
CITY OF VANCOUVER
DEVELOPMENT, BUILDINGS & LICENSING

DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
April 17, 2019

FOR THE DEVELOPMENT PERMIT BOARD
May 13, 2019

5931 Cambie Street (COMPLETE APPLICATION)
DP-2018-01149 – CD-1 (1)

JTP/JS/LEB/DL

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
M. Vernooy, Affordable Housing
M. Chen, Engineering Services

Also Present:

J.T. Park, Urban Design & Development Planning
D. Lee, Development Services
J. McAuley, Park Board
J. Smallwood, Development Services
J. Turecki, Engineering Services
J. White, Engineering Services
L. Beaulieu, Landscape

APPLICANT:

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

PROPERTY OWNER:

7503059 Canada Inc.
800 Park Place
666 Burrard Street
Vancouver, BC
V6C 2X8

EXECUTIVE SUMMARY

- **Proposal:** To develop two mixed-use buildings; one comprised of one 32-storey tower (Building 6) and one 17-storey tower (Building 7) containing a total of 413 Dwelling Units; atop one podium containing Retail/Office Uses, and the other comprised of one 34-storey tower (Building 8) containing a total of 286 Dwelling Units; atop one podium containing Retail/Office Uses; all over three levels of underground parking, and a portion of the future 9-acre Park with a two-storey accessory building containing Retail Use.

*The Preliminary Development Permit (PDP) application pertaining to the entire site referred to as “**650 West 41st Avenue (Oakridge Centre)**” at the time of original Rezoning application; as approved by Council at Public Hearing on March 14, 2014, has now been approved by the Development Permit Board on July 23, 2018. The approval of the PDP formally reconciled differences from the original 2014 Rezoning application and establishes an updated baseline for several key aspects of the Oakridge Centre redevelopment including, but not limited to, overall height, density, form and massing, anticipated uses as per the CD-1 By-law, the proposed Park Concept Plan, provision and distribution of social housing, market rental, and market housing units, and the delivery of a Civic Centre, all to the satisfaction of the Director of Planning, General Manager of Engineering Services, General Manager of the Vancouver Board of Parks and Recreation, General Manager of Real Estate and Facilities Management, General Manager of Arts, Culture and Community Services, and the Director of Legal Services.

This is the second (of eight anticipated) formal Development Permit application(s) following the approval of the PDP, and while the specifics of this particular application can be reviewed on their own merit, much of what is being proposed requires staff to revisit what was contemplated through the PDP process.

It is anticipated that this Development Permit application, like the first, as well as every subsequent Development Permit application will need to actively address the ongoing design challenges and concerns raised through conditions in the PDP. It shall be recognized that as the redevelopment of Oakridge progresses through the permitting process, the need to promptly address each and every one of the PDP conditions of approval; in addition to the conditions contained within this report, is critical to not only provide staff with a reasonable amount of time for review, but also to maintain the ambitious momentum for a project of this scale and complexity. It should also be noted that many of the comprehensive reports, analyses, and plans requested through conditions in this report and the PDP seek site-wide strategies and require a significant level of detail which may not be available in earlier Development Permit applications given the design, and development of this information is continually evolving. In some instances, provision of these items at a conceptual level may be acceptable.

A large number of conditions provided as part of the PDP remain relevant and were included with the intention of allowing for continued exploration and resolution through a coordinated effort between staff and the applicant team. It is expected that many of these conditions will require renewed analysis upon each successive application and where appropriate, have been repeated in this report; identified in *italics* and prefaced with “[Repeat PDP Condition x.x.]”. In some cases, conditions which have been revised and/or updated are expanded upon under the respective group/department it originated from; separately identified in underline and prefaced with “[New]”.

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 Oakridge Design Guidelines

<https://council.vancouver.ca/20180919/documents/Urgent2-Guidelines.pdf>

Appendix G Approved Park Concept Plan <https://vancouver.ca/files/cov/oakridge-information-displays-may-2018.pdf>

Appendix H Sub-Areas Plan

Appendix I Building Number Reference Plan

Appendix J Preliminary Development Permit – Approved Prior-To Letter

● **Issues:**

1. Design development of the “Summer House” Pavilion;
2. Improve the public realm interface along Cambie Street;
3. Improve the interface between the public and private space; and
4. Improve accessibility.

● **Urban Design Panel: Support with Recommendations**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. **DP-2018-01149** submitted, the plans and information forming a part thereof, thereby permitting the development of two mixed-use buildings; one comprised of one 32-storey tower (Building 6) and one 17-storey tower (Building 7) containing a total of 413 Dwelling Units; atop one podium containing Retail/Office Uses, and the other comprised of one 34-storey tower (Building 8) containing a total of 286 Dwelling Units; atop one podium containing Retail/Office Uses; all over three levels of underground parking, and a portion of the future 9-acre Park, subject to the following conditions:

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

- 1.1 design development of the “Summer House” Pavilion and “Media Mixing Chamber” to better reflect the overall project scale and architectural expression by performing the following:
- i. design development of overall building scale, shape and siting to minimize the impact on the park circulation; and
 - ii. improve integration to the park design.

Note to Applicant: Consider the overall park design scheme in the architectural expression of the “Summer House” Pavilion. Consider integrating main design features expressed elsewhere in the development, such as “Glazed Skin”, “Draped Park”, and “Act of Wrapping and Revealing” to better integrate with the park and development. Staff remain mindful of the on-going coordination with Park Board staff regarding the overall park design, and any re-design of the “Summer House” Pavilion is to be coordinated with Park Board staff.

- 1.2 design development to improve the ground-oriented commercial/retail frontages and storefronts by performing the following:
- i. prioritize transparency at the street level to allow for visibility into retail spaces ensuring variety and pedestrian interest in the expression of tenant frontages; and

Note to Applicant: Intent is to reiterate PDP Condition 1.7.(i). Storefront glazing and display systems must preserve clear lines of sight and avoid obstructions or excessive use of glazing film.

- ii. consideration of increased retail street activation by significantly increasing the size and/or numbers of entries for retail tenants along Cambie Street.

Note to Applicant: Prominent retail frontages should be permeable and inviting from the street with a clearly defined entry. The scope of development in DP-2 only indicates two retail entries on the Cambie Street frontage. Increased retail activation would be preferred. It is noted by staff that lobbies for both office use and residential towers (Buildings 6 and 7) provide additional street activation, and staff are mindful of the significant grade change from sidewalk level to interior floor level of the proposed anchor tenant along Cambie Street and the obstacle to pedestrian flow this grade change would present.

- 1.3 provision of universal accessible route for all common amenity spaces within Buildings 6, 7 and 8 by providing a convenient, stair-free access to all indoor and outdoor common

space;

Note to Applicant: Proposal indicates a single ramp providing an accessible route from Building 7 to the intermediate roof deck level. Every level of deck must be accessible via stair-free access that is equally convenient from either Building 6 or 7 which may require more than one ramp location and/or reduction in the number of different levels. Explore providing both stair and stair-free access, with universal means of access prioritized where possible. Accessible ramp is preferred over mechanical lifts for maintenance and ease of use. Also consider the design of the pool access.

1.4 design development to increase visual porosity of the park entry along West 45th Avenue by performing the following:

i. reduce scale of landscaping at the bottom of the “Woodland” entry steps;

Note to Applicant: All planting and park design to be coordinated with Park Board staff.

ii. reduce scale of built features at grade level and increase visual significance of accessible entry; and

iii. consideration to increase the frequency of landings for the “Woodland” entry steps.

Note to Applicant: See also Standard Landscape condition [A.1.18](#) and Standard CPTED condition [A.1.67](#).

1.5 design development to explore plant choices and spacing to ensure adequate solar exposure and ventilation to increase unit livability for the park-level residential units;

Note to Applicant: All planting and park design to be coordinated with Park Board staff. See also Standard Landscape condition [A.1.20](#) and Standard Park Board condition [A.1.48](#).

1.6 provision of design drawings for “Woodland” Pods, including, but not limited to the following:

i. plans, elevations, sections, and large scale details; and

ii. further information on materials.

Note to Applicant: Siting of the “Woodland” Pods shall not impede the pedestrian circulation of the “Wooden Boardwalk”. Materials shall be durable, long-lasting, maintenance-free, and vandal-proof. Final design and materiality to be coordinated and approved by Park Board staff. See also Standard Park Board condition [A.1.58](#).

1.7 design development to maintain the high quality materials indicated (including the canopy, draping wave forms of glazing, SSG curtain wall, photovoltaics at the roof level, triple glazing, GFRC balcony pods, concealed gutters), and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing;

Note to Applicant: Intent is to follow through on PDP Condition 1.9.

- 1.8 [Repeat PDP Condition A.2.1] *provision of a completed groundwater management strategy to the satisfaction of the General Manager of Engineering Services to address the following:*
- i. *for during construction, describe proposed groundwater extraction rates, any proposed infrastructure refurbishments, and a groundwater disposal strategy;*

[New] **Note to Applicant:** Conditions under which groundwater discharge to sewer shall be permitted, shall be subject to further coordination with Engineering staff.
 - ii. *for post construction, describe any proposed groundwater extraction rates, a groundwater reuse strategy and identify opportunities to offset potable water demand; and*

[New] **Note to Applicant:** Conditions under which groundwater discharge to sewer shall be permitted, shall be subject to further coordination with Engineering staff.
 - iii. *demonstrate that the groundwater practices during and post construction do not adversely impact the surrounding neighbourhood, aquifer or infrastructure.*

Note to Applicant: A “No Development” Section 219 Covenant has been registered on title of the Oakridge development, to be discharged at such time upon the owner providing the completed strategy and entering into legal agreements as determined necessary by the General Manager of Engineering Services and the Director of Legal Services. Groundwater shall be managed as required by the Vancouver Building By-law, Sewer and Watercourse By-law, and applicable provincial and federal regulations.

[New] **Note to Applicant:** Risks and adverse impacts are to be subject to an independent hydrogeological review by a third party to verify that proposed groundwater extraction does not pose a significant risk or impact to surrounding infrastructure, the environment or other significant risk or impact.
- 1.9 provision of a traffic signal as part of the protected intersection improvements at New Street and West 45th Avenue;
- Note to Applicant:** Based on safety concerns with the intersection of the protected cycling facility on West 45th Avenue and New Street traffic, a traffic signal is required to better assign rights of way for all road users with protected cycling facilities. Provision of a traffic signal at New Street and West 45th Avenue will be required to fulfill the rezoning condition to provide reconstruction of West 45th Avenue and construction of New Street. See also Standard Park Board condition **A.1.42**.
- 1.10 provision of parking as per by-law for each phase of the project including, but not limited to addressing the following:
- i. residential minimum requirements are met for each phase of the project with consideration for parking spaces to be lost during construction of future phases;
 - ii. temporary, phase dependent non-residential parking shortfalls may be mitigated using appropriate Transportation Demand Management measures (TDM); and

Note to Applicant: Provision of free transit passes for all employees, including construction workers is the preferred TDM measure given the substantial parking shortfall.

- iii. provision of a plan indicating the number of spaces required and provided during each phase of construction, in addition to the provided calculation indicating the required spaces for each building.

Note to Applicant: The substantial parking shortfall indicated as an interim condition is not supported.

1.11 [Repeat PDP Condition 1.1] *prior to issuance of the first Development Permit and each subsequent Development Permit, provision of the following to the satisfaction of the Director of Planning, General Manager of the Vancouver Board of Parks and Recreation, and General Manager of Engineering Services:*

- i. *reconciliation of all technical statistics, including confirmation of existing floor area, related exclusions, setbacks, height, parking and loading, to ensure clarity with respect to the development capacity permitted under the CD-1 and anticipated compliance for individual phases;*
- ii. *confirmation of park boundary extents and total park area calculation for approval by General Manager of the Vancouver Board of Parks and Recreation;*

[New] **Note to Applicant:** For all development permit applications, the park boundary shall be shown on an overall park plan and on all landscape drawings at a minimum scale of 1/8" = 1'-0". See also Standard Park Board conditions A.1.41, A.1.45, A.1.53, and A.1.61.

- iii. *a phased "Construction Management Plan" outlining and including the following:*
 - a. [New] scope of work related to Buildings 6, 7 and 8 and phasing strategy for early Site Works and future phases including, but not limited to the following:
 - i. location of construction materials;
 - ii. temporary structures;
 - iii. utilities;
 - iv. site access;
 - v. parking provided for mall workers, patrons, and construction staff;
 - vi. development phasing; and
 - vii. temporary irrigation.
 - b. [New] an updated arborist report and phased "Tree Removal/Protection Plan" in coordination with arboricultural services, including the assessment of existing trees, retention value rating, retention feasibility, remediation recommendations, site supervision and letters of undertaking; and

Note to Applicant: The arborist report on file, dated Jan.30, 2019, requires refinement in regard to the specific details of the tree retention strategy. Provide a tree plan that is separate from the landscape plan. It is preferred that the arborist tree management plan(s) become the primary document for tree removal/ protection related matters. Attach a large scale tree management sheet (same size sheet as architectural sheets) to the landscape plan submission. The plan should clearly illustrate all trees to be removed and retained, including any tree protection barriers and important construction management directives drawn out of the arborist report(s). See also PDP Condition A.1.25].

- c. [New] coordinated and accurate excavated area plan(s) across the site including labels indicating clear boundaries and reasons for excavation.

Note to Applicant: Tree Plan and any related construction management information should be submitted at same sheet size as the architectural and landscape plans. Further coordination is needed to reconcile the discrepancy between the excavated elements related to utility and road work in the construction management plan and excavated areas labelled in the architectural plans.

- iv. *plans clearly indicating the scope of construction associated with each and all of the project's current and future development permit applications;*

Note to Applicant: *The intent of this condition is to clarify the anticipated extent of development at each level for each phase of construction up front because the proposed extents of development for each development permit application do not align vertically.*

Provide three separate scope-of-work plans clearly delineating the scope for each and all proposed future development permit applications: one overall plan to specify the boundaries of below grade development, one to specify the boundaries of above grade development, and one to specify the boundaries of work of the Park. This set of drawings will be required to be maintained and updated as required until completion.

[New] Note to Applicant: These plans shall be updated as necessary, and fully dimensioned in order to verify the extent of each scope.

- v. *a Public Realm Plan that references, and is consistent with the Public Art Plan, ensuring a clear transition between the public realm and the park as well as providing a seamless and high quality environment for users;*

Note to Applicant: *This should include, but not be limited to hard and soft landscaping elements, sidewalk design, new street trees, retained trees, street/site furniture, paving, open space programming and design, lighting, utilities, weather protection and signage/way-finding.*

[New] Note to Applicant: This requires further attention, including a public realm material palette for the complete site and site-specific details related to Buildings 6, 7 and 8.

All site furnishings within the park must be reflective of a consistent, park-wide approach, complimentary to the public realm plan, and to be approved by the

Park Board General Manager. This includes general locations of site furnishings as well as specifications for custom and off-the-shelf site furnishings.

Moveable furniture is to be included in the Public Realm Plan. Park Board staff cannot review the site furnishings in this application until a broader plan has been developed and approved, and until the park boundary is clearly indicated on all landscape drawings.

Furnishing within the park must not be a derivative of the Oakridge Centre branding or related commercial activity.

See also Standard Park Board condition **A.1.41** and Standard Engineering Services conditions **A.2.5**, and **A.2.6**.

- vi. *a construction access and traffic management plan;*

[New] **Note to Applicant:** This requires updating and coordination with architectural plans to more clearly illustrate excavated areas.

- vii. *a circulation and way-finding concept plan;*

[New] **Note to Applicant:** This requires refinement and updating at the building scale illustrating connections through the parcel and to the greater landscape and public realm.

- viii. *a signage concept plan;*

[New] **Note to Applicant:** This requires further design development. The plan shall specify the content, graphics, design, materials, and typical construction details.

- ix. *a lighting plan for the park;*

Note to Applicant: Consider CPTED principles and avoid any lighting that can cause glare, or other light nuisance to residents and park users.

[New] **Note to Applicant:** Lighting of the park area in this application must relate to a park wide lighting strategy, and refer to the Outdoor Lighting Strategy; found here: <https://vancouver.ca/streets-transportation/outdoor-lighting-strategy.aspx>, to be refined through a review process with Park Board staff to the satisfaction of the General Manager of the Park Board. Park Board staff cannot review the lighting in this application until a broader plan has been developed and approved and the park boundary has been clearly indicated on all landscape drawings.

- x. [New] a Loading Access Plan in all development permit applications that clearly indicates loading access to all land uses, during and after each stage of construction and at completion of the final development; and

Note to Applicant: Staff require a clear loading access plan for this application to ensure adequate loading is provided for Retail & Commercial uses as well as the Residential uses throughout each stage of construction.

- xi. [New] a Phasing Plan for all development permit applications shall clearly indicate the transition between interim and ultimate landscape.

Note to Applicant: Staff require a clear phasing plan for this application in order to clarify when the interim landscape condition will transition from the interim to the ultimate landscape condition and how this relates to transfer of the park to the Vancouver Park Board (VPB).

- 1.12 consideration to provide more continuous effective weather protection;

Note to Applicant: It is noted by staff that the “Veiled Skin” currently proposed as weather protection provides an average overhang of 5 ft. from the building face, and located, at times, approximately 30 ft. above grade. Staff are concerned that this does not provide an effective form of weather protection for pedestrians. Therefore, staff encourage the applicant team to explore a second layer of “Veiled Skin” with larger overhangs located a maximum of 10 ft. – 15 ft. above the sidewalk in order to provide a more effective form of weather protection. This new layer of “Veiled Skin” shall also be demountable wherever it projects into/over a public SRW. Staff also noted the weather protection should be continuous along Cambie Street, with minimum effort by pedestrians. This is especially a concern between gridline D9 and D10, where the “Veiled Skin” comes down to the grade.

- 1.13 consideration for design development to introduce an element of randomness into the composition of the pod balconies on the north elevation; and

- 1.14 consideration for design development to utilize curved glazing rather than faceted glazing at pedestrian level, particularly at levels under the “Veiled Skin”.

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:

		5931 Cambie Street				DP-2018-01149						
		Permitted/Required CD-1				Proposed (Buildings 6, 7 and 8)						
¹ Site Size						Irregular (Existing site)				SITE TOTALS	SITE REMAINDER	
¹ Site Area		114,384.70 m ²				114,499.70 m ²						
Use (s)		Retail/Office/Dwelling				Retail/Office/Dwelling (Market)						
² FSR		3.71 (site)				0.95				1.70	2.01	
² Floor Area	Total Floor Area	424,367.2	m ²		Total Floor Area	109,131.4	m ²		194,466	229,901		
	Max. Dwelling Use (site)	256,541.0	m ²		Total Residential Area	64,548.0	m ²		116,491	140,050		
	Max. Non-Residential Uses				<i>Building 6</i>	22,377.6	m ²		77,975	90,084		
					<i>Building 7</i>	12,163.9	m ²					
					<i>Building 8</i>	30,006.5	m ²					
Min. Office (site)	39,000.0	m ²		Total Non-Residential	44,583.4	m ²						
				<i>Retail - Buildings 6,7,8 & Ancillary</i>	34,289.8	m ²						
				<i>Office - Buildings 6,7</i>	10,293.6	m ²		26,613	-12,387			
				<i>Fitness Centre Bldg 6</i>	-	m ²						
² Floor Area Exclusions	<i>Max. Open Balcony</i>	12.0%	7,745.8	m ²		<i>Open balcony</i>	12.5%	8,043.7	m ²			
	Max. Amenity (site)				<i>Storage (AG)</i>	1,932.3	m ²		1,119	1,481		
					Total Amenity	689.0	m ²					
					<i>Building 6</i>	292.6	m ²					
						<i>Building 7</i>	129.4	m ²				
					<i>Building 8</i>	267.0	m ²					
Height			Max. Geodetic			Geodetic Elev.						
	Building 6 - Sub-Area 6		186.3	m		Building 6 - Top of Roof Slab	184.0	m				
	<i>Max. Projection</i>		193.9	m		<i>Top of Parapet</i>	193.9	m				
	Building 7 - Sub-Area 1		143.9	m		Building 7 - Top of Roof Slab	142.5	m				
	<i>Max. Projection</i>		151.5	m		<i>Top of Parapet</i>	151.2	m				
			191.9	m		Building 8 - Top of Roof Slab	188.7	m				
			199.5	m		<i>Top of Parapet</i>	198.6	m				
³ Parking	Residential	Min.	506			Residential	354			Site Totals	Difference	
		Max.	678									
	Residential Disability		26			Disability	24					
							Car Share	2				
	Total Residential Parking		532			Total Residential Parking	380				-152	
	<i>Max. Small Car</i>	25.0%	133			<i>Total Small Car</i>	7%	26				
	Retail / Office		889			Retail	135					
	Fitness Centre		TBD			Office	191					
Non-Residential Disability		21			Disability - Retail	15						
						Disability - Office	7					
Total Non-Residential Parking		910			Total Non-Residential Parking	348				-562		
<i>Max. Small Car</i>	40.0%	364			<i>Total Small Car</i>	13.5%	47					
TOTAL REQUIRED		1442			TOTAL PROPOSED (NEW)	774				-668		
Additional Parking	Social Housing		87			Social Housing	0			58		
	Civic Centre		150			Civic Centre	0			63		
⁴ Loading	Class	A	B	C	Total	Class	A	B	C	Total		
	Retail	0	16	2	18	Retail						
	Office	2	3	0	5	Office						
	Dwelling	6	3	0	9	Dwelling						
						Compactor						
Total	8	22	2	32	Total	8	21	2	31			

	Class	A	B	Class	A	B		
	5 Bicycle	Retail	69	6	Retail	247		
Office		21	6	Office	51	0		
Dwelling		874	6	Dwelling	1014	0		
Total		963	18	Total	1312	18		
5 Additional Bicycle	Replacement	300	0	Replacement	72	0	72	-228
	Traditional 30%	289	0	Traditional 30%	0	0		-289
6 Unit Mix	Unit Type	#	%	Unit Type	#	%		
	Market			Total Market	699	100%	1203	
				Studio	69	10%		
				1 Bedroom	284	41%		
	2 Bedroom	175	25%	2 Bedroom	274	39%		
	3+ Bedroom	70	10%	3+ Bedroom	72	10%		
	Market Rental	290		Total Market Rental	0	0%	0	-290
Social Housing	290		Total Social Housing	0	0%	0	-290	

1Note on Site Size and Site Area: Buildings 6, 7 and 8 remain part of what is considered Phase 1 of redevelopment and are located on the southeast corner of the site at the intersection of Cambie Street and West 45th Avenue. This irregular site has an overall area of 114,499.7 m² confirmed by the Legal Survey dated November 28, 2018.

2Note on FSR and Floor Area: The residential (market) and non-residential (retail/office) areas meet the permitted maximums set under Section 6 of the CD-1 By-law. The “Site Total” section provides combined DP-1 and DP-2 totals. The “Remainder” section highlights area available for future development on site, including an additional 12,387 ft² required to meet the minimum office area on site.

The proposed two-storey accessory building (“Summer House” Pavilion) is being considered retail and Standard condition **A.1.10** seeks confirmation of this. The ground floor area under the open to below portion and the upper floor covered area enclosed by columns indicated as inaccessible roof, shall be counted towards floor area as an exclusion for these areas is not available under the current CD-1 By-law. Standard condition **A.1.7** seeks area overlays confirming addition of these areas to non-residential floor area.

The proposed open balcony area exceeds the maximum permitted by 115 ft² (12.5%) for Building 7, and by 271 ft² (12.9%) for Buildings 6 and 8. A reduction in residential open balcony area is sought under Standard condition **A.1.9**. Furthermore, confirmation of compliance is also sought for individual storage unit sizes to be in accordance with the *Bulk Storage and In-suite Storage – Multiple Family Residential Developments* Bulletin per Standard condition **A.1.11**.

3Note on Parking: Parking, including shared-vehicles, for dwelling use is calculated per Schedule C (a) and (b), non-residential parking for retail and office uses per Section 4.2.5.1, and disability parking for residential and non-residential per Section 4.8.4 of the Parking By-law. A total of 782 new parking spaces are proposed over 3 levels of underground parking. The parking requirement for the proposed fitness centre use indicated on Levels 1 to 3 of Building 6 shall be based on Section 4.2.4.4 of the Parking By-law. Based on this, the parking requirement for non-residential use would increase significantly as the fitness centre would require 1 space per 18.6 m². Standard condition **A.1.10** seeks confirmation on whether the fitness centre use is being retained.

Disability parking spaces for both residential and non-residential have been double counted to meet minimum parking requirements and have been included in the totals provided in the table above. No additional parking spaces have been provided for social housing units or the Civic Centre under this application. Furthermore, in addition to the new parking spaces provided for Buildings 6, 7 and 8, it is noted that 637 additional parking spaces are available in the existing parkade.

See also Standard Engineering Services condition **A.2.18**.

⁴Note on Loading: A total of 8 Class A loading spaces are required and proposed; 6 of which are for dwelling use as per Schedule C (c) of the Parking By-law. 22 Class B loading spaces are required and 21 spaces have been proposed; 6 of which are identified for compactor spaces. Retail and office loading is calculated per Sections 5.2.5 and 5.2.7 and 15 Class B loading spaces, not including compactor spaces, are proposed as shared for retail, office and residential loading needs. A total of 2 Class C loading spaces are required and proposed. Standard condition [A.1.12](#) seeks clarification and identification of proposed Class B loading spaces for each use. See also Standard Engineering Services condition [A.2.20](#).

⁵Note on Bicycle: Bicycle parking is calculated per Section 6.2.1.2 for dwelling use, 6.2.4.1 for office use, and 6.2.5.1 for retail uses under the Parking By-law. A total of 1,312 Class A spaces with bicycle rooms and bicycle silos are proposed with a requirement of 963 spaces for all combined uses. 72 of the required 300 "Traditional" Class A bicycle spaces are provided for temporary use. A minimum of 30% of traditional Class A spaces is required site wide, for each land use. See also Standard Engineering Services condition [A.2.19](#).

⁶Note on Unit Mix: A total of 49% (346) of the 699 market dwelling units (cumulative for DP-1; Buildings 3 and 4, and DP-2; Buildings 6, 7 and 8) are provided as family units and are in accordance with the 25% 2-bedroom and 10% 3-bedroom requirements identified in the *High-Density Housing for Families with Children Guidelines*.

• **Legal Description**

Lot: 7, Except Part in Air Space Plan 20425
Block: 892
District Lot: 526
Plan: 20424

• **History of Application:**

18-12-14 Complete DE submitted
19-03-06 Urban Design Panel
19-04-17 Development Permit Staff Committee

- **Site:** The overall site is located at the southwest corner of the intersection of Cambie Street and West 41st Avenue, bounded by West 41st Avenue to the north, Cambie Street to the east, West 45th Avenue to the south, and a diagonal New Street to the west connecting West 41st Avenue with West 45th Avenue. This Development Permit application includes Buildings 6, 7 and 8 on the southeast corner of the site along Cambie Street and West 45th Avenue.

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

- a) 6108 Cambie Street, 2-storey multiple dwelling complex, (c. 2000);
- b) 6172 Cambie Street, 3-storey multiple dwelling complex, (c. 2000);
- c) 6137 Cambie Street, proposed 7-storey mixed-use building;
- d) 538 West 45th Avenue, 6-storey mixed-use building, (c. 2000);
- e) 688 Fairchild Road, residential development consisting of a 5-storey and 4-storey apartment buildings and 2-storey townhouses (c. 1994);
- f) 5926-6076 Tisdall Street, four 9-storey apartment buildings (c. 1960);
- g) King David Secondary, 5718 Willow Street, 2-storey secondary school building, (c. 2005);
- h) Jewish Community Centre, 950 West 41st Avenue, proposed mixed-use development consisting of a 26-storey and a 24-storey residential towers over a 4-storey podium, and a 9-storey community centre;
- i) Oakridge Transit Centre, 949 West 41st Avenue, proposed mixed-use development consisting of various mid-rise (6 to 12-storey) buildings and townhouses;
- j) 5688 Willow Street, residential development consisting of two 6-storey buildings and four townhouses at the lane, (c. 2017);
- k) 655 West 41st Avenue, residential development consisting of two 6-storey buildings, (c. 2016);
- l) 611 West 41st Avenue, 6-storey Seniors' Assisted Housing building, (c. 2014);
- m) Oakridge Lutheran Church, 585 West 41st Avenue, proposed 6-storey mixed-use building;
- n) 452 West 41st Avenue, residential development consisting of a 6-storey building and 2-storey townhouses at the lane, (c. 2015);
- o) 5733 Alberta Street and 376-392 West 41st Avenue, proposed residential development consisting of a 6-storey corner building and 2-storey townhouses at the lane;
- p) Oakridge United Church, 305 West 41st Avenue, proposed 6-storey mixed-use development;
- q) Columbia Park, 5908 Alberta Street, 2.78h park;
- r) 625 West 45th Avenue, 9-storey apartment building (c. 1986); and
- s) Tisdall Park.

• **Background:**

Council approved a rezoning application for the Oakridge Centre site at a Public Hearing on March 14, 2014. In February 2018, the proponent submitted a re-envisioned proposal for the site with a form of development that differed from that of the approved rezoning (one less tower, revised position and shaping of towers, the location of access points, new locations for social housing, rental housing and the Civic Centre, revised Park Concept Plan and Public Realm Plan). The revised form of development was formally recognized and approved through a Preliminary Development Permit (referred to as a PDP) process. Full, detailed history and background of the rezoning and PDP processes are provided in the staff report for the Preliminary Development Permit, DP-2018-00166, 650 West 41st Avenue.

Following the PDP approval, the first development permit was approved by the Development Permit Board on October 29, 2018.

This report reviews the second development permit application on the Oakridge site following the PDP approval. The Urban Design Panel reviewed and supported this development permit application with recommendations on March 6, 2019.

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

- CD-1 (1) By-law (Oakridge);
- Oakridge Design Guidelines;
- Conditions of the Preliminary Development Permit;
- Housing Vancouver Strategy and Housing Vancouver Three Year Action Plan (2017);
- Family Room: Housing Mix Policy for Rezoning Projects (2016);
- High-Density Housing for Families with Children Guidelines;
- Housing Design and Technical Guidelines (2018);
- Urban Agriculture Guidelines for the Private Realm;
- Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) dated July 5, 2018;
- Cambie Corridor Plan (2011); and
- Cambie Corridor Phase 3 Public Realm Plan.

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

CD-1 (1) By-law (Oakridge):

Use and Density: The proposed use of commercial-office and commercial-retail density conforms to the provisions of the CD-1 By-law.

Height: The proposed height conforms to the provisions of the CD-1 By-law.

Rezoning Conditions: Staff's Assessment of the applicant's response to Council's specific Design Development conditions of the 2014 Rezoning were incorporated into the PDP Report (DP-2018-00166). Outstanding issues or areas requiring further design development were identified and captured through conditions in the PDP.

Oakridge Design Guidelines:

The Oakridge Design Guidelines were prepared by the applicant with staff's input and feedback and submitted and approved as part of the PDP. The Guidelines were endorsed by Council on September 19, 2018 and have been attached to this report as **Appendix F**. This application represents a more resolved iteration of schematic architecture of Buildings 6, 7 and 8, as well as a "Summer House" Pavilion and a portion of the future Park, also known as the "Woodland"; as illustrated and described in the Guidelines

and is therefore generally consistent with the intent of the Guidelines. Staff recognize the on-going effort by the applicant team, in coordination with Park Board staff to improve the overall park design. Recommended condition 1.1 requires further design development of the “Summer House” Pavilion in coordination with Park Board staff to better integrate its design with the overall park design.

Preliminary Development Permit Conditions:

The following summary presents staff’s assessment to the relevant PDP design development conditions that apply to the buildings in the scope of this application, established with the approval of the Preliminary Development Permit. Full text of the PDP design conditions are included as part of Appendix J to this report.

Staff assessment of a response to PDP Recommended condition 1.1:

PDP Recommended condition 1.1 required the submission of a number of plans and documents that describe various systems that apply to the overall development. Satisfaction of this is required prior to issuance of the development permit. Recommended condition 1.11 reiterates the requirement for any of these plans or documents that haven’t been submitted and/or requires coordination, and expands on the requirements with more specific information requested by staff.

Staff assessment of a response to PDP Recommended condition 1.2:

PDP Recommended condition 1.2 required the submission of a groundwater management strategy. The final groundwater management strategy must be provided prior to issuance of the development permit. See also Recommended condition 1.8.

Staff assessment of a response to PDP Recommended condition 1.5:

PDP Recommended condition 1.5 sought to minimize the bulk and massing of portions of Buildings 6, 7 and 8 that projected into the public realm along Cambie Street and West 45th Avenue in order to achieve a walking surface that maintains clear vertical openness to natural light and the sky.

Based on the application drawings provided by the applicant, the typical condition along Cambie Street is that the canopy/building projects 3.5m (11.5 ft.) into the public realm. There are however, portions located approximately 30 ft. above grade. Staff have determined that the flare in massing does not unduly limit exposure to natural light on the public realm and the undulating form contributes to the architectural interest of the development along Cambie Street and West 45th Avenue. This PDP condition is therefore satisfied for this application. Recommended condition 1.12 has been included as a consideration to acknowledge this.

Staff assessment of a response to PDP Recommended condition 1.7:

PDP Recommended condition 1.7 sought to ensure prominent retail frontages along Cambie Street and other highly visible façades including West 45th Avenue. Recommended condition 1.2 reiterates this condition.

Staff assessment of a response to PDP Recommended condition 1.8:

PDP Recommended condition 1.8 sought to reduce the apparent bulk of Buildings 6 and 7 as viewed from the east by adding texture/materiality to the eastern façade for interest. The innovative design and arrangements of the proposed balcony pods on the east façade satisfy this condition and will provide sufficient interest to the Cambie Street elevation.

Staff assessment of a response to PDP Recommended condition 1.9:

PDP Recommended condition 1.9 sought to ensure the proposed building design was maintained moving forward. This condition is generally satisfied as the application proposes the same massing and expression of Building 6, 7 and 8 as proposed in PDP. Recommended condition 1.7 follows through on this condition by requiring consistent materials and detailing at the Prior-To stage.

Staff assessment of a response to PDP Recommended condition 1.11:

PDP Recommended condition 1.11 sought to ensure privacy for residential units located adjacent to public spaces such as park space. Based on the application, staff have determined that this condition is generally satisfied. Recommended condition 1.5 and Standard Landscape condition A.1.20 seeks to expand upon this by improving solar access and ventilation for the residential units located adjacent to the “Woodland” park space.

Staff assessment of a response to PDP Recommended condition 1.16:

PDP Recommended condition 1.16 sought design development to resolve Vancouver Building By-law issues associated with the “single building” approach. Building Review Branch staff continue discussions with the applicant on this issue. Refer to Building Review Branch commentary and Appendix C.

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

This policy requires that at least 35% of the market strata units must be 2-bedroom and 3-bedroom units suitable for families, including 10% 3-bedrooms. This application comprises of 699 strata units with 39% of units as 2-bedrooms and 10% as 3-bedrooms. A provision to ensure the percentage of family housing in the market strata housing component does not fall below the required 35%, including the provision of 10% 3-bedroom units is identified in Standard Affordable Housing condition A.1.68.

High Density Housing for Families with Children Guidelines:

The two proposed residential buildings contain a total of 346 units (49% of total) with 2 or more bedrooms (comprised of 274 2-bedroom units and 72 3-bedroom units) which may be suitable for families with children. Staff have identified that separate indoor amenity rooms with a kitchenette, storage closet and accessible washrooms have been provided adjacent to a common outdoor amenity area including a children’s play area on Level 9 for Buildings 6 and 7, which is consistent with the Guidelines. In addition, amenity gyms are also provided on the same level. In Building 8, two indoor amenity spaces; one with a kitchenette, storage closet and accessible washroom, have been provided adjacent to a common outdoor amenity area on Level 2. Standard Affordable Housing condition A.1.69 seeks further design development of the outdoor amenity area to include a children’s play area.

Recommended condition 1.3 seeks to improve the access to the proposed amenity spaces by providing a convenient stair-free universal access route for all common amenity spaces and functions.

Urban Agriculture Guidelines for the Private Realm:

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

Cambie Corridor Plan (2011):

The Cambie Street and West 41st Avenue section of the Cambie Corridor describes the intent for West 41st Avenue as playing a connecting role to a secondary energy node at Oak Street. Cambie Street is envisioned as the MTC High Street with enhanced public realm to support an animated and enjoyable shopping, dining, and entertainment experience.

The development proposed in this application satisfies the intent of the Cambie Corridor Plan by providing commercial uses that support more jobs and services and contribute to overall vibrancy; family housing located off the arterials; local serving shops; and a built form that reflects the regional importance of this location which takes advantage of its proximity to nearby amenities and services.

See also Recommended condition 1.2 which reiterates the Staff assessment of a response to PDP Recommended condition 1.7.

Cambie Corridor Phase 3 Public Realm Plan:

The Oakridge Town Centre section of the Cambie Public Realm Plan that pertains to this application emphasizes wide sidewalks to support pedestrian volumes, encourages a walkable area, and ensures residents have spaces to gather, socialize, and celebrate. High-quality, durable finishes are required to ensure that this area is resilient over the coming years.

The proposal in this application features a broad sidewalk on Cambie Street and West 45th Avenue and streetscape elements such as bicycle facilities and treed boulevards that comply with the public realm specifications in the Plan. The proposed surface treatments, patterns and finishes comply with the paving strategy as described in the Plan.

Recommended condition **1.11** seeks the provision of a Public Realm Plan that further demonstrates a seamless and high quality environment for all users; consistent with direction provided in the Cambie Corridor Public Realm Plan and the Public Art Plan. See also Standard Engineering Services condition **A.2.6**.

• **Conclusion:**

This application is the second development permit application submitted for the Oakridge Centre redevelopment, following the PDP. The proposal for 3 towers atop two podiums, connected via underground parking represents a high quality mixed-use development consistent with the expectations established at the PDP stage. The ambitious architecture and ground level retail uses will make a positive contribution to the emerging Oakridge/Municipal Town Centre area; and the generous amenity spaces and ready access to the future park will serve a healthy environment for future building users.

The “Summer House” Pavilion and the “Woodland” park area included in the scope of this development permit application represent the first significant portion of park design. Staff recognize the ongoing coordination process between the applicant and Park Board staff and seek further design development to better integrate both components into the overall park design to improve the interface between public (i.e. park space) and private (i.e. residential units) spaces.

URBAN DESIGN PANEL (*draft minutes provided below*)

The Urban Design Panel reviewed this application on March 6, 2019, and provided the following comments:

EVALUATION: Support with Recommendations

Introduction:

Development Planner, Patrick O’Sullivan, introduced the project by first summarizing the history of the development.

Rezoning of the site was originally approved in 2014 to increase the density to 3.71, to retain retail uses and to add 11 towers of residential, adding 2914 dwelling units, 290 social housing units, 290 secured-market rental units, 1,808,976 ft² of commercial space, a 70,000 ft² Civic Centre, and a park.

In 2017, a revised proposal with a number of changes was submitted to the City. These included changes to the park design, one less tower, a more prominent location for the Civic Centre, fewer levels of underground parking and no changes to the maximum height or density and number of units. These changes were captured through a Preliminary Development Permit (PDP) process which included a

neighbourhood notification, two open houses, and two UDP appearances, and was approved by the Development Permit Board in July 2018.

There's a new street called New Street and High Street with a pedestrian street with shopping on either side.

There is a 22 storey social housing tower attached to a new Civic Centre which includes a new community centre, library, fitness centre, performance space, senior's centre, youth centre, and child daycare facility.

DP-1 (Bldg. 3 & 4) was approved in October 2018. These are residential towers on podiums that include office and retail space at grade.

This proposal is looking at Buildings 6, 7, & 8. There is a mall component with a mix of one, two and three storeys as well as a food hall. There is a "Summer House" Pavilion and first significant portion of the proposed park, notably "Woodland Park", as well as the "Pocket Park" on W 45th Ave.

Building 6 is 32 storeys with residential units on top of an office podium with retail at grade. There is a fitness centre proposed on the north end. This building is connected to Building 7 via podium, and includes an amenity space Level 9. Outdoor amenity is shared with Building 7, located on Level 9.

Building 7 is 17 storeys with an indoor amenity space, with shared outdoor amenity space with Building 6.

Building 8 is 34 storeys with an outdoor amenity space at the northwest end.

The tower heights comply with approved zoning and the PDP. There is large format retail at grade along with several smaller retail units.

There is a "Summer House" Pavilion intended for presentations, concerts and productions of various kinds. It has a green room and back of house facilities.

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

1. How successful are the public street interfaces of West 45th Avenue and Cambie Street from the perspective of pedestrian experience?
2. Please comment on the overall architectural expression and materiality of the proposed buildings.
3. Please comment on the design of the park (scope of this DP only) with the following considerations:
 - i. How successful are the park entries at grade in making the proposed roof-top park a welcoming, accessible, visible and highly public place?
 - ii. Do the interfaces between residential uses at park level in Building 8 and the public park provide sufficient privacy and livability for residents?
 - iii. Does the design, siting, scale, and orientation of the "Summer House" Pavilion work well as a naturally-lit mixing chamber (vertical circulation from parking levels to the park) and as a performance space?

Park Board representative, Jordan McAuley, introduced the project. This is the first of the Oakridge DP's to contain a major component of the park, most notably the "Woodland" which is a forested area. It also contains an upgraded "Pocket Park" on West 45th Avenue and the "Summer House" Pavilion.

The “Woodland” was envisioned as a passive contemplative space in the park which showcases a west coast native planting palette. There’s a wooden boardwalk structure, pod-like overhead trellis’ that grow out of the decking and provide seating underneath as well as a direct walkway to the grand staircase.

The “Woodland” will spill down the slope to help engage West 45th Avenue and draw people up. There is accessible access at grade in Building 7.

The “Pocket Park” was envisioned as a mixed active and passive play space. There is an engineered wood fibre surface and natural play elements like logs to climb on and a stepped wood top seating structure. There is a paved area sloping down towards West 45th Avenue.

As part of the “Summer House”, there is an outdoor performance space under the cantilever and this is considered part of the park. There is a green room inside to support the performers.

The planning team then took questions from the panel.

Applicant’s Introductory Comments:

The applicant introduced the project. This project continues on the design rationale of reinstating of the lost urban forest in the Oakridge area.

The buildings are intended to emerge from the park with an organic shape and create very defined street edges which are 6 storeys which relate to the Cambie Corridor.

The tectonics of Buildings 6 and 7 relate to the skin and bones metaphor of the slabs being revealed to the south and the skin on the east and west side which are pods that accentuate the skin on the outside. Building 8 is going straight up and is more of a windswept organic expression. Since rezoning, the park level was lowered to one level in order to more gracefully interface with West 45th Avenue and connect better to the “Pocket Park”.

The “Summer House” Pavilion has a big lawn in front meant as seating for the back drop of the stage and the mixing chamber where the parking, the retail and the park hall connect vertically.

The CPTED plan for the park defines zones of visibility with low shrubbery which is not contiguous. Most of the density is above eye level. There’s large retail and restaurants all around with 24 hour security which provides additional safety.

In the overall park design, the “Woodland” is one of six green areas of the park coming out of long consultation process with the community over the last 2 years. The “Woodland” is felt to be this quiet space with access to nature and is one of the number one priorities of the comments we got from people. The idea of ecology in the middle of the city is a powerful idea. It has a sense of enclosure and quiet.

We reorganized the paths from the original concept to pull it away from some of the units to create more space. We used topography and landscape to provide separation to the circulation.

The “Summer House” is a very large active space for events and day to day events.

The lighting scheme is being designed with Montreal consultant, Ombrages, in conjunction with the Park Board. It’s a thoughtful, landscape and night sky strategy.

There is a very wide streetscape of setback as determined by the City which includes green bikeway, double rows of trees, and large spaces in front of the retail. There are high quality finishes and various spatial arrangements wrapping around the site.

Along West 45th Avenue, the “Pocket Park” landscape slopes with grade with integrated stepped-seating enclosing a children’s play area.

The materiality of the tower is broken up starting at the base of structural glazing into the retail. There are no frames for that. Some of the bigger spans have glass fins. Going up into the tower, it’s broken up in the veil and bones. The veil is triple glazed four sided SSG, low iron and low heat. The bone is a curtain wall on the window and triple glazed. The two types of spandrel colours are charcoal and white. The soffit material will be stucco. It’s a simple palette of materials since the geometry is so complex.

From the sustainability perspective, this project is meeting the most current rezoning energy requirements, even though it was rezoned in 2014.

The applicant team then took questions from the panel.

Panel’s Consensus on Key Aspects Needing Improvement:

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

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

- Further study on the park entry relating to the amount of planting at street level and integrate with public realm and finding ways to improve invitation;
- Further design development of the interaction of the building with the public realm including the use of shade structure;
- Curvilinear nature of the building;
- Further design development of the “Summer House” Pavilion as related to scale and navigation and relief of the rigid form; and
- Further discussion with Engineering on the parkade entry and plaza to consider pedestrian safety.

Related Commentary:

Most panel members supported the use of the materials.

Most panel members agree that the entrance along West 45th Avenue into the park has shown a big improvement from the last presentation. Some panel members felt the “Woodland” was almost too thick while some panel members felt the entrance was appropriate and inviting.

The general architectural design of the steps into the park is successful. Several panel members noted that at the West 45th Avenue entry, the denseness of the planting and the height of the stairs creates a daunting entry. It was recommended to break down the steps by dividing them to 4 to 5 foot landings and to provide views to the next level.

Most panel members felt the interface of the residential uses on the plaza was acceptable. There were several comments on the lighting, noting that it looks really dark from a marketing point of view and that lighting is crucial to the success of the design.

There was general support for the “Summer House” Pavilion and concert area with some comments on the rigidity and linear expression. Most felt it was quite large in scale and may be eclipsing the park space. One panel member suggested breaking the massive structure of the “Summer House” to two parts, with one section for concert and performance and the other part expressing the mall entrance to the park.

Some panel members commented that the elevation on the east and west façade is a bit monotonous. There was a reference to the façade looking like a cruise ship. On Cambie Street it is more challenging on street level, with a monotonous pedestrian experience. Coloured glass or fins could reduce this and also be used as solar shading. There was a suggestion for a sculptural element.

There were several panel members who expressed concern with response to solar gain and lack of shading devices. A 4 to 6 storey façade may respond more to solar gain issues.

One panel member suggested looking into a strategy to deal with storm water.

A panel member commented that the arrangement of the pod balconies is quite set and moving it a few metres would give it some more randomness.

One panel member expressed concern about safety walking into the “Woodland”. There were several comments from panel members on the issue of CPTED and lighting and encouraged the applicant to continue to develop that plan.

One panel member commented that the pool created exposure for thousands of eyes to look down on to it and expressed some privacy concern.

One panel member recommended some more seating and weather protection and rain screening around the entrances into the park, in particular around Building 8.

A panel member suggested that the glass should go to the top of the elevator stack so that it won't look like a top hat.

While the pods design is nice and comfortable, a panel member noted that the curves from previous renditions of the design were better.

A panel member noted that there was no visible drop off areas in the design package and that would further help the design for future use for ridesharing.

One panel member felt that recommendations regarding the public realm from the previous UDP were not fully addressed or incorporated, noting items like the height of the undulating roof canopy, the drop off zones, public interaction of the building along the ground plane along West 41st Avenue and Cambie Street. In addition, consideration of an incremental weather canopy along the Cambie Street side is recommended.

Several panel members directed to staff to work with Engineering on some challenges along the parkade entrance, where the public realm paving isn't getting through and a very wide turning radius into the entrance, and a turning lane onto West 45th Avenue that eats into the boulevard. Some traffic calming would be recommended including having an island to create a safety zone for pedestrians.

One panel member commented that the beauty of the sinuous form introduced at rezoning has been reduced and should be highlighted more. As well, the materiality of the beautiful glass forms should be used particularly at street level and not faceted glass.

Applicant's Response:

The applicant team thanked the panel members for their comments.

EVALUATION: Support with Recommendations

ENGINEERING SERVICES

The delivery of a number of the rezoning commitments (off-site and on-site infrastructure improvements, dedications, public Statutory Rights of Way (SRW), public open space areas, encroachment agreements, and required subdivisions) are contained in the Services Agreement and other legal agreements to be registered on title for the Oakridge Mall parcel. As the site progresses through each phase and subdivision, it is anticipated that additional legal agreements will be required, including, but not limited to, modification of various SRW agreements to better define the final area and location of pedestrian/bicycle routes, plazas, and the granting of encroachment agreements to accommodate any works constructed or installed on City streets. Also, modifications to the Services Agreement may be required should any change in scope to the Owner's works be contemplated including addition of a traffic signal at the intersection of West 45th Avenue and New Street to address safety concerns with the interaction of the protected cycling facilities and New Street. See also Recommended condition 1.9.

The site's Rainwater Management Plan largely consists of green roofs and detention tanks. Significant opportunity exists for maximizing the volume of rainwater retained and maximizing the volume of non-potable groundwater use. Standard Engineering Services condition A.2.31 seeks an integrated approach to rainwater management and coordination with the groundwater management strategy.

The application proposes the use of automated bicycle silo stations as a way to provide secure bicycle storage in a compact space. Since the bicycle silo stations are more costly to construct and maintain compared to a traditional bicycle storage room, the applicant has proposed to own and maintain all of the bicycle silos in perpetuity, with no user fees charged to Oakridge residents. Standard Engineering Services conditions A.2.27 and A.2.28 seek to secure this commitment and ensure that both the public and Oakridge employees are able to use the bicycles silo stations free of charge as well. At least 30% of the required bicycle parking is required to be in the form of standard Class A spaces, with consideration of oversize bicycles. To account for the potential breakdown of a bicycle silo, or maintenance shutdowns, additional bicycle parking equal to the capacity of approximately 2 silos, must be provided in a central location accessible to all uses with access to the mechanized bike parking. See also Standard Engineering Services conditions A.2.17 and A.2.19.

Instead of sectioning off residential parking for each building, the application proposes to operate Level P3 of the parkade as one shared residential parking area managed by a valet service. Membership with the valet service is proposed as mandatory for any Oakridge residents who park on-site, with a fee estimated by the applicant at \$250 to \$300 per month. To ensure that parking is contained on site, Oakridge residents would not be allowed to park in existing or future residential permit parking areas in the surrounding neighbourhood. Standard Engineering Services conditions A.2.15 and A.2.16 seek to create legal agreements between the parking landowner, the City, and future stratas to provide rights over portions of the third level of parking in the form of off-site parking agreements, and provide certainty in the case that the valet parking scheme is not viable in the long term.

To encourage reduced vehicle ownership, the application proposes a number of measures including both public and private car share vehicles on site, car share credits, transit passes, improvements to the Oakridge Canada Line Station, and additional secured bicycle storage spaces. Staff support these provisions and Standard Engineering Services conditions A.2.9, A.2.10, A.2.11, and A.2.12 seeks to clarify and secure these commitments.

Further recommendations from Engineering Services are contained in the conditions noted in Appendix A attached to this report.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

PUBLIC REALM PLAN

Overall, staff support the significant improvements and additions to the public realm enabled through the Oakridge Centre redevelopment. The current design concept has evolved to introduce a cohesive theme, linking all public spaces including streets, plazas and parks. However, significant refinement of the public realm will be required at each successive development permit application to ensure continuity and integration with the broader Cambie Corridor Public Realm Plan.

Recommended condition **1.11** seeks the provision of a Public Realm Plan that further demonstrates a seamless and high quality environment for all users; consistent with direction provided in the Cambie Corridor Public Realm Plan and the Public Art Plan.

Further clarification and detailed design development should carefully incorporate the principles and elements of the Cambie Corridor Public Realm Plan through the course of each development permit.

LANDSCAPE

The landscape response continues to generally satisfy the expectations for high-quality pedestrian environments, livable open space on private property and sustainable landscape design.

Further design development is being sought to improve the prominence and pedestrian experience along West 45th Avenue up to the Park, as well as a consideration to explore alternative tree/plant species within the “Woodland” immediately adjacent residential in an effort to increase daylighting opportunities for ground-level units. See also Recommended conditions **1.4** and **1.5**, Standard Landscape conditions **A.1.18** and **A.1.20**, and Standard Park Board condition **A.1.48**.

Tree removal continues to be coordinated between City staff and the proponent team; as anticipated due to redevelopment and various aspects relating to overall site servicing and construction phasing. It is recognized that the applicant team continues to work with staff in an effort to address a condition in the PDP which called for the exploration of potential sustainable re-use options where possible. Some options originally proposed included the following:

- Smaller trees will be donated to Cloverdale Aggregate for chipping which can then be used as fuel at the UBC District Energy Plant;
- Some of the larger Oak trees will be donated to the local First Nations for use as practice tools for totem carving; and
- Some of the remaining trees will be donated to local artists who have come forward and expressed interest in using them for various art applications.

Further recommendations from Landscape are contained in the conditions noted in **Appendix A** attached to this report.

AFFORDABLE HOUSING

Phase 1 of the development includes both strata and social housing units. This particular application is for strata units only.

In 2013, Council approved the two phase delivery approach for social housing units. This development permit application is within Phase 1 of development, during which 125 social housing units and the Civic Centre are required to be delivered to the City by December 31, 2024. The delivery of these buildings is required prior to occupancy of any strata buildings.

Further recommendations from Affordable Housing are contained in the conditions noted in [Appendix A](#) attached to this report.

CULTURAL SERVICES

Staff are supportive of the proposed cultural spaces within the Oakridge redevelopment, including the Civic Centre and the 9-acre public Park, the Community Performance Space, Artists-in-Residence Studio, and outdoor event spaces and stage as they will help achieve objectives of the Making Space for Art and Culture: 2018 Cultural Infrastructure Plan and the Cambie Corridor Plan. These spaces will offer opportunities for expanded community cultural programming to the projected growing population in and around Oakridge, as well as provide greater access to cultural facilities by the Vancouver arts and culture community to undertake their work.

This second development permit application contains the “Summer House” Pavilion; a key cultural space in the overall Oakridge Centre redevelopment. It will be a unique outdoor focal point for the park, provide space for daily recreational uses, and serve as a stage for performances including music, dance and theatre. In order to ensure successful music, dance and theatre events, the buildings in proximity to the “Summer House” Pavilion outdoor stage must take into consideration the potential for amplified sounds, lights and the gathering of groups of people on occasion. It is important that design and development of these surrounding buildings respond to, and mitigate these activities and uses. It is expected that the applicant will continue to work with staff from the Park Board and Cultural Services, beyond the issuance of DP-2, to refine the required supporting infrastructure and elements required for the success of these spaces. Standard Cultural Services condition [A.1.71](#) seeks further design development to incorporate considerations around noise, light, and views into adjacent building design and materials.

Further recommendations from Cultural Services are contained in the conditions noted in [Appendix A](#) attached to this report.

PARK BOARD

In general, the submission demonstrates a thorough level of completeness; however, a finer level of detail in the drawings is required to fully understand the design. A key plan has been provided in the sheet border of the landscape drawings, but no crop has been indicated to identify the area shown on a particular sheet. Materials, including paving and plant material, must be clearly identifiable on the landscape drawings. Preliminary elevation details of vertical structures such as the “Woodland” Pods, trellises, fences, and guardrails are required to understand the character of these elements. Given the expected high use of the Park by the public, it is important for staff to review locations of exterior guardrails, stair/ramp handrails, tactile warning strips, and other safety elements that are not currently represented on the landscape drawings. See also Standard Park Board conditions [A.1.54](#), [A.1.55](#), [A.1.57](#), and [A.1.58](#).

DP-2 is the first submission to contain major Park Character Zones, namely, “The Woodland” and “The Pocket Park”. As such, maintenance manuals for these zones are required under the terms of the Park Construction and Transfer Agreement and as a condition of the VPB-approved Park Concept; the latter has been attached to this report as [Appendix G](#). These manuals are noted to be absent from this application. As discussed at regular workshops with Park Board staff, it is understood by that some information will need to be added to these manuals after DP-2, and the manuals submitted for the DP-2 application will include known “boiler-plate” information to lay the foundation for future manual submissions in subsequent DP applications. See also Standard Park Board condition [A.1.35](#).

Tree species on the planting plan are currently indicated with general tags referring to multiple trees, leaving staff unable to identify species in specific locations for adequate review. The current tree layout

appears extremely dense (approx. 3 to 3.5m o.c.), which presents significant concerns with wind loading and long term viability of trees. Western Hemlock is particularly prone to failure under wind load in the wild, and this issue will be compounded by tight spacing and lower-than-natural soil depth in an on-slab condition. It is expected the applicant will continue to work with staff to further refine the planting plan to consider wind-load, long-term spread of trees, resulting CPTED concerns with dense cover, and viability of stratified understory planting in the “Woodland”. Furthermore, the “Woodland” Maintenance Manual is to identify required thinning to address the above concerns and to ensure healthy long-term growth. See also Recommended condition 1.5, Standard Landscape condition A.1.20, Standard CPTED condition A.1.67, and Standard Park Board conditions A.1.48, A.1.49, A.1.50, and A.1.51.

Given the complexity of the “Summer House” stage area, it is expected the applicant will continue to work with staff from VPB and Cultural Services beyond the issuance of DP-2 to refine its supporting infrastructure and other elements required for the success of this space.

Staff note the indication of the park boundary on the landscape drawings, however, it must also be clearly indicated in the “Pocket Park” area. In general, the logic by which the park boundary has been located is not clear to staff. A boundary that follows prominent structures and/or a consistent, logical offset from the building will aid identification in the field, be intuitively identifiable by park users, and help clarify why certain “park-appearing” elements have been excluded from the park area. See also Recommended condition 1.11 and Standard Park Board conditions A.1.41, A.1.45, A.1.52, and A.1.61.

Further recommendations from the Park Board are contained in the conditions noted in Appendix A attached to this report.

ENVIRONMENTAL PROTECTION BRANCH

The recommendations from the Environmental Protection Branch are contained in the conditions noted in Appendix A attached to this report.

BUILDING REVIEW BRANCH

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

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

Further comments resulting from a meeting held on February 13, 2019 between the City and the applicant team are contained in Appendix C attached to this report. It is noted that these minutes were generally accepted by the City with the following note:

“We have reviewed the minutes of meeting held on February 13, 2019 and we do not have any significant objections. The City of Vancouver agrees in principal to the design concepts proposed in the letter. Please note that numerous details such as locations and continuity of 2-hr rated fire separations in the parkade will need to be further discussed and agreed upon with the City”.

NOTIFICATION

Two site signs were confirmed installed on February 6, 2019; one along Cambie Street just north of West 45th Avenue, and one along West 45th Avenue just west of Cambie Street.

On January 29, 2019, 2,355 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's website. The postcard and the development application materials were posted online at vancouver.ca/devapps. At the time of this report, 2 responses have been received from our postcard/site sign notification; neither of which explicitly expressed Support or Opposition for the application. General concerns relating to overall safety and access throughout construction were noted.

One open house session was held on Thursday, March 7 (4:00p-7:00p), 2019 within the Oakridge Presentation Centre in Oakridge Mall at 650 West 41st Avenue. In total, approximately 190 people attended and a total of 7 comment forms were submitted regarding the development permit application. Of the 7 comment forms received, 2 were in Support and 5 didn't state a position that was obviously in Support or Opposition, or provided feedback that was equally weighted; these are being considered as Neutral.

Comments from the open house and notification are summarized below:

Proposed Bicycle Access and Infrastructure:

- Concerns over bicycle access in and around the site, as well as availability of the proposed bicycle silo spaces for the general public.

Staff Response:

- New bi-directional bike lanes are proposed around the perimeter of the site along West 41st Avenue, Cambie Street, and along New Street.
- Engineering Services has sought confirmation from the applicant that there is no bike silo dedicated to the public.

Emergency Fire Access:

- Concerns expressed over ease of access for ambulance/fire/police services in the event of an emergency.

Staff Response:

- The Chief Building Official, Vancouver Fire and Rescue Services, and Vancouver Police Department continue to work directly with the applicant team and their consultant team(s) to actively address considerations surrounding life-safety and requirements which fall under the Vancouver Building By-law.

Architecture and Design:

- Support for the design aesthetic and architectural expression of the project as a whole was noted.

Staff Response:

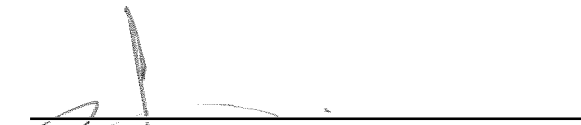
- No response required.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

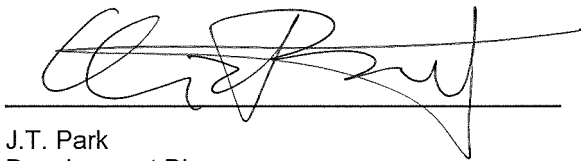
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

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

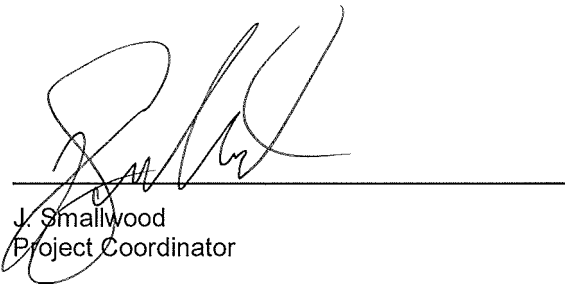
The Staff Committee supports this proposal subject to the conditions contained within this report.



J. Greer
Chair, Development Permit Staff Committee



J.T. Park
Development Planner



J. Smallwood
Project Coordinator

Project Facilitator: D. Lee

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

Urban Design Conditions

A.1.1 confirmation that the building does not encroach into the public SRW;

Note to Applicant: See also Standard Engineering Services conditions [A.2.5](#) and [A.2.6](#).

A.1.2 provision of additional enlarged details of the following conditions:

- i. mechanical termination slot in the curtain wall;
- ii. typical reflected ceiling plan of the canopy soffit indicating lighting and approximate spacing of joints;
- iii. rounded storefront glazing at grade level; and
- iv. canopy ("Veiled Skin") where it meets the grade between Gridlines D9 and D10.

A.1.3 provision of further information and details, including dimensions and materials for the following:

- i. curved soffit materials; and
- ii. Bike Silo.

Note to Applicant: Include additional information regarding the design of the bike silo including but not limited to: public interface, operation of bike silo, maintenance access, etc.

A.1.4 [Repeat PDP Condition A.1.6] *design development to locate, integrate, and fully screen any emergency generator, [New] exhaust or intake ventilation/grilles, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm and park, to the satisfaction of the Director of Planning, General Manager of Engineering Services, and the General Manager of the Vancouver Board of Parks and Recreation;*

[New] **Note to Applicant:** Mechanical exhaust from potential future restaurant/café spaces should be located in areas that would cause the least impact to pedestrians and/or park users. See also Standard Development Review Branch condition [A.1.17](#).

A.1.5 [Repeat PDP Condition A.1.7] *design development to ensure the survivability of any proposed planting at the exterior of residential buildings;*

Note to Applicant: *Project renderings indicate the presence of significant planting incorporated into the façades of towers and at stepped terraces. However, vertical landscaping is not shown on building elevations. Clarification is required to identify the presence and locations of proposed planting. Provide large-scale details indicating typical soil depths and a centralized irrigation system. Survivability of any plants incorporated into building façades should not be dependent on the regular maintenance of individual residents. [New] See also Standard Landscape condition [A.1.21](#).*

- A.1.6 [Repeat PDP Condition A.1.8] *identification on the architectural and landscape drawings of any built features intended to create a bird friendly design;*

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

Development Review Branch Conditions

- A.1.7 inclusion of the following areas to non-residential floor area in accordance with Section 6 of the CD-1 By-law;

- i. level P1 mezzanine area located above the Grocery Store;

Note to Applicant: Approximately 230m² of mezzanine area shown above the Grocery Store shall be included as retail floor area. Dimensions and area of the mezzanine level shall be indicated on the floor plan and overlays.

- ii. ground level of the accessory "Summer House" Pavilion building;

Note to Applicant: Open to below area exclusions are permitted, however, only at the storey above the ground floor, similar to the area calculations at the remaining retail levels. Confirm use of the accessory building as retail.

- iii. second level of the accessory "Summer House" Pavilion building; and

Note to Applicant: Covered areas enclosed by columns (although indicated as in-accessible roof area) are considered floor area and not permitted as an exclusion under the current CD-1 By-law. Confirm use of the accessory building as retail.

- iv. all public pedestrian circulation space and corridors.

Note to Applicant: There is no provision for an exclusion of this area in the CD-1 By-law.

Note to Applicant: Dimensions for above areas along with proposed use shall be indicated on the area overlays.

- A.1.8 inclusion of the residential exit stairwell at Level 1 in Building 8, to residential floor area;

Note to Applicant: Include dimensions along with proposed use on the area overlays.

- A.1.9 compliance with Section 6.8.(a).(i) of the CD-1 By-law by reducing the open balcony areas of Buildings 6 and 8 to the maximum permitted 12% of the residential floor area proposed under each building;

Note to Applicant: Buildings 6 and 8 exceed the maximum permitted by approximately 115 ft² (12.5%) and 271 ft² (12.9%) respectively. Ensure that the individual open balcony areas noted add up to totals proposed on the overlays and plans.

- A.1.10 confirmation and clarification of the following uses:

- i. Fitness Centre use shown at Levels 1 to 3 required for verifying parking requirements;

Note to Applicant: Fitness centre, presently included as retail area, is defined as a separate use in Section 2 of the Zoning and Development By-law. The parking

requirement for a fitness centre is based on Section 4.2.4.4 of the Parking By-law, requiring 1 space for every 18.6 m². Confirm that the fitness centre is being retained, and if so, requirements as per the Parking By-law shall be updated on the plans. Confirmation of the type of fitness centre and/or tenant is requested if available.

- ii. "Summer House" Pavilion to be included in the computation of retail area and labelled accordingly;

Note to Applicant: Remove the label of "Summer House" and indicate as "Retail".

A.1.11 confirmation of compliance with *Bulk Storage and In-suite Storage – Multiple Family Residential Developments* Bulletin by noting the individual storage unit areas on plan;

A.1.12 confirmation of compliance with Section 5 and Schedule C (c) of the Parking By-law;

Note to Applicant: All loading spaces are to be clearly identified to be associated with a specific use or uses. See also Standard Engineering Services condition [A.2.20](#).

A.1.13 confirmation of compliance with Section 6 of the Parking By-law;

Note to Applicant: There are a number of bicycle rooms that have not been associated with a specific use. All bicycle spaces are to be clearly identified and associated with a specific use. In addition, all bicycle spaces are to meet the minimum size requirements per the By-law. Consider providing dimensioned details for standard bicycle spaces. See also Standard Engineering Services condition [A.2.19](#).

A.1.14 provision of the following to the parking, bicycle and loading summary table(s):

- i. update parking requirements with confirmed non-residential area totals;
- ii. revise "Disability Deduction" and "Car Share Deduction" as added spaces to the overall parking totals, instead of deducted;

Note to Applicant: For each disability space, 2 spaces and for every car share space, 5 spaces may be added to proposed parking stalls. This calculation does not apply to all proposed stalls, but only to the minimum required as per the Parking By-law.

- iii. identify the total number of loading spaces proposed for each use;

Note to Applicant: A number of Class B loading spaces have been identified as shared. Quantify the total number of physical loading spaces, the number required and provided for each land use, and itemize the expected sharing of loading spaces by location and land use.

- iv. identify the total number of horizontal, vertical, silo spaces, lockers, etc. for all Class A bicycle spaces for each use.

Note to Applicant: The current summary only shows the total number of Class A bicycle spaces for each use. Due to maximum and minimum requirements for particular bicycle spaces under Section 6 of the Parking By-law, the distribution of Class A bicycle spaces is to be clearly identified in the project summary.

- v. identify the location of the 30% bicycle parking, to be provided for each use in the form of standard Class A bicycle spaces and not in mechanized parking structures; and

- vi. identify the central location, accessible to all land uses with access to mechanical bicycle parking, of additional bicycle parking equal to the capacity of approximately two bicycle silos.

Note to Applicant: See also Standard Engineering Services condition [A.2.17](#).

A.1.15 revision to the parking plans by performing the following:

- i. identify number of stalls allocated for proposed uses within each zone on the parking floor plans; and

Note to Applicant: For example, provide a label “Retail – 100 stalls” and “Residential – 50 stalls” at the parking level plans (per zone plan). Coordinate totals from each zone with the parking summary on the Overall Floor Plan(s) and the Project Data sheet. Provide a schedule/legend for acronyms per plan where applicable.

- ii. indicate the layout for the planned valet parking scheme, as well as the layout of by-law compliant spaces; and

Note to Applicant: For the by-law compliant layout, the plans must indicate the location of parking assigned to each building in compliance with the valet operational plan, and the location of security measures required. See also Standard Engineering Services condition [A.2.17](#).

- iii. clarify whether “Required Built” indicates calculated or counted (physical) spaces on site.

Note to Applicant: See also Standard Engineering Services condition [A.2.18](#).

A.1.16 provision of the following on the architectural and landscape drawings:

- i. correct scale(s) between printed vs. noted within drawings/title block;

Note to Applicant: For example, plans noted are 1:300 with scale at 1:600 on the drawings. Ensure noted scale is accurate with re-submission drawings.

- ii. correct legend table colours for office and retail use on each plan;

- iii. include zone 18 enlarged plans in drawings set (currently not present) to show elevator/stair core to outside of Level 5 including dimensions and details;

- iv. add references to enlarged plans for the accessory “Summer House” Pavilion building in the overall floor level plan;

- v. label use of rooms at each level, including labels for excluded areas such as “void”, “mechanical”, or “open to below” areas to confirm exclusions;

- vi. label “stairs to mezzanine” at the retail levels;

- vii. provide legible match lines for reference of split residential levels;

- viii. show individual balcony areas on the overlays; and

Note to Applicant: Some of the noted balcony areas are hidden by the FSR calculation tables on the overlays.

- ix. indicate floor elevations of all rooms on Level 1 to confirm exclusions (at or below base surface) in accordance with Section 6.8.(d) of the CD-1 By-law.

- A.1.17 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level;

Note to Applicant: Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building. See also Standard Urban Design condition [A.1.4](#).

Landscape Conditions

- A.1.18 design development to simplify and improve the visual prominence of the pedestrian entrance sequence from the landing area and stairway at the south edge adjacent West 45th Avenue;

Note to Applicant: The goal is to ensure that the entrance area is visually open and inviting. Plant material may need to be simplified, while respecting the “Woodland” theme, subject to coordination with the Park Board. See also Recommended condition [1.4](#) and Standard CPTED condition [A.1.67](#).

- A.1.19 [Repeat PDP Condition A.1.19] *provision of an overall detailed written rooftop and patio strategy and overlay plan for private property;*

Note to Applicant: *Please include a written description of intent for accessible and non-accessible roof spaces, amenity decks, private patios, vegetative type and coverage targets. [New] See also Standard Park Board condition [A.1.45](#).*

- A.1.20 consideration in the “Woodland” to explore options for tree species and strategic planting locations that can help increase daylight into the ground level units;

Note to Applicant: See also Recommended condition [1.5](#) and Standard Park Board condition [A.1.48](#).

- A.1.21 [Repeat PDP Condition A.1.34] *provision of assurances by way of a written maintenance and access strategy and plan(s) for all planted terraces and amenity areas, particularly spaces adjacent to private units;*

Note to Applicant: *These documents are intended to be for the benefit of the future owner(s) and City of Vancouver. Arrangements should be made to share the landscape manuals/specifications with the future owner(s). [New] The strategy should include general conditions relating to the physical provision for trees and plantings, as well as means of access for maintenance both physically and legally (i.e. strata provisions, covenants, etc.). See also Standard Urban Design condition [A.1.5](#).*

- A.1.22 [Repeat PDP Condition A.1.21] *design development to any private property onsite water feature to explore opportunities for demonstrating leadership in the creative use of recycled rainwater and/or low volume water basin solutions;*

Note to Applicant: *Water feature designs that rely on potable water as a primary water source is discouraged. The water supply can be integral to an overall rainwater harvesting system or by capturing water from nearby hard surfaces. Special attention will need to be given to the mechanical design to ensure the recycled water is cleaned and treated. Consider a water flow and basin design that is very shallow and aesthetically pleasing in times when the water supply may be shut off.*

- A.1.23 [Repeat PDP Condition A.1.23] *design development to reduce potable water consumption in irrigation systems by using drought tolerant species, rainwater harvesting methods and efficient irrigation technology for all planted areas;*

Note to Applicant: *Potable water may be needed for urban agriculture areas and patios. [New] High efficiency irrigation and individual hose bibs should be provided for all patios and common areas of 100 ft² or greater in size, to encourage patio gardening. This is applicable to private property. On the landscape plans, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks;*

[New] **Note to Applicant:** Provide partial irrigation plans to illustrate irrigation connection points, "stub-outs" and hose bib symbols accurately.

- A.1.24 [Repeat PDP Condition A.1.28] *provision of a dog relief area for all residential buildings at the entrance, or on building podiums or other appropriate private spaces, to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation and the Director of Planning;*

Note to Applicant: *Residential buildings must include a provision for dog relief areas within private development boundaries. These are attractive, well-draining areas conveniently located at the entrances of residential buildings that are easily cleaned. Elements should include deep pea gravel surfacing (minimum 500mm), a hose bib for cleaning and dog washing, trash receptacle and bag dispenser, pee post and decorative elements, and other attractive landscaping elements. Dog relief areas are small in size with a recommended minimum area of approximately 9m². Designated dog relief areas help to improve the overall durability and usability of the park, reducing pathogens to people, other dogs and wildlife, reducing negative impacts to vegetation and soiling and staining of architectural elements by dogs.*

[New] **Note to Applicant:** Residential buildings included in this application are required to provide a dog relief area on private parcels. Applicant to clearly indicate dog relief areas on landscape plans.

- A.1.25 [Repeat PDP Condition A.1.31] *provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis, pergola, privacy screens);*

- A.1.26 further refinement in regard to the accuracy and thoroughness of the landscape plan submission;

Note to Applicant: For example, sheet L2.0, sections #4 and #5, do not exist on sheet L9.3. The shrub and understory planting plan, particularly in tree planting zones shall be more specific and consider tree-friendly surface cover such as bark mulch to be illustrated.

- A.1.27 provision of a signed letter of assurance for arborist supervision;

Note to Applicant: The letter to detail the timing and scope of supervision requirements and shall be signed by the arborist, general contractor and applicant/owner.

Park Board Conditions

- A.1.28 [Repeat PDP Condition A.1.32] *design development to meet at a minimum the Park Board's Park Development Standards;*

[New] **Note to Applicant:** Landscape Plans will need to adhere to Park Development Standards and are subject to approval by the Park Board General Manager.

A.1.29 [Repeat PDP Condition A.1.33] *design development to ensure public access to, from and through the park during and after mall hours by providing and/or ensuring the following:*

- i. a minimum of six points of entry that are fully accessible to access the park from the street and or mall. This includes publicly accessible access points which are open during non-mall hours with at least two accessible elevator access points open 24 hours with one being the entrance from the transit plaza;*
- ii. access points are highly visible and inviting;*
- iii. connectivity of access points to the park and maximum visual access and transparency from street level and in the park; and*
- iv. [New] operating hours must be consistent with park hours, and accessible access shall be provided for users to get down from the upper park level to the street at all hours.*

Note to Applicant: *This includes elevators which must be located in highly visible locations in close proximity to stair access points to ensure the relationship is intuitive with a strong visual connection.*

A.1.30 [Repeat PDP Condition A.1.35] *design development to confirm interface between private uses and park space;*

Note to Applicant: *Park Board will not accept private ownership of structures within the park areas.*

A.1.31 [Repeat PDP Condition A.1.37] *design development to improve universal accessibility within the park to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation;*

A.1.32 [Repeat PDP Condition A.1.38] *provision of public washrooms in locations distributed around the site with consideration of park amenities including, but not limited to, playgrounds and play areas and for use during events, to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation;*

Note to Applicant: *Hours of operation of washrooms to be determined through the Park Operations and Maintenance Agreement with the intent of meeting park operating hours.*

A.1.33 [Repeat PDP Condition A.1.39] *design development to confirm entry points from commercial, retail, and residential development leading into park space to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation;*

A.1.34 [Repeat PDP Condition A.1.41] *joint completion of a Park Operations and Maintenance Agreement required between the applicant and Park Board to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation to demonstrate consideration and approach for daily operations and maintenance;*

Note to Applicant: *Agreement to include, but not be limited to, park maintenance, repair, replacement and renewal requirements to be satisfied by the applicant, as well as an understanding of the Park Board's role in inspections, operational control including event permitting and enforcement of park by-laws.*

A.1.35 [Repeat PDP Condition A.1.42] *provision of a maintenance manual for each of the 6 park areas to be provided by the applicant as part of all development permit submissions, to the satisfaction of General Manager of the Vancouver Board of Parks and Recreation;*

Note to Applicant: *These manuals will form part of the Park Operations and Maintenance Agreement. Recognizing that the park design will evolve over a number of development permit applications, it is anticipated that updated manuals may be required throughout the process.*

Manuals to include direction on maintenance of all park elements including but not limited to, structures, hardscape and horticultural elements. Manuals are to include, but not be limited to, daily, seasonal, annual and other time bound requirements.

- A.1.36 [Repeat PDP Condition A.1.43] *design development to demonstrate that the net park area is not reduced by any park maintenance or operations features including, but not limited to maintenance yard(s) of any size, storage of equipment and/or materials, space for park attendants, and back-of-house functions, etc. and that the park is easy to access by small utility vehicle(s), i.e. gator;*
- A.1.37 [Repeat PDP Condition A.1.44] *provision of a comprehensive analysis for special events through design development to determine potential impacts to adjacent residents including, but not limited to, noise, light, and views;*

[New] **Note to Applicant:** See also Standard Cultural Services condition [A.1.71](#).

- A.1.38 [Repeat PDP Condition A.1.45] *design development of event spaces within the park to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation in consultation with the General Manager of Arts, Culture and Community Services including the following:*
- i. collaboration with Cultural Services and Park Board staff to ensure that event areas have full accessibility for audiences, performers and technicians;*
 - ii. adequate infrastructure provision in each outdoor event space for the type and capacity of anticipated events including integrated utilities (water and power), locations for temporary washrooms or provision of sufficient permanent washrooms, event and equipment storage, and other back-of-house infrastructure to support events, performances, pop-up installations, and semi-permanent installations for storage on site but outside of the park; and*
 - iii. consideration that multiple event spaces can be programmed concurrently while still maintaining quality of experience for each event.*
- A.1.39 [Repeat PDP Condition A.1.46] *provision of confirmation that there is direct vehicular access to the Civic Centre Park and small utility vehicle access to all rooftop park areas for events as well as for maintenance and refuse collection;*

Note to Applicant: *This includes adequate access for set-up and take-down of events, performances, pop-up installations, and semi-permanent installations at all times including during peak mall hours. There should be consideration for movement to and through the site as well as bicycle and car parking especially during large events.*

- A.1.40 [Repeat PDP Condition A.1.47] *provision of Park Board approval for the siting of any public art proposed within the park;*

Note to Applicant: *Should public art be proposed/located in the park areas, development of a Public Art Plan and implementation must include collaboration with Park Board staff to ensure siting of public art aligns with the advancement of the detailed design of the park and enhances and supports parks and recreation uses.*

- A.1.41 [Repeat PDP Condition A.1.48] *design development and provision of a Landscape Plan and Public Realm Plan that align with the concepts and directions of the park design and the park landscape plan;*

Note to Applicant: *Landscape Plan should include, but not be limited to transition areas to park including hardscape, planting areas and edge conditions.*

[New] **Note to Applicant:** Overall Park planting character plan and park materials plan is to be provided for Park Board staff review. Park boundary is to be clearly indicated on these and all other landscape drawings. See also Recommended condition 1.11, Standard Park Board conditions A.1.45, A.1.52, A.1.61, and Standard Engineering Services conditions A.2.5 and A.2.6.

- A.1.42 [Repeat PDP Condition A.1.51] *design development to ensure safe pedestrian crossing to the Pocket Park;*

Note to Applicant: *This includes safe pedestrian crossings of the New Street and associated separated bike lane on West 45th Avenue; between the pocket park, rooftop Woodland park area, and Tisdall Park. [New] See also Recommended condition 1.9.*

- A.1.43 [Repeat PDP Condition A.1.52] *design development to minimize additional impact on the park from building shadow;*

Note to Applicant: *Any proposed changes to building form or massing must demonstrate that there is no increased shadowing on the park.*

- A.1.44 [Repeat PDP Condition A.1.53] *identification of any building overhang encroachments on park space as they are subject to approval by the General Manager of the Vancouver Board of Parks and Recreation;*

Note to Applicant: *Consideration should be given to build up of snow and ice and the related safety of park users.*

- A.1.45 [Repeat PDP Condition A.1.54] *design development to ensure best practices are met to ensure the health of trees and other plantings;*

Note to Applicant: *Soil depths and volumes shall meet or exceed BCLNA best practices for rooftop conditions.*

[New] **Note to Applicant:** Soil depths and volumes on slab and on grade shall meet or exceed the values indicated in the Canadian Landscape Standard (CLS). Original PDP comment refers to BCLNA best practice which has been superseded by the CLS.

Landscape Plans are to adhere to Park Development Standards and are subject to approval by the Park Board General Manager.

Overall park planting schedule and plan is to be reflective of a broader, unified, planting palette, and is subject to review and approval by the Park Board General Manager.

A park-wide planting approach should be developed in tandem with Park Board staff. The planting approach and palette will need to consider an ecosystem-based approach while recognizing the on-structure setting. The broader plan should consider ecological succession in this setting. Park Board staff cannot review the planting plan for this application until a broader plan has been developed and approved, and the park boundary is clearly indicated on all landscape drawings.

See also Recommended condition [1.11](#), Standard Landscape condition [A.1.19](#), and Standard Park Board conditions [A.1.41](#), [A.1.52](#), and [A.1.61](#).

- A.1.46 [Repeat PDP Condition A.1.55] *design development to explore potential sustainable reuse of trees removed on site in potential building design elements where possible;*

Note to Applicant: *The majority of on-site trees were never planted with the intention of being transplanted and retention may be largely impractical due to anticipated complications with existing root systems and viability/long-term health of trees if moved. Staff however, encourage the applicant to explore methods where sustainable re-use is possible, i.e. design elements, building features, etc.*

- A.1.47 confirmation that the applicant team will continue to work with Park Board and Cultural Services staff to develop the design of the “Summer House” Pavilion, and provision of the following:

- i. refine/revisit the square massing of the Pavilion structure to better integrate it into the organic character of the greater development and park;
- ii. loading by truck at park level for event and stage set-up material;
- iii. power and lighting capacity at the stage;
- iv. secured storage at stage level of a minimum 140 ft²;
- v. removable truss for front of stage lighting;
- vi. surface/floor of stage is to be durable and smooth to a level appropriate for performances;
- vii. minimized impact of the glass wall directly behind the stage;

Note to Applicant: Consider reducing the size of the glass wall or installing a high quality retractable curtain to provide a more suitable backdrop for performances.

- viii. no fall heights from the top of the stage perimeter wall are to exceed 2 ft.; and
- ix. exterior surface materials of stage and connected walkways are to be clearly identified on landscape plans.

Note to Applicant: Given the complexity of infrastructure needed to support the “Summer House” Pavilion stage, the applicant is to continue to work with Park Board and Cultural Services staff beyond the issuance of DP-2 to further refine the design of this performance space. See also Standard Cultural Services condition [A.1.71](#).

- A.1.48 design development to increase the proposed tree spacing in the “Woodland” to allow for shrub/understory planting that is free of coniferous canopy cover, to prevent future overgrowth and subsequent excessive removal and waste of trees, and to alleviate potential CPTED concerns associated with dense planting;

Note to Applicant: Greater balance is needed between the desire for a “day-one” full forest effect, CPTED concerns, and long term viability of plant material. See also Recommended condition [1.5](#) and Standard Landscape condition [A.1.20](#).

- A.1.49 design development to set back trees from the “Woodland” path to allow for a shrub and ground cover buffer, and to create a stratified transition from the path edges to the tree line;

- A.1.50 confirmation that coniferous trees are placed so that spread of trees does not interfere with adjacent circulation;

Note to Applicant: For example, PM-2 Douglas Fir trees shown on sheet L3.0a are in very close proximity to adjacent bike path/sidewalks/roads.

- A.1.51 further general refinement of the tree and plant palette;

Note to Applicant: The applicant is to continue to work with VPB staff to refine tree and shrub species as part of the ongoing Park Design Workshops;

- A.1.52 provision of irrigation plans for all Park softscape areas;

Note to Applicant: All Park planted areas (including sod) are to be irrigated with a high-efficiency irrigation system. Indication of drip and spray areas using hatches is acceptable. Individual spray heads and other specific components do not need to be shown at the DP stage.

- A.1.53 provision of a park boundary that is drafted at a consistent offset from adjacent buildings and/or logically follow the edge of prominent features or transitions in the landscape;

Note to Applicant: Staff realize changes have occurred to meet the 9 acre park area requirement, however, in addition to satisfying the area requirement, the boundary must ultimately be logically located so as to be identifiable in the field and legible to park users. See also Recommended condition 1.11 and Standard Park Board conditions A.1.41, A.1.45, and A.1.61.

- A.1.54 provision of handrails for all portions of the “Woodland” stairs that align with each other from the topmost step at park level to the bottommost at sidewalk level;

Note to Applicant: Drawings show isolated segments of the “Woodland” stairs that do not have handrails indicated. Intent is that a visually impaired person or other mobility challenged user will not be at risk of finding themselves on a portion of stair with no access to a handrail. When leaving one set of stairs and crossing the landings, the location of the next handrail (where not a continuous single railing) should be predictable and easily accessible to such users. See also Standard Park Board conditions A.1.55 and A.1.57.

- A.1.55 confirmation that all exterior stairs and sloped walkways equal to or greater than 5% are to have handrails and tactile warning strips clearly indicated on the drawings, and are to be designed in accordance with the current Vancouver Building By-law;

Note to Applicant: See also Standard Park Board conditions A.1.54 and A.1.57.

- A.1.56 design development to all hardscaped park areas to direct water to surface area drains and/or trench drains connected to the building’s storm system;

Note to Applicant: Landscape plans indicate crowned park paths that direct water to the edge of adjacent planted areas. Planted areas will not provide effective management of surface water and will result in the accumulation of water at the edges of the path.

- A.1.57 provision of all guardrails and fences clearly drawn on landscape plans, along with typical elevation panel details;

Note to Applicant: See also Standard Park Board conditions A.1.54 and A.1.55.

A.1.58 provision of preliminary elevations/details of the “Woodland” Pods and trellises for staff review;

Note to Applicant: See also Recommended condition 1.6.

A.1.59 revision to bench slabs at “Pocket Park” (L2.0) by raising them relative to adjacent paving to the east to reduce risk to wheelchair users;

Note to Applicant: Topmost step is currently flush at 87.75m, and shall be raised to create a “wheel-stop” for the safety of wheelchair users.

A.1.60 confirmation that park furnishings are to be selected through a Park Board involved process;

A.1.61 provision of “Pocket Park” boundary clearly indicated on the landscape plans;

Note to Applicant: Boundary shall follow a logical, defined edge and not cut through benches or other elements. See also Recommended condition 1.11 and Standard Park Board conditions A.1.41, A.1.45, and A.1.52.

A.1.62 clarification of the sod and shrub planting areas within the “Pocket Park”;

Note to Applicant: The shrub planting shown on sheet L3.06 currently conflicts with the sod lawn area and shall be revised to clearly differentiate between sod and shrub planting.

A.1.63 revision to drawings to clearly indicate paving patterns and materials, including decking, darker and lighter tones, callouts, or tags etc.;

A.1.64 revision to Tree ID tags to clearly callout tree species at each individual location;

A.1.65 provision of crop of landscape drawings clearly indicated on the key plan of each sheet;

A.1.66 indication of park office sink, tables, desks, and fridge on sheet 20-10319 to verify required layout and usage can be accommodated;

Crime Prevention Through Environmental Design (CPTED) Conditions

A.1.67 incorporation of CPTED principles, as follows:

i. ensure natural surveillance throughout pedestrian realm including underground parking, with glazing into publicly accessible areas such as elevator lobbies, stairs, and storage rooms;

ii. careful spacing of large planting in the “Woodland” Park;

Note to Applicant: See also Recommended condition 1.4 and Standard Landscape condition A.1.18.

iii. pedestrian-scaled lighting to improve safety and security around the building;

iv. underground parking to have 24 hour lighting and walls painted preferably in a light colour;

v. avoid hidden alcoves and concealed spaces along the streets and underground;

vi. reduce opportunities for graffiti around the building, use graffiti deterrent paint, and lighten colour of blank facades along base; and

- vii. incorporate openings along the lane elevation for natural light to the parkade where possible.

Affordable Housing Conditions

A.1.68 [Repeat PDP Condition A. 1.59] *design development of the market strata housing units to meet the intent of the High Density Housing for Families with Children Guidelines to the satisfaction of the Director of Affordable Housing, by providing the following:*

- i. *improved design and layout of 2-bedroom and 3-bedroom units with consideration of the following:*
 - a. *suitability for family housing; and*
 - b. *maximize the location of these units within the first 8 floors of grade or a podium level and optimize the number of these units with direct physical or visual access to grade or podium outdoor space.*

Note to Applicant: *A minimum of 35% of family units, including 2-bedroom (25%) and 3-bedroom (10%) units for market strata units shall be provided to comply with Family Room: Housing Mix Policy for Rezoning Projects. Refer to the High Density for Families with Children Guidelines for further details.*

A.1.69 design development of the indoor and outdoor amenity spaces to ensure the following for residents;

- i. indoor amenity area to be adjacent to an outdoor amenity area;
- ii. indoor amenity to include a kitchenette, storage closet and accessible washroom equipped with baby change table; and
- iii. outdoor amenity to include a rooftop outdoor common area for residents including a play area suitable for a range of opportunities for creative and motor-skills development for children over a range of ages.

Note to Applicant: Refer to the *High Density Housing for Families with Children Guidelines* for further details. Label different uses in the outdoor amenity area.

A.1.70 design development to include planters in the common outdoor area, which would be suitable for urban agricultural activity by residents and to include the necessary supporting infrastructure to support such activity by residents (yard waste composter, a potting bench, tool storage closet or chest, irrigation system/hose);

Cultural Services Conditions

A.1.71 design development to ensure building design and materials (glazing, wall details, etc.) will reduce interior noise levels as much as possible from anticipated events in the adjacent park activity zone and outdoor performance spaces which may produce high levels of sound;

Note to Applicant: See also Standard Park Board conditions [A.1.37](#) and [A.1.47](#).

A.2 Standard Engineering Conditions

- A.2.1 [Repeat PDP Condition A.2.2] *provision of a well feasibility study and access to the groundwater source at the site including all necessary infrastructure to draw from the source from City street;*

Note to Applicant: A “No Development” Section 219 Covenant has been registered on title of the Oakridge development, to be discharged at such time upon the owner providing the completed study and entering into legal agreements as determined necessary by the General Manager of Engineering Services and the Director of Legal Services.

- A.2.2 [Repeat PDP Condition A.2.5] *arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services, and the Approving Officer for the dedication as road of the following:*

- i. *the “New Street”- an 8.0 m wide strip adjacent to the westerly perimeter of the site from West 41st Avenue to West 45th Avenue; and*
- ii. *the panhandle portion of the site (being all that part located between the New Street and West 45th Avenue lying between Strata LMS1751 and Lot 6, Plan 19924.*

Note to Applicant: A subdivision [New] application has been made “SD-2018-00059” to effect the dedication.

- A.2.3 provision of a Letter of Credit to secure the Owner’s Works as listed in the Services Agreement for Oakridge to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: These buildings trigger portions of the Owner’s Works, which include but are not limited to the following:

- i. construction of new traffic signals at the following locations:
 - a. Cambie Street and West 42nd/West 43rd Avenue entrance;
 - b. Cambie Street and West 43rd Avenue; and
 - c. Cambie Street and West 44th Avenue.
 - ii. removal of the existing traffic signal and related infrastructure at the intersection of Cambie Street and the current mall access between West 43rd Avenue and West 44th Avenue;
 - iii. improvements to the Cambie Street access at West 42nd Avenue;
 - iv. reconstruction of Cambie Street from West 41st Avenue to West 45th Avenue and West 45th Avenue from Cambie Street to Tisdall Street;
 - v. upgrade and optimization of traffic signals at Cambie Street and West 41st Avenue and Cambie Street and West 45th Avenue;
 - vi. provision of Public Realm improvements to the Cambie Street and West 42nd Avenue and the Cambie Street and West 44th Avenue intersections, generally consistent with the Cambie Corridor Public Realm Plan; and
-

- vii. construction of the portion of New Street that is adjacent to the subject development permit area.

A.2.4 coordination of the site access at Cambie Street and West 44th Avenue with the approved City geometry and anticipated signal phasing;

Note to Applicant: A two lane outbound, one lane inbound cross section is currently being used for design by the City, which differs from the indicated outbound geometry. Future accommodation of a dual outbound left turn may not be feasible due to geometric constraints. Additional design coordination of offsite changes will be undertaken under a separate process.

A.2.5 [Repeat PDP Condition A.2.23] *provision of an update to the landscape and/or site plan to reflect the public realm changes including all of the off-site improvements sought for this development application, [New] including the following:*

- i. development permit drawings shall reflect the latest City geometric design, Civil Design drawings and be coordinated with the Public Realm Plan;
- ii. confirmation that sidewalk paving on City property and within all sidewalk SRW areas shall be City standard light broom finish saw cut concrete;

Note to Applicant: Delete diagonal saw cuts and provide light broom finish, not sandblast finish, in all proposed "lobby sidewalk zones".

- iii. indication of the limits of each specialty paving area (A, B, C, and D) and standard concrete sidewalks;
- iv. provision of a standard barrier curb with drop ramps for pedestrian and bike crossing at all intersections;
- v. deletion of all bollards from City property and SRW areas;
- vi. provision of boulevard planting treatment consistent with Cambie Corridor Public Realm Plan;

Note to Applicant: Refer to boulevard planting guidelines in Sections 3.4 Street Frontage and 3.6 Complete Streets for treatment along commercial areas on Cambie Street.

- vii. provision of updated Landscape drawing that shows existing street furniture in Engineering ROW identified on the drawings;
- viii. update Landscape drawings to show the existing bus shelter and litterbin at the existing bus stop on Cambie Street with a note indicating existing bus stop to be relocated;

Note to Applicant: The City to provide details of the new bus stop location.

- ix. provision of the following statement on the Site Plan and Landscape Plan; "All existing street furniture in street right of way, including bus shelters, trash receptacles, bike racks, information maps and wayfinding signs on street Right of Way shall be protected or relocated to a new location to the satisfaction of the General Manager of Engineering Services and final location of proposed street furniture shall be confirmed with street furniture coordinator. All removal, relocation or installation of street furniture shall be by the City's street furniture contractor, and coordinated with City of Vancouver Street Furniture Coordinator. Notification is required a minimum of 8 weeks prior to

construction.”;

Note to Applicant: All costs associated with removal, relocation and installation of existing and new street furniture, including storage and re-location to or from a different site, shall be the responsibility of the developer.

- x. provision of 0.45m buffer of low groundcover in planting beds adjacent to sidewalks. Revise proposed planting of Buxus Green Velvet along sidewalks of West 45th Avenue and New Street with lower growing species;

Note to Applicant: No permanent irrigation system shall be installed in the street right of way.

- xi. confirmation that plants shall be planted in such a way as to maintain sightlines and not encroach on the sidewalk, street, lane, and/or bike lane according to City of Vancouver standards as follows:

- a. all plant material within the same continuous planting area which is located on street right of way within 10m, measured from the corner of an intersection, pedestrian crossing, entrance to a driveway or other conflict areas, shall not exceed a mature height of 0.6m, measured from the sidewalk;
- b. all plant material within the street right of way that is located outside of the areas described in the bullet above shall not exceed a mature height of 1m, measured from the sidewalk; and
- c. planting beds adjacent to sidewalks must have a 0.45m buffer of low groundcover.

Note to Applicant: Refer to City of Vancouver Boulevard Gardening Guidelines for more information on boulevard planting.

- xii. provision of the following changes to drawing L2.0:

- a. relocate mechanical vents outside of the SRW for pedestrian purposes;
- b. delete notes regarding “City Intersections and Driveway Crossings”;

Note to Applicant: Driveway crossing locations and intersections to be coordinated with the civil design process.

- c. provide continuous asphalt bike lane along the New Street including at the intersection of the High Street; and
- d. increase the sidewalk width on the north side of West 45th Avenue to the west of New Street, to a minimum of 2.14m (7 ft.) exclusive of treed areas.

- xiii. provision of the following changes to drawing L2.1:

- a. delete notes regarding “City Intersections and Driveway Crossings”;

Note to Applicant: Driveway crossing locations and intersections to be coordinated with the civil design process.

- b. delete planter walls from the SRW area in front of the residential lobby entrance on West 45th Avenue;
 - c. confirm the building does not encroach into the SRW; and
Note to Applicant: See also Standard Urban Design condition [A.1.1](#).
 - d. confirmation that door swings at the residential lobby entrance on West 45th Avenue do not encroach more than 0.31m (1 ft.) into the SRW area.
- xiv. provision of the following changes to drawing L2.3: and
- a. delete notes regarding “City Intersections and Driveway Crossings”;
Note to Applicant: Driveway crossing locations and intersections to be coordinated with the civil design process.
 - b. relocate or reorient bicycle parking in front on Buildings 6 and 7 so that parked bicycles are fully outside of the SRW area; and
 - c. provide standard asphalt bike lane and delete note under “City Sidewalk” referring to coloured concrete bike lanes.
- xv. provision of the following changes to drawing L2.4:
- a. delete notes regarding “City Intersections and Driveway Crossings”;
Note to Applicant: Driveway crossing locations and intersections to be coordinated with the civil design process.
 - b. delete the planter walls from the SRW area in front of residential lobby entrance on West 45th Avenue; and
 - c. confirmation that door swings at the residential lobby entrance on West 45th Avenue do not encroach more than 0.31m (1 ft.) into the SRW area.

Note to Applicant: See also Recommended condition [1.11](#), Standard Park Board condition [A.1.41](#), and Standard Engineering Services condition [A.2.6](#).

A.2.6 provision of updates to the Public Realm Plan as follows:

- i. all paving from the curb to the building face shall comply with the Cambie Corridor Public Realm Plan (CCPRP) and property lines shall not be marked with a material change;
Note to Applicant: “Coloured concrete bands and basalt bands should continue from sidewalk to building face in commercial areas. Property lines should not be marked with a material change, but should instead be consistent in treatment demarcated only by a construction joint. The banding treatment should also continue into mid-block active links. Basalt slabs will vary in lengths (approximately 0.75m), but should have a consistent 0.45m width. These paving patterns and accent bands should be consistently applied in all new developments”. Refer to 3.3.2 Banding Application on page 22 of the CCPRP.
- ii. paving patterns A, B, C, and D shall be provided at the locations specified in the Plan;

Note to Applicant: Refer to pages 20 and 21 of the CCPRP.

- iii. sidewalk materials shall be continuous as per the Plan in front of all residential and commercial building entrances;
Note to Applicant: Precast concrete paving proposed for sidewalk will not be accepted. "The simple palette of materials and consistent ground treatment will form a strong base for the pedestrian network of the Corridor". Refer to 3.3 Paving Strategy on page 20 of the CCPRP.
 - iv. provision of paving pattern D for sidewalks along the New Street including at the proposed minor plazas;
 - v. all bike lane paving shall be asphalt with the exception of areas noted in the Cambie Corridor Public Realm Plan, such as around Canada Line stations and in plazas;
Note to Applicant: "Where cycling lanes run adjacent to commercial spaces, coloured concrete bands should be integrated along the edge of the asphalt cycling surface. This added detail will signal arrival at a busier location and begin the transition to shared space".
"Where bike lanes cross a plaza or run adjacent to a plaza or Canada Line station, basalt banding or coloured concrete should act as the delineating material through these shared spaces. Bike lanes should transition from asphalt surfaces to concrete at these significant public spaces with the path of movement for cyclists delineated by material colours". Refer to 3.6.6 Complete Street: Plaza Transitions on page 34 of the CCPRP.
 - vi. all street paving shall be standard asphalt;
Note to Applicant: Delete all special paving proposed in the road surface.
 - vii. all sidewalks on West 41st Avenue, West 45th Avenue and Cambie Street shall be a minimum of 3.05m wide and free of all obstructions including benches, rocks, bike racks, trees, etc.;
Note to Applicant: See also Standard Urban Design condition **A.1.1**.
 - viii. all SRW areas shall be free of encroachments including, but not limited to, door swings in excess of 0.3m, benches, rocks, bike racks, walls, planters, stairs and mechanical vents;
Note to Applicant: See also Standard Urban Design condition **A.1.1**.
 - ix. bicycle parking shall be located fully on private property and outside of any SRW designated for pedestrian purposes;
Note to Applicant: Parked bicycles shall not encroach into any SRW areas.
 - x. delete all bollards from City property and SRW areas;
Note to Applicant: Any and all required bollard locations on City property or in the SRW areas shall be included in the City geometric design.
 - xi. road, bike lane, and sidewalk geometry shall be as per the latest City geometric design and corresponding civil design drawings;
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- xii. include bus shelters with bench seating and bus shelter locations that maintain accessibility for bus boarding and alighting taking into consideration the following:
 - i. typical bus shelter dimensions are approximately 4.3m long by 2.2m wide;
 - ii. bus shelters shall be a minimum of 1.8m from the curb;
 - iii. bus shelters shall be a maximum of 9m from the bus ID pole; and
 - iv. a minimum of 3m width direct clear path from the bus ID pole to the sidewalk to allow for ramp deployment and access to the front doors of the bus.
- xiii. plant species shall be consistent with Cambie Corridor Public Realm Plan;

Note to Applicant: Refer to Section 4.1.4.2 Oakridge for species recommendations. Reference sheet L3.3.

- xiv. provide standard barrier curb with drop ramps for pedestrian and bike crossing at all intersections and crossings unless otherwise specified on the geometric design.

Note to Applicant: See also Recommended condition **1.11**, Standard Park Board condition **A.1.41**, and Standard Engineering Services condition **A.2.5**.

- A.2.7 [Repeat PDP Condition A.2.24] *provision of crossing design to the satisfaction of the General Manager of Engineering Services;*

Note to Applicant: *Please review the City's Street Restoration Manual and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles street trees or underground utility is impacted by the crossing design and location. The final crossing design is to be clearly noted on the plans prior to development permit issuance. A crossing application is required.*

- A.2.8 [Repeat PDP Condition A.2.25] *provision of confirmation that visitors to the park will be permitted to park in the commercial/retail portion of the parkade;*

- A.2.9 [Repeat PDP Condition A.2.26] *provision of additional information regarding the proposed TDM measures to ensure that the measures can be delivered, and make arrangements for legal agreements as may be required to secure their delivery, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services. Information includes [New] provision of an updated and complete Green Mobility Plan and provision and/or clarification of the following:*

- i. [New] additional detail for the Green Mobility package;
- ii. [New] additional information and clarification for the private and public car share provided on site;
- iii. [New] update the Green Mobility Plan to show all car share provided on site;

Note to Applicant: There are inconsistencies between the May 15, 2018 Oakridge Parking Strategy letter and the Bunt TDM Plan and Implementation report dated September 14, 2018.

- iv. [New] accommodation for one way car share as noted in the May 15, 2018 Oakridge Parking Strategy letter;
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- v. [New] agreements to secure the residential car share credits, the Transit credits and the Translink compass card credits as per the Green Mobility package; and
- vi. [New] a monitoring plan to observe and assess the success of the valet system including criteria to be applied to assess the success of the scheme, and data to be collected.

A.2.10 [Repeat PDP Condition A.2.27] *enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of [New] publicly accessible Shared Vehicle(s) and the provision and maintenance of Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:*

- i. *provision of the Shared Vehicle(s) to the development for a minimum period of 3 years;*
- ii. *enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the 2 Shared Vehicle(s);*
- iii. *provision and maintenance of the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;*
- iv. *make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);*
- v. *provision of security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;*
- vi. *registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and*
- vii. *provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.*

[New] Note to Applicant: The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.

Note to Applicant: *Shared vehicle spaces are required to be a minimum width of 2.9 m. The quantity and location of shared vehicles and spaces is to be confirmed.*

A.2.11 *enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of privately operated Shared Vehicle(s) and the provision and maintenance of publicly accessible Shared Vehicle Parking Space(s) for use exclusively by Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:*

- i. *provision of the Shared Vehicle(s) to the development for the life of the building;*
- ii. *enter into an agreement with a Shared Vehicle Organization or provision of a detailed operational plan for the Shared Vehicles, satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);*

- iii. provision and maintenance of the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
- iv. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
- v. provision of security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
- vi. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions.

Note to Applicant: Should the private shared vehicle scheme prove to be unsuccessful as contemplated in the operational plan, the number of vehicles be reduced below the agreed upon provision, and there be a desire by a Shared Vehicle Organization to provide publicly accessible shared vehicles at this location, the City may elect to make the shared vehicle spaces available to one or more Shared Vehicle Organizations and their members. As such, the location of the private shared vehicle fleet must contemplate the potential for future public accessibility and be located conveniently within the parkade. See also Standard Engineering Services condition **A.2.12**.

- A.2.12 relocation of the public and private shared vehicles to be in convenient and publicly accessible locations, or locations which are easily able to be converted to be publicly accessible, which would not require the use of valet services for parking or rely on tandem parking space configurations;

Note to Applicant: See also Standard Engineering Services condition **A.2.11**.

- A.2.13 [Repeat PDP Condition A.2.29] *provision of a traffic calming plan and construction of all recommended measures, in consultation with the surrounding neighbourhood and to the satisfaction of the General Manager of Engineering Services, for West 45th Avenue, the New Street, the lanes connecting to the New Street, Manson Street (north of West 41st Avenue), and any other locations identified by the General Manager of Engineering Services where new short-cutting may occur;*

- A.2.14 provision of additional information for the proposed Residential Valet Parking to the satisfaction of the General Manager of Engineering Services and Director of Legal Services:

- i. provision of a valet parking operational plan, outlining the conditions and steps to be taken in the event that the valet system is not viable in the long term, or the benefitting strata users no longer wish to participate in the valet system, including the following:
 - a. allocation of the by-law compliant parking spaces to each strata based on the strata's number of units as a share of the total number of residential units participating in the valet program, and with locations within the by-law compliant parking plan specified;
 - b. parkade changes to be constructed or deconstructed in order to facilitate self-parking for residents and visitors;
 - c. plans indicating the by-law compliant parking layout, signage and pavement markings;

- d. description of legal structures and process required to allow for dissolution of the valet parking system; and
- e. monitoring of the use of the valet parking and reporting to the City the following on an annual basis:
 - 1. The number of parking spaces rented each month in aggregate and by each building; and
 - 2. The number of valet parking events, i.e. the number of times residents access or park their vehicles each month.

A.2.15 make arrangements to enter into an off-site parking agreement with the various stratas, to which City is a party, securing at a minimum, the by-law required number of parking spaces within the residential parkade according to the valet operational plan for the exclusive use of that strata for in the event that the valet parking scheme is dissolved, and securing at a minimum, a number of spaces proportional to that stratas number of units as a share of the total number of residential units participating in the valet program while the valet scheme is active;

Note to Applicant: Since this is a unique situation, additional agreement of modifications to the above conditions may be required as part of the development of these agreements at the discretion of the City.

A.2.16 make arrangements to enter into a covenant with the City to maintain the areas indicated as resident parking on the approved development permit drawings for the exclusive use of residents and their visitors of the stratas benefiting from the off-site parking agreement;

Note to Applicant: Since this is a unique situation, additional agreement of modifications to the above conditions may be required as part of the development of these agreements at the discretion of the City.

A.2.17 [Repeat PDP Condition A.2.42] *provision of an updated Technical Table and Traffic Study to show the minimum and maximum required parking, loading, and bicycle spaces and the most current number of spaces being provided, [New] providing and/or demonstrating the following:*

- i. updated drawings, booklets and studies to show consistent data for the parking, loading and bicycle parking provided on site;
- ii. a loading breakdown for the Project Statistics by Development Permit sheet AH-00-004 and an Overall Loading Breakdown table for the DP-2 Project Data sheet AH-00-003;

Note to Applicant: Breakdown shall be provided per building, with the loading bays for shared use and loading relaxations requested.

- iii. updated bicycle calculation tables on drawing AH-00-002 to show the breakdown of the Class A bicycle parking required and proposed for each residential building as well as an additional provision of Class A bicycle parking spaces equivalent to approximately two bicycle silos or 300 spaces, for in the event of a silo not being in operation;

Note to Applicant: See also Standard Engineering Services condition **A.2.19**.

- iv. updated drawings that show the 25 residential car share spaces shown on the technical table to meet residential parking requirements;

- v. technical tables that reflect the proposed number of by-law compliant parking spaces for the office use;

Note to Applicant: Tandem spaces do not count towards meeting office parking requirements for the site.

- vi. identification of the office assist valet operations including managing pick-up and drop-off during peak hours and identification of pick-up/drop-off locations;

- vii. additional information regarding the self-serve residential tandem parking for Phase 1 and Phase 2 construction;

Note to Applicant: Tandem spaces as part of the by-law compliant parking layout are counted as a single space towards meeting by-law requirements.

- viii. a parking plan indicating the proposed valet parking layout in addition to those with a by-law compliant layout;

Note to Applicant: While the parking levels must be designed such that they accommodate the by-law required number of spaces in a by-law compliant layout, it is understood that there is a desire to operate a valet parking scheme with additional parking spaces through tandem parking. A dimensioned plan indicating this layout is required to assess accessibility criteria for vehicle and bicycle parking. See also Standard Development Review Branch condition [A.1.15](#).

- ix. an updated, consolidated TAMS that includes the following information:

- i. an updated Traffic Study including analysis to date;
- ii. updates to tables and exhibits with current parking, loading and bicycle parking required and proposed;
- iii. updates to the proposed bike storage locations, Appendix A; and
- iv. manoeuvring diagrams for ramps and accesses, loading bays and solid waste operations.

Note to Applicant: All columns to be shown on the drawings and ramp diagrams to show two-way flow. Of particular concern are the manoeuvres into the Safeway loading area, Building 5 and Building 8 shared loading bays. Long reverse manoeuvring and manoeuvring across drive aisles shall be eliminated.

- x. an updated Loading Strategy that includes the following information:

- i. a table that shows the overall required and proposed number of loading bays for the site and the number of loading bays proposed for each building including which bays are shared;
- ii. an overall plan that shows all of the loading bays and the convenient stair-free loading routes from the loading bays to the intended uses;

Note to Applicant: The loading bays and elevators to be individually labelled on the drawings.

- iii. confirmation of loading requirements and loading routes for the fitness centre and the “Summer House” Pavilion; and
- iv. a Loading Management Plan with details of loading manager/dock manager operations, anticipated scheduling, communications, protocol and how unscheduled deliveries are to be managed.
- xi. provision of plan drawings that show and label the access routes from the residential, retail and office loading areas to the respective elevators; and
- xii. section drawings through all loading courts with the minimum vertical clearance dimensioned on the drawings.

Note to Applicant: Proposed overhead gates to be shown on the drawings with the minimum vertical clearances dimensioned at the overhead gates.

Note to Applicant: See also Standard Development Review Branch condition **A.1.14**.

A.2.18 [Repeat PDP Condition A.2.47] *design development to improve the parkade layout and access design and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services by providing or performing the following:*

- i. resolution of conflicts between columns and drive aisles throughout the parking and loading levels [New] including the following locations:
 - i. Level P1: 2 columns at the top of the split ramp (see gridlines C24 at CL and CM);
 - ii. Level P2: 2 columns under the split ramp (see gridlines C24 at CL and CM), 3 columns in front of the food court Class C loading bays and in front of the compactor Class B loading bays (see gridlines DE and DF at D8 and D9), one column at the bottom of the main parkade ramp (See gridline D12 at CN); and
 - iii. Level P3: gridlines D8 near DD, DE near D9 and at DF/ D12.
- ii. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, access service corridors and security gates;

Note to Applicant: These clearances must consider mechanical projections and built obstructions such as sprinkler equipment. Sufficient information to understand and confirm the clearances along the path to loading spaces and accessible parking spaces is required.

- iii. additional design elevations throughout the parking levels, both sides of ramps, accesses and drive aisles and at all break points, loading bays, accessible spaces, etc. as required, in order to determine compliance with slope requirements and vertical clearance requirements;

Note to Applicant: The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

- iv. 7.5% to 10% transition ramps, at least 4m in length, to be provided at the bottom of ramps with 15% slopes;

Note to Applicant: Refer to the circulation ramp from P1 to P3.

v. confirmation of slopes shown on the south circulation ramp for the circulation from P2 to P3 and at the top of the split ramp on P1;

vi. provision of a 6.1m drive aisle width at the split level ramp for two way flow to access the retail spaces on P2;

Note to Applicant: Refer to CL, CM, C25, and C26.

vii. confirmation of a minimum 2.3m headroom to all accessible parking spaces;

Note to Applicant: Section drawings are required of the parking levels and 2.3m headroom to be noted at all accessible spaces.

viii. Label and mark areas of minimum vertical clearance on the drawings;

ix. a minimum of 2.6m stall width for small car parking stalls adjacent to a wall or column setback more than 4 ft. from either end of the stall;

Note to Applicant: For example, space P3 R63.

x. a minimum of 2.7m stall width for standard parking stalls adjacent to a wall or a column setback more than 4 ft. from either end of the stall;

Note to Applicant: For example, spaces P3 R180, P3 R190, and P3 R291.

xi. a minimum of 2.9m stall width for standard parking stalls adjacent to two walls or columns setback more than 4 ft., and single module stalls with columns, walls or other obstructions more than 4 ft. from either end of the stall;

Note to Applicant: For example, space P3 R208.

xii. 1 ft. column setbacks from the drive aisle for single module parking stalls;

xiii. parking curbs for perpendicular stalls and stalls adjacent to access aisles;

Note to Applicant: For example, spaces P3 R332 and P3 R333.

xiv. note all overhead gates on the drawings;

xv. updated drawings to indicate pavement markings and signage to clarify circulation routes and vehicle priority through the parking areas;

Note to Applicant: A detailed design of signage and pavement markings is not required.

xvi. elimination of conflicts between parking spaces and access to elevators, stairways and utility rooms;

Note to Applicant: For example, Level P1, zone 21, gridlines CE and C21.

xvii. confirmation that manoeuvring aisles do not exceed a 5% slope;

Note to Applicant: For example, refer to Level P2, zone 23, gridlines DG and D10.

xviii. secure residential parking as per by-law;

Note to Applicant: End of trip facilities and retail Class A bicycle parking may need to be relocated to the upper parking levels or additional doors added to maintain security. The residential overhead gates shall be shown and noted on the drawings.

- xix. relocate accessible parking spaces in close proximity to elevator cores for improved access;

Note to Applicant: For example, refer to stall P3 R2.

- xx. confirmation of suitable access to storage lockers on P3, zone 21;

- xxi. correction of parking stall inconsistencies between drawing AH-00-010 and AH-20-06021; and

Note to Applicant: Refer to parking stall P3R117.

- xxii. resolution of inconsistencies between drawings Level P1, zone 18 and Level P1, zone 19 at stairwell 15A, P118-301.

Note to Applicant: Corridors and door are not shown on some drawings.

Note to Applicant: See also Standard Development Review Branch condition [A.1.15](#).

A.2.19 design development to improve access and design of bicycle parking and ensure compliance with the Bicycle Parking Design Supplement by providing or performing the following:

- i. plans indicating the allocation of 30% of the required Class A bicycle spaces to be provided as “traditional” horizontal spaces including consideration of security requirements and ensuring convenience;

Note to Applicant: This is required for each of the land uses with access to mechanical parking.

- ii. plans indicating a minimum of 5% of all Class A bicycle parking spaces to be provided as oversized spaces as defined in the Parking By-law;
- iii. plans indicating provision of additional Class A bicycle parking spaces equivalent to approximately two bicycle silos or 300 spaces, for in the event of a silo not being in operation including convenient access to all land uses using the mechanical bike parking;

Note to Applicant: See also Standard Engineering Services condition [A.2.17](#).

- iv. plan drawings that show the convenient stair-free access routes for the “traditional” Class A bicycle spaces to reach the outside;

Note to Applicant: Refer to Appendix A of TAMS. Access routes must be clear of the main vehicle accesses since volumes are expected to be considerable. For this development permit, a minimum of 1 silo of Class A bicycle parking capacity is to be provided.

- v. elimination of vertical Class A bicycle spaces;

Note to Applicant: Based on provision of up to 70% of Class A bicycle parking in silos, the “traditional” Class A bicycle parking, including the extra capacity above and beyond

the by-law requirements, may not be stacked or vertical.

- vi. label the bicycle elevators on the drawings;
- vii. confirmation of a suitable door width for the at-grade stair-free access to the bicycle elevator shown on Level 1, zone 19;
- viii. indication on the drawings that all elevators for Class A bicycle access to have dedicated call buttons for bicycle use;
- ix. indication of alcoves for the bike room access off the vehicle parking ramp and manoeuvring aisle;

Note to Applicant: For example, refer to P125-305B, Level P1, zone 26.

- x. confirmation that delayed installation of Bike Silo P3-E5, Level P1, zone 21, does not create a Class A bicycle parking shortfall for DP-2 and subsequent DP's;
- xi. show and label bike servicing space as noted in the Green Mobility plan;
- xii. Class A bicycle locker sizes that are compliant with Section 6 of the by-law;

Note to Applicant: For example, refer to P123-35, Level P1, zone 26.

- xiii. confirmation that residential access is provided to the bicycle elevator on Level P3;

Note to Applicant: Access to this elevator is through the retail Class A bicycle parking and end of trip facilities.

Note to Applicant: See also Standard Development Review Branch condition **A.1.13**.

A.2.20 design development to improve access and design of loading spaces and ensure compliance with the Parking and Loading Design Supplement by providing or performing the following:

- i. adequate unloading area for the shared use Class B loading bays for Building 5, (Level P1, zone 19) and for Building 8 (Level P2, zone 22);

Note to Applicant: An unloading space of 1.8m with stair-free access to the intended uses would be considered sufficient.

- ii. additional bay width for groups of multiple Class B loading bays with less than 7.6m manoeuvring aisle width;
- iii. loading bays to be numbered on the drawings;
- iv. Class B loading for the retail and residential uses in Building 8;

Note to Applicant: The two Class B loading bays are located in front of the solid waste overhead doors and block access to the perimeter route. Class B loading bays shall be independent of the solid waste/compactor operations. See Level P2, zone 22.

- v. a 6.6m manoeuvring aisle width for access to the 3 Class A loading bays on Level P2, zone 23; and

Note to Applicant: The solid waste pick up bays block access to these loading spaces.

- vi. relocation of columns and guard rail(s) encroaching into required manoeuvring areas for the Class C loading in the Safeway load court.

Note to Applicant: Turn tracks are required. An unloading space of 1.8m with stair-free access to the intended uses would be considered sufficient. There are many potential issues with the loading court located under the Safeway. Additional conditions may apply once tracking for all spaces can be provided. Independent departure and arrival for all loading spaces is necessary.

Note to Applicant: See also Standard Development Review Branch condition **A.1.12**.

- A.2.21 provision of a PBS station to the satisfaction of the General Manager of Engineering Services by performing the following:

- i. show the full PBS space as a bold or dashed outline and label on the drawings;
- ii. remove all images/depictions of the PBS station including docking points, bikes, kiosks, etc. from all drawings;
- iii. remove text labelling the number of bikes “Bike Share – 26 stalls”;
- iv. show the full dimension of the PBS space on the drawing;

Note to Applicant: The proposed size of the PBS station as shown is 19m x 4m. This is larger than the size required at this location as per the approved rezoning conditions. Engineering does not object to the larger PBS station footprint.

- v. provision of a PBS station location that is provided fully on private property and is not in conflict with the pedestrian travel path on the sidewalk. (See Drawing AH 10-101/L2.0);

Note to Applicant: The proposed location is mostly within City ROW. Preference is for the station to be located in proximity to the bike lane along New Street west of the South Plaza (near Building 9).

- vi. a PBS space that is free and clear of all in-ground utility access points, including grates, vents, drains, etc.;

Note to Applicant: A portion of the PBS space as shown in the proposed location overlaps with two mechanical exhaust vents.

- vii. spot elevations at the four corners of the PBS space to calculate grades; and
- viii. updated drawings to show and label the location of the electrical connection for PBS power.

- A.2.22 deletion of the portion of glass “skin” which touches ground just south of the parkade entrance on Cambie Street at West 44th Avenue within the 4.2m sidewalk SRW on pages 20-10123 & 57-011 and elimination of a tunnel like sidewalk condition;

- A.2.23 provision of Shared Use Loading Agreements to the satisfaction of the General Manager of Engineering Services for the Class B loading space(s) between the commercial use and residential use (in Buildings 5, 6, 7 and 8) and label the space(s) respectively as (“Residential, Office and Commercial Loading”);

Note to Applicant: Building 5 is not part of DP-2 however shared loading for Building 5 has been identified on the drawings for DP-2. See Level P1, zone 19.

- A.2.24 provision of building grades to reflect the final road design;
- A.2.25 [Repeat PDP Condition A.2.51] *all plantings on street Right of Way(s) shall be maintained by the adjacent property owner. An encroachment agreement will be required to ensure the property owner is responsible for maintaining plantings in the street right of way;*
- A.2.26 provision of the following statement on the landscape plan; This plan is “NOT FOR CONSTRUCTION” and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property;

Note to Applicant: No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.

- A.2.27 prior to development permit issuance, the applicant will be required to enter into an agreement securing the use of bicycle parking for residents according to the requirements for each building, including access to overflow bicycle parking as required in the event that the mechanical bicycle parking is not in operation;

Note to Applicant: Confirmation of the ownership of the 30% traditional Class A bicycle parking is required. If the overflow parking is not intended to be owned by the Strata, then the agreement will need to include this parking as well. This agreement will specify that the residents will not be responsible for recurring fees related to the bicycle parking.

- A.2.28 prior to development permit issuance, the applicant will be required to enter into an agreement securing the use of bicycle parking for employees without recurring fees;
- A.2.29 prior to development permit issuance, provision of documents demonstrating the project is on track to achieve all requirements of the Green Buildings Policy for Rezoning (2016), to the satisfaction of the Director of Planning, as outlined in the bulletin Green Buildings Policy for Rezoning – Process and Requirements (April 2017, or as later amended);

Note to Applicant: The submission requirements for rezoning and development applications are detailed pages 17 and 18 of the above mentioned bulletin, and include a preliminary energy model, ZEBP Energy Checklist, embodied carbon calculation, and other documents.

- A.2.30 further coordination with Planning and Engineering staff with regard to integrated rainwater management plan (IRMP) to ensure the development is on track to meeting policy intent and targets;

Note to Applicant: Best management practices and green infrastructure should be clearly labelled and indicated on the architectural and landscape plans. Further comments may be outstanding. See also Standard Engineering Services conditions [A.2.31](#) and [A.2.32](#).

- A.2.31 [Repeat PDP Condition A.2.16] *provision of a Rainwater Management Plan (RMP) that details how the rainwater management system meets the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in both the “Rezoning Policy for Sustainable Large Developments” and the “Green Buildings Policy for Rezoning” for retention, cleaning and safe conveyance, prepared by a subject matter expert (Engineer) and signed/sealed by same, taking into account and including the following: and*

- i. *the development offers tremendous opportunities for efficiencies related to the necessary infrastructure for rainwater management and other water (grey and black) reuse systems. An integrative and development-wide approach to rainwater management and the use of alternative water sources to minimize potable water use must be incorporated into the RMP;*

[New] Note to Applicant: Applicant to maximize opportunities for non-potable use of groundwater throughout the site to the greatest extent feasible, including car wash facility(ies), washing machines, water features, mop sinks and/or other appropriate uses. Further coordination with Planning and Engineering staff required to identify and assess non-potable uses at the site.

- ii. *clarification of runoff from all roadways, paths and other hard surfaces within the limits of the overall site;*
- iii. *runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained and treated on site (landscapes over native subsoils with appropriately sized topsoil meets the 24 mm retention requirement);*
- iv. *the RMP must prioritize methods of retention according to the three tiers as follows:*
 - a. *1st tier priority green infrastructure practices – Rainwater Harvesting for Reuse, Green Roofs, and Infiltration;*

[New] Note to Applicant: Applicant to maximize retention/infiltration of rainwater to increase the proportion of the site being managed by Tier 1 green infrastructure practices. Potential means of compliance include the use of blue-green roofs, stormwater tree trenches or other means. Further coordination with Engineering staff required to identify and assess additional Tier 1 green infrastructure opportunities.

- b. *2nd tier priority green infrastructure practices – Retention within non-infiltrating landscapes, including absorbent landscape on slab, closed bottom planter boxes, and lined bio-retention systems; and*
- c. *3rd tier priority green infrastructure practices – Detention storage with treatment and slow release.*

Note to Applicant: *More detailed justification and feasibility analysis as to why Tier 1 and Tier 2 are not achievable needs to be provided before Tier 3 options can be considered.*

- v. *surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24 mm of treatment beyond the first 24 mm retained (for a total of 48 mm treated);*
- vi. *water quality volume (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like roadways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard;*

Note to Applicant: *The following should be provided and confirmed for all proprietary devices:*

- a. *product information for all treatment practices; and*
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- b. *certification by TAPE - The Technology Assessment Protocol – Ecology Program, Washington State Department of Ecology’s process for evaluating and approving emerging rainwater treatment BMPs.*

Note to Applicant: *If other technologies are proposed, provide supporting information that shows the technology meets the standard.*

- vii. *the principle that distinct site areas that have large infiltration and/or storage capacity in some way compensate for those areas of the site that are impervious is not acceptable, without the runoff from the impervious areas being directed towards these absorbent areas;*
- viii. *where areas of growing medium do not have runoff directed on to them (from above) from adjacent impervious surfaces they shall be assumed to be receiving/treating/storing only the rainfall that falls directly on to them;*
- ix. *pre-development site plan showing orthophoto and existing drainage areas and appurtenances;*
- x. *a proposed site plan that delineates drainage areas, including the area measurements for pervious/impervious areas, and identifies appropriately sized green infrastructure practices for each of those areas;*

[New] Note to Applicant: include on the site plan the locations of the proposed detention tanks, their catchment areas and connection points to the sewer.

- xi. *geotechnical study that evaluates the potential and risks for onsite rainwater infiltration with consideration of the following:*
- a. *infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate;*
- b. *soil stratigraphy;*
- c. *depth to bedrock and seasonally high groundwater; and*
- d. *assessment of infiltration risks such as slope stability and soil contamination.*

[New] Note to Applicant: A geotechnical study complete with infiltration testing has not been provided with draft Rainwater Management Plans submitted to date. Applicant to assess feasibility of infiltration along New Street, Cambie Street and West 41st Avenue. Further coordination with Engineering staff required to identify and assess additional Tier 1 green infrastructure opportunities on these streets.

- xii. *hydrologic and hydraulic analysis prepared by a qualified professional in the area of rainwater management showing how the site will meet the requirements of the Policy;*

[New] Note to Applicant: The City’s 2018 Engineering Design Manual (5.2.3) requires rainwater modelling for sites larger than 10 hectares. Undertake modelling of the existing and proposed conditions, providing a summary of results and copies of the models. The report should also include the design storms used to model the system. The modelling must simulate the performance of the green roofs and other landscaped areas during the peak events and evaluate their capacity to reduce peak flows. The consultant should

provide a description of the green roof modelling criteria, assumptions (e.g. antecedent conditions, soil permeability, etc.) and results.

- xiii. *if lower tier green infrastructure options are chosen, then justifications must be included in the RMP report;*
- xiv. *details on how the targets set out above will be achieved through the development phases and once all development phases are complete;*
Note to Applicant: *Each phase of development will trigger an updating of the RMP within the overall strategy for the site.*
- xv. *include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets;*
- xvi. *the plan and report must demonstrate that access has been provided for maintaining the rainwater management system, such as providing truck access for pumping out sediment traps; and*
- xvii. *maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.*

[New] **Note to Applicant:** See also Standard Engineering Services conditions [A.2.30](#) and [A.2.32](#).

- A.2.32 arrangements shall be made prior to issuance of the first Development Permit, and each successive Development Permit, to the satisfaction of General Manager of Engineering Services and the Director of Legal Services, to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems.

Note to Applicant: The approved rainwater management plan is attached as a schedule to the Rainwater Management Legal Agreement which registers the rainwater management features on title and requires them to be kept and maintained in perpetuity. See also Standard Engineering Services conditions [A.2.30](#) and [A.2.31](#).

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

- A.3.1 Provision of confirmation that the Remediation Agreement be signed and registered at the Land Title Office prior to the issuance of the Development Permit.
 - A.3.2 Provision of a Certificate of Compliance or Final Negative Determination from the Ministry of Environment and Climate Change (ENV) and compliance with the conditions of the Remediation Agreement prior to issuance of the Occupancy Permit.
 - A.3.3 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
 - A.3.4 Provision of a Waste Discharge Permit may be required for dewatering activities on the site.
 - A.3.5 Must comply with all relevant provincial Acts and Regulations (ie. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal By-laws (ie. Fire By-law, Sewer and Watercourse By-law).
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B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(December 20, 2019)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent to the site.

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

- B.2.6 Prior to building permit issuance, provision of all requirements for the chosen Low Carbon Energy System (LCES) pathway type, to the satisfaction of the Director of Planning and General Manager of Engineering Services, as outlined in the Low Carbon Energy Systems Policy (November 2017, or as later amended).

Note to Applicant: A “No Development” Section 219 Covenant relating to issuance of a Stage II Building Permit has been registered on title of the Oakridge development, to be discharged at such time upon the owner entering into legal agreements as determined necessary by the Director of Sustainability, General Manager of Engineering Services and the Director of Legal Services in order to meet the requirements of the Green Buildings Policy for Rezoning, including energy performance monitoring and reporting.

- B.2.7 Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- B.2.8 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road Right of Way.
- B.2.9 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.2.10 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
-