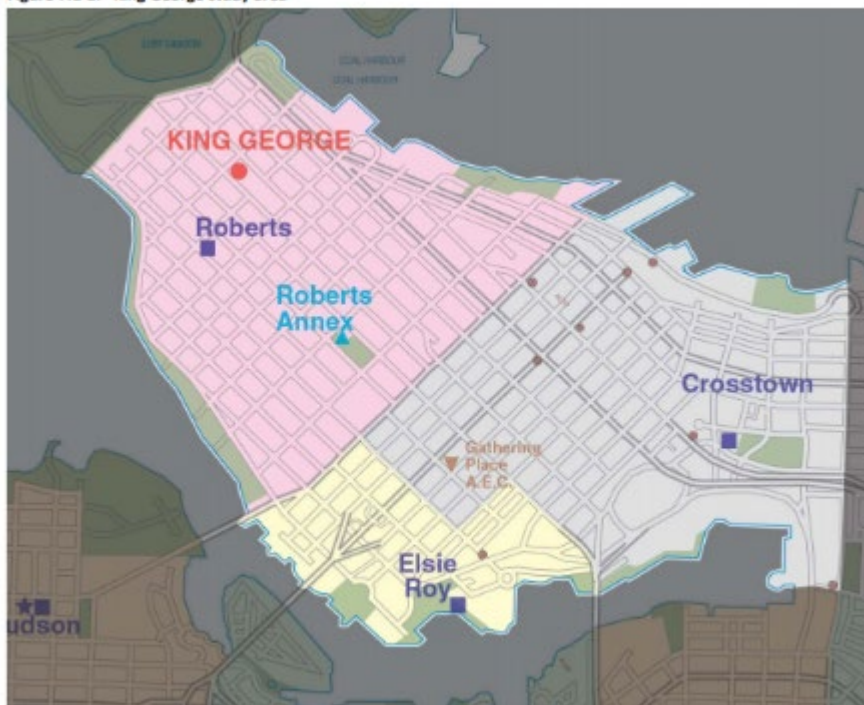
- “Where in the Lord Roberts Annex catchment area do students currently live? Are the majority of them closer to the existing school site than the proposed one?”

Staff response: The catchment for Lord Roberts and the Annex includes Coal Harbour. See map below. Students of Lord Roberts Annex will temporarily be relocated at the proposed school during the construction of a new school and BC Hydro facility. Students in the Coal Harbour neighbourhood will be welcomed at the proposed Coal Harbour school when the new Lord Roberts Annex is completed. The VSB projects LRA occupancy in 2028. You can find out more about school capacity, enrolment and catchments on the VSB

webpage here:

[VSB Facilities and Planning](#)

Figure 7.1-1: King George study area



The current overall capacity utilization in the King George study area is 89% and is forecast to increase to 110% in 2027.

VSB data

## PROCESS

- “(The) project differs from what was originally proposed. There is no support for the additional height and additional Social Housing units”

Staff response: Staff is currently initiating a text amendment to obtain approval from Council to allow additional height, density and dwelling units to the CD-1 as approved by Council on May 1997. Staff are currently processing a text amendment to the CD-1 By-law to allow additional height, density and social housing dwelling units. Staff have assessed the application and concluded that the proposed amendments are supported and are targeting a May referral to a late spring Public Hearing. Should Council support the referral, the public would be notified of the Public Hearing through the City's standard notification procedures. See technical notes on page 3 of the report and Standard Condition A.1.11.

- “It seems that the city has strategically placed the "virtual open house" during this time to avoid receiving feedback from the community. “

Staff response: City staff followed established policy to inform the public and particularly neighbours of the proposed development. A site sign was installed in mid-December, over 4000 post cards were delivered, a two week virtual open house was conducted and over 700 people wrote in to express their views of the project during the 16 week process. Additionally over 2000 people visited the webpage for this proposal. Please see the engagement summary in Appendix F

- “...additional time is required for residents to review the proposal”

Staff response: Typical City review times and process were followed. Additional staff time was allotted for public engagement notification stage of the project to ensure neighbours were able to make inquiries and write comments. Traffic on the City website as well as direct email contacts was very robust. Please see appendix F for more information on the public engagement.

- “It is my understanding that this school was in the original planning for the area in 1990, and updated in 2002. Given that the most recent update was nearly 20 years ago, I don't feel that just because it WAS a good idea, doesn't necessarily mean it still IS a good one. Has a more recent study been done to confirm that a school is still, in fact, needed here?”

Staff respond: the City doesn't decide whether a school should be built to respond to increasing demand or lack of capacity. The Ministry of Education has a mandate to provide appropriate school capacity. The Ministry has decided to build the school at this time. It is an allowable use under the zoning. Staff support the proposal subject to the recommended conditions here including the placement of the elementary school as per the approved Coal Harbour ODP and PDP. Please see Appendix G for more details.

- “Would the community be better served by looking into other alternatives, including, but not limited to, consideration of a new West End Community Centre/School/Library?”

Staff response: Council supports the proposed location of the school on top of the Community Centre and the zoning for affordable housing, elementary school and daycare are approved uses under the CD-1. Please see Appendix G for more information contained in the 1997 Preliminary Development Permit. The West End Community Centre is under the jurisdiction of the Park Board and re-development of that facility may be considered in the future but is not included in the scope of this proposal

- “..It is unclear whether this property belongs to the city, park board, or school district. Regardless, it is on unceded land of the three area First Nations. In 2014, Vancouver City Council unanimously voted to acknowledge that the city is on unceded First Nation territory, stating “[the city] will now work with representatives from the Aboriginal community to determine ‘appropriate protocols’ for conducting city business.” Given the project detrimentally changes the land, causing loss of Vancouver’s treasured water and mountain views, shouldn’t there be a consultation with the three First Nations? Doesn’t Reconciliation require them to be consulted regarding this project – whether by law or by respect?”

Staff response: The City is the landowner and applicant for this proposal. The Vancouver Charter allows the City to review and approve its own applications with the support of Council. Other Civic projects such as community centres and libraries are approved under the authority of the Charter by the Development Permit Board, Director of Planning or other decision maker vested with the authority delegated by Council and are subject to the same processes as any application.

Reconciliation efforts completed to date and currently underway will provide context and will help to inform an analysis of the Reconciliation Framework commitments for building on these commitments and a colonial audit scope. The City’s Indigenous Relations Manager, Indigenous Planners, Liaisons, Reconciliation-focused staff including Engineering’s Strategies and Standards Archaeologist and Project Manager lead the Reconciliation Vision & Goals being woven into existing City policies, processes, and projects. By implementing Reconciliation into existing policies, processes, and projects, staff are able to identify gaps and needs for more meaningful and effective action towards Reconciliation

## VIEWS AND OUTDOOR SPACE

- “There are significant encroachment on the current foreshore aesthetics and open air dynamics of this community space.”

Staff response: The largest portion of the site remains open and publically accessible via the park and seawall as well as the streetscapes of Broughton and Jervis streets . See Appendix D for more information about views

- “The “views to the water” for “public viewing” are severely damaged if not lost to the public by an 11 story building.” AND
- “Most homes in adjacent buildings are north facing with already limited light. Adding another mid-rise building will adversely affect light and liveability in these buildings. “

Staff response: The application is a significant change from the surface parking lot currently on the site. The building design aims to balance a number of issues identified in the zoning and guidelines for the area, including sunlight on public spaces, private views from nearby residences, and public views from Broughton Street, with the creation of the child care, schools and affordable housing intended for this site in the zoning and guidelines. For addition information on the policies approved by Council for this area, please see the Response to Applicable By-laws and Guidelines on pages 9, 11 and 12.

- “...not enough outdoor space available for kids at recess or after school sports such as soccer (an all year round) sport.”

Staff respond: Staff from Park Board have reviewed the proposal and provided conditions to respond to issues concerning the open space and uses. The school will utilize the existing park and playground for outdoor space. Local fields are well used by downtown residents at Trillium and Andy Livingston Park. The seawall and Stanely Park are walking distance from the Coal Harbour neighbourhood. Play space for the daycare and social housing has been included in staff recommendations. Please see Standard Conditions A.1.35 and A.1.38 .

- “Anyone who visits this location can see that it is the focal point of a perfect amphitheatre extending up the hill where the housing towers built 15-20 years ago are located such that they have sight-lines onto Coal Harbour via the parking lot, allowing a maximum number of residents living in these towers to enjoy views of the harbour, park and mountains. Allowing a tower to be built here would nullify and betray the intelligent City planning that has governed development in this area over the years.”

Staff response: Planning was very careful to leave a large portion of the open space available for public views in the original PDP. Staff and the design team have worked together to retain this form of development as clearly as possible. Please see view diagrams in Appendix D. The Parks Board has commented on the proposal and supports it subject to the Recommended Conditions A.1.25- A.1.30.

- “We need the existing car park lot and the open space for everybody to use and enjoy. The City has deprived us so many parking spaces.”

Staff response: The parking lot at the corner of Broughton and West Hastings was a temporary provision until Phase 2 could be completed. For further details on parking, see Recommended Condition A.2.14



- “Not enough green space for 340+ kids”

Staff respond: The school will operate to house children from Lord Roberts Annex at a reduced capacity ~ 175 until the new school for L.R. Annex is occupied. The Ministry of Education approves the number of students the school will accommodate as well as its relative size according to their mandate. The VSB supports the accommodation of students in the open spaces available within the park. Park Board staff support this proposal.

- “This project will block our natural light, diminish our views and our property value will decrease significantly.”

Staff response: The application is a significant change from the surface parking lot currently on the site. The building design aims to balance a number of issues identified in the zoning and guidelines for the area, including sunlight on public spaces, private views from nearby residences, and public views from Broughton Street, with the creation of the child care, schools and affordable housing intended for this site in the zoning and guidelines. For additional information on the policies approved by Council for this area, please see the Response to Applicable By-laws and Guidelines on pages 9, 11 and 12.

## HEIGHT

- “When this was first decided, the building was to be FIVE stories high and all the current visual presentations show a FIVE story building but suddenly you want to make it an ELEVEN storey building.”

Staff response: The previous application for this site had nine levels, including five storeys of housing and two storeys for the school, which came to the permitted height of 30 m. A section of the previous application is provided on page 8. The current application proposes eleven levels, including six storeys of housing and three storeys for the school, which would increase the elevation of the uppermost level by 4.05 m. A diagram comparing the previous and proposed buildings is provided on page 9.

- “...levels 1-3 are overheight, due to their use as the school. However, Level 4, as childcare, is also overheight and I question whether this is necessary.”

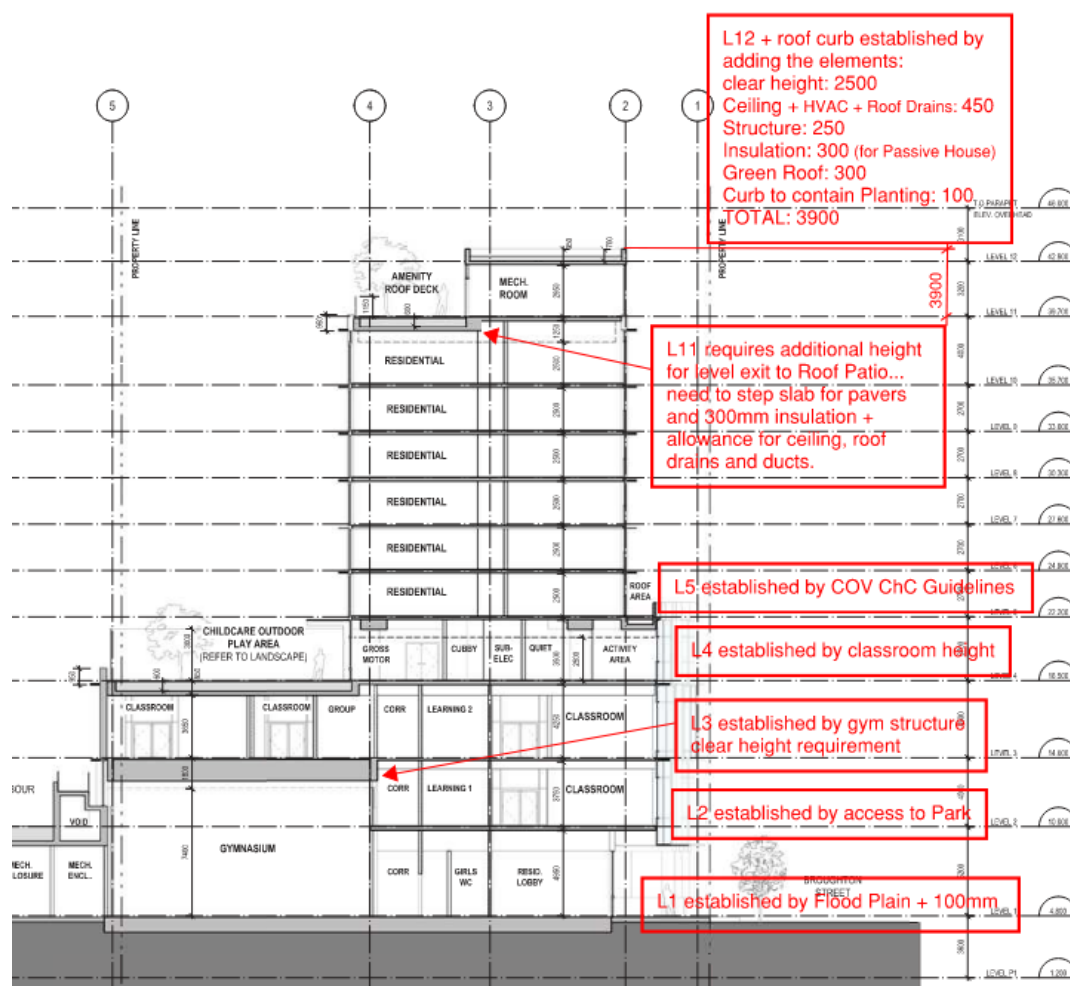
Staff respond: The COV childcare standards require 3.66 m floor to floor and the project has reduced this to 3.6. This is institutional quality space with full HVAC and needs to run horizontal ducts. There will be 65 children + 18-20 staff. Additionally space is taken up with slab-bands to reconcile the structural load paths. You can find more information here:

<https://vancouver.ca/files/cov/childcare-technical-guidelines.pdf>

- “...Levels 10 and Amenity are also overheight, and this can definitely be questioned. Reducing these three floor heights would help reduce the overall height of the building a bit. “

Staff respond: Level 10 is taller for two main reasons: to accommodate a stepped slab for the outdoor space (pavers/garden, deep Passive Housing insulation) and to provide space for the plumbing vents, piping and ducts that would otherwise occur above the roof slab. In this case, the equipment is hidden in a mechanical room. Ducts linking the air-handling equipment to the shafts that serve suites occur below the roof so that the rooftop space is clear to become an amenity patio.

The Amenity Room is based on a 2500 clear ceiling height – see notes on annotated section



Further, Vancouver School Board requires a minimum clear height of 23' (7.01 m) needed for the Gym, and generally requires 10' (3.05) for classrooms, and most areas. With the population of the school, significant HVAC ducts are required above ceilings, as well as various piping and conduits. In addition, the rooms are relatively large and required a deeper structural space allowance than the housing floors. Note also that the school requires that the entire building be built to a seismic "High Importance" factor, which results in a heavier/deeper structure.

COST

- Given the City is facing a 'cash crunch' with its budget, is it appropriate to undertake a reported \$81 million dollar budget and build here? Couldn't that \$81 million budget create many, many more housing units somewhere else a cheaper, more cost effective way in the City?

Staff response: The total cost includes an elementary school, a daycare and 60 social housing units. The cost per square foot is comparable with recent projects in other areas especially considering the high level of building performance. Operating costs will be comparatively low.

The proposal is supported by staff subject to the conditions recommended within the report and staff feel it meets the intent of the Coal Harbour OPD as well as the intent outlined in the approved PDP. The proposal is fulfilling an obligation under phase 2 of the ODP made

Regarding the Social Housing: at least 30% of the units will be occupied by households with incomes below the BC Housing housing income limits (HILs). The remaining units are anticipated to be at Low End of Market (LEM) rents. The affordability target will be finalized subject to the amount of senior government grants that can be secured. The HILs rents correspond to a household income range of a maximum of \$55,500 to \$78,000 as set by BC Housing for 2021 (applies as of December 1, 2020). These rates are at rent geared to income and are set at no more than 30% of income. The LEM rents correspond to the average rent for new construction (2005+) as published by CMHC. The income maximums of \$74,150 for a studio and 1-bedroom LEM unit and \$113,040 for a family sized LEM unit are based on the BC Housing Low and Moderate Income Limits for 2020.

#### Potential Initial Rental Rates by Unit Type

	# Unit	70% HILs*	LEM**
Studio	7	\$971	\$1,641
1Bed	18	\$971	\$1,942
2 Bed	23	\$1,181	\$2,611
3 Bed	12	\$1,365	\$2,977
Total	60		

\* BC Housing, Housing Income Limits, 2021

\*\* CMHC Average Rent for Vancouver for Newer Building 2005+ Year of Build, October 2019 (New 2020 data not yet available).

Consistent with Council policies, affordable housing projects are expected to be self-sustaining over the long term, where rents are set at levels that will cover mortgage payments (to repay some or all of the construction costs), operating costs and capital replacement; and do not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City. Preliminary analysis indicates that the project would be able to sustainably deliver 30% of units at HILs, and the remaining units at LEM to market rates without senior government grants. The affordability target will be finalized subject to the amount of senior government grants that can be secured.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

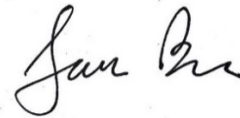
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Coal Harbour Official Development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

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 this proposal subject to the conditions contained in this report and Council approval of a text amendment for floor area, density and height.



J. Greer  
Chair, Development Permit Staff Committee



S. Black, Architect AIBC  
Development Planner



N. Coffey  
Project Coordinator

Project Facilitator: John Freeman

## 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 Development Review Branch Conditions

A.1.1 the pending amendment to the CD-1 By-law can and does become enacted by City Council;

A.1.2 the applicant can and does obtain approval for a text amendment to the CD-1 by-law with regards to Section 5 & 6.

**Note to Applicant:** Floor area, dwelling unit number, density & building height specified in the draft CD-1 By-law is incorrect and requires to be amended prior to issuance of a development permit.

A.1.3 the proposed form of development can and does become approved by City Council;

A.1.4 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation, gas meters, transportation infrastructure, or similar equipment or facilities, in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm and provides a high level of design quality;

**Note to Applicant:** Given the complex building and street program at this location, coordination with urban design, landscape design, and Engineering staff will be required to the satisfaction of the General Managers of these groups. See also Landscape and Engineering conditions.

A.1.5 submission of an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

A.1.6 written confirmation of the following shall be submitted by the applicant:

- i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
- ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
- iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

A.1.7 identification on the architectural drawings of built features intended to create a bird friendly design;

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

A.1.8 compliance with Section 5 – *Floor Area and Density* of the CD-1 By-Law;

**Note to Applicant:**

- i. Proposed residential floor area is to be reduced by approximately 1,303 m<sup>2</sup> (4,14,019 ft<sup>2</sup>) as per Section 5.5 of the CD-1 By-law;
  - ii. Proposed residential dwelling units is to be reduce to a maximum of 40 units as per section as per Section 5.6 of the CD-1 By-law.
-

Section 5 – Floor Area and Density of the CD-1 By-Law requires a text amendment for proposal to be brought into compliance. See also, Standard Development Review Branch condition A.1.x (text amendment).

- A.1.9 confirmation of compliance with Section 11.10 - *Dwelling Units* of the Zoning and Development By-Law;

**Note to Applicant:** The minimum dwelling unit size shall not be less than 29.7 m<sup>2</sup> (319.6 ft<sup>2</sup>) for standard dwelling. Dwelling unit area shall be calculated from inside face to inside face of all units and are not to include any excluded areas, such as in-suite storage units. Identified unit sizes on the drawings and FSR Overlays. See also, Standard Development Review Branch condition A.1.x (FSR Overlay).

- A.1.10 Exploration of the provision of below grade bulk storage in compliance with the *Bulk Storage and In-Suite Storage – Multiple Family Residential Developments* Bulletin by providing a minimum 5.7m<sup>3</sup> of bulk storage per dwelling unit;

**Note to Applicant:** Below-grade bulk storage rooms shall comply with the bulletin and be for residential use only. Consider providing a detail for all typical below grade storage units.

- A.1.11 compliance with Section 6 - *Height* of the CD-1 By-Law;

**Note to Applicant:** Proposed Roof amenity room is not permitted height exclusions under the CD-1 By-law. Building height is to be reduced by approximately 8.82m (28.93 ft). See also, Standard Condition A.1.2.

Section 6 - Height of the CD-1 By-Law requires a text amendment for proposal to be brought into compliance. Standard Development Review Branch condition A.1.x (text amendment).

- A.1.12 compliance with Section 6 - Off-street Bicycle Space Regulations of the Parking By-law and to the satisfaction of the General Manager of Engineering Services;

- i. Compliance with Section 6.3.6- Bicycle Room, Compound, or Locker Access of the Parking By-law.

**Note to Applicant:** Bike room location more than one level below grade may be permitted where an elevator designed to accommodate the loading and unloading of at least two bicycles is provided, offering direct, convenient access to the outside. See Standard Condition A.2.4 i.

- ii. Compliance with Section 6.4.2 - Bicycle Rack Requirement and Space Size, and 6.4.3 - Bicycle Space Access.

**Note to Applicant:** Add size of proposed Class B spaces and ensure compliance with noted section for access to Class B bicycle spaces. See Standard Condition A.2.5.

Final confirmation of bicycle figures is dependent on complete and correct information regarding floor area and uses and further conditions may result upon review.

- A.1.13 confirmation of compliance Section 4 – Off street Parking Space Regulations, of the Parking By-law and to the satisfaction of the General Manager of Engineering Services:

- i. Provision of finalized Transportation Demand Management (TDM) Plan;
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- ii. Provision of finalized Transportation Assessment and Management Study (TAMS).

**Note to Applicant:** Please refer to Standard Condition A.2.12. Final confirmation of parking figures is dependent on complete and correct information regarding floor area and uses and further conditions may result upon review.

- A.1.14 compliance with Section 7 – Off-street Passenger Regulations, of the Parking By-law and to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Provision of one Class A Passenger Space as per section 7.2.1 of the Parking By-law.

- A.1.15 provision of an updated drawing package which includes:

- i. All applicable sections of the Parking By-law used for bicycle, loading and parking calculations;
- ii. Provision of a updated data summary sheet including clear area breakdown per use, per unit, per floor showing (1) Gross Area, (2) Each type of Excluded Area, (3) Net Area, (4) open balcony, and (5) roof decks (residential only);
- iii. Provision of height calculation sheets which note building grades, critical peak heights, calculations and dimensions used for calculations;
- iv. an updated Site Plan which identifies:
  - a. All property dimensions; and
  - b. Setback from property lines to face of building;
- v. Revised FSR Overlays:
  - a. Provision of dwelling unit FSR overlays which complies with Section 11.10 - *Dwelling Units* of the Zoning and Development By-Law;  
**Note to Applicant:** Dwelling unit area shall be calculated from inside face to inside face of all units and are not to include any excluded areas, such as in-suite storage units.
  - b. Include all School and childcare roof terraces into the total computation of floor area; and  
**Note to Applicant:** Per Section 5.3 (b) of the CD-1 By-law patios and roof gardens are excluded for residential purposes only.
  - c. Include all stair access to level 3 roof terrace.

- A.1.16 provision of the following notations to be included on the submitted plans:

- i. *"The design of the parking structure regarding safety and security shall be in accordance with Section 4.13 of the Parking By-law";*
  - ii. *A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";*
  - iii. *"All building dimensions, setbacks and yards are to the outside of cladding";*
  - iv. *"The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures and end of trip facilities regarding required design*
-

*standards 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. *“The acoustical measures will be incorporated into the final design and construction, based on the consultant’s recommendations”;* and
- vii. *“Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building”.*

A.1.17 submission of an original, sealed copy of a survey plan of the site, verified by a British Columbia Land Surveyor;

**Note to Applicant:** Minimum two (2) are required for issuance.

A.1.18 provision of letter confirming amenity areas/common residential storage spaces excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion;

**Note to Applicant:** Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or commercial tenants of the building.

### Standard Landscape Conditions

A.1.19 design development to add additional trees to "Ground level" and "Park level" plans to the satisfaction of the General Manager of the Parks Board;

**Note to applicant:** Final location and quantity of trees to be coordinated with Parks Board.

A.1.20 provision of a Standard Tree Management Plan that includes the following information:

- i. locations of existing trees, noted as to be retained or removed;
- ii. tree numbers/labels to match the Arborist Report;
- iii. dimensioned tree protection barriers to match the Arborist Report; and
- iv. areas requiring arborist supervision and/or involvement, and any other applicable arboricultural notes as recommended in the Arborist Report

**Note to Applicant:** This is to ensure safe tree retention and coordination between the arborist documents and all applicable application documents. The Landscape Architect has prepared a Tree Management Plan but it does not include most of the required information noted above. Using the Landscape Architect’s Tree Management Plan is acceptable so long as all the above information is included, and a note from the arborist is provided in their Report and on the drawing that confirms they have reviewed the Tree Management Plan and are signing off on it. Conversely, the Arborist can create the Tree Management Plan and submit this with their report, and all the information therein can be transferred to the Landscape Architect’s Tree Management Plan.

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- A.1.21 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. Two separate applications must be applied for: A commercial water permit and another commercial sewer permit. It appears that only the latter has been applied for. Please contact Engineering services as soon as possible to begin the process for confirming the trenching locations for Sewer and for Water.

- A.1.22 provision of a letter of assurance for arborist supervision;

**Note to Applicant:** This may be required pending retention of Trees whose tree protection zones overlap with areas of anticipated work. Arborist supervision is necessary when any work is required within a minimum root protection zone of a retained tree. The arborist should discuss the details of any supervision requirements within the arborist report, particularly if the plans depict any work that encroaches into a minimum root protection zone. Typically, an assurance letter will outline the critical construction points where the arborist shall be contacted to attend the site. The Letter must be signed and dated by the owner, arborist and contractor.

- A.1.23 coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

*Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper 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. New street trees to be confirmed prior to issuance of the building permit. Call Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion.*

**Note to Applicant:** The applicant must contact Park Board and Engineering prior to final DP submission and ensure this information is included on the Plant Schedule. See Standard Condition A.1.25.

### Crime Prevention Through Environmental Design (CPTED)

- A.1.24 design development to incorporate CPTED measures including the following:

- i. ensure clear view lines and good lighting around building access points including elevator and entry entries and fire exits;
- ii. provide white walls in parking areas;
- iii. avoid deep alcoves and concealed spaces; and
- iv. reduce opportunities for graffiti around the building with graffiti deterrent paint, planting, murals or artworks on blank walls;

**Note to Applicant:** Measures should reflect the specific risks in the area.

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### Standard Park Board Conditions

- A.1.25 revision of the proposed plans to ensure retention and protection of trees 2215 and 2216 (as noted in the Arborist's report) adjacent to the playground and within the existing park;

**Note to Applicant:** These healthy and relatively mature trees are noted in the Arborist's report to be in 'good' condition and provide significant character and value to the existing park and playground. Applicant is to revise the landscape design to ensure these trees remain and are protected from harm during construction. See standard Condition A.1.20

- A.1.26 design development to the landscape plans to show a score pattern in the proposed cast in place concrete paving around the circular lawn area / bamboo opening;

**Note to Applicant:** Proposed paving is shown as a single uninterrupted tone on the landscape plans. This makes it difficult for staff to review how it will be integrated into the existing park design expression. Applicant to propose a score joint pattern on the landscape plans.

- A.1.27 design development to the landscape plans to provide a dimension for the remaining lawn area between the proposed cast in place concrete paving and Bamboo opening;

- A.1.28 design development to provide preliminary elevation details for all proposed landscape guardrails;

**Note to Applicant:** Picketed metal is preferred where possible to allow plant material to branch through. Applicant to refine the design of guardrails with Park Board and REFM staff for final approval through the ongoing meeting process.

- A.1.29 revision of the planting plan to replace Calmagrostis a. 'Karl Foerster' with a low-maintenance evergreen shrub that allows for unobstructed site lines between vehicles and pedestrians on the sidewalk and entry / exit doors;

**Note to Applicant:** please confirm that trees species (Quercus phellos) will not conflict with adjacent vehicular or pedestrian traffic. Sweeping, drooping lowermost branches are common to certain oak species (i.e. Pin Oak). If this is the case with Q. phellos. Applicant to propose an alternate species.

- A.1.30 confirmation that any proposed fruit-producing plants do not pose health or safety risks to students or young park users;

### Housing Policy & Projects / Social Policy & Projects / Cultural Services

#### Social Housing

- A.1.31 arrangements to be made to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function), the General Manager of Real Estate and Facilities Management, and the Director of Legal Services, for the design, construction and delivery of a minimum of 60 social housing units, along with required parking, storage and amenity spaces all to be contained within a separate social housing area, to be designed, constructed and equipped in accordance with the City's Housing Design and Technical Guidelines. The agreement or agreements will address, but not be limited to, the following issues:

- i. unit design and associated storage and amenity space must be as per the City's *High Density Housing for Families with Children Guidelines*; and
    - ii. the social housing area must be designed to be as autonomous as possible, with design considerations maximizing the efficiency and minimizing the cost of operations over the life of the project and within the larger development;
  - A.1.32 arrangements to be made to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function) and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing all dwelling units to be used for social housing for a term of 60 years or the life of the building, whichever is greater, subject 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 be rented for less than one month at a time; and
    - iv. a requirement that all units comply with the definition of "social housing" in the applicable DCL By-law;
  - A.1.33 installation of applicant sign on the site, throughout construction, that acknowledges social housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City;
  - A.1.34 arrangements to be made to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function), the General Manager of Real Estate and Facilities Management, and the Director of Legal Services, for the design, construction and delivery of a minimum of 60 social housing units, along with required parking, storage and amenity spaces all to be contained within a separate social housing area, to be designed, constructed and equipped in accordance with the City's Housing Design and Technical Guidelines including but not limited to the following:
    - i. unit design and associated storage and amenity space must be as per the City's *High Density Housing for Families with Children Guidelines*; and
    - ii. the social housing area must be designed to be as autonomous as possible, with design considerations maximizing the efficiency and minimizing the cost of operations over the life of the project and within the larger development;
  - A.1.35 revision of the drawings for the social housing area to address the following:
    - i. provision of air conditioning in indoor amenity area and office of social housing;
    - ii. further design development of the outdoor children's play area;
    - iii. design development to outdoor amenity area for social housing for urban agriculture to include the necessary supporting infrastructure, such as high efficiency irrigation and /or hose bib, potting bench, tool storage chest, and yard waste. Label supporting infrastructure;
    - iv. ensure that the six Class B bicycle stalls for social housing are fully under cover to protect them from weather elements;
    - v. reclamation of areas from shafts to useable adjacent areas of housing units;
-

- vi. provision of floor drains in bathrooms in accessible units; and
- vii. for Suite J-1, maximize the patio to the extent possible by moving the privacy screen. In addition, change the swing of the door to a right hand swing;

**Note to Applicant:** All building components that relate to the social housing must be designed and delivered in compliance with the City's Housing Design and Technical Guidelines, to the satisfaction of the General Manager of Arts, Culture and Community Services.

- A.1.36 provision of dedicated electrical and mechanical rooms for social housing with separately metered services. Provide a written overview of building systems, including mechanical and electrical. Subsequently, meet with REFM Operations to review mechanical, electrical, energy, and DDC requirements (City's DDC Technical Guidelines <https://vancouver.ca/files/cov/digital-directcontrol-ddc-hvac-technical-guidelines-v1.1.pdf>) prior to issuance of Development Permit;

## Childcare

- A.1.37 design development of interior program areas to meet the intent of the City of Vancouver's Childcare Design Guidelines, including to avoid long narrow activity areas within the "Preschooler -16" (ages 3-5, 16 spaces) program to protect and support activity settings. Consider the following:
  - i. In the Preschooler-16 program area, consider addressing the proposed narrow span between the staff counter and building/reading areas to support functional program circulation;
  - ii. Explore opportunities to increase gross motor/nap room storage in Infant/toddler A program, as recommended in the Childcare Design Guidelines, to accommodate gross motor equipment; and
  - iii. Consider providing an end of trip shower within one of the staff washrooms
- A.1.38 design development of landscape plans to show a clear gated separation between outdoor program areas intended for different age groups, and to show elevations and dimensions of proposed play structures and outdoor storage;

**Note to applicant:** Consider providing additional or expanded outdoor storage to accommodate each program's requirements for secure, covered storage of outdoor toys, wheeled vehicles, play equipment, children's gardening supplies, etc.

- A.1.39 design development of landscape plans to safely maximize developmentally appropriate opportunities for physical challenge and experience of nature, while mitigating seasonal impacts of direct sun on the exposed rooftop aspect, and facilitating group activities within the covered outdoor area for each program including the following:
  - i. Consider extending the covered area canopy in key areas, providing sufficient depth to allow clear covered space for outdoor activities for each licensed program;
  - ii. Explore designing a more protected enclave within the proposed combined outdoor space serving ages 0-36 months, to accommodate age-appropriate outdoor opportunities for younger infants;

- iii. Explore design opportunities to maximize summer shade opportunities in each play area, such as arbours and perimeter fence/ landscape design to accommodate shade sails in key areas such as over sand play;
- iv. Poured rubber surfacing can retain and radiate heat, particularly on an above-grade surface without large trees, unlike a natural resilient surface such as engineered wood mulch; and
- v. Consider exploring opportunities to increase plantings and children's gardening opportunities in each outdoor area.

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

A.2.1 provision of street improvements along Broughton Street adjacent to the site and appropriate transitions to existing infrastructure including the following:

- i. Front boulevard with street trees where space permits;
- ii. Broom finish saw-cut concrete sidewalk from the edge of the front boulevard to the edge of the SRW area;
- iii. Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations; and
- iv. Provision of new or replacement duct bank adjacent to the development site that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure.

A.2.2 provision of street improvements along W Hastings Street adjacent to the site and appropriate transitions to existing infrastructure including the following:

- i. Front boulevard with street trees where space permits;
- ii. Broom finish saw-cut concrete sidewalk from the edge of the front boulevard to the property line;
- iii. Adjustment to all existing infrastructure to accommodate the proposed street improvements;
- iv. Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;
- v. Provision of new or replacement duct bank adjacent to the development site that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure; and
- vi. Broughton/W Hastings entire intersection lighting upgrade to current COV standards and IESNA recommendations.

A.2.3 provision of a 0.45m buffer of low groundcover in planting beds adjacent to sidewalk;

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**Note to Applicant:** Proposed Cornus Kelseyi on Broughton St right-of-way does not meet this condition. All planting on street rights-of-way shall be maintained by the adjacent property owner. See Standard condition A.1.29.

A.2.4 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement including the following:

- i. Exploration of elevator designs that allow more accessible bike maneuvering;



**Note to Applicant:** It may include a larger elevator, or an elevator with roll-through doors. This affordable housing project is specifically tailored for families, so families with bikes should be the design case e.g. adult with a bike, bike trailer, and toddler on a kid's bike. Accommodation of oversized bicycles within this elevator may increase requirements.

- ii. Provision of easily accessible elevator for bike users including:
  - a. Robust elevator interior finishes;
  - b. Include elevators for bike access in the lease agreement;
  - c. Automatic door openers conveniently located for people with bikes; and
  - d. Signage on ramps to watch for people walking/biking.
- iii. Provision of a consolidated bike room for non-residential Class A bicycle storage on the L1 parking level with minimum 1 bicycle locker, minimum 1 oversized bicycle space and access/staging area that does not conflict with vehicle maneuvering at the bottom of the main parking ramp;

**Note to Applicant:** Consider retaining the access shown adjacent the existing mechanical room, and removing the access shown adjacent community centre space #83, to achieve this.

- iv. Provision of automatic door openers for all doors providing access to Class A bicycle storage.

A.2.5 provision of the following information is required for drawing submission to facilitate a complete Transportation review:

- i. A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading, visitor spaces and the number of spaces being provided;
- ii. Class B bicycle spaces individually numbered and dimensioned on plans; and
- iii. Indicate the stair-free access route to/from each Class A bicycle storage room to reach the outside.

A.2.6 provision of correctly labeled interpolated building grades at the property line, including: across exit for stairs 2 and 3 along Broughton Street;

A.2.7 consolidation of: Lots 12 and 13, of the Public Harbour of Burrard Inlet, Plan LMP29891 to create a single parcel is required;

**Note to Applicant:** This is currently pending registration at the Land Title Office upon release of legal agreements noted in A.2.10 & A.2.11

- A.2.8 release of option/SRW BK372343-6, registered on the title of Lot 12, which indicates that the, then, owner (CP Properties) covenanted to donate \$102,000 to assist in the construction of the future school, to be applied to the cost of the preliminary DP design;

**Note to Applicant:** City Legal Services is currently working to release these charges.

- A.2.9 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of the following agreements prior to building occupancy:

- i. BK372316 - a Statutory Right of Way for inspection and construction of Coal Harbour Park;
- ii. BK372322 - an Option to Purchase in favour of the City;
- iii. BK372324 - an Option to Purchase in favour of the City; and
- iv. BK372326 - a Statutory Right of Way for City access related to the Community Centre.

**Note to Applicant:** City Legal Services is currently working to release these charges.

- A.2.10 submission of a canopy application is required;

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

- A.2.11 provision of a finalized Transportation Assessment and Management Study (TAMS), including the following updates:

- i. Travel Mode Survey of Lord Roberts Annex to determine the anticipated walk, cycle, transit and private vehicle mode share to the future Coal Harbour Elementary;
- ii. Identify geometric changes required to safely accommodate pick-up/drop-off on Broughton St.;
- iii. Confirm the result of the signal warrant at the intersection of W Hastings St & Broughton St.

**Note to applicant:** Conclusions on page 51 of the TAMS state that a signal is required while the signal warrant in Appendix F states that a signal is not required at this intersection.

- A.2.12 provision of a 4.5 metre offset distance measured from the back of the existing curb for widened sidewalks along Broughton Street to be achieved through building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement);

- A.2.13 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services. The following additional information and clarifications are required to accept the TDM measures proposed:

**Note to Applicant:** A TDM Plan with a minimum of 12 points for the residential-social use and 24 points for the non-residential uses are required. The proposed plan achieves a potential 23 points for the residential-social use and 35 points for the non-residential 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.

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- ACT-01 – Additional Class A bicycle parking

Note to applicant: A total of 8 points for the non-residential uses are achieved for this measure.

- ACT-05 – Bicycle Maintenance Facilities
  - Note and dimension location of facilities on plans.
  - Bicycle maintenance facilities to be located with convenient access to/from Class A bicycle spaces.
  - Provision of an operational plan detailing:
    - A description of the amenities to be provided,
    - A means of providing access to all residents, commercial tenants, and the public (if applicable), and
    - Plan for maintaining these amenities.
  - 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:** A total of 2 points appear achievable for both the residential and non-residential site uses if made available to them. Consider providing maintenance facilities independent of residential bicycle storage room #4 to achieve this.

- ACT-07 – Public Bike Share Space
  - Illustrate the size, dimension and location of the PBS space on-site, and how the development project is meeting the requirements as specified by City staff on plans.

**Note to Applicant:** A total of 8 points achieved for both the residential and non-residential uses.

- COM-01 – Car Share Spaces
  - A letter of intent from a two-way car share company indicating their acceptance of the general location, 2.5m width of existing spaces, configuration and accessibility of the shared vehicle spaces.

**Note to Applicant:** A total of 11 points for the residential-social use and 15 points appear achievable for the non-residential uses.

- SUP-01 – Transportation Marketing Services
  - Provision of a description of the services to be provided.
  - 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.

**Note to Applicant:** A total of 2 points appear achievable for both the residential and non-residential uses if made available to them.

- PKG-02 – Parking Supply

**Note to Applicant:** The proposed measure is not acceptable as a TDM measure. Refer to section 4.3 of the Parking Bylaw for vehicle parking minimums in the Downtown area.

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- 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:
  - Secures provision of funding towards long-term TDM monitoring funding in the amount of \$2 per square metre of gross floor area
  - Secures the provision of TDM measures on the site:
    - ACT-01: Additional Class A Bicycle Parking
    - ACT-05: Bicycle Maintenance Facilities
    - ACT-07: Public Bicycle Share Space(s)
    - COM-01: Car share Spaces
    - SUP-01: Transportation Marketing Services
  - Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed,
  - Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results,

A.2.14 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements;

A.2.15 provision for a surface Statutory Right of Way to accommodate space for a Public Bike Share (PBS) Station meeting the following requirements. The PBS space as shown on Plan A0.03 and L3.01 at the northwest corner of the site, fully on private property adjacent the seawall bike path, is acceptable provided the following requirements are met:

1. **Size:** At a minimum a 25m x 4m, sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2m wide and has a required bicycle maneuvering zone of 2m for a total width of 4m;

**Note to Applicant:** The size of the proposed PBS space as shown on Drawing A0.03 measuring 21m x 4m is acceptable.

2. **Location:** The station must be fully located on private property while still clearly visible to the public with 24/7 public access. The preferred location is near the intersection of Broughton St and the Seawall pathway to allow easy access to the street and bike path;

**Note to Applicant:** The proposed location of the PBS space as shown on Drawing A0.03 has shifted approximately 8m east of the existing location of the station currently on site (pre-development). The proposed location is acceptable.

3. **Access:** Consideration for placement of building elements (e.g. fire department connections, HVAC vents, hose bibs, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station;
4. **Surface treatment:** A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points (including vents, drains, etc.) within the PBS station footprint (except as noted below). Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval;
5. **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided;

6. **Sun exposure:** There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day; and
7. **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station. Show power source connection on the landscape and site plans.

A.2.16 provision of a registered services agreement to secure all approved off-site works and utility upgrades. Agreement to be fully registered prior-to issuance of the related DP and will include a letter of credit securing the costs for all improvements at 150% of the estimated value;

A.2.17 provision of the following utility services for this development application:

- i. Provision of all utility services to be underground from the closest existing suitable service point for this “conditional” development;
- ii. The applicant shall submit written confirmation from BC Hydro that all required electrical plant is provided for on the development property; and

**Note to Applicant:** BC Hydro service to the site shall be primary. A BC Hydro pad mounted transformer will be required for the service and shall be located on the development property.

- iii. The applicant shall submit a Key Plan to the City for review and approval prior to submission of any third party utility drawings including the following:
  - a. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/engineering-design-manual.PDF>);
  - b. All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant shall acquire written acceptance from the third party utilities prior to submitting to the city; and
  - c. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

**Note to Applicant:** Use of street for temporary power (e.g., temp pole, pole mounted transformer or ducting) shall be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

A.2.18 clarification of how groundwater flow through the drain holes will be prevented post construction;

**Note to Applicant:** The geotechnical report authored by Thurber Engineering recommends the following: “To maintain adequate performance of the building foundation, the blinding layer must be poured directly on the soil mix panels. The contractor should allow for periodic drain holes through the blinding layer to prevent the buildup of hydrostatic pressure against the underside of concrete”.

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- A.2.19 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.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:**

All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or an alternate standard approved by the Director of Sustainability). The requirements are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

**Note to Applicant:** The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of the permit process. For more detail on what must be submitted at the building permit stage, 5.5 of *Guidelines for the Administration of Variances in Larger Zero Emission Buildings*.

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## **B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated \_\_\_\_\_. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(Sept 22, 2021)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.6 Detailed drawings of the Child Care Facility to be submitted to and reviewed by CCFL for compliance with the CCF Act and Child Care Regulation.

Note to Applicant: The application must meet the requirements of the CCF Act and Adult Care Regulations prior to approval at Building Permit stage.

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

- B.2.1 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or an alternate standard approved by the Director of Sustainability). The requirements are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

(Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of the permit process. For more detail on what must be submitted at the building permit stage, 5.5 of *Guidelines for the Administration of Variances in Larger Zero Emission Buildings*.)

- B.2.2 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.2.3 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.
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- B.2.4 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.2.5 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.2.6 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.2.7 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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**Building Review Branch**

The following information must be shown on the Architectural site plan: the fire department connection location, fire-fighters path of travel for both buildings and nearest fire hydrant(s). Separate provisions for FD are required for each building.

**Existing building:**

1. Principle entrance is not within 15m of fire access route.
2. The proposed FD access route to the existing building is located partly over the sea walk. FD provisions to be discussed with VSFD.
3. \* The buildings shall be completely structurally independent. An Alternative Solution to allow structural dependence would not be supported by the City.
4. \* The existing building shall be upgraded in accordance with requirements of Part 11. Higher level of upgrade would be required if structural independence of both buildings is not achievable.
5. Fire Alarms and Sprinkler systems of both buildings shall be interconnected.
6. It appears that exit stairs # 6 and 7 open on the roof of the existing building. Identify the full egress path from the building to the street.
7. An Alternative solution is required to consider the roof of Phase 1 building as ground.
8. The P1 and L1 floor areas of the new building are provided with a horizontal exit through the existing parkade. It shall be addressed that the occupants exit from a building with higher to a building with lower level of conformance.
9. Plans to include the existing building. Show exits, annunciator panel, emergency generator room. Cross sections through the interconnections to be provided. Demonstrate that the existing life safety provisions are not compromised.

**New building:**

10. Coordinate the Fire Response points for the School/ Daycare/Residence with the Fire Department.
  11. This is a high-rise building and shall conform to Subsection 3.2.6. including Article 3.2.6.3. Connected buildings.
  12. This building is located in the area with high level of underground water and liquefiable soil. The soil has been found as not suitable to support the proposed building and substantial ground improvements shall be completed before the actual foundation works begin.
  13. This building shall be designed to meet High Importance category as per 4.2.1.2.
  14. Please indicate the main entrance and proposed address for the daycare, school and the residence.
  15. The Child Care will be reviewed as a separate tenant space and require separate address. The drawings indicate that one elevator is proposed for both: the school and the daycare on the 4th floor. Consider the evacuation provisions for the daycare, especially the infant-toddler program.
  16. A separate annunciator panel and elevator for the daycare are maybe required. To be discussed with VRFS.
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17. We understand that several alternative solutions have been discussed with CBO office:

- a. dead end corridor more than 6m
- b. hold open devices
- c. Openings in fire separation
- d. Spatial separations
- e. Openings for windows and doors between Phase I and Phase II buildings.

18. This site is located in a designated flood plain. The design of the building must conform to Article 1.5.2.11 of Part 1 Div.C of the VBBL and Part 2 , Subsection 2.2.9. of Part 2, Div C of the VBBL. Flood plain covenant shall be registered on this site.

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

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. If a "prior to" letter is not being sent, the above comments should be sent directly to the applicant.

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

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