

CITY OF VANCOUVER
DEVELOPMENT SERVICES, BUILDINGS &
LICENSING

DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
June 13, 2018

FOR THE DEVELOPMENT PERMIT BOARD
July 23, 2018

650 West 41st Avenue (PRELIMINARY APPLICATION)
DP-2018-00166 – CD-1 (Pending)

PO'S/JMB/LEB/DL

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
A. Cheng, Engineering Services
D. Shearer, Park Board

Also Present:

P. O'Sullivan, Urban Design & Development Planning
D. Lee, Development Services
J. Bosnjak, Development Services
K. Amon/D. Hutch, Park Board
M. Vernooy, Affordable Housing
J. Turecki, Engineering Services
M. Thicke, Facilities Planning & Development
D. Leung/D. Bodner, Cultural Services
L. Beaulieu, Landscape

APPLICANT:

Henriquez Partners Architects
402 West Pender Street
Vancouver, BC
V6B 1T6

PROPERTY OWNER:

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

EXECUTIVE SUMMARY

- **Proposal:** To develop the site with a mixed-use development consisting of one and two levels of Retail and Office; 10 towers varying in heights of up to 44 storeys; 3 mid-rise buildings with Commercial, Office, and Residential Uses (including Social Housing, Market Rental, and Market units); a Civic Centre including, but not limited to, a new Community Centre, Library, Seniors' Centre, Cultural Spaces, and a Child Daycare Facility; and a 9-acre Park; all over three levels of underground parking.

**It is recognized that this Preliminary Development Permit (PDP) Application pertains 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, and seeks to provide general direction that will guide future Development Permit applications for each of the buildings identified in this PDP. The PDP will also serve as an important reference tool where several key aspects of the Oakridge Centre Redevelopment are identified and ultimately approved for further detailed design development. These would include, but are 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.*

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 Draft Oakridge Design Guidelines
<http://development.internal.vancouver.ca/oakridgedesignguidelines2018/index.htm>
Appendix G Park Concept Plan
<http://vancouver.ca/files/cov/oakridge-information-displays-may-2018.pdf>
Appendix H Proposed Sub-Areas Plan
Appendix I Proposed Revisions to Draft Oakridge Design Guidelines
Appendix J Building Number Reference Plan
Appendix K Draft Public Realm Plan
Appendix L Park Board Report: *Oakridge Redevelopment: Proposed Park Concept*
<https://parkboardmeetings.vancouver.ca/2018/index.htm>
Appendix M TransLink – Development Permit Application Commentary

• **Issues:**

1. Sufficient space for gathering in the Transit Plaza;
2. Shadowing onto the High Street;
3. Privacy for residential uses adjacent to public areas;
4. Perceived bulk along West 41st Avenue and Cambie Street;
5. Massing within the Public Realm; and
6. Life-safety concerns with sub-ground commercial performance venue.

• **Urban Design Panel: SUPPORT**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE IN PRINCIPLE Development Application No. **DP-2018-00166** submitted, the plans and information forming a part thereof, thereby permitting the development of a mixed-use development consisting of one and two levels of Retail and Office; 10 towers varying in heights of up to 44 storeys; 3 mid-rise buildings with Commercial, Office, and Residential Uses (including Social Housing, Market Rental, and Market units); a Civic Centre containing a new Community Centre, Library, Seniors' Centre, Cultural Spaces, and a Child Daycare Facility; and a 9-acre Park; all over three levels of underground parking, subject to the following conditions and enactment of the CD-1 By-law and approval of the Form of Development:

1.0 Prior to the consideration by the Development Permit Board of the first related complete development application for Oakridge Centre and each subsequent development application, and a decision on those applications, the applicant is to satisfactorily address the following:

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, General Manager of Engineering Services, General Manager of Real Estate and Facilities Management, and General Manager of Arts, Culture and Community 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;

Note to Applicant: See also Standard Development Review Branch conditions **A.1.9**, **A.1.10**, **A.1.11**, and **A.1.12**.

- ii. provision and confirmation of park boundary extents and total park area calculation for approval by General Manager of the Vancouver Board of Parks and Recreation;
- iii. an Operations Management Plan illustrating how public access to and through the shopping centre, the High Street and the park is managed and reconciled through the hours of the day;

Note to Applicant: See also Recommended condition **1.10** and Standard Park Board condition **A.1.41**.

- iv. a phased "Construction Management Plan" outlining the following:

- a. methods for the retention of existing landscapes and trees during construction; and

Note to Applicant: The Plan should be coordinated with the Tree Management Plan, and should include, but not be limited to, the location of construction materials, temporary structures, utilities, site access, development phasing and temporary irrigation. See also Standard Landscape condition **A.1.25**.

- b. timing/phasing/location of all construction activities in proximity of the Child Daycare Facility with consideration to the Childcare Facilities Construction Protocol.

Note to Applicant: The intention of this is to reduce any potential negative impacts from construction activities to the Child Daycare Facility. A crane-swing plan should be provided as part of this requirement.

- v. 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.

- vi. a provision that the Oakridge Design Guidelines be adopted by Council;
- vii. a Public Realm Plan that references, and is consistent with the Public Art Plan ensuring a legible and appropriate 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 furniture, paving, open space programming and design, lighting, utilities and pedestrian weather protection, signage/way-finding, and weather protection. In the event changes to the Public Realm Plan occur or are proposed, staff may request plan updates, as necessary, to be subject to review. For reference, see the Cambie Corridor Public Realm Plan, found here: <http://vancouver.ca/images/web/cambie-corridor/cambie-corridor-public-realm-plan.pdf>. Applicant should collaborate with Park Board staff to determine appropriate signage/wayfinding in and throughout the Park. Under the Parks Control By-law, the Park Board controls the regulation of advertising or signs in the park. See also Standard Park Board condition **A.1.48** and Standard Landscape conditions **A.1.15** and **A.1.27**.

- viii. a Public Art Plan detailing and refining the public art aims;

Note to Applicant: See also Standard Park Board condition **A.1.47**.

- ix. a construction access and traffic management plan.
- x. a circulation and wayfinding plan;
- xi. signage concept plan;
- xii. a lighting plan for the park; and

Note to Applicant: Consider CPTED principles and avoid any lighting that can cause glare to residents.

xiii. a CPTED plan.

- 1.2 provision of a completed groundwater management strategy to the satisfaction of the General Manager of Engineering Services;

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. The strategy shall detail, for both during and post construction, proposed extraction rates, any proposed infrastructure refurbishments and a groundwater disposal strategy. See also Standard Engineering Condition A.2.1.

- 1.3 significant design development to the transit plaza to improve its usability as a flexible open space for various activities;

Note to Applicant: The space should be a contiguous open area of rectangular or other shape having a convex boundary with a minimum of 1,000 square metres in size to host large social gatherings and celebrations. Locate amenities including seating, lighting, public art, trees, landscaping at the edges as much as possible to maximize the central area of contiguous open area as per the Cambie Corridor Public Realm Plan, found here: <http://vancouver.ca/images/web/cambie-corridor/cambie-corridor-public-realm-plan.pdf> . Minimize the scale and intrusion of Transit escalators and stairs from the transit level. Improve pedestrian penetration of the Transit plaza from West 41st Avenue. See also Recommended condition 1.4, Standard CPTED Condition A.1.79 and Standard Engineering Services condition A.2.3.

- 1.4 design development to the large central canopy in the Transit Plaza by performing/demonstrating the following:

- i. reduce its scale to minimize shadowing of the plaza;
- ii. relocate the support to minimize the scale of intrusions into the plaza; and

Note to Applicant: See also Recommended condition 1.3.

- iii. control of rainwater and snow buildup to prevent driplines or fall hazards.

Note to Applicant: See also Standard Engineering Services condition A.2.3.

- 1.5 design development to minimize building mass overhanging into the public realm adjacent to Cambie Street, West 41st Avenue, West 45th Avenue and New Street;

Note to Applicant: Weather protection on the Cambie Street, West 41st Avenue, and West 45th Avenue frontages is proposed to be integrated into the building form via draped and flared building mass that extends into walking surfaces of the public realm in some cases. The public realm along the east edge of New Street appears to be partially covered by balconies and projected cantilevers extending from the faces of Buildings 9, 10, and 11. The application does not specify the maximum horizontal overhang, and so the impacts cannot be understood. Staff will consider some projections for weather protection given that the proposed approach to the architecture, but will seek to minimize building mass that overhangs walking surfaces at each development permit application stage to maintain access to light and the desired public realm condition along these streets.

- 1.6 design development to Building 5 to reduce shadow impacts on the Transit Plaza;

Note to Applicant: Shadow studies provided suggest that Building 5 will cast shadows onto the plaza on the Equinox. Please provide additional shadow studies on the Equinox clearly indicating impacts of Building 5 on the Transit Plaza between 12:00pm and 2:00pm in 15 minute increments. Tower shaping may be required to minimize shadows onto the plaza.

- 1.7 design development to ensure that prominent retail frontages along West 41st Avenue, Cambie Street and other highly visible façades accomplish the following:

- i. prioritize transparency at the street level to allow for visibility into the store;
- ii. have considerable architectural expression and visual variety; and

Note to Applicant: There should be no blank walls facing any public view. Façades should wrap around the building at every corner visible to the public.

- iii. are permeable and inviting with entries and access to anchors from the street clearly defined and identifiable to the public.

- 1.8 design development to reduce apparent bulk of Buildings 3 and 4 including the connecting podium as viewed from the north; and Buildings 6 and 7 including the connecting podium as viewed from the east;

Note to Applicant: Add texture/materiality to the north façade for interest and reduce the scale of in-plane uninterrupted building face.

- 1.9 design development to maintain the general building forms, and architectural expression as illustrated and to maintain the high quality materials and level of detailing implied and necessary to accomplish and construct the proposed design aesthetic;

Note to Applicant: This includes the general sculptural qualities of form, the expression and tectonic language of the glazed veil, masks, reveals, skin/skeleton and modularity, resolution of curved glass with minimal use of facets, and photovoltaic panels integrated into roof elements. Confirmation shall be provided as a separate drawing sheet in the PDP application package for towers to not exceed average floorplate dimensions or podium datum line heights.

- 1.10 provision of Park Board approval must be obtained for the park design including all park pavilions and structures;

Note to Applicant: The park design must be approved by the Park Board following the Park Board-led public engagement process. If approved, further detailed design and the development of a Park Operations and Maintenance Agreement including, but not limited to, park maintenance, repair and replacement requirements as well as an understanding of the Park Board's role in inspections, operational control including event permitting and enforcement of park bylaws must be completed to the satisfaction of the General Manager of the Park Board. See also Recommended condition 1.1 and Standard Park Board condition A.1.41.

- 1.11 design development to maintain privacy for residential units located adjacent to public spaces, such as park spaces or public steps;

- 1.12 design development to the interface of the residential frontages of proposed buildings 9, 10, and 11 at ground level along New Street to enable private outdoor space for residential units and anysteps providing access to the units and their private open space;

Note to Applicant: All private outdoor space, railings, balconies, steps etc. serving the units should be located outside the Right-of-Way for New Street. The intent is to provide a degree of privacy for these ground level units while maintaining a welcoming expression to the street, i.e. avoid the need for occupants to close blinds to the sidewalk for privacy.

- 1.13 design development to maximize sun access to the High Street by performing the following:

- i. reducing the depth of the second storey cantilevered spaces; and
- ii. reconfiguring the massing of Building 8 to eliminate the overhang of the High Street.

Note to Applicant: Intent is to create a welcoming, appropriately scaled, and sunny public realm along the High Street.

- 1.14 design development to remove/relocate mechanical equipment serving the site at large from City owned buildings as follows:

- i. generator from the roof of the Childcare at Building 1;
- ii. cooling tower from the roof of Building 2; and
- iii. meter room from Building 2.

Note to Applicant: Only mechanical equipment dedicated to the City airspace parcel is to be located on the rooftop and within the building envelope. Social Policy and Projects, and Community Care and Facility Licensing (CCFL) share concerns about noise, vibration, and air pollution impacts on the rooftop child daycare. Other concerns include but are not limited to access for maintenance and servicing, and reduction in useable space for Civic Centre and social housing program areas.

- 1.15 design development to the sub-ground commercial performance venue on the underground levels to address and resolve the significant life safety, egress and emergency response issues;

Note to Applicant: See also Building Review Branch Comments in [Appendix C](#).

- 1.16 design development to address and resolve the significant Building By-law issues (life safety, fire spread and emergency access and response) associated with the construction materials requirements;

Note to Applicant: The Building Review Branch does not support the proposed 'single building' approach. Provision of compliance with the VBBL is required. See also Building Review Branch Comments in [Appendix C](#).

- 2.0 That the standard conditions set out in **Appendix A** be met prior to the issuance of the first 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:** The applicant should note that staff do not carry out detailed technical reviews on Preliminary Development Permit Applications. Figures shown are as supplied by the applicant.

Technical review for:				650 W 41st Avenue			
Permitted/Required:				Proposed:			
¹ Site Size				Irregular			
¹ Site Area	114,384.70 m ²			114,384.70 m ²			
Use				Retail/Office/Civic Centre/Residential			
⁴ FSR	3.71			3.64			
² Floor Area	Total	424,367.0	m ²	Total	415,970.33	m ²	
	Max. Dwelling Use	256,541.0	m ²	Dwelling Area Total	256,532.93	m ²	
				Residential Market	215,318.83	m ²	
				Residential Rental	19,470.46	m ²	
				Residential Non-Market	21,743.64	m ²	
	Min. Grocery	3,716.0	m ²	Retail Total	119,194.01	m ²	
² Floor Area Exclusions	Min. Office	39,000.0	m ²	Office Total	40,243.39	m ²	
	Max. Open Balcony	30,784.92	m ²	Open balcony	30,784.92	m ²	
	Amenity	2,600.0	m ²	Amenity	2,600.00	m ²	
	Civic Centre	9,290.0	m ²	Civic Centre	9,364.32	m ²	
³ Height	Sub Area(s)	Max. Geodetic		Sub Area(s)	Max. Geodetic		
	1	143.9	m	1	143.9	m	
	2	166.3	m	2	166.3	m	
	3	191.9	m	3	191.9	m	
	4	N/A		4	N/A		
	5	213.2	m	5	213.2	m	
	6	186.3	m	6	186.3	m	
	7	191.9	m	7	191.9	m	
	8	149.0	m	8	149.0	m	
	9	116.0	m	9	116.0	m	
	10	127.2	m	10	127.2	m	
	11	115.4	m	11	115.4	m	
	12	194.9	m	12	194.9	m	
	13	221.5	m	13	221.5	m	
	14	184.2	m	14	184.2	m	
	15	112.9	m	15	112.9	m	
	14	118.2	m	16	118.2	m	
⁴ Parking	Dwelling(s): Min.	1919		Dwelling(s): Min.	-		
	Max.	2567		Max.	-		
	Min. Required:	1919		Proposed:	3108		
	Retail: Min.	2381		Retail: Standard	-		
	Min. Required:	2381		Proposed:	1518		
	Office: Min.	802		Office: Standard	-		
	Min. Required:	802		Proposed:	802		
	Civic Centre: Min.			Civic Centre: Standard	-		
⁵ Bicycle	Min. Required:			Proposed:	50		
	Total:	5102		Total:	5478		
	Class	A	B	Class	A	B	
	Retail:	238	6	Retail:	408	386	
	Office:	80	6	Office:	86	25	
⁵ Bicycle	Civic Centre:	19	6	Civic Centre:	21	55	
	Dwelling:	3185	6	Dwelling:	3202	20	
	Total:	3522	24	Total:	3717	486	

6 th Loading	Class	A	B	C	Class	A	B	C
	Retail:	-	52	2	Retail:	16	18	6
	Office:	6	4	-	Office:	2	6	-
	ivic Centre:	-	3	-	ivic Centre:	2	1	-
	Dwelling:	21	12	-	Dwelling:	7	7	-
	Total:	27	71	2	Total	27	32	6
Unit Mix					Unit Type			
					Market Units	1968	77%	
					Rental Units	290	11%	
					Non-Market Units	290	11%	
					Total:	2548	100%	

¹**Note on Site Size and Site Area:** Oakridge Centre is situated at the southwest corner of Cambie Street and West 41st Avenue. The Rezoning Site is 11.5 hectares (28.3 acres). The site is to consist of 14 Sub-Areas approximately as illustrated in Figure 1 of the Draft CD-1 By-law, solely for the purpose of allocating height.

²**Note on Floor Area and FSR:** The proposed FSR, Floor Area and Floor Area exclusions are figures provided by the applicant. More detailed drawings are required to complete the technical review.

³**Note on Height:** Building height on site must be measured in referenced to Geodetic Datum. Building height, measured to top of the roof slab above the uppermost habitable floor, excluding parapet wall, must not exceed the maximum heights set out in the table shown. In some cases, portions of the buildings may exceed the permitted maximum height by no more than 7.6 m if they can meet the conditions set out in Section 7.3. A new Sub-Areas Plan is provided in [Appendix H](#) and requires a text-amendment to the CD-1 By-law.

⁴**Note on Parking:** Parking is calculated for dwelling units as per Schedule C of the Parking By-law. The applicant has used Schedule C for the majority of the dwelling uses (Market) and Section 4.5.B1 for the remainder (Market Rental/Social Housing). Engineering has requested that the Social Housing be broken out as a separate calculation. The technical table shows the dwelling use parking calculated per Schedule C. All of the commercial parking was based on it being Retail. Applicant will need to clarify other uses (i.e. grocery store, restaurant and any other uses that are noted as retail) when calculating the commercial parking requirement. Civic Centre parking/pick-up and drop-off/loading/bicycles to be determined in consultation with Engineering Services and Facilities Planning and Development. Overall parking will have tandem valet spaces counted toward the parking maximum, but not toward the parking minimum. The parking numbers will be addressed in detail when each separate development application is received. See also Standard Engineering Services conditions [A.2.42](#), [A.2.43](#), [A.2.44](#), and [A.2.45](#) and Standard Facilities Planning and Development condition [A.1.69](#).

⁵**Note on Bicycle:** See Engineering commentary beginning on [page 17](#).

⁶**Note on Loading:** See Engineering commentary beginning on [page 17](#).

• **Legal Description**

Lot: 7
Block: 892
District Lot: 526
Plan: 20424

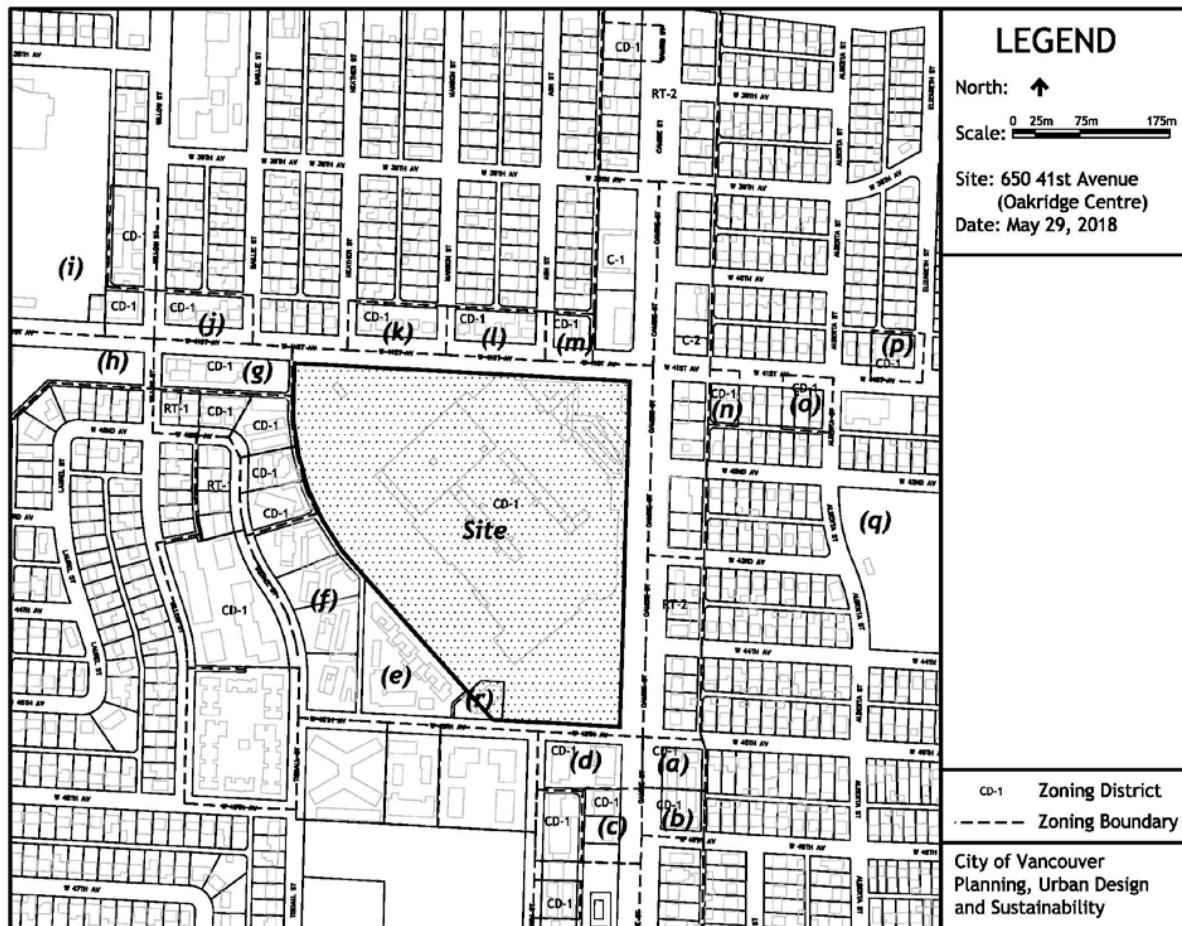
• **History of Application:**

18-02-26	Complete DP submitted
18-05-16	Urban Design Panel
18-06-01	Development Permit Staff Committee #1
18-06-13	Development Permit Staff Committee #2
18-06-27	Development Permit Staff Committee #3

• **Site:** The 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.

• **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 W 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 W 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 W 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 W 41st Avenue, residential development consisting of two 6-storey buildings, (c. 2016);
- l) 611 W 41st Avenue, 6-storey Seniors' Assisted Housing building, (c. 2014);
- m) Oakridge Lutheran Church, 585 W 41st Avenue, proposed 6-storey mixed-use building;
- n) 452 W 41st Avenue, residential development consisting of a 6-storey building and 2-storey townhouses at the lane,(c. 2015);
- o) 5733 Alberta Street & 376-392 W 41st Avenue, proposed residential development consisting of a 6-storey corner building and 2-storey townhouses at the lane;
- p) Oakridge United Church, 305 W 41st Avenue, proposed 6-storey mixed-use development;
- q) Columbia Park, 5908 Alberta Street, 2.78h park; and
- r) 625 45th Avenue, 9-storey apartment building (c. 1986).



• **Report Summary:**

This report evaluates an application to establish a renewed form of development for the Oakridge Centre site, updated since the rezoning approved in 2014. Changes from the approved form of development include, but are not limited to the redistribution of building massing and uses, one less tower, more organic building forms, and an enlarged Civic Centre with a more prominent location. Maximum building heights, overall density and maximum floor areas of permitted uses are largely consistent and in some cases, less than those of the 2014 rezoning.

The proposal exhibits a unique architectural expression, a park design that has advanced significantly through close collaboration with Park Staff, and an enhanced public realm including a number of plaza areas. Staff recommend approval-in-principle of this Preliminary Development Permit application subject to the following:

- i. provision of additional information to achieve the following: and
 - a. define the phasing and scopes of the future development permit applications;
 - b. to assist in the processing and tracking of statistics;
 - c. describe how the project will be managed and accessed throughout the phases of construction; and
 - d. ensure coordinated overall systems plans such as the public realm, lighting, wayfinding, public art, landscape retention; and groundwater management.
- ii. design development conditions to achieve the following:
 - a. improvements to the usability of the Transit Plaza;
 - b. reduce the apparent building mass fronting Cambie Street and West 41st Avenue;
 - c. achieve a seamless public realm;
 - d. minimize building mass and shadowing into public realm and the High Street;
 - e. manage the privacy and livability of residential units that are adjacent to public areas;
 - f. relocate rooftop mechanical equipment on the Civic Centre that is not associated with the Civic Centre uses; and
 - g. address significant concerns regarding the 'single building' approach to *Construction Materials* requirements of the VBL, and life safety of the sub-ground commercial performance venue.

Also included for the Board's consideration forming part of this PDP application are the draft Oakridge Design Guidelines, the Public Realm Plan, and the Park Concept Plan. Prior to Council adoption of the Design Guidelines, staff recommend the Board's endorsement subject to suggested revisions from City staff itemized in **Appendix I**. Staff also recommend approval of the Public Realm Plan subject to design development conditions contained in **Appendix A**. Development Permit Board approval of the Park Concept Plan in this case is secondary and contingent on Park Board approval of the Plan.

• **Background:**

Developed in 1956, Oakridge Centre was the first auto-oriented shopping centre in Vancouver and the first site to be regulated under a "Comprehensive Development" (CD-1) By-law. The open-air shopping centre was set in a large surface parking lot, anchored by a Woodward's department store. Zoning for the site was amended in 1983 to permit the development of a larger, enclosed mall with some underground parking. The subdivision also generated a requirement for conveyance to the City of 10% of the entire site as park space. At the time, agreements were reached between the City and the Oakridge Centre owners to defer the obligation to transfer a parcel to the City for park.

In 1993, the CD-1 By-law was further amended to permit an expansion of retail uses on the Rezoning Site subject to conveyance to the City of a 1.1 acre parcel of land for a future non-market seniors' housing development. Council permitted a reduction of the outstanding park obligation to 2.83 acres based on the acquisition of the 1.1 acre parcel, subject to a legal agreement to secure the outstanding obligation for dedication of park land. This expansion was never undertaken.

In 2007, Council adopted the Oakridge Centre Policy Statement which envisioned a vibrant, sustainable redevelopment of the Rezoning Site, with a greater intensity of housing, retail and office uses that takes advantage of Oakridge Centre's excellent transit accessibility, and is well supported by parks and public amenities. In 2011, the owners of Oakridge Centre at the time (Ivanhoe Cambridge) partnered with Westbank Developments to redevelop the Rezoning Site.

In July 2012, Council directed staff to work with the proponent team to develop a rezoning proposal that varied from the built form and some of the policies contemplated in the Oakridge Centre Policy Statement. Council also directed staff to carry out an enhanced program of public consultation during the Oakridge Centre rezoning process that recognized its scale and strategic location. On October 15, 2012 a rezoning application was submitted on behalf of the proponent team.

In May 2013, Council approved the recommendations contained in the Policy Report dated May 21, 2013, entitled "Oakridge Centre Rezoning: Issues and Directions", which provided guidance to further refine the rezoning application. Council indicated it was willing to consider an intensification of Oakridge Centre beyond the density contained in the 2007 Oakridge Centre Policy Statement to include additional residential, office and retail space, tower heights of up to 45 storeys for the tower closest to the intersection of West 41st Avenue and Cambie Street, and a public benefits package that included affordable housing and a City-owned Civic Centre. Council also directed staff to explore maximizing the social housing provided on site, to consider payment in lieu of the outstanding park dedication, and to further explore enhanced walking, cycling and vehicular access arrangements.

In response to Council's direction as well as comments provided by the community, the Urban Design Panel and staff, a revised application was received in September 2013.

Council approved the application at Public Hearing on March 14, 2014. Ultimately, the rezoning permitted the construction of 11 towers and 3 mid-rise buildings over two floors of retail and service uses containing 2,914 residential units (including social housing), an increase in office and retail space, a 9-acre park, and a Civic Centre containing a community centre, expanded library, seniors' centre and a 69-space childcare facility. The approval also included the adoption of draft Oakridge Design Guidelines to guide development of the site, buildings, plazas, public areas, pedestrian areas, and the park.

Background from Rezoning

In 2015, the presence of an aquifer was evaluated below the existing mall, causing an interruption in the process towards enactment of the CD-1 By-law as the design team investigated options to mitigate constructability concerns that would restrict the depth of the excavation of the underground parking. As a result, the 2014 rezoning by-law was not enacted.

In April 2017, Henriquez Partners Architects and new ownership team, Quadreal and Westbank, submitted a re-envisioned proposal for the site with one fewer level of underground parking in order to avoid conflict with the aquifer. The form of development of the revised proposal departed from that of the approved rezoning in other respects as well, including most significantly: the deletion of one residential tower, the relocation of two towers, reshaped tower forms, a more prominent location for the Civic Centre, and a significantly redesigned park. The re-envisioned scheme did not propose any change to the maximum heights, maximum density or uses as the approved rezoning.

Preliminary Development Permit Process

Staff carefully reviewed the 2017 Oakridge Vision resubmission and determined that its revised form of development was substantially consistent with the form of development of the approved 2014 rezoning and recommended conditions of approval affecting this development. The redesigned scheme also addressed some of the Urban Design conditions of the rezoning, such as the replacement of a large at-grade parking area with at-grade park area. Accordingly, staff advised that a new rezoning would not be required to process the updated scheme. Instead, the revised form of development (position and scale of towers, the location of access points, new locations for the social housing, rental housing and the Civic Centre etc.), revised Park Concept Plan and Public Realm Plan would be formally recognized and confirmed through a Preliminary Development Permit (referred to as a PDP) process.

In addition to “confirming” the design updates since the rezoning, the PDP process accomplishes a number of parallel objectives:

- to serve as a reference for clarity and guidance over time with respect to quality expectations of the architecture and public realm treatment;
- to allow for ongoing consultation between the applicant and City staff review groups from the pre-application phase going forward to carefully guide design responses and individual buildings on the site, and to ensure functionality and effectiveness for movement systems and achieve a high quality, seamless public realm. Note that the Park Concept Plan design process has been running in parallel and ultimately requires approval by the Park Board. Refer to Park Board commentary beginning on [page 23](#);
- to provide for public review and feedback of the revised design through neighbourhood notification and two rounds of open houses;
- to provide for the review and feedback of the Urban Design Panel through two additional appearances: one information session prior to application and one voting session for the application;
- to provide a level of confidence that the site's design systems (wayfinding and public access points, movement systems, site operations management, public art and CPTED) are established and coordinated prior to the issuance of development permits; and
- to establish i) the project phasing and sequence and scope of the project's future development permits, and ii) a means of tracking of project statistics throughout the construction and permitting processes.

Though no permit is issued through the PDP process, Development Permit Board approval-in-principle of the overall form of development is required prior to the issuance of subsequent individual development permit applications.

In the processing of this PDP application, staff have identified more detailed work; embodied in Conditions of Approval of the Form of Development in [Appendix A](#), that is required to be addressed at future development permit stages.

Design Guidelines

As part of the 2014 rezoning package, the applicant team worked with staff to develop a comprehensive set of draft Design Guidelines for Oakridge Centre. These Guidelines have been substantially updated to reflect the project's current vision and form of development. The Design Guidelines include the following sections: key principles, public places, architecture, movement, Civic Centre, affordable housing, sustainability and phasing.

The Guidelines provide a design framework as Oakridge moves through the permitting and construction processes. The draft Oakridge Design Guidelines are to be used in conjunction with the associated CD-1 By-law to guide the site's redevelopment. As well as assisting the development permit applicant, the guidelines will be used by City staff, the Development Permit Board, and the Urban Design Panel in evaluating development applications.

The Guidelines intend to ensure that the specific designs for the various components of the development and the public realm are compatible with the urban design concept and overall vision for Oakridge. Given the extended timeline for the redevelopment which will occur over a decade, the document has been designed to provide flexibility in the interpretation and application of the Guidelines to allow alternate approaches that will produce 'equivalent or better' design outcomes.

The draft Design Guidelines, contained in **Appendix F** are included for the Development Permit Board's consideration as part of this application. Staff recommend the Board's endorsement of the draft Design Guidelines subject to suggested revisions and edits itemized in **Appendix I**.

The revised Design Guidelines will be required to be adopted by Council.

Sub-Areas

Sixteen Sub-Areas, established solely for the purpose of specifying maximum building heights for each of the individual buildings of the Oakridge redevelopment, were defined in the 2014 CD-1 By-law (**Pending**). The Sub-Area plan did not intend to represent phases of construction or to represent the scope of future individual development permits. The applicant has revised the boundaries of the Sub-Area plan to suit the currently proposed building positions represented in this application (see **Appendix H**). The revised plan does not propose to change the maximum height in any of the Sub-Areas, but it does indicate one less Sub-Area as the tower in Sub-Area 4 has been deleted. Pending the support of the Development Permit Board, the updated Sub-Area plan will require Council approval via text amendment to the CD-1.

Phasing of Construction

The proposed construction sequence intends to minimize interruption to current retail operations during construction as well as maintain life safety and exiting at every stage of construction. The project will generally be constructed in two phases (see the Building Number Reference Plan in **Appendix J**:

Phase 1

- demolish and excavate the northwest and southeast portions of the site;
- construction of Buildings 3 & 4 in the northwest, and 6, 7 & 8 in the southeast, portions of the parkade and mall above grade;
- construction of the transit plaza;
- construction of Buildings 1 & 2, the Civic Centre and social housing tower; and
- construction of a portion of the park referred to as "the Woodland" and a portion of the "Civic Centre Park" immediately adjacent the Civic Centre at grade.

Phase 2

- construction of Building 12;
- construction of Buildings 13 & 14, remainder of the parkade, mall above grade, Food Hall, park;
- construction of Buildings 9, 10 & 11 along the High Street; and
- construction of the remainder of the park including portions referred to as "Civic Centre Park", "Upper Green", "the Meadow Gardens", "The Commons", and "Pocket Park".

The scope of individual development permit applications, in some cases, is proposed to involve certain work below grade, the extent of which differs in plan from the scope from work above grade. Because of

the complexity inherent in the proposed overlapping scopes of work, staff are seeking illustrative representation that clearly delineates the extent of construction below and above grade associated with each individual development permit application, as requested in Recommended Condition 1.1.

Timing and Delivery of Amenities and Affordable Housing

New Park will be constructed in a number of phases throughout the construction process, generally completed in conjunction with the associated residential phases and ultimately delivered at the end of construction as one 9-acre park. The Civic Centre will be constructed in Phase 1. Non-market housing will be delivered in Phase 1 and 2. Rental housing will be delivered in Phase 2. Security and the delivery of amenities and affordable housing will be provided by dates prescribed in the respective legal agreements.

ENGINEERING SERVICES

The delivery of a number of the rezoning commitments (off-site and on-site infrastructure improvements, dedications, public statutory rights of way, public open space areas, encroachment agreements, and required subdivisions) are contained in the Services Agreement and other legal agreements to be registered on title of 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 Statutory Right of Way (SRW) agreements to better define the final location and area of pathways and 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 work be contemplated.

One of the rezoning conditions required provision of a groundwater management strategy to describe the site's existing and proposed groundwater uses and to confirm that any groundwater extraction during or post construction would not adversely impact the surrounding neighbourhood or infrastructure. The applicant has provided proposed extraction rates and examined the impacts, and is currently exploring various options for groundwater use. However, as a final strategy has not yet been delivered, a "No Development" Section 219 Covenant has been registered on title of the site. The final groundwater management strategy must be provided prior to issuance of the first development permit and Recommended condition 1.2 and Standard Engineering Services condition A.2.1 address this requirement.

The form of development proposed within this application includes a number of changes pertaining to transportation when compared to the form of development proposed at the time of rezoning. The changes proposed include the removal of the egress tunnel on West 41st Avenue, the provision of bicycle parking within bicycle silo stations, and the provision of residential parking in tandem stalls that would be operated as a valet service.

The removal of the egress tunnel on West 41st Avenue will improve the public realm and allow for better connectivity between the Oakridge Mall site and the neighbourhood to the north. As a result of the tunnel removal, a new traffic signal will be required on West 41st Avenue at New Street to facilitate access to westbound West 41st Avenue, in addition to the new traffic signals proposed on West 41st Avenue at Manson Street and on Cambie Street between West 42nd and West 43rd Avenues, at West 43rd Avenue and at West 44th Avenue. Further traffic analysis is required to ensure that each of the other site accesses operate well and that West 41st Avenue and Cambie Street are not negatively impacted. See also Standard Engineering Services conditions A.2.9 and A.2.28.

The provision of bicycle parking in bicycle silo stations is an innovative way to provide secure bicycle storage in a compact space. It is also significantly more costly to construct and maintain a bicycle silo station as compared to a traditional bicycle storage room. As such, the additional costs must not be passed onto the residential units, as this could deter cycling and/or result in bicycles being stored within residential units. Further details are required on the ownership structure of the bicycle silo stations to

describe how they would be assigned to each strata. In addition, at least 30 percent of the required Class A bicycle parking must be provided in traditional bicycle storage rooms to accommodate electrical bicycles, bicycles with trailers, cargo bicycles and other atypically sized bicycles. See also Staff Commentary to Council Design Development condition (48).

In an effort to provide ample residential parking, the application proposes to supply tandem parking spaces on the P3 level of the underground parkade, to be operated by a valet system. The scale of the proposed valet system is of greatest concern, as there are significant operating costs associated with it. Concerns include: the impact on user costs if the valet is underused, the impact of valet costs on housing affordability, the potential for residents to seek on-street parking to avoid valet fees, and a lack of clarity of how the parking would operate if a strata chose to opt-out of the valet system or if the valet system ceased to operate. Further details are required about the proposed valet system as well as the number of residential parking spaces proposed. See also Standard Engineering conditions A.2.44, A.2.45, and A.2.46.

As a result of the approval of the Cambie Corridor Phase 3 Plan and the additional density proposed within the Oakridge Municipal Town Centre, staff anticipate that New Street will not only need to serve the Oakridge redevelopment, but also the potential redevelopment of sites to the west of Oakridge. To facilitate access, staff recommend deletion of the proposed cul-de-sacs along New Street and the provision of traffic calming along New Street and in the surrounding neighbourhood. See also Council Design Development condition (45) and Standard Engineering Services condition A.2.29.

The application proposes a large canopy over the transit plaza that extends over a portion of Cambie Street. While weather protection for pedestrians is important, the extension over Cambie Street does not appear to serve a function and has the potential to obscure visibility of traffic signals and limit sun and rain from reaching street trees along the boulevard and median. Further design development is required to ensure the canopy does not have unintended negative impacts. See also Recommended condition 1.4 and Standard Engineering Services conditions A.2.3 and A.2.4.

The Neighbourhood Energy Utility (NEU) conditions included in the original rezoning were a result of requirements mandated by the *Policy for Sustainable Large Developments*, specifically the “Low Carbon Energy Supply” component. The original conditions were set with the intent of securing a low carbon outcome for the development. Since 2014, updates to the Green Buildings Policy for Rezoning (2017) have focused on setting greenhouse gas intensity (GHGI) performance limits to secure a low carbon outcome while providing the developer flexibility in the chosen approach. The applicant has indicated their intent to comply with the new Green Building Rezoning Policy, and Sustainability and Engineering staff are supportive of this approach. See also Standard Engineering Services Condition A.2.18.

Further recommendations of 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 prior-to 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 to ensure continuity and integration with the broader Cambie Corridor Public Realm Plan.

Recommended condition 1.1 seeks the provision of a Public Realm Plan that is a seamless and high quality environment for all users; consistent with direction provided in the Cambie Corridor PRP and the Public Art Plan.

Approved by Council on April 18th, 2018, the Cambie Corridor Public Realm plan (PRP) outlines a clear vision for each neighbourhood within the Cambie Corridor. The Cambie Corridor PRP guides the design of public and semi-public spaces—including plazas, open spaces, pedestrian connections, streets and lanes—and informs the sense of place by establishing a coordinated character along the entire Corridor. Two key components of the PRP are to establish an over-arching character and cohesive understanding of the Corridor, while also highlighting the distinct neighbourhoods within. These two components will be achieved through consistent, repeated elements with variation in colour and structure that create a vision for the Cambie Corridor. Along the length of the Cambie Corridor are six distinct character areas. The goal of the PRP is to enhance the unique feel of each area while maintaining common elements between them that knit the Corridor together.

The Oakridge Town Centre area is expected to transition to a vibrant urban hub with significant commercial and residential development concentrated around Cambie Street and West 41st Avenue. Identified as a Municipal Town Centre, this segment of the Corridor will evolve to a bustling neighbourhood with increased residential density, an urban feel, and a range of services to support active street life. Public spaces such as plazas and wide sidewalks will support pedestrian volumes, encourage a walkable area, and ensure residents have spaces to gather, socialize, and celebrate. High-quality, durable finishes will also ensure that this area is resilient over the coming years.

The public spaces and edges of the Oakridge Centre should follow the principles set out in the Cambie Corridor PRP to reduce the visible delineation of property lines and have materials, planting, and seating elements spill across these lines to create a cohesive concept that is inviting to all members of the public. Specific elements including planting, street trees, paving patterns and materials, site furnishings and the general use of prescribed colours should be integrated and overlaid with the public realm concepts proposed within the development site. Wherever possible the concepts proposed on site should push and pull creating a balance of materials and planting that moves in and out of the site to knit these spaces together while still considering ownership and maintenance.

Paving

Basalt and coloured concrete bands will form a rhythm and legibility along the Corridor. The bands will be placed at increasing frequencies to signal the proximity to transit stations and significant public gathering spaces. This embedded directionality will act as a form of wayfinding and create interest in the ground plane. The simple palette of materials and consistent ground treatment will form a strong base for the pedestrian network of the Corridor.

Planting

Planting will reinforce a sense of progression along the length of the Corridor, creating distinct neighbourhood character through variation in plant selection that highlights colour and seasonal change. Planting palettes will be consistent across public and semi-public spaces to further enhance the sense of place and neighbourhood character. Street trees, understory planting, and an enhanced Heritage Boulevard will play a critical role in defining the Cambie Corridor. These assets will improve habitat diversity, strengthen habitat corridors for birds, act as an integral part of the integrated rainwater management strategy, and create vibrant public spaces for local neighbourhoods to enjoy. Improvements to the public realm will include street trees and improvements to the Heritage Boulevard as identified in the PRP. The predominant colours for the Oakridge neighbourhood should be yellow, gold and red. Street and boulevard trees in the Oakridge neighbourhood should reflect the urban character by selecting species of significant stature with Scarlet Oak trees being the predominant species.

Complete Streets

The integration of complete streets at the site edges will play a fundamental role in site access and circulation within and around the site. The design of these facilities should follow the guidance set out in the Cambie Corridor PRP. These designs will include material specifications as well as planting requirements.

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.

See **Appendix K** for a draft of the Public Realm Plan included as part of the PDP.

LANDSCAPE

Overall, staff support the significant contribution to open space, landscape treatment and public amenity offered by the large rooftop park space; the seamless integration of semi-private spaces connected to the park and between buildings; and, on private parcels, the proposed green terrace approach to tower design. The current design concept is more evolved, innovative and thoughtful in the response to place making, open space programming and pedestrian experience.

At the PDP scale, there is a strong cohesiveness and thematic ordering to proposed public open space. Private parcel landscape design, still conceptual in nature, will need to be informed by the public realm design while responding to semi-private and private uses in an appropriate manner. The PDP offers a variety of pedestrian scale outdoor “rooms”, experiences and uses across the site. The PDP and each development permit phase should make every effort to consider boundary transitions, material compatibilities, public safety (CPTED) and universal design principles in the overall landscape treatment. Transitioning from public to private space across a large phased construction renovation project of this scale, while managing site operations and function, will require interim landscape phase plans/ details. The timing and delivery of development phases across the site may create challenges that will require periodic updating to the PDP, subject to review.

Pedestrian circulation, wayfinding and flow will be an important consideration, particularly at the public-private residential interface and outdoor retail zones. Outdoor furniture, lighting, surface materials, and wayfinding/signage should be coordinated, whether on public or private property, wherever possible. On private sites, landscape character may be more site specific commensurate with the architectural expression. A coordinated wayfinding/signage, light and walkway strategy provides identifiable visual cues that improve route finding, pedestrian safety and comfort. Recommended condition **1.1** seeks the provision of such plans and strategies for clarification and review.

There are notable contributions to many of the important city-wide environmental policies such as urban forestry, habitat, biodiversity and rainwater management system details. The PDP and subsequent development permit phase landscape plans should be exemplary in specifying best practices, construction methods and maintenance requirements that support healthy landscapes, trees and living systems. These are several examples of best practises: soil cells for street trees, optimal soil volumes for green roofs and water management. Proactive site planning will be needed to ensure that grading, soft and hardscape materials and other landscape based systems (for example, green roofs, rainwater management systems) can be spatially and visually unified across boundaries, with consideration to ownership and maintenance.

Further clarification is needed on the approach to private site landscape treatment and green roof strategy for the towers. Further detailed design development is needed for the plaza at the corner of West 41st Avenue and Cambie Street, and to any secondary plazas and entrance areas to be proposed on private property at time of phased developments. While the general private property landscape

strategy can be outlined in the design guidelines and upfront rezoning documents, the detailed approach (clarification, drawings, documents) will be requested at time of the first development permit.

The recommendations of Landscape are contained in the prior-to conditions noted in [Appendix A](#) attached to this report.

REAL ESTATE AND FACILITIES MANAGEMENT

The Oakridge Civic Centre, originally planned at 43,000 ft²; subsequently increased to 70,000 ft², and now at 100,000 ft² recognizes the projected population growth and anticipated increased demand on existing/new services in the area. It has also prompted a review and update of the facility requirements for the Oakridge Civic Centre. As a result, components such as, but not limited to, a Community Centre with Fitness Centre, Gym, and Multipurpose Rooms, Library, 69 Space Child Daycare Facility, 60 Space Out of School Care Facility, 55+ Activity Centre, Youth Services Hub, Community Event and Performance Space, and Artist-in-Residence Studios will look to address the needs of an evolving demographic which is anticipated to include more families and seniors living in the area.

The new 100,000 ft² Civic Centre will be provided to the City as an in-kind contribution in “turn-key” condition including construction, fitting, furnishing, and equipping, designed and built to the satisfaction of the Director of Facilities Planning and Development, the General Manager of the Vancouver Board of Parks and Recreation, the General Manager of Arts, Culture and Community Services, and Community Care Facilities Licensing (CCFL). Staff will largely refer to the “Oakridge Civic Centre Requirements Update: Phase 2 Report (2018)”, dated April 30, 2018 and prepared by Cornerstone Planning when reviewing the area and functional requirements of the Civic Centre.

Staff generally support the proposed building form and siting as presented in the application. However, staff expect to continue working with the applicant to further design development. One of the key challenges given that functions will be distributed over several levels, is locating each component of the program appropriately within the facility to meet varying requirements for access, adjacency, and acoustical separation where appropriate.

As design development of the facility continues consideration will need to be given to avoid stacking of dissimilar programs or to providing acoustical treatments to limit sound travel from louder spaces such as the Gym and Fitness Centre to quieter spaces such as the library or Performance Space. See Standard Facilities Planning and Development condition [A.1.63](#).

Design development to more clearly identify the main entrance(s) and further develop circulation and access within the facility will be needed. Entrances should connect directly to a main lobby and circulation should allow for ease of user orientation and way-finding. In some cases, elements of the program will require access beyond the regular operating hours of the Civic Centre. Also, consideration should be given to providing controlled access to spaces such as the Library, Community Centre, Performance Space, and Child Daycare from outside the controlled access zones during extended hours. See also Standard Facilities Planning and Development conditions [A.1.64](#), [A.1.65](#), [A.1.66](#), [A.1.67](#), [A.1.68](#) and Standard Cultural Services condition [A.1.73](#).

The Civic Centre will require dedicated parking, loading, and pick-up/drop-off spaces, as well as mechanical and other service spaces. Further design development to the parking level is being sought through Standard Facilities Planning and Development conditions [A.1.69](#), [A.1.70](#), [A.1.71](#), and [A.1.72](#).

Staff are concerned with the proposed mechanical equipment serving the NEU located on the roof or within the envelope of the Civic Centre due to the potential for air and noise pollution, vibration, access, maintenance and servicing requirements. CCFL has expressed concern about emergency generators on the roof, which may affect the licensibility of the childcare and staff are requiring these to be relocated below grade. Generally, mechanical and electrical equipment that are: servicing the NEU on non-City

owned buildings, located on the roof of the Civic Centre, or located within the envelope of the Civic Centre (such as any meter rooms) will need to be relocated. See also Recommended condition 1.14.

Childcare spaces are in short supply across the City, with 37% of estimated needs being met citywide for 0-4 year olds. The Vancouver South Corridor childcare network area, which includes the Oakridge Neighbourhood, has 53% of childcare needs met for 0-4 year olds. The need for infant and toddler care for 0-2 year olds is particularly acute with only 24% of needs being met in the Vancouver South Corridor area compared to 19% city-wide.

In addition to serving local families, the proposed childcare centre at the Oakridge Civic Centre would provide additional childcare options for families from across Vancouver. This network area is a key employment hub and a major transportation corridor. Oakridge Centre is also located close to other major project sites (i.e. Heather Lands, Oakridge Transit Centre). The population in the Cambie Corridor is projected to more than double by 2041. New childcare demands are anticipated from population and job growth over the life of the plan.

AFFORDABLE HOUSING

The anticipated completion of the social and rental market housing has been changed since the CD-1 Rezoning 2014. In the report approved by Council in 2013, the social housing was to be delivered in two phases of development; one phase early in the development with a minimum of 125 units, and the balance due no later than December 2021. With the new timeline, 125 social housing units must be delivered to the City by December 31, 2023 and the balance of the 290 units must be delivered by January 31, 2027. The 290 units of market rental housing must be completed and ready for occupancy by December 31, 2026.

In November 2017, Council approved the *Housing Vancouver Strategy (2018–2027)* and *3-Year Action Plan (2018-2020)*. The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets were based on the core goals of retaining the diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50% of the new units are to serve households earning less than \$80,000 per year, and 40% are to be family-size units. This rezoning application will contribute towards the targets for social and supportive housing units, and for family units.

The *Housing Design and Technical Guidelines (2018)* requires that at least 50% of the social housing units must be two- and three-bedroom units suitable for families. This application would provide 50% two- and three-bedroom units (145 units) and 50% studio and one-bedroom units (145 units). A provision to ensure the percentage of family housing in the social housing component does not fall below the required 50% is included in Standard Affordable Housing condition A.1.57.

Family Room: Housing Mix Policy for Rezoning Projects (2016) requires that at least 35% of the market rental units must be two- and three-bedroom units suitable for families. This application would provide 35% two- and three-bedroom units (102 units) and 65% studio and one-bedroom units (188 units). A provision to ensure the percentage of family housing in the social housing component does not fall below the required 35% is included in Standard Affordable Housing condition A.1.58.

Family Room: Housing Mix Policy for Rezoning Projects (2016) requires that at least 35% of the market strata units must be two- and three-bedroom units suitable for families. This application does not provide information regarding the number of market strata units that are proposed as two or more 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% three-bedroom units is included in Standard Affordable Housing condition **A.1.59**.

CULTURAL SERVICES

Staff are generally supportive of the proposed cultural spaces within the Civic Centre and the 9-acre public park, in particular the Community Performance Space, Artists-in-Residence Studio, and outdoor event spaces as it 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 the Oakridge MTC, as well as provide greater access to cultural facilities by the Vancouver arts and culture community to undertake their work.

In addition to the outdoor event spaces in the public park and the Community Performance Space and Artists-in-Residence Studio in the Civic Centre, the PDP proposal also includes a commercial performance venue located below grade.

While a preliminary concept plan identifying a sub-ground commercial performance venue was not largely supported, it should be noted that there remains potential to propose such a venue in other locations around the site. If this is the case, design development will be required to ensure universal accessibility and general ease of access with respect to the overall functionality and anticipated daily operations of the space. Staff will generally seek clarification of design considerations such as, but not limited to the following:

Access

- ensure that loading access (e.g. double doors, wide corridors, ramps, freight elevator if on different floor, etc.) is adequate and efficient;
- ensure that the venue and its support spaces (food services, washrooms/showers, greenroom, dressing rooms, office/admin areas, box office, coat check, etc.) are adequate and fully accessible for audience, technicians, performers and staff; and
- ensure that there is appropriate seating near the stage for people with mobility/standing issues.

Other

- explore the possibility of flexible seating (with storage if possible) for different types of events; and
- provision of an acoustic study to ensure high acoustics standards for the space are appropriate for the anticipated venue programming.

See also Building Review Branch comments in **Appendix C**.

PARK BOARD

The redevelopment of Oakridge Centre will include a new, Vancouver Park Board owned and operated park. The new nine acre public park will be the first of its kind of this scale in Vancouver, located partially on the roof top of the mall and partially at ground level. Although not the first Park Board Park built on structure, it will be the largest to date. This innovation in park design will offer a unique experience for existing and new residents in the area and will act as a destination park for the rest of the city. It will be designed and operated to look, feel and function as a part of the Park Board's system with equal access for all.

In addition to the new park, a new Park Board Community Centre will be delivered as part of the new Civic Centre. More information and specifics of the Civic Centre can be found within the Real Estate and Facilities Management commentary beginning on [page 21](#).

Process

In accordance with rezoning condition 19.d, Park Board staff have undertaken a park design and engagement process with the development applicant with the intent of presenting the proposed park design concept to the Board of Parks and Recreation for decision on July 9, 2018. The process included two rounds of public engagement yielding approximately 1300 questionnaire responses, as well as two jointly held open house series – the first with the applicant prior to submitting the PDP, and the second with the City as part of the PDP process. As the park process occurred in parallel with the PDP review process, draft park design work was provided to City staff as an amendment to their PDP review package in early May. It is attached in Appendix [G](#) and supersedes the park related aspects of the PDP submission.

Design Development

The design work completed in 2017-2018 has significantly advanced the park concept as included in the 2014 rezoning. In addition to advancing the design, there have been improvements to the configuration of the location and boundary as well as an improvement in the relationship to adjacent uses. Updated work includes a design concept, updated park programming, reflecting current trends and public input, and a park vision and design principles which should be considered in all future park design development. Following approval of the concept by the elected Park Board, further design development of the park will need to consider all of the conditions outlined throughout this report, as well as generally meeting the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation.

One of the key challenges to be resolved through further design development is the satisfactory interface of the mall's skylights with the roof top park, including their size, location, number and configuration, see Standard Park Board condition [A.1.34](#). As design development of the site as a whole continues, consideration will need to be given in order to ensure satisfactory separation of typical rooftop structures (i.e. vents, utilities etc) and the park - visually, physically, and functionally. The applicant will also need to ensure that the park boundary and extent of shadowing of the park remain satisfactory to the General Manager of Parks and Recreation as well as the Director of Planning. See Standard Urban Design conditions [A.1.1](#), [A.1.6](#) and Standard Park Board condition [A.1.52](#).

Construction phasing of this project will be complex. Further details on DP and construction phasing will be required for staff review and input prior to the issuance of the first Development Permit. See also Recommended condition [1.1](#).

Ultimately, the park will need to both function and be perceived as a fully public, inviting and accessible Park Board park, meeting the park vision to: *"provide a diverse and welcoming collection of park spaces balancing tranquil and active uses strongly connected by an unexpected rooftop pacific-northwest landscape. It will ensure vibrant interaction between the adjacent civic centre and the shopping mall uses to create a lively city-wide destination while also serving the daily park and recreation needs of nearby residents"*.

Park Operation and Maintenance Agreement

The park will function like any other park in the City of Vancouver with respect to access, use, and hours of operation and it will be regulated under the City of Vancouver's Parks Control By-law. However, per rezoning condition 19.j, repair, replacement, and maintenance of the park, to the Park Board's standards, shall be at the sole cost of the owner of the retail and commercial portion of the development. Following approval of the proposed park concept, Park Board staff will collaborate with the applicant on the development of a Park Operations and Maintenance Agreement to the satisfaction of the General

Manager of Parks and Recreation. Integral to this agreement, the applicant is responsible for the provision of a maintenance manual for each of the 6 park areas to be provided by the applicant as part of DP submissions. See Standard Park Board conditions [A.1.41](#) and [A.1.42](#).

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 regarding Building By-law requirements are contained in [Appendix C](#) attached to this report.

• Applicable By-laws and Guidelines:

- CD-1 (1) By-law (Oakridge);
- Oakridge Design Guidelines;
- 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);
- Childcare Design Guidelines (1993);
- Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) dated April 30, 2018;
- Cambie Corridor Plan (2011);
- Cambie Corridor Phase 3 Public Realm Plan; and
- Recreational Facility Technical Requirements (2018).

• Response to Applicable By-laws and Guidelines:

CD-1 By-law (1) – Oakridge

The following summary presents Council's specific Design Development conditions, established at the Public Hearing, the applicant's response to those conditions which are embodied in the PDP, followed by staff commentary.

URBAN DESIGN

Council Design Development condition (1): *design development to Building 13 and Building 5, the two tallest buildings proposed:*

- *to achieve a significant and recognizable new benchmark for architectural creativity and excellence, leadership in sustainable design, and advancement of the city's objective for carbon neutrality as outlined in Design Guideline 10.2.12 Higher Buildings Review;*

- *to articulate and enhance the sense of verticality and to ensure that architectural elements contribute to articulation and visual interest without increasing perceived mass;*
- *to accentuate the individuality of the buildings within a common language recognizing the gateway pairing of the two buildings;*
- *to limit the height to 132.6m (435') for Building 13 and 124.3m(408') for Building 5, measured from the mall floor level of 88.88m to the roof of the uppermost inhabited level; and*
- *to configure and shape the building floorplates, and sculpt at upper levels with consideration for reduced shadowing at the equinox on the Transit Plaza at 41st and Cambie and reduced shadowing and improved relationships with the adjacent existing Terraces building.*

Note to Applicant: Accomplishing this will likely require reduced and stepped back floorplates at upper levels of Building 5.

Applicant's Response: Buildings 4 and 5 will meet the requirements of the Higher Buildings Review and achieve excellence both architecturally and in sustainability. This document illustrates the design rationale for the project as a whole and describes these towers within that framework.

Building 4 has been reshaped along its height to reduce shadowing and moved to front W.41st Avenue away from the Terraces building.

Building 5 no longer has the office podium at its base, which reduces the building mass adjacent to the Terraces building.

Staff Commentary: The gateway pairing of towers 4 and 5 as proposed in the PDP express these buildings with individuality but of a common language. The proposed sweeping sculptural forms are unique for Vancouver and improve the verticality and integration with the podium. Recommended condition 1.8 seeks to reduce perceived mass of towers through added texture, such as balcony design. Recommended condition 1.5 seeks additional shadow studies to illustrate the impacts of Building 5 on the Transit Plaza and requests design development to reduce any shadow on the Transit Plaza.

Council Design Development condition (2): *design development to introduce greater articulation and terracing of mid-rise buildings along Cambie Street and 41st Avenue to reduce apparent massing and improve solar access to the sidewalks of these important city-serving streets;*

Applicant's Response: The midrise buildings along 41st Avenue (3 & 4) and Cambie Street (6 & 7) have been sculpted such that they terrace up into the towers above blurring the typical Vancouver tower and podium typology. An organic skin expression further breaks down the massing to reveal the retail below.

Staff Commentary: This application proposes to move Building 4 (previously 13) north to be in plane with both Building 3 and the street wall podium connecting the two towers along W. 41st Avenue. This move would present a wall of massing much more significant than that of the rezoning proposal, but which will also be a less pronounced contrast to the context to the north as the recently approved MTC will allow increased heights and density. Recommended condition 1.8 seeks design development to reduce the perceived massing of Buildings 3 and 4 and also 6 and 7.

Council Design Development condition (4): *design development to strengthen the expression of the 'hilltop town' analogy and 'earthwork' concepts referenced in the draft Design Guidelines;*

Note to Applicant: The Urban Design Panel appreciated the concept of the Hilltop Town analogy and thought that strengthening this imagery was important in the further development of the design. The architecture should seek to integrate built form and open space by extending landscape up into the built form layers and the transition from tower to open space should be further developed.

Applicant's Response: The building designs have been further developed to reflect the Hilltop and Earthwork analogies through terracing that makes the towers appear to 'emerge' from the rooftop park.

Staff Commentary: Condition satisfied.

Council Design Development condition (6): *prior to first Development Permit, provide a Phasing plan and strategy to illustrate how the public access and park is constructed in phases, ensuring public access and use of these phases as constructed;*

Applicant's Response: The phasing strategy is outlined in Section 14.0.

Staff Commentary: Further information is sought under Recommended condition 1.1.

Council Design Development condition (7): *design development to ensure that the entirety of the Civic Centre can be constructed in one phase early in the development, including the exterior stairs, related spaces and accesses. It is recognized that the timing of completion of the bridge connection across the High Street to the roof-top park will likely be a subsequent phase;*

Applicant's Response: The Civic Centre (Building 1) has been relocated to the northwest corner of the site and is proposed to be built as part of the first phase of the project. The Civic Centre is collocated with a portion of the social housing and fronts a newly proposed at-grade park.

Staff Commentary: Proposed phasing is acceptable. Timing of the delivery of the Civic Centre is secured in legal agreements.

Council Design Development condition (9): *design development to reduce the size of the water feature in the rooftop park, in favour of areas that people can access and use, and introduce more variety and interest in the landscape along the important bridge connections that cross it;*

Applicant's Response: The water feature has been greatly reduced and is located in the Centre of the park. Further development with the parks board is ongoing.

Staff Commentary: Condition satisfied.

Council Design Development condition (10): *design development to setback the residential frontages of proposed buildings 9, 10, and 11 along the new street by 2 metres or sufficient distance to enable private outdoor space for residential units and any steps providing access to the units and their open space. All private outdoor space, railings, balconies, steps, etc. serving the units should be located outside of the Right-of-Way for the new street;*

Applicant's Response: Buildings 9, 10, and 11 have been modified at grade to vary the depth of the patios such that they are at a minimum of 2.1 metres from the R.O.W.

Staff Commentary: Further design development is sought under Recommended condition 1.12.

Council Design Development condition (11): *design development to provide direct access from the elevator office cores to the roof-top park;*

Applicant's Response: All office buildings located adjacent to the rooftop park have direct access from their cores to the park.

Staff Commentary: Condition satisfied.

Council Design Development condition (12): *design development to ensure that retail anchor spaces along 41st Avenue and Cambie Street;*

- *prioritize transparency at the street level to allow for visibility into the store;*
- *have considerable architectural expression and visual variety; there should be no blank walls facing any public view. Facades should wrap around the building at every corner visible to the public; and*
- *are permeable and inviting. Entries and access to anchors from the street should be clearly defined and identifiable to the public.*

Applicant's Response: All anchor spaces along 41st Avenue and Cambie Street are fully glazed with highly visible entries where appropriate.

Staff Commentary: The PDP does not illustrate sufficient detail to assess the permeability of retail spaces fronting 41st Avenue and Cambie Street. Recommended condition 1.7 reiterates and expands on the Rezoning Condition to include other highly visible retail spaces, such as the CRU facing the North Plaza.

Council Design Development condition (13): *design development to ensure a minimum of 5.5m of pedestrian sidewalk space in front of the anchor stores on 41st Avenue;*

Note to Applicant: *5.5m of pedestrian sidewalk space may include the space required to accommodate street trees and boulevard but must be to the face of the building. This does not include space required for the cycle track.*

Applicant's Response: Done – have 5.5m minimum.

Staff Commentary: Condition is generally satisfied. Design development of the West 41st Avenue street design will confirm sufficient space is provided as the applicants cross section varies slightly compared to the contemplated design. Additional requirements for the residential access east of Manson Street may require a localized widening of the sidewalk to accommodate space for vehicles exiting the parking such that they do not conflict with the sidewalk/bikeway/transit lane.

Council Design Development condition (14): *design development to eliminate the surface level parking area by the Bay anchor store;*

Applicant's Response: The surface level parking area has been eliminated in the current proposal.

Staff Commentary: Condition satisfied.

Council Design Development condition (16): *design development to delete those portions of building that are overhanging onto City property;*

Applicant's Response: All buildings and building projections are within the property lines. There is a proposal to add a civic scale canopy over the Transit station that would span over Cambie Street to provide weather protection and mark the Municipal Town Centre.

Staff Commentary: Condition satisfied. Recommended condition 1.4 and Standard Engineering Services condition A.2.4 pertain to the proposed Transit Plaza canopy that extends into City property. Standard Park Board condition A.1.53 pertains to overhangs/projections of buildings into park areas.

Council Design Development condition (17): *design development to provide semi-private common outdoor spaces and urban agriculture facilities and for residents on the mid-rise roof-tops;*

Note to Applicant: *Semi-private common outdoor spaces and urban agriculture facilities should be provided in accordance with the High Density Housing for Families with Children Guidelines, and Urban*

Agriculture Guidelines. In general, urban agriculture spaces in the roof-top park should be additional to these requirements and available for use by the general public.

Applicant's Response: Semi-private space will be provided on rooftop terraces and upper level roofs on Buildings 3, 6, 9, 10, 11, 13 & 14.

Staff Commentary: Condition satisfied.

Council Design Development condition (19): *that Prior to issuance of first Development Permit, provide the following:*

- *Signage and Wayfinding plan;*
- *Public Art Plan;*
- *Lighting Plan; and*
- *Security and CPTED plan.*

Applicant's Response: The following will be issued with the first Development Permit:

- Signage and Wayfinding plan;
- Public Art Plan;
- Lighting Plan; and
- Security and CPTED plan.

Staff Commentary: This condition is carried forward to the PDP and is expanded to also include an Operations Management Plan for managing public use throughout hours of the day and a Public Realm Plan.

ENGINEERING

Council Design Development condition (29): *design development to improve safety and minimize the potential for short-cutting traffic created by the connections from lanes and parkade accesses onto the New Street;*

Applicant's Response: The north and south ends of New Street are disconnected by the placement of two cul-de-sacs that restrict through traffic. All crossings will be developed using various strategies such as paving, patterning, texture, and raised crosswalks to reduce traffic speeds.

Staff Commentary: To help accommodate growth forecasted as a result of the Cambie Corridor Phase 3 Plan, the proposed cul-de-sacs on New Street are to be removed and traffic calming provided to slow traffic using New Street.

Council Design Development condition (30): *design development to 41st Avenue and Cambie Street to include:*

- i. *concrete bus pads in the curb lane at the eastbound bus stop on West 41st Avenue, west of Cambie Street. The bus pad shall be of sufficient length to accommodate two articulated buses (approximately 60m);*
- ii. *a concrete bus pad in the curb lane for the eastbound bus stop on West 41st Avenue, east of Heather Street. The bus pad shall be of sufficient length to accommodate one articulated bus (approximately 30m);*

- iii. *sidewalk space for transit passenger queuing 5m deep by 60m long adjacent to the curb at the eastbound bus stop on West 41st Avenue, west of Cambie Street. Modification of the proposed separated bike facility so that it meanders around this area is also required;*
- iv. *at the eastbound bus stop on West 41st Avenue, east of Heather Street, provide sufficient space to accommodate a bus shelter;*
- v. *relocation of the existing southbound bus stop and bus shelter on Cambie Street, south of 43rd Avenue, to be situated just south of the existing development access proposed between 42nd and 43rd Avenues; and*
- vi. *a concrete bus pad for a new (relocated) southbound bus stop on Cambie Street, just south of the development access at 42nd /43rd Ave.*

Applicant's Response: Streetscapes have been revised and updated per discussion with COV Engineering.

Staff Commentary: Reduce sidewalk width by 1m from 4.83 m to 3.83 and increase bike lane width by 1m from 1.5m to 2.5m in front of the transit stop and plaza on W 41st Av near Cambie St. Additional design development required based on results of traffic analysis and assessment including provision of right turn bays and protected intersection treatments. Modifications at the east residential access are required to provide queuing space that does not conflict with the transit lane or cycling facility.

Note to Applicant: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (34): *design development to the two-way cycle tracks on the south side of 41st Ave from Heather Street to Cambie Street and on the west side of Cambie Street from 41st Avenue to 45th Avenue;*

Note to Applicant: *The edge treatments adjacent to the 3 metre wide cycle track should be delineated or beveled to provide cues to people walking that they are entering the cycle track and to people on bicycles that they are leaving the cycle track and entering the sidewalk.*

Applicant's Response: A two-way cycle track is being provided along the west side of Cambie Street fronting the property. City Engineering has requested that the cycle track on 41st Avenue be split into one way tracks on both the north and south edges of the avenue.

Further detail will be provided with subsequent Development Permit applications.

Staff Commentary:

- i. provision of a bidirectional cycling facility around the perimeter of the whole site, including W41st from Cambie to New Street.
- ii. provision of a consistent width for the bidirectional bike lane on W41st of 2.5m.

Note to Applicant: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (35): *design development to the unidirectional cycle tracks on 45th Avenue between Cambie Street and the end of the site boundary and potentially to Tisdall Street, based on traffic calming plan;*

Applicant's Response: Further detail will be provided with subsequent Development Permit applications.

Staff Commentary: Provision of a bidirectional cycling facility around the perimeter of the whole site. The stand of Oaks to be preserved at the south end of the site will impact design of walking and cycling facilities at this corner.

Note to Applicant: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (36): *design development to improve the cycling connection between the Heather/41st Ave intersection and the east-west lane leading to Tisdall Street;*

Note to Applicant: *Where the cycling facility is in pedestrian space, the edge treatments adjacent to the two-way 3m wide cycle track should be delineated or beveled to provide cues to people walking that they are entering the cycle track and to people on bicycles that they are leaving the cycle track and entering the sidewalk.*

Applicant's Response: Further detail will be provided with subsequent Development Permit applications.

Staff Commentary: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (37): *provision of a minimum 9.8m southbound road width on Cambie Street comprising of a 3.4m curb lane and 3.2m travel lanes;*

Note to Applicant: *These lanes widths are to accommodate transit vehicles and trucks as the corridor is both a bus and truck route.*

Applicant's Response: Road widths and curb geometrics are the result of ongoing dialogue with City Engineering and reflect the current discussions. Further detail will be provided with subsequent Development Permit applications.

Staff Commentary: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (38): *provision of a minimum 3.4m curb lane and 3.2m travel lane along the eastbound lanes adjacent the site on 41st Avenue;*

Note to Applicant: *These lanes widths are to accommodate transit vehicles and trucks as the corridor is both a bus and truck route.*

Applicant's Response: Road widths and curb geometrics are the result of ongoing dialogue with City Engineering and reflect the current discussions. Further detail will be provided with subsequent Development Permit applications.

Staff Commentary: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (39): *design development to improve the driveway crossing designs where sidewalks and cycling facilities cross parkade driveways;*

Note to Applicant: *crossing designs should be standard in nature and provide cues for pedestrians and cyclists where potential conflicts exist.*

Applicant's Response: Road widths and curb geometrics are the result of ongoing dialogue with City Engineering and reflect the current discussions. Further detail will be provided with subsequent Development Permit applications.

Staff Commentary:

- i. provision of median refuge areas in the middle of all parkade ramps where they intersect with New St. This is intended to improve the comfort and safety of people crossing the driveways. The Civic Center ramp intersection is to be design such that it may accommodate a traffic signal in the future if vehicle volumes warrant it, including reduced ramp grades approaching the intersection and improved sightlines;
- ii. for the Residential access on W41st between Manson and Cambie Streets, the acces to be designed as a 6m wide driveway crossing instead of an 8m road, and set back the start of the parkade ramp by 2m so that vehicles exiting the parkade will be more level as they approach the driveway crossing at W 41st Av and have better sightlines to people walking and cycling across the driveway;
- iii. the centerline of the Manson St parkade exit should be centered between the east and west property lines of Manson St on the north side of W 41st Av; and
- iv. the centerline of W 44th Av on the west side of Cambie St should be centered between the north and south property lines of W 44th Av on the east side of Cambie St.

Note to Applicant: See also Standard Engineering Services condition **A.2.24**.

Council Design Development condition (42): *design development to 45th Avenue west of Cambie Street;*

Note to Applicant: *This is expected to include a single vehicle travel lane in each direction on 45th Avenue with the exception of the eastbound approach at Cambie Street which should retain an exclusive left and right turn lane.*

Applicant's Response: 45th Avenue has been reconfigured as indicated.

Staff Commentary: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (45): *provision of minimum 1.8m wide sidewalks on the New Street and on 45th Avenue;*

Applicant's Response: Sidewalks along New Street and 45th Avenue are 1.8m wide.

Staff Commentary:

- i. re-align the portion of New St south of the Safeway driveway so that it meets the intersection perpendicular with W 45th Av;

- ii. provision of a standard 1.8m sidewalk, 1.2m front boulevard and 0.3m back boulevard on the west side of New St from W 41st Av to the lane south (next to King David high school) to occur during Phase 1;
- iii. provision of a bidirectional protected bike lane on the east side of New St between W 41st and W 45th Avenue;

Note to Applicant: Previously, the bidirectional bike lanes shifted between east and west based on site conditions. The change is in response to changing site conditions.

- iv. provision of a standard 1.8 m sidewalk, 1.2m front boulevard and 0.3m back boulevard on the west side of New St for its entirety (once existing carports are redeveloped in the long term);

Note to Applicant: Sidewalks on the west side of new Street south of the lane south of 41st are not required at this time due to extensive conflicts with existing car ports.

- v. deletion of the proposed cul-de-sacs on New St:
 - a. in the short term New St will measure 8.5m from the proposed curb on the east side between W 41st Av and the Civic Centre parkade entrance, and then transition to a typical lane width of 6m south of the parkade entrance;
 - b. in the long term New St will have a street-width of 8.5m for its entirety; and
 - c. provision of traffic calming to reduce speeds.

Note to Applicant: There will be no on-street parking permitted on New St in front of Civic Centre.

Note to Applicant: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (46): *clarification of 41st Avenue design, including:*

- i. *the design on Section A10 (Page 29, Rezoning booklet), as it does not match the 41st Ave. enlarged plan (Page 27, Rezoning booklet);*
- ii. **section** A11 on page 30 which indicates no boulevard separation between the cycle track and the travel lane. *This contradicts the plan;*
- iii. **section** A11 (Page 30, Rezoning booklet), as it shows a westbound left turn lane into the proposed major entrance on W. 41st Av. Similarly, the Parking Access Plan (Page 41, Rezoning booklet) highlights this as well as the westbound exit ramp from Oakridge Centre located west of Manson Street. Today, the westbound ramp from Oakridge Centre exits immediately at Manson Street. Clarify how the westbound left turn lane and the existing westbound exit ramp will integrate at this location;
- iv. **illustrations** on pages 27 and 31 which indicate trees and front boulevards of varying widths along the full length of the 41st Avenue frontage. The applicant to provide updated plans and sections;
- v. **clarification** of section A12 on page 32 which indicates bollards and trees on the curb and very little if any boulevard separation between the cycle track and the travel lane.

This contradicts the plan illustration on page 31 which shows trees and a wide front boulevard;

- vi. **provision** of one crossing to the eastern parking access for both entrance and exit lanes. The proposed separate east bound slip lane, island and east bound exit lane are not supported; and
- vii. **clarification** as to why the travel lane widths vary between cross sections.

Applicant's Response: Streetscapes have been updated; further development will be issued with subsequent Development Permit Applications.

Staff Commentary: Provision of a consistent width for the bidirectional bike lane on W. 41st.

Note to Applicant: All drawings to be updated to match current Civil design drawings for all frontages around site. Geometric designs to be finalized at the Development Permit stage and pending additional traffic analysis.

Council Design Development condition (47): *where cycle tracks are provided, they should be constructed 50mm below adjacent sidewalks, buffers, and boulevards with textured surfaces on the buffers and boulevards on either side of the cycle tracks;*

Applicant's Response: Cycle tracks are set 50mm below adjacent surfaces as indicated.

Staff Commentary: Details of cycle track construction to be coordinated with Civil design and to be finalized at the Development Permit stage.

Council Design Development condition (48): *provision of a bicycle parking design including the following:*

- i. *dedicated high speed elevators, connecting the ground level to the parking level with the residential parking spaces, sized to accommodate multiple bikes with trailers, trikes, and cargo bikes;*
- ii. *convenient, comfortable routes for residents to access residential bicycle parking;*
- iii. *clear access routes between the street and the high speed elevators;*
- iv. *a bicycle storage area layout plan clearly shown on the Residential Parking Floor Plan for 3,500 Class A residential bicycle stalls;*
- v. *a clear access route between the entry to P1 mezzanine and the 364 to 570 Class A bicycle stalls for retail, office and community use;*
- vi. *a bicycle storage area layout plan clearly shown on A1.04 – P1 Mezzanine Parking Floor Plan for 364 to 570 Class A bicycle stalls for retail, office and community use; and*
- vii. *convenient, safe and secure bicycle parking for people visiting the mall or community amenities in a quantity that is appropriate.*

Applicant's Response: Bicycle parking will be addressed through a combination of bicycle silos and conventional bike lockers located on level P3 for residential use. The bike silos are an automated system accessed through a port at grade. Users will deposit their bikes and bikes are stored below grade through a computerized automated hydraulic rack system below grade. Bikes are retrieved through the same at grade port. The conventional underground bike storage lockers, comprising 30% of the COV

requirements will be accessed by three dedicated elevators located around the site. Required retail bicycles will also be stored using bike silos. Surface bike racks will serve site visitors.

Automated Bike Storage

- i. provision of publicly accessible bike silo stations at publicly accessible plaza areas throughout the site;

Note to Applicant: Many of the bike silo stations are located within buildings in the private realm.

- ii. provision of free Automated bicycle parking for the residential Class A bicycle parking;
- iii. provision of an additional ~300 'traditional' Class A bicycle parking spaces to allow for temporary relocation of bikes from silos;

Note to Applicant: This is to mitigate downtime from, servicing, unexpected issues, and replacement periods.

- iv. provision of a follow up study 1, 3 and 5 years after opening day of the first phase of residential development (or other agreed upon time period) is required to gather feedback from users on the functionality and utilization of the system in comparison with conventional bike parking and to include: and
 - a. financial reporting to disclose actual operational costs and documentation of operational issues; and
 - b. security of \$50k is required to secure these studies and the City will be consulted on the format and specific content.
- v. provision of ownership structure of the bicycle parking, including any agreements required for the strata corporations to secure the use of the parking spaces, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services.

Note to Applicant: This is to protect the interests of residents in the bicycle parking.

Council Design Development condition (55): *provision of a revised Transportation Demand Management Strategy and Green Mobility Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services;*

Note to Applicant: *The Strategies must include mode share targets and measures to achieve them. Ongoing monitoring and adjustment of the TDM measures will be required at intervals determined by the General Manager of Engineering Services. Measures, including the bike co-op, will be secured through legal agreements.*

Applicant's Response: A Traffic Demand Management Strategy study and Green Mobility Strategy can be found in the Traffic and Parking Management Report.

Staff Commentary: Several TDM measures were proposed in the original rezoning that were used to rationalize the low parking supply for the development. Assurance of the TDM is important to accepting

the valet systems, as the TDM measures provide a good opportunity to reduce the cost of transportation and provide alternatives for those for whom valet is not a realistic option. The following TDM measures were proposed:

- i. 100 car club cars (since proposed to be reduced in size);
- ii. public car share;
- iii. bicycle co-op (since proposed to be removed);
- iv. incentivized Transit pass; and
- v. *TravelSmart* measures including personalized travel planning.

Additional details are requested in Standard Engineering Services condition **A.2.26**.

AFFORDABLE HOUSING

Council Design Development condition (59): *design development to ensure as many units as possible be designed to be suitable for families with children, with 2 or more bedrooms, throughout the development, maximizing the location of such units within the first 8 floors of grade or a podium level, and optimizing the number of such family units with direct physical or visual access to grade or podium outdoor space. All buildings with family units are to include common indoor and outdoor amenity consistent with the intent of the "High Density Housing for Families with Children Guidelines";*

Note to Applicant: Family units are defined as 2-bedrooms or more

Applicant's Response:

Social housing – This application would provide 50% two- and three-bedroom units (145 units) and 50% studio and one-bedroom units (145 units);

Market rental housing – This application would provide 35% two- and three-bedroom units (102 units) and 65% studio and one-bedroom units (188 units); and

Market strata housing – This application has not provided a breakdown of the types of units, including the two-bedroom and three-bedroom units.

Staff Commentary:

Social housing – A condition to ensure the percentage of family housing in the social housing component does not fall below the required 50% is included in Standard Affordable Housing condition **A.1.57**;

Market rental housing – A condition to ensure the percentage of family housing in the market rental component does not fall below the required 35% is included in Standard Affordable Housing condition **A.1.58**; and

Market strata housing – A condition 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% three-bedroom units is included in Standard Affordable Housing condition **A.1.59**.

Council Design Development condition (60): *make arrangements to design, construct, equip, and finish the 290 units of social housing comprising not less than 19,754m² (212,632 sq. ft.) of gross floor space and associated parking of 0.33 stalls per unit, and common amenity spaces as per Council approved guidelines, to the satisfaction of the Managing Director of Social Development, the Director of*

Facilities Planning and Development, the Director of Real Estate Services and the Director of Legal Services;

Note to Applicant: *The average unit sizes shall be as follows: Studio Units: 32.5m² (350 sq.ft.) One-Bedroom Units: 46.5m² (500 sq ft.) Two-Bedroom Units: 67.3m² (725 sq.ft.) Three-bedroom Units: 86.0m² (925 sq.ft.).*

Applicant's Response: Design development to take place with the Development Permit applications for each social housing building.

Staff Commentary: The social housing buildings, including its 290 units, should meet the requirements of the *Housing Design and Technical Guidelines*.

• **Conclusion:**

Staff believe that the proposed plan as presented in this PDP generally meets the intent of the 2013 Policy Report "Oakridge Centre Rezoning: Issues and Directions," and the Council-approved Rezoning of CD-1 By-law (Pending) as approved on March 14, 2014. The redistribution of allowable density results in one less tower, sculptural building forms, a more prominent location for the Civic Centre, and significantly more park area at grade level in addition to greater area of useable rooftop park due to further design development and reduced size of the original water feature. Staff believe that detailed aspects of the plan, some as yet to be developed, if properly executed, will ensure a high quality built environment characterized by well-conceived buildings and public realm systems.

URBAN DESIGN PANEL

The Urban Design Panel most recently reviewed this application on May 16, 2018, and provided the following comments:

EVALUATION: SUPPORT

Introduction:

Patrick O'Sullivan, Development Planner, introduced the project as a Pre Development Permit application which intends to capture proposed changes made since approval-in-principle of the rezoning in 2014.

These changes include: significant redesign of the park, relocation of the Civic Centre to a more prominent part of the site, one less tower, a revision to the tower forms, fewer levels of underground parking, but no changes to the maximum density, height or proposed uses.

The PDP will appear at the Development Permit Board for approval, but no permit will be issued. Approval in principle of the PDP is required to proceed to individual DP's for individual sections of the project. The PDP process also allows the revised park plan to be reviewed and processed and approved concurrently with the Park Board.

Mr. O'Sullivan continued and explained that the Oakridge Redevelopment has appeared at the UDP three times previously: a non-voting workshop in 2012, as a rezoning application in November 2013 (Support) and a non-voting information session February 7, 2018.

The Panel's Consensus items from February include:

- i. clarify and strengthen site permeability and integration with the immediate context and existing city street grid;
- ii. scale and length of the podium buildings at New Street relative to the context;
- iii. the project having an inward focussed attitude;
- iv. ensure the locations where public spaces integrate with mall runs are well handled;
- v. ensure animation of public spaces;
- vi. the Civic building should become a signature building;
- vii. the social housing tower should be as architecturally beautiful as the rest of the towers;
- viii. the transit plaza canopy should be a high quality design statement;
- ix. the park needs more programming; and
- x. the park needs a memorable highlight.

Mr. O'Sullivan listed some stats on the project:

- i. the proposed density is 3.61 FSR; the permitted density is 3.71 FSR;
- ii. 2000 market units;
- iii. 290 market rental units;
- iv. 290 social housing units;
- v. 1.2m sq. ft. of retail including a food hall, restaurants and a grocery store;
- vi. 430,000 sq. ft. of office use;
- vii. the Civic Centre has increased in scale from 70,000 sq. ft. to 100,000 sq. ft.; and
- viii. tower heights range from 20 storeys to 43 storeys.

The planning team then took questions from the panel.

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

1. redistribution of the massing, including:
 - i. one less tower;
 - ii. new location of the Civic Centre;
 - iii. relocation of social housing; and
 - iv. proposed tower shaping language as it relates to shadowing and apparent building bulk.
2. overall site connectivity/permeability. Does the proposed network of public routes across the site effectively connect public spaces and places? Consider the following:
 - i. access to the Civic Centre; and access from the Civic Centre to the park spaces and the other uses on the site;
 - ii. general accessibility to and visibility of the rooftop park;
 - iii. connectivity to shopping uses (the mall and High Street) from transit and perimeter streets; and
 - iv. animation of the Cambie Street frontage as a pedestrian and local shopping street.
3. success of public place-making including the public realm, plaza areas and the park, considering the following:
 - i. overall comments on park design;
 - ii. success of park spaces at grade level;
 - iii. transitions to the upper levels from grade-level park spaces;
 - iv. design and nature of the High Street (conceptually);
 - v. relationship of Civic Centre to the park; and
 - vi. the design of the transit plaza.

Applicant's Introductory Comments:

The applicant gave a brief presentation on the history of the shopping mall. There are 15-18 storeys surrounding Oakridge, which is the future build context (not the present). The mall has to stay in place due to the lease. There is an existing residential component, which will not become part of the redevelopment right now. Urban design rationale includes radiant city, urban street wall, and current Oakridge design principles. The project re-establishes links to the surrounding areas. The programming is mixed use, with affordable and rental housing, and office space. The building skirts are designed to become rain protection itself. There is a reinvigoration of the transit plaza to announce the entrance and lead to the park. High street is intended to be a re birth of the open air mall of the 1960s. The park is intended to be a draped park.

There will be 9 acre park on the roof top for the parks board. The amount of biodiversity and diverse landscape as well as accessibility has been developed. The light and shade is a key element as well as the intention for innovation. The woodland wraps into the commons area that is the most active part of the park as well as a flex green space. There is a large open green space surrounded by woodlands connected by a half mile walking loop.

The civic centre is intended to spill out with a pavilion and children's play. There is a big flowing green landscape. There are community gardens and meadows proposed in the meadow garden space.

The woodland has Pacific Northwest ecology proposed with a boardwalk to walk through it and spill down stairs to the pocket park.

The applicant team then took questions from the panel.

Panel's Consensus:

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

THAT the Panel **SUPPORT** the project

Related Commentary:

The proposal was very well received by the Panel. The Panel commended the applicant and described the project as compelling, visionary and futuristic. The panel felt that the consensus items from the info session have been well handled, and that the proposed redevelopment is a vast improvement over the existing condition and will be a substantial benefit to the city.

Other Panel comments: the variety of heights and interesting skyline is well handled. The sustainability is well balanced. Further design development of architectural expression variety with its immediate context is encouraged. Consider the future of cars and technology to explore making the arrival, departure and drop-off a better experience. Effective and clear wayfinding will be important. The open spaces are great and the covered walkways should be explored further. Overall, the Panel is very supportive.

Applicant's Response:

The applicant team thanked the panel.

EVALUATION: SUPPORT

NOTIFICATION

Three site signs were placed on the site on April 11th, 2018, one facing Cambie Street, one facing West 41st Avenue, and the third at the corner of Cambie Street and West 41st Avenue in the current transit plaza.

On April 6, 2018, 3,941 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, 10 responses have been received from our postcard/site sign notification; 6 of which were in Opposition 4 of which were Neutral in position. Of those in Opposition, there were common concerns for increased volumes of vehicular traffic in the neighbourhood as a result of additional density. There is concern for a perceived increase in crime as a result of providing social housing units as part of the development. General access to, from, and through the site was also mentioned noting all access points to/from the site should be carefully considered to minimize negative impacts to existing adjacent sites.

Two joint open-house sessions were held on May 10th (4:00p-7:00p) and May 12th (11:00a-2:00p), 2018 at the former Zellers space in Oakridge mall at 650 West 41st Avenue. The two sessions provided material for both the PDP Application as well as the Draft Park Concept Plan which is scheduled for decision by the Board of Parks and Recreation on July 9, 2018. In total, approximately 1,186 people attended a session over the two days and a total of 33 comment forms were submitted regarding the PDP. Of the 33 comment forms received, 11 were in Support and 8 were in Opposition. 14 comments either didn't state a position that was obviously in Support or in Opposition, or provided feedback that was equally weighted; these are being considered as Neutral.

The Park Board collected feedback on the draft park concept separately, via hard copy questionnaires and via *TalkVancouver*. Results will be considered in the development of the proposed park concept presented to the Park Board for decision on July 9th.

Comments from both the open houses and notification are summarized below:

Building Form and Massing:

- Mixed opinions on the overall design aesthetic of the towers and concerns the buildings won't ultimately be built and/or appears as currently represented.
- Concern that 40+ storeys is too high and will overshadow the site.
- Too many towers on the site.

Staff Response:

- Recommended condition 1.9 seeks design development to ensure the general building forms, architectural expression, high quality materials, and level of detailing is maintained as illustrated.
- The proposed heights as shown in the PDP are not higher than any of the original heights in the Rezoning Application approved on March 14, 2014.
- One tower (originally in Sub-Area 4) has been deleted and towers in Sub-Areas 2, 7, 12, and 14 have all shifted to reduce marginally; in part to reduce potential shadowing on the park. Recommended condition 1.6 and Standard Urban Design condition A.1.3 and Standard Park Board condition A.1.52 seek design development to ensure minimal shadow impacts on both the Transit Plaza and the park.

Timing/Delivery of Social Housing/Market-Rental Units:

- Concern that social housing/market-rental units would be converted to market.
- Suggestion to deliver social housing/market-rental units earlier in the development.
- Concern that dwelling units will be too small and unaffordable.

Staff Response:

- Social Housing/Market-Rental units are being provided at different times throughout the redevelopment of Oakridge. This is negotiated with the City and is intentional to avoid the potential of “front-loading” or “back-loading” the development with an influx of one particular type of housing. In some cases, the construction and delivery of Social Housing/Market Rental units are required prior to the approval of [typically] Market units.
- The provision of 290 Social Housing units and 290 Market-Rental units are a legal obligation of the rezoning and are secured through legal agreements required to be registered at the Land Title Office prior to enactment of the CD-1.
- Standard Affordable Housing conditions A.1.57, A.1.58, and A.1.59 seek design development of the Social Housing/Market-Rental/Market units to ensure they meet both the *Housing and Technical Guidelines* and the *High Density for Families with Children Guidelines (2018)*. These guidelines provide general direction on the design and layout of units and identify a specific percentage of 2 and 3-bedroom units.

Parking and Traffic Management:

- Concern the additional density and population centered on the redevelopment of Oakridge will exacerbate existing parking and traffic congestion.
- Support for removal of existing surface parking.
- Concern for continued reliance on vehicular mode of transportation.

Staff Response:

- A number of on/off-site improvements are being sought to address the overall movement to, from, and through the site.
- In addition to the provision of traditional parking/bicycle spaces as per the Parking By-law and Schedule C of the CD-1 By-law, the application is proposing to supply a portion of non-traditional spaces through a combination of residential valet, club cars, shared-vehicles, public bike share, and bicycle silos with the hope of adding to, and strengthening the existing multi-modal network with the area. Standard Engineering Services conditions A.2.26 – A.2.41 (inclusive) seek provision and further clarification of proposed TDM (Transportation Demand Management) measures to help ensure they are delivered.
- Standard Engineering Services condition A.2.46 seeks additional clarity on the proposed residential valet parking to help ensure its success.

Tree Retention:

- Would like to see all/most of the trees in and around the site retained.

Staff Response:

- Retention of the majority of on-site trees 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, furniture, building features, etc. Standard Park Board condition A.1.55 echoes this and seeks exploration of potential sustainable re-use of trees.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:


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

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

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



J. Greer
Chair, Development Permit Staff Committee



P. O'Sullivan, Architect AIBC
Development Planner



J. Bosnjak
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 the pending CD-1 bylaw can and does become enacted by City Council;
- A.1.2 the proposed Form of Development can and does become approved by City Council;
- A.1.3 design development to the bridged massing of the amenity space of Buildings 13 and 14 to minimize its shadowing on the park;

Note to Applicant: See also Standard Park Board condition [A.1.52](#).

- A.1.4 design development for all residential buildings to provide balconies for every unit, and an amenity room with co-located outdoor amenity space in every building;
- A.1.5 design development to provide access to recycling, refuse, and loading, for retail units in Buildings 9, 10 and 11 from within the building without having to use the High Street for these functions, to the satisfaction of the Director of Planning and General Manager of Engineering Services;

Note to Applicant: See also Standard Engineering Services condition [A.2.47](#).

- A.1.6 design development to locate, integrate, and fully screen any emergency generator, 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;

Note to Applicant: See also Standard Landscape condition [A.1.22](#).

- 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 facades 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. See also Standard Park Board condition [A.1.49](#) and Standard Landscape conditions [A.1.16](#) and [A.1.19](#).

- A.1.8 identification on the architectural and landscape drawings of any built and landscape features intended to create a bird friendly design;

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

Development Review Branch Conditions

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Development Review Branch Conditions

- A.1.9 clarification of any anticipated uses not mentioned or provided in the PDP, but allowed for in the CD-1 By-law;

Note to Applicant: Uses such as dwelling uses, grocery/drug store, office, and non-residential uses have a minimum/maximum permitted floor area provision. Confirmation that all future uses will meet the CD-1 (1) By-law limit(s) is required. See also Recommended condition 1.1.

- A.1.10 confirmation that the Floor area and density meet the maximum permitted in the CD-1 By-law;

Note to Applicant: See also Recommended condition 1.1.

- A.1.11 confirmation that the all building heights meet the maximum permitted in the CD-1 By-law;

Note to Applicant: This includes any structures, i.e. the pavilion shown located within the rooftop park. See also Recommended condition 1.1.

- A.1.12 confirmation that the Parking, Loading and Bicycle Parking meet the minimum/maximum permitted in the CD-1 By-law;

Note to Applicant: See also Recommended condition 1.1 and Standard Engineering Services conditions A.2.42, A.2.43, A.2.44, and A.2.45.

- A.1.13 provision of an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

- A.1.14 written confirmation shall be submitted by the applicant that:

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

Landscape Conditions

- A.1.15 design development to the structural, landscape and grading plans to ensure highly compatible, pedestrian-friendly transition zones from public space to privately owned space throughout the site;

Note to Applicant: Special attention will be needed to ensure a seamless transition from park areas to the privately owned edges of buildings and the interface with various uses, ie. commercial, residential, institutional. In the overall open space plan, avoid left over spaces and awkward connections between buildings and consider CPTED principles. See also Recommended condition 1.1, Standard Landscape condition A.1.27, and Standard Park Board condition A.1.48.

- A.1.16 design development to the overall structural design of all applicable existing and proposed buildings (limited to proposed landscaping on buildings or "green roofs") to ensure adequate soil volumes and planting depths for trees, intensive and extensive green roof treatment;

Note to Applicant: To help ensure the long term viability of planting on slab and exposed upper roof conditions, soil depths shall meet or exceed BCLNA planting standards. For new buildings, the project should be exemplary in this regard. At the ground level, avoid raised planter walls that can impede pedestrian flow and fragment space. This can be done by performing the following:

- i. altering/lowering the slab at the junction of the outer wall and ceiling of the underground parkade; and
- ii. lowering the slab below grade to create contiguous tree planting troughs such that the tree base is level with the surrounding walking surfaces.

The soil volume targets should be considered at a minimum of 16 cubic meters per tree with 1m depth and 2m radially (measured from the trunk). Private and semi-private terraces should offer planter sizes and soil volumes that can support long term tree health and canopy cover. Soil cells, structural or enhanced native soils and contiguous planting troughs should be explored. Fully integrated planters should be provided, rather than add-on movable planters. Avoid the necessity to mound soils to obtain minimum soil depths. Further comments may be outstanding at the development permit stage. See also Standard Urban Design condition A.1.7, Standard Landscape condition A.1.26, and Standard Park Board conditions A.1.49 and A.1.54.

A.1.17 design development to the Integrated Rainwater Management Plan to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- i. maximize visible landscape based, best management practices;
- ii. minimize the necessity for hidden mechanical water storage, wherever practical;
- iii. increase the amount of planting to the rooftop areas, where possible;
- iv. consider linear infiltration bio-swales along property lines;
- v. use permeable paving;
- vi. employ treatment chain systems (gravity fed, wherever possible); and
- vii. use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 and 2 for further information. Further comments may be outstanding at the development permit stage. See also Standard Landscape condition A.1.20 and Standard Engineering Services condition A.2.16.

A.1.18 provision of additional requirements that address the *Rezoning Policy for Sustainable Large Developments* including, but not limited to the following:

- i. rainwater management plans;
- ii. reduction of impervious paving;
- iii. expansion of details and functioning of the urban agriculture and food systems program;
- iv. urban forestry goals;
- v. a robust tree canopy and vegetative replacement and layered planting plan at the ground level and upper level amenity areas and private terraces;

- vi. extensive green roof coverage, for non-accessible roof areas, wherever possible;
- vii. consideration to explore opportunities for green walls in the appropriate locations and to mitigate blank walls; and
- viii. optimized soil volumes and healthy landscapes.

Note to Applicant: These requirements are listed here as advanced notice of possible future conditions of development. In the event that the large sites policy is updated prior to any development permit application or approval associated with the site, updated policy may apply. See also Standard Engineering Services condition [A.2.16](#).

- A.1.19 provision of an overall detailed written rooftop and patio strategy and overlay plan for private property;

Note to Applicant: This should include a written description of intent for accessible and non-accessible roof spaces, amenity decks, private patios, vegetative type, and coverage targets. See also Standard Urban Design condition [A.1.7](#).

- A.1.20 provision of plans, plan details, and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes, and detention systems, as follows:

- i. detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- ii. a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;
- iii. an overlay plan that shows amount and ratio of vegetative cover (green roof); and
- iv. permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: This is applicable to private property but will need to be coordinated with rainwater management plans for the overall site and with City-owned park spaces. The strategy and plan is to be updated at time of each successive development permit phase to ensure the targets and requirements are on track. See also Standard Landscape condition [A.1.17](#) and Standard Engineering Services condition [A.2.16](#).

- 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.1.22 design development to the location of site utilities and vents on private property to be integrated discreetly into the building, avoiding any areas of the park, landscaped and common areas and not adversely impacting the public realm;

Note to Applicant: See also Standard Urban Design condition [A.1.6](#).

- 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. 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.

- A.1.24 further exploration and scoping of tree retention options;

Note to Applicant: While the proposal has identified trees that may be suitable for retention, (refer to Oakridge Design Guidelines, page 93), form of development and final street design could result in changes to the intent. Tree retention feasibility review will be required at each development permit stage, or possibly triggered by another permit (such as demolition). Arborist reporting will be needed, prior to, or concurrent with the appropriate permit application. Trees or tree groupings that are owned or co-owned with the City will require coordination with Engineering Services and Park Board. Where tree retention is not possible, consideration of re-use option should be explored. See also Standard Park Board condition [A.1.55](#).

- A.1.25 provision of a detailed arborist report and phased “Tree Management 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;

Note to Applicant: Given the size and complexity of the site, a phased approach will be necessary. 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). Tree replacements to be shown on separate landscape master plans and detailed landscape plans at each phase. See also Recommended condition [1.1](#).

- A.1.26 provision of enhanced soils to maximize tree health in the public realm;

Note to Applicant: Subject to further review by the City Engineer, this may include continuous soil trenches, structural soils and/or soil cells. Further consultation with the project arborist may be necessary. See also Standard Landscape condition [A.1.16](#) and Standard Park Board condition [A.1.54](#).

- A.1.27 provision of a detailed Landscape Plan illustrating soft and hard landscaping;

Note to Applicant: The plans should be at 1/8”-1’-0” scale minimum. Phased development should include separate landscape plans for individual buildings and adjacent open space. The Plant list should include the common and botanical name, size and quantity of all existing/proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and utilities such as lamp posts, hydro poles, fire hydrants, etc. See also

Recommended condition 1.1, Standard Landscape condition A.1.15, Standard Park Board condition A.1.48, and Standard Engineering Services condition A.2.23.

- 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 should include a provision for dog relief areas. These are well-draining areas in close proximity to 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 minimum area of approximately 9m². Designated dog relief areas help to improve the overall durability and usability of the park, reducing pathogens to wildlife, other dogs and people, reducing impacts to vegetation and soiling and staining of architectural elements.

- A.1.29 provision of detailed architectural and landscape cross sections at a minimum 1/4"-1'-0" scale through common open spaces, semi-private patio areas, and the public-private realm;

Note to Applicant: The sections should illustrate the slab design and location, soil profile, tree root ball, tree canopy and any associated landscape treatment. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

- A.1.30 provision of new street trees adjacent to the development site, where applicable;

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

- A.1.31 provision of enlarged detailed elevations for all vertical landscape structures and features, i.e. green walls, trellis, pergola, privacy screens;

Park Board Conditions

- A.1.32 design development to meet at a minimum the Park Board's Park Development Standards;

- 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; and

- iii. connectivity of access points to the park and maximum visual access and transparency from street level and in the park.

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.1.34 design development of skylight size, configuration, location and interface with the park design to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation;

Note to Applicant: See also Standard CPTED condition A.1.78.

- 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.1.36 design development to discourage the riding of bicycles through the Civic Centre Park and encourage dismounting to minimize bicycle traffic adjacent to the Civic Centre;

Note to Applicant: The applicant should work closely with Park Board staff to identify appropriate locations for bicycle parking at the Civic Centre. Public Bike Share locations will be located in the public realm areas or on private land. See also Standard CPTED condition A.1.80 and Standard Engineering Services condition A.2.48.

- A.1.37 design development to ensure universal accessibility of the park to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation;

- 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. See also Standard Park Board condition A.1.41.

- 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.1.40 design development of Park Board operated community learning garden to the satisfaction of the General Manager of Park Board;

Note to Applicant: The park community learning gardens are subject to the Park Board Urban Agriculture Policy and are separate from the food asset requirements specified in the Rezoning Policy for Sustainable Large Developments which is subject to the specifications of the City's Urban Agriculture Design Guidelines for the Private Realm. The community learning garden is not a proxy for the proponent's own requirement for providing local food assets as part of the private development. See also Standard Affordable Housing condition A.1.61.

- 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 bylaws. See also Recommended conditions 1.10 and 1.1 and Standard Park Board condition A.1.38.

- A.1.42 provision of a maintenance manual for each of the 6 park areas to be provided by the applicant as part of DP 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 DP submissions, 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.1.43 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.1.44 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;
- 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.1.46 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.1.47 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. See also Recommended condition 1.1.

- 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. See also Recommended condition 1.1 and Standard Landscape conditions A.1.15 and A.1.27.

- A.1.49 design development to provide active edges and appropriate transitions from all adjacent buildings to the park, to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation and the Director of Planning;

Note to Applicant: The design development of retail, office, and residential buildings facing and adjacent to the park should provide an engaging interface for pedestrians and visual porosity into the park through use of windows and transparent surface elements where possible. Buildings that abut the park should carry elements of the park landscape up the building to support the park principle of “lush and diverse landscape” and clearly denote the private, semi-private and public spaces through design elements. See also Standard Urban Design condition A.1.7 and Standard Landscape condition A.1.16.

- A.1.50 design development to ensure a high level of integration between ground floor use of the Civic Centre and the adjacent Civic Centre Park;

Note to Applicant: See also Standard Facilities Planning and Development conditions A.1.63, A.1.64, A.1.65, A.1.66, A.1.67 and A.1.68.

- 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. See also Standard CPTED condition A.1.80.

- 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. See also Standard Urban Design condition A.1.3.

- 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.1.54 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. See also Standard Landscape conditions A.1.16 and A.1.26.

- 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. 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, furniture, building features, etc. See also Standard Landscape condition [A.1.24](#).

Affordable Housing Conditions

- A.1.56 provision of confirmation of buildings indicating the distribution of social/market-rental/market units for the site, as referenced in the Draft Oakridge Design Guidelines;

Note to Applicant: While the physical distribution of units within the individual buildings may vary slightly through design development, confirmation should be provided to ensure the identified buildings themselves do not change.

- A.1.57 design development of the social housing units located in Buildings 2 and 9 to meet the intent of the *Housing Design and Technical Guidelines* and the *High Density Housing for Families with Children Guidelines*, to the satisfaction of the Director of Affordable Housing, by providing the following:

- i. improved livability by meeting requirements for minimum floor space, outdoor and indoor amenity space, and unit mix;

Note to Applicant: Provide a functional, accessible layout in every dwelling unit with a minimum of 50% 2-bedroom and 3-bedroom units. A total of 87 2-bedroom units and 58 3-bedroom units to be provided as approved in the original CD-1 rezoning: 650 West 41st Avenue (Oakridge Centre).

- ii. 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.

- iii. 6 to 10 family childcare social housing units;

Note to Applicant: Units must be licensable by CCFL for a minimum of 7 children.

- iv. confirmation that 5% of units are accessible, with breakdown proportionate to types of units provided for all social housing units;

- v. amenity space that ensures the following:

- a. indoor and outdoor space is adjacent and contiguous; and
- b. shared laundry adjacent to the indoor amenity space.

- vi. administration and program support services, including an office with accessible washroom located in near proximity; and

vii. secured (fenced and gated with electronic fob access) parking immediately adjacent to the elevator cores of each of Buildings 2 and 9, including the following:

a. 0.30 parking stalls/unit, including HC accessible parking spaces to suit HC accessible unit count;

Note to Applicant: See also Standard Engineering Services condition A.2.47.

b. dedicated garbage and recycling facilities;

c. dedicated secure bicycle parking; and

Note to Applicant: Bike storage to be conventional and not bike silos.

d. dedicated storage, mechanical, electrical and other service rooms.

A.1.58 design development of the market rental 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 total of 73 2-bedroom units and 29 3-bedroom units shall be provided as approved in the original CD-1 rezoning: 650 West 41st Avenue (Oakridge Centre). A minimum of 35% 2-bedroom and 3-bedroom units for market rental units to be provided.

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*.

A.1.60 design development of the indoor and outdoor amenity spaces to ensure the following for residents:

i. indoor amenity to include a kitchen, storage closet and accessible washroom equipped with baby change table adjacent to an outdoor amenity area; and

- ii. 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 developing for children over a range of ages.

Note to Applicant: Play equipment is neither necessary nor encouraged, but landscape features which encourage creative play and motor skills development such as boulders, logs, pathways, water-play elements, sand-play etc. are encouraged.

Note to Applicant: The amenity spaces for the social housing should comply with the *Housing Design and Technical Guidelines* and *High Density Housing for Families with Children Guidelines*. The amenity spaces for the market housing should comply with the *High Density Housing for Families with Children Guidelines*.

- A.1.61 design development for both social and market housing is needed 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);

Note to Applicant: See also Standard Park Board condition **A.1.40**.

- A.1.62 prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that social housing is being provided as part of the City of Vancouver's initiatives;

Note to Applicant: Sign design, format and location to be approved by the City.

Facilities Planning and Development Conditions

- A.1.63 provision of a Community Centre within the Civic Centre which will include, but not be limited to a Fitness Centre, Gymnasium, and Multipurpose Rooms as outlined in the Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation demonstrating consideration of the following:

- i. ground floor multipurpose rooms must have direct access to adjacent park and amenities;
- ii. fitness centre should have a direct visual connection to the adjacent park to maximize program experience; and
- iii. design development to ensure optimal room configurations and functional relationships are achieved, maximizing functionality of spaces for their proposed programming.

Note to Applicant: See also Standard Park Board condition **A.1.50**.

- A.1.64 provision of a Library within the Civic Centre as outlined in the Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) to the satisfaction of the General Manager of Facilities Planning and Development ensuring provision of the following:

- i. a ground floor entry point to the library that will be clearly marked, welcoming, and easily accessible for patrons to find and use;
- ii. design of the library should easily guide patrons to all sub-components;

- iii. a freight elevator or conveyor system designed and sized to accommodate the movement of library materials, in close proximity to the loading bay in the parkade and access all levels of the library with secured staff access;
- iv. exterior illuminated signage specific to the library to be clearly visible from the street;
- v. if library areas are located in close proximity or underneath other Civic Centre areas (ie. fitness centre, gymnasium, theatre), special acoustic provisions will be required so sound does not travel into the library zones; and
- vi. separate connection to City of Vancouver fibre, interior network cabling and terminations for the library.

Note to Applicant: See also Standard Park Board condition [A.1.50](#).

A.1.65 provision of a 69-space Childcare Facility within the Civic Centre as outlined in the Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) to the satisfaction of the General Manager of Arts, Culture, and Community Services ensuring provision of the following:

- i. floor area for all programs (indoor and outdoor spaces) and layout should maximize functionality and adhere as closely as possible with the City's Childcare Design Guidelines; and
- ii. outdoor area should be contiguous and include age appropriate activity zones with a variety of elements and textures for each program.

Note to Applicant: All childcare facilities in new developments are reviewed by staff against the City's Childcare Design Guidelines. The intent of the City guidelines is to ensure that ample and dedicated play space is provided onsite to meet the high-use needs of a licensed group childcare, particularly for full-day childcare programs. Staff advise the Applicant to provide clarification on intended childcare program and functional layout as early as possible, in order to ensure that the childcare facility is both licensable by the Province and meets the City's guidelines. See also Standard Park Board condition [A.1.50](#).

A.1.66 provision of a licensable multipurpose room to accommodate 60 School Age Care spaces and associated outdoor play area within the Civic Centre as outlined in the Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) to the satisfaction of the General Manager of Arts, Culture, and Community Services ensuring:

- i. optimal room configuration maximizing functionality of the program;

Note to Applicant: See also Standard Park Board condition [A.1.50](#).

A.1.67 provision of a 55+ Activity Centre within the Civic Centre to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation ensuring provision of the following:

- i. 4 pick-up and drop-off spaces at-grade in close proximity to the main Civic Centre entrance;
- ii. adequate ratio for accessible disabled parking stalls in underground parking lot; and
- iii. ground level access to park amenities adjacent to the Civic Centre.

Note to Applicant: See also Standard Park Board condition [A.1.50](#).

- A.1.68 provision of a Youth Services Hub within the Civic Centre as outlined in the Oakridge Civic Centre Requirements Update: Phase 2 Report (2018) with ground level access to street and park amenities adjacent to the Civic Centre to the satisfaction of the General Manager of the Vancouver Board of Parks and Recreation;

Note to Applicant: See also Standard Park Board condition [A.1.50](#).

- A.1.69 design development to ensure the following parking spaces dedicated to the Civic Centre are provided/located to the satisfaction of the Director of Planning, General Manager of Engineering Services, General Manager of Real Estate and Facilities Management, and General Manager of Arts, Culture and Community Services:

- i. parking spaces located within parking mezzanine level P1a City airspace parcel; and
- ii. parking spaces located within parking level P1, adjacent to the Civic Centre elevator core with access for Civic Centre patrons secured through an easement for the life of the facility.

Note to Applicant: City approval will be required should there be any modification to the parkade or implementation of pay parking within the defined area. See also Standard Engineering Services condition [A.2.47](#).

- A.1.70 design development to ensure all pick-up and drop-off spaces associated with the Civic Centre and any of its' uses/programs are provided/located to the satisfaction of the Director of Planning, General Manager of Engineering Services, General Manager of Real Estate and Facilities Management, and General Manager of Arts, Culture and Community Services;

Note to Applicant: Indicate and label dedicated drop-off spaces. Drop-off spaces shall be in close proximity to the Civic Centre lobby and elevator and located such that there is no need to cross a drive aisle with a dedicated walkway for pedestrian access to the lobby. In some cases, they will need to be located at-grade for accessibility reasons, ie. 55+ Activity Centre. See also Standard Engineering Services condition [A.2.47](#).

- A.1.71 provision of a dedicated mechanical room for the Civic Centre with a minimum 11'-0" clear height access route in close proximity to the loading bays dedicated to the Civic Centre;

- A.1.72 identification and label on the plans of the following spaces dedicated to the Civic Centre:

- i. bike rooms located with convenient access to the Civic Centre parkade lobby;

Note to Applicant: Bike storage shall be conventional and not included as part of proposed "Bike Silo" scheme.

- ii. storage rooms with convenient and stair-free access to loading bays and loading elevator(s); and
- iii. garbage, recycling, and mechanical rooms with convenient and stair-free access to the loading bays.

Cultural Services Conditions

- A.1.73 provision of a Community Performance Space on the ground floor and Artist-in-Residence Studio within the Civic Centre, as outlined in the Oakridge Civic Centre Requirements Update: Phase 2 Report, dated April 30, 2018 and prepared by Cornerstone Planning Group, to the satisfaction of the General Manager of Facilities Planning and Development, General Manager of the Vancouver

Board of Parks and Recreation and the General Manager of Arts, Culture, and Community Services;

Note to Applicant: This includes all fitting, furnishing, equipping and supplying of the Cultural Spaces.

- A.1.74 provision of an Operations Plan for the sub-ground commercial performance venue to include liquor, audience and staff size, patron management, hours of operation, types of events, etc. and how potential conflicts with the office/commercial/residential adjacent uses will be mitigated;

Note to Applicant: Ensure that neighbourhood impact from patrons leaving venue, especially after 11 pm, is considered and mitigated for residents and consider appropriate options for patrons to congregate during intermissions; and ensure direct access to taxi/shared vehicle(s) to support efficient and safe patron traffic upon leaving venue; and ensure that a safe path for vulnerable patrons accessing parking especially late at night is considered and addressed.

- A.1.75 provision of a Community Use Agreement for the sub-ground commercial performance venue to secure access by local non-profit arts and cultural users;

Note to Applicant: A Community Use Agreement will be set out in the Conditions of the Development Permit, with details to be determined to the satisfaction of the General Manager of Arts, Culture and Community Services.

- A.1.76 provision to work with the City of Vancouver, as a City of Reconciliation, including the Civic Asset Naming Committee, to explore naming of new places and streets (e.g. New Street) in order to increase visibility of Musqueam, Squamish and Tsleil-Waututh (MST) in public places through a process co-led by the Nations and in alignment with any Indigenous design guidelines that are developed;

Note to Applicant: The Cambie Corridor Plan policy 10.4.5 states, “Support Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities by supporting Indigenous cultural spaces and seeking opportunities to reincorporate MST and Indigenous visibility and naming into public places including facilities and roads.

- A.1.77 provision of clarification for proposed “Dance School” identified in the PDP/Draft Oakridge Design Guidelines package;

Crime Prevention Through Environmental Design (CPTED) Conditions

- A.1.78 design development to prevent climbing onto sculptural skylights and canopies at the park level;

Note to Applicant: See also Recommended condition 1.10 and Standard Park Board condition A.1.34.

- A.1.79 design development to avoid deep alcoves and concealed areas at Transit Plaza that might attract mischief;

Note to Applicant: See also Recommended condition 1.3.

- A.1.80 design development to ensure pedestrian safety at all locations where pedestrians routes interface with vehicles and bicycles;

Note to Applicant: See also Standard Park Board conditions A.1.36 and A.1.51, and Standard Engineering Services conditions A.2.28, A.2.31, A.2.41, and A.2.47.

A.1.81 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. pedestrian-scaled lighting to improve safety and security around the building;
- iii. underground parking to have 24 hour lighting and walls painted white;
- iv. avoid hidden alcoves and concealed spaces along the streets and underground;
- v. reduce opportunities for graffiti around the building, use graffiti deterrent paint, and lighten colour of blank facades along base; and
- vi. incorporate openings along the lane elevation for natural light to the parkade where possible.

A.2 Standard Engineering Conditions

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;
- ii. for post construction, describe any proposed groundwater extraction rates, a groundwater reuse strategy and identify opportunities to offset potable water demand; and
- 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. See also Recommended condition 1.2.

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.2.3 design development to reduce the size of the canopy proposed on the transit plaza;

Note to Applicant: The canopy must not obscure visibility of traffic signals, interfere with street lighting nor overhang street trees. Furthermore, the canopy must be fully supported on private property, with no vertical supports within City Right of Way. See also Recommended conditions 1.3 and 1.4.

- A.2.4 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the large glass canopy proposed to encroach onto Cambie Street from the Transit Plaza;

Note to Applicant: An application to the City Surveyor is required. To enable permit issuance a letter of commitment, to enter into a City standard encroachment agreement, and a letter of credit for \$5000 is required. For general information, see the Encroachment Guide http://vancouver.ca/files/cov/building_encroachment_guide.pdf. The encroachment agreement must be registered prior to installation. Upon completion of the canopy installation, a BC Land Surveyor's Location Certificate will be required to confirm the full extent of the encroachment.

- 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;
- 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; and
- iii. a corner-cut truncation in the NE corner of the site.

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

- A.2.6 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Statutory Right of Way for public access and use adjacent to the New Street dedication with widths as described below, and is to include all of the public road and sidewalk:

- i. from West 41st Avenue to the east-west lane north of West 45th Avenue: 11.1m wide;
- ii. from the east-west lane north of West 45th Avenue to the north-south lane east of Tisdall Street: 4.4m wide, plus a 45 degree transition from the 11.1m wide SRW in item 'i' and a 45 degree transition to the 10.4m wide SRW in item 'iii';
- iii. from the north-south lane east of Tisdall Street to the westerly edge of the Pocket Park: 10.4m wide; and
- iv. along the northerly and easterly edge of the Pocket Park: 20m wide.

- A.2.7 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a volumetric Statutory Right of Way for utilities and public access as if dedicated street immediately adjacent to the new street dedication;

Note to Applicant: Any portions of parkade roof located under the SRW area must be protected with a sacrificial concrete slab such that it cannot be damaged during any future utility excavation. Provision of a detailed design cross-section for approval by the General Manager of Engineering Services is required.

A.2.8 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Statutory Right of Way for public access and use over the following:

- i. the east 4.2 m of the site adjacent to Cambie Street;
- ii. the south 5.3 m of the site adjacent to West 45th Avenue;
- iii. the north 6.0m of the site adjacent to West 41st Avenue, except that this width can be reduced adjacent to the existing building that is to remain;
- iv. a 2m x 2m corner-cut truncation at the inside corner of the intersecting SRW's adjacent to road at the southwest corner of Cambie Street and West 41st Avenue; and
- v. a "bi-fold" corner-cut truncation formed by two overlapping 2m x 10m triangles measured in each direction from the inside corner of the intersecting SRWs adjacent to road at:
 - a. the Southeast corner of the New Street and West 41st Avenue;
 - b. the Northwest corner of Cambie Street and West 45th Avenue; and
 - c. the Northeast corner of the New Street and West 45th Avenue.

A.2.9 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services for the decommissioning of the tunnel on West 41st Avenue;

Note to Applicant: A referral to the Structures Engineer (Dane Doleman – 604-871-6930) is required. Upon completion of decommissioning, the Tunnel Agreement registered as SRW Agreement K77258 and Equitable Charge K77258A is to be discharged from the title of Lot 7.

A.2.10 provision of approval in writing from the GVTA for proposed improvements within or over the SRW area, such as removal of the above-ground station house and erection of the large, glass canopy and its supporting structure;

Note to Applicant: For reference, SRW BA209095 (Plan BCP25863; see BA546134), in favour of the GVTA, is for Transit facilities.

A.2.11 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services for the relocation or decommissioning of any utilities within the following Rights of Way and the modification or release of the associated agreements:

- i. SRW 236105M (Ref. Plan 4727);

Note to Applicant: Buildings are proposed over the GVWD SRW in the SE corner of the site. The westerly portion of the SRW is within the area to be dedicated as new street.

- ii. SRW L79450 (Ref. Plan 16686); and

Note to Applicant: Buildings are proposed over the GVWD SRW in the SE corner of the site.

- iii. SRW BK293845 (Plan LMP30023).

Note to Applicant: Buildings are proposed over portions of the Telus SRW. Other portions will be within the area to be dedicated as new street.

Note to Applicant: Written confirmation and agreement from all utility companies is required.

A.2.12 confirmation on whether any of the following SRW's are located within the area to be dedicated as new street;

- i. SRW L121311 (Ref. plan 16903), in favour of GVWD;
- ii. SRW M97558 (Ex. Plan 17475), in favour of BC Tel;
- iii. SRW 320014M (Ex. Plan 6451), in favour of BC Hydro; and
- iv. SRW BG195338 (LMP10663), in favour of the City.

A.2.13 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement 357072M (commercial crossing agreement – 10 locations) prior to building occupancy;

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

A.2.14 clarification and confirmation of any conflicts with the Master Easement Agreement N28621 to N28630 and if necessary, proposed modifications to validate the rezoning;

Note to Applicant: The Easement Agreement is in favour of VR1499 and is an air space easement agreement between the strata property (VR1499) and the Remainder Lot 7 owner. The easement area appears to remain untouched by the proposed development; however, modifications may be required to the pedestrian access areas as shown on Ex. Plan 17598 to reflect the portion at the front of the building previously enclosed by the Crate & Barrel renovations, the Canada Line station entrance, and the proposed stairs leading up to the new park.

A.2.15 design development to the westerly 8m of the pocket park to ensure that this area is clear of large structures or objects that are difficult to move including, but not limited to, trees and playground structures;

Note to Applicant: This portion of the pocket park will contain underground utilities. Park structures must not obstruct manholes or similar utility infrastructure that may reside at grade.

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:

- 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;
- ii. runoff from all roadways, paths and other hard surfaces within the limits of the overall site is to be included in the volumes retained and treated;

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

Note to Applicant: Justification must be provided for using a lower tier retention option.

- 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
- 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. IRMP targets to be achieved on site i.e. without using off-site street Right of Way;
- x. pre-development site plan showing orthophoto and existing drainage areas and appurtenances;

- xi. 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;
 - xii. 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.
 - xiii. 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;
 - xiv. if lower tier green infrastructure options are chosen, then justifications must be included in the RMP report;
 - xv. 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.
- xvi. include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets;
 - xvii. the plan and report must demonstrate that access has been provided for maintaining the rainwater management system, such as providing truck access for pumping outsediment traps; and
 - xviii. maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.

Note to Applicant: The building/public realm should be designed to show leadership in the City's commitment to Green Building systems including an integrative approach to rainwater management to minimize potable water use and encourage the use of alternative water sources in areas such as toilet flushing and irrigation. Consideration should be given to a joyful expression of capture and movement of rainwater across the site.

Legal arrangements may be required to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems. Prior to issuance of the first Development Permit, and each successive Development Permit, completion of any such arrangements will be required on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services. See also Standard Landscape conditions [A.1.17](#), [A.1.18](#), and [A.1.20](#).

- A.2.17 provision of a revised Zero Waste Design and Operations Plan that addresses waste diversion in all solid waste generating activities within the complex;

Note to Applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to issuance of the first Development Permit, and each successive Development Permit, the completion of any agreements required by this Plan on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services. See Administrative Bulletin for more information: <http://bylaws.vancouver.ca/bulletin/r019.pdf>.

- A.2.18 design development for all new buildings to meet the requirements of the *Green Buildings Policy for Rezoning*s (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings;

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For phased developments, it is expected that the individual development permits will meet the requirements of the Green Buildings Policy for Rezoning in effect at the time of development permit application. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning*s – *Process and Requirements* (amended April 28, 2017 or later). The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

- A.2.19 provision of publicly accessible drinking water to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: As part of the Greenest City Action Plan, the City is encouraging a greater number of opportunities to provide public access to water. These points are generally located at major pedestrian hubs or along active transportation routes like greenways and bikeways. As such, it is requested that additional detail be provided regarding sites for publicly accessible drinking water – via water fountains or bottle filling stations. Staff are currently seeking locations at the West 41st Avenue and Cambie Street intersection as well as various points along the High Street. Water fountains and stations should be connected directly to the City's water mains and be operated by the City.

- A.2.20 provision of adequate water service to meet the fire flow demands of the project;

Note to Applicant: The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that maybe required.

- A.2.21 provision of adequate sewer (storm and sanitary) service to meet the demands of the project;

Note to Applicant: The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including floor area, projected fixture counts and other details as required by the City Engineer to determine if sewer system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.

A.2.22 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. 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.2.23 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 pre-development application;

Note to Applicant: Where a design or detail is not available please make note of the improvement on the site and/or landscape plans. Please submit a copy of the updated plan to engineering for review. See also Standard Landscape condition **A.1.27**.

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.

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.2.26 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 clarification of the following:

- i. how the proposed suite of TDM strategies is being implemented;
- ii. what level of transit pass subsidies are proposed for residents, and how long will they remain in effect;
- iii. what additional TDM strategies are to be implemented to replace the bicycle co-op;
- iv. how does the performance of the currently proposed private car club compare with the originally proposed public car share with respect to reductions in vehicle ownership; and
- v. how will the Oakridge project react to the removal of a substantial proportion of on-street parking near the site.

Note to Applicant: The original rezoning transportation study noted that spillover of residential parking could be accommodated on-street in the vicinity of the site. With significant additional density planned for the surrounding area, this is no longer the case.

A.2.27 if shared vehicles are proposed, enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of the 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. provide 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 Shared Vehicle(s);
- iii. provide and maintain 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. provide 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.

Note to Applicant: Shared vehicle spaces are required to be a minimum width of 2.9m.

- A.2.28 provision of updates to the Transportation Study prior to issuance of the first development permit to include analysis for the following five scenarios to assess impacts of traffic from Oakridge Mall into the City's arterial roads/MRN roads. Explicit evaluation of congestion along Cambie Street and West 41st Avenue is required including SimTraffic queues;

i. Base Scenario

41st @ New Street – Full Signal – two northbound lanes (L, LR), no pedestrian crossings;
41st @ Heather – Full Signal – pedestrian crossings on all sides, bicycle crossing;
41st @ Manson – Full Signal – pedestrian crossings on all sides, three northbound lanes (L, T, R) No dual left turns permitted at Manson;
41st @ Residential Access 1 – RIRO;
41st @ Cambie – Full signal – Assume existing laning;
Cambie @ 42nd – existing RIRO configuration;
Cambie @ between 42nd and 43rd – Full Signal, 3 eastbound lanes, (L, L, R) no pedestrian crossings;
Cambie @ 43rd – RIRO for vehicles, two-stage pedestrian crossing;
Cambie @ 44th – Full Signal, 3 eastbound lanes (L, T, R); and
Cambie @ 45th – Full Signal.

41st Avenue – Generally 2 lanes each direction plus dedicated transit lane with additional LT and RT lanes as required.

Cambie Street – Generally 3 lanes each direction with additional LT and RT lanes as required.

New Street – One lane each direction. Assume this is a through street from 41st to 45th. The design of New Street will need to be completed to a level similar to a collector street with respect to turning radii and lane widths.

ii. Variation 1

Assess impact of permitting an east leg pedestrian crossing at West 41st Avenue @ New Street with two northbound lanes (L, R).

iii. Variation 2

Assess opportunity to allocate additional commercial traffic to the southerly New Street access (near West 45th Avenue) to relieve the Cambie Street/West 44th Avenue access.

iv. Variation 3

Assess opportunity for two-stage pedestrian crossings at West 44th Avenue and Cambie Street in addition to at West 43rd Avenue and Cambie Street. This may include split phasing and accommodation of a dual eastbound left turn phase.

v. Variation 4

Assess queues and delay through intersections in the absence of the signal at West 41st Avenue and Cambie Street to isolate impacts of this signals capacity. Signal timings should be optimized as if this signal were in place.

vi. Variation 5

Assess a potential traffic signal at the Civic Center entrance.

Note to Applicant: Pending results of the analysis, additional scenarios may be requested, or revisions to the street designs or signalization near the site may be required. See also Standard CPTED condition [A.1.80](#).

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.2.30 provision of the redesign and reconstruction of Cambie Street from West 41st Avenue to West 45th Avenue, West 41st Avenue from Cambie Street to the New Street, and West 45th Avenue from Cambie Street to Tisdall Street including but not limited to, sidewalks, curb, vehicle lanes, separated bicycle lane(s), transit stops, signage, street and pedestrian-scale lighting, parking lane(s), treed boulevards, center medians, street furniture (bike racks, benches, litter containers, etc.), concrete bus pads, road painting and increased crosswalk widths including any property dedications and/or statutory right-of-way arrangements;

A.2.31 design and construction of the New Street on the western edge of the site including but not limited to, sidewalks, curb, vehicle lanes, separated bicycle lane(s), signage, street and pedestrian-scale lighting, parking lane(s), treed boulevards, road painting including any property dedications and/or statutory right-of-way arrangements;

Note to Applicant: See also Standard CPTED condition [A.1.80](#).

A.2.32 provision of a protected intersection at Cambie Street and West 45th Avenue;

A.2.33 provision of a protected intersection at Cambie Street and West 41st Avenue;

A.2.34 provision of a protected intersection at New Street and West 45th Avenue;

- A.2.35 provision of a bidirectional cycling facility around the perimeter of the site on the near side of the perimeter streets;
- A.2.36 provision of improvements to the Cambie Heritage Boulevard and along the west side of Cambie Street, adjacent to the site as per Section 3, pages 51-54 of the Council approved Cambie Corridor Plan;
- A.2.37 provision of upgrade and optimization of traffic signals at Cambie Street and West 41st Avenue, Cambie Street and West 45th Avenue, and at West 41st Avenue and Heather Street to reflect redesigned streets, site-generated traffic, new bikeway connections, and integration of separated bicycle lanes;
- A.2.38 design and construction of new traffic signals and related infrastructure at the following locations, including operational analysis:
- i. West 41st Avenue and Manson Street;
 - ii. Cambie Street and West 42nd/43rd Avenue entrance;
 - iii. Cambie Street and West 43rd Avenue;
 - iv. Cambie Street and West 44th Avenue;
 - v. West 41st Avenue and New Street; and
 - vi. New Street and Civic Centre parkade access.
- A.2.39 design development to the driveway to the existing strata building on Cambie Street as it is in close proximity to the proposed signalized intersection and access at Cambie Street and West 42nd/43rd Avenue;
- Note to Applicant:** Vehicles may have difficulties exiting the driveway if there are vehicles queued at the traffic signal. Consider relocating the driveway further north or to be via the mall access.
- A.2.40 review proximity of bus stop to the driveway east of Manson Street on West 41st Avenue and if too close revisit proposed location;
- A.2.41 analysis of the location of the residential driveway between Manson Street and the existing office building on West 41st Avenue for potential sightline issues;
- Note to Applicant:** A setback between the eastern edge of the driveway and the building face may be required to improve visibility between exiting vehicles and pedestrians approaching from the east. See also Standard CPTED condition [A.1.80](#).
- A.2.42 provision of an updated Technical Table and Traffic Study to show the minimum and maximum required parking, loading, bicycle spaces and the most current number of spaces being provided;
- Note to Applicant:** See also Standard Development Review Branch condition [A.1.12](#).
- A.2.43 provision of an updated Technical Table clearly showing the number of parking spaces assigned to each use and the number of parking spaces on each level of parking;

Note to Applicant: The information provided on the Technical Table in the PDP appears to not reflect the drawings, and is also different from the tables presented in the TAMS. See also Standard Development Review Branch condition [A.1.12](#).

- A.2.44 confirmation that the number of parking spaces for residents, including car share bonuses and excluding tandem spaces, meets the minimum By-law requirement;

Note to Applicant: See also Standard Development Review Branch condition [A.1.12](#).

- A.2.45 confirmation that the number of parking spaces provided for residents, including tandem spaces, and spaces in the existing development, does not exceed the By-law maximum in the CD-1;

Note to Applicant: Car share bonuses need not be applied to the calculation of maximums. See also Standard Development Review Branch condition [A.1.12](#).

- A.2.46 provision of additional information for the proposed Residential Valet Parking, demonstrating the following:

- i. anticipated costs for residents on a monthly/annual basis;
- ii. examples of other places where a large scale residential valet like this has been implemented successfully. Were there challenges for the surrounding community? How were these resolved?
- iii. clarification of how parking for individual buildings will be assessed and balanced to ensure an individual building is not under parked;
- iv. clarification of the contingency plan for the valet parking in the event of major issues. At a minimum, this should include:
 - a. plans showing the number of non-tandem, By-law compliant parking spaces able to be accommodated in the P3 level. The TAMS notes that the parkade has been designed to be adaptable;
 - b. a distribution of parking spaces to individual buildings that meets the minimum By-law requirements. There appears to be plenty of space on P3 to accommodate this amount of parking;
 - c. a conceptual design of security measures to be installed; and
 - d. additional information on legal agreements required to secure the strata interests in the parking.
- v. clarification of how conflicts will be resolved, for example, how will an individual strata exit the valet agreement and take on operations of their parking spaces;
- vi. provide additional details on the proposed relationships to be created between the stratas and developer during the life of the valet;
- vii. provision of additional details on the proposed ownership structure and operator agreements of the parking levels;
- viii. clarification if residential visitors are required to use the valet, or if they may park in the Oakridge mall parking;

Note to Applicant: The TAMS indicates that residential visitors will be expected to use

the valet parking. It is more typical for residential visitors to share the commercial parking, which appears to have sufficient capacity when considering time varied demand.

- i. provision of an approach that allows for assessment of the success of the valet parking measures over time, with an opportunity to adjust the plan. Approaches could include provision of the following:
 - a. a phased approach to development permitting and/or construction with opportunity to observe real-world operations of the valet system within a time period that issues can be resolved;
 - b. a solution to accommodate an alternative style of parking in the event that the valet system fails, such as:
 - provision of partial valet and partial traditional parking on P3;
 - provision of all traditional parking on P3; or
 - reallocation of commercial parking to residential.
 - c. a monitoring plan to observe and assess the success of the valet system, including criteria to be applied, data to be collected; or
- Note to Applicant:** To be implemented should observations indicate that the valet is not adequately serving resident's needs, or creating issues off-site.
- d. design development to provide a parking floor plate that meets the minimum parking requirements for all buildings during the DP stage, with additional parking as a valet system, including provision/indication of the following:
 - a parking floor plate that complies with the By-law parking minimums and typical design standards, without tandem spaces exceeding the maximum, or included in the minimum;
 - a breakdown of parking spaces assigned to each individual building and indicated on the plans;
 - sufficient security measures for the residential parking area; and
 - a valet system in the remaining area(s) of P3.

Note to Applicant: Since this approach would provide the minimum By-law parking in a more traditional fashion, no additional information about the valet would be needed as this would be considered separately. The valet could be implemented post-construction, which may work well with the current plans to implement a more traditional self-park approach in the first phases of development.

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. a more convenient and open vehicle route from the North access to the proposed Performance Space drop-off area;

- ii. improved operations of the Civic Center parkade ramp from levels P1a to P1 to allow better use of space for more efficient parking on P1a;
- iii. level P1a parking to be designed and located to the satisfaction of the General Manager of Engineering Services, Director of Planning, and the Director of Facilities Planning and Development;

Note to Applicant: This will include consideration of access, security, location of parking ramps and service corridors, and parking layout. See also Standard Affordable Housing condition [A.1.56](#) and Standard Facilities Planning and Development condition [A.1.69](#).

- iv. resolution of conflicts between columns and drive aisles throughout the parking and loading levels;
- v. clarification of the pedestrian access to and from the public parking on levels P1 and P2 and the Safeway store;

Note to Applicant: The loading court is directly under the Safeway Site and there does not appear to be direct internal public access to the Safeway store from the underground parking. See also Standard CPTED condition [A.1.80](#).

- vi. clarification of parking layouts on level P1 near the SE corner (See gridlines DC, between D2 and D3 on drawing A2.02);

Note to Applicant: These appear to be tandem spaces. If these are for residential use they must be included in the calculation of residential parking maximums. If they are not, then tandem spaces are to be eliminated for commercial parking.

- vii. identification of pick-up/drop-off spaces on-site in a location with convenient access to transit from within the mall parking;

Note to Applicant: See also Standard Facilities Planning and Development condition [A.1.70](#).

- viii. convenient, stair free, internal loading routes from the loading bays to all uses;

Note to Applicant: Clarify the loading routes on all drawings.

- ix. confirmation of vertical clearance is provided to the loading court from the North Access along Cambie Street between West 42nd Avenue and West 43rd Avenue;

- x. additional turning tracks of manoeuvring for all Class B and Class C loading bays to be provided at the development permit stage;

Note to Applicant: Show the locations of all proposed columns on the diagrams.

- xi. design development to eliminate conflicts between trucks manoeuvring in the Safeway area loading court and traffic at the West 44th Avenue ramp;

Note to Applicant: Turning tracks of manoeuvring to be provided at the development permit stage.

- xii. design development to improve loading manoeuvring between the West 44th Avenue ramp and the perimeter loading route by eliminating or relocating columns and vehicle parking spaces;

Note to Applicant: Turning tracks of manoeuvring to be provided at the development permit stage.

- xiii. clarification of the maintenance operations for the rooftop park space including solid waste and loading access;

Note to Applicant: Consider how waste bins, lawn mowers and other materials and equipment will be moved up to and down from the rooftop space for maintenance and special events.

- xiv. drawings to be updated to show the SRW and Dedication lines; and
- xv. confirmation that all Class B bicycle parking will be relocated to private property.

Note to Applicant: See also Standard Urban Design condition **A.1.5**.

A.2.48 provision of 3 PBS stations to be accommodated on site on private property as per the following:

- i. Locations and Station Sizes:

- a. a 39.5m x 4m (linear) or 19.5m x 8m (back-to-back) sized station at the Transit Plaza near the corner of Cambie Street and West 41st Avenue;

Note to Applicant: The proposed PBS space as shown on Drawing A2.06 and L4.0 measuring 18.9m x 4m does not meet the size requirement for the station at this location. A 19.5m x 8m (back-to-back) station layout can be accommodated in the location shown within the Transit Plaza between the Canada Line Station and the existing retail building.

- b. a 16m x 4m sized station near Heather Street and West 41st Avenue;

Note to Applicant: The proposed PBS space as shown on Drawing A2.06 and L3.0 east of the Civic Centre along West 41st Avenue is acceptable.

- c. a 16m x 4m sized station near Ash Street (New Street) and West 45th Avenue;

Note to Applicant: A station at this location is not shown on the drawings. The preferred location is on the east side of New Street, near Building 8. The PBS station is not to be located within the Pocket Park.

- ii. the full length of the space is to be continuous;

Note to Applicant: The physical station with docked bicycles is 2m wide and has a required bicycle manoeuvring zone of 2m for a total width of 4m.

- iii. the stations must be fully located on private property while still clearly visible to the public with 24/7 public access and allow easy access to the street;

- iv. Access: Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space;

Note to Applicant: These elements shall not be in conflict or cause frequent disruption to the PBS station.

- v. *Surface treatment:* A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points within the PBS station footprint (except as noted below);

Note to Applicant: Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval.

- vi. *Grades:* The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%.

Note to Applicant: At minimum, spot elevations at the four corners of the station must be provided.

- vii. *Sun exposure:* There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power; and

Note to Applicant: Ideally the station should receive 5 hours of direct sunlight a day.

- viii. *Power:* Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.

Note to Applicant: See also Standard Park Board condition [A.1.36](#).

Pertaining to Street Furniture:

- A.2.49 all costs associated with the removal and subsequent re-installation of street furniture during construction and upon completion of construction shall be the responsibility of the developer;

- A.2.50 clarification and confirmation that the following shall be protected in place or removed and re-installed at new location(s), if necessary:

- i. existing bus shelters;

Note to Applicant: All bus stops shall include bus shelters. Coordinate with Street Activities where new shelters are required.

- ii. existing trash receptacles on street Right of Way(s);

- iii. existing bike racks on street Right of Way(s); and

- iv. existing information maps and way-finding signs on street Right of Way(s).

Note to Applicant: All items should be identified on the Landscape Plans including notes on replacement.

Pertaining to Street Horticulture:

- A.2.51 all planting 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.2.52 confirmation that no permanent irrigation system shall be installed in the street Right of Way;

- A.2.53 confirmation that 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 where sightlines need to be maintained for safety reasons, shall not exceed a mature height of 0.6m as measured from the sidewalk;
- A.2.54 confirmation that all plant material within the street Right of Way that is located outside of the areas described in the bullet above shall not exceed 1m in height as measured from the sidewalk; and
- A.2.55 confirmation that plants shall be planted in such a way as to not encroach on the sidewalk, street, lane, and/or bike lane.

Note to Applicant: Provide minimum 45cm buffer of low groundcover in planting beds adjacent to sidewalks.

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

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work.
- A.3.2 Provision of Ministry of Environment release for the permit application(s) requested (e.g. Demolition, Subdivision, Zoning, and Development).
- A.3.3 The property owner shall, as required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.
- A.3.4 Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated offsite on terms and conditions satisfactory to the Manager of Environmental Services, City Engineer and Director of Legal Services, including:
- i. Each parcel undergoing development will be identified by metes and bounds; and
 - ii. A Section 219 Covenant stating that there will be no occupancy of any buildings or improvements on the parcel (identified by metes and bounds) constructed pursuant to this rezoning and development until a Certificate of Compliance or a Final Determination (for the parcel) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.
- A.3.5 Must comply with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal Bylaws (e.g. Fire Bylaw, Sewer and Watercourse Bylaw).

B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.5 Detailed drawings of the Child Care Facility to be submitted to and reviewed by CCFL for compliance with the CCF Act and Child Care Regulation.

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

B.2 Conditions of the Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and

be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

- B.2.6 The General Manager of Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) to be located on private property with no reliance on public property for placement of these features. The applicant is to provide confirmation that all required electrical plant is provided for on-site. There is to be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

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

- B.2.7 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.2.8 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**

Building Review Branch Comments

The following comments are based on the preliminary drawings stamped “Received” on February 26, 2018 and prepared by Henriquez Partners Architects for the proposed “pre-DP” application DP-2018-00166. This is a preliminary review in order to identify major issues which do not comply with Vancouver Building Bylaw #10908 as amended (VBBL).

The following items are under ongoing discussion with the design team and must ultimately be resolved to the satisfaction of the Chief Building Official (CBO).

1. Performance Venue

The sub-ground commercial performance venue proposed for Parking Level P3 at the northeast corner of the site is of significant concern to the CBO, the Vancouver Police Department, and Vancouver Fire & Rescue Services. It will not be permitted in its current configuration nor in any other below-grade location. Concerns are related specifically to life safety issues around egress/exiting and emergency response. See also Recommended condition 1.15.

2. Single Building Concept

The project is currently proposed to be designed as a single building under the auspices of Articles 3.2.2.23., 3.2.2.47., 3.2.2.54., 3.2.2.62., and 3.2.2.72. of the VBBL, where each provide construction requirements for buildings of “any height, any area, sprinklered” for the anticipated major occupancies in the project. The “any height, any area” concept has never been anticipated by the City to apply to a development of this size and complexity and will not be supported at this time. Specific issues include (but may not be limited to):

- Seismic performance;
- Fire spread within the parkade;
- Fire department access and response to both the parkade and the rooftop park;
- Exiting/egress from the parkade to the rooftop park; and
- Phasing of the development over several years and integrity of structural, fire, and life safety compliance during ongoing construction.

Note to Applicant: See also Recommended condition 1.16.

3. Construction Phasing

The design team hopes for approval of this project as a single building permit with individual stages for the various phases of development as permitted by the Certified Professional Program. In addition, there is a request for assurance that the requirements of the VBBL edition in effect at the time of initial permit application can be applied to all future phases of the development for the duration of construction (anticipated to be 10+ years). This concept is not supported by the CBO’s office, for the reasons listed below.

- The single-permit structure for a typical staged project is predicated on the submission of a complete code compliance report and supporting code compliance drawings at the time of initial application, demonstrating in detail how the entire project complies with the VBBL. The design team has not explained how this is feasible for a project that is anticipated to last upwards of 10 years. The final stages of the permit are likely to be still conceptual when the initial permit application is made.
- Individual permits provide opportunities to incorporate fire separations, seismic shear walls, and independent exits that the single building concept excludes.
- It’s not possible to anticipate the requirements of future editions of the VBBL and it would be irresponsible of the CBO’s Office to accept an outdated standard for fire & life safety, structural design, accessibility, and energy performance for the entire future development.

4. Existing Building Upgrades

The two existing buildings at the northeast corner of the site, as well as a portion of the parkade below them, are proposed to be retained while the rest of the property is redeveloped. The existing buildings are adjacent to the proposed main entrance to the new mall and the transit plaza. Both are anticipated to have structural and life safety deficiencies due to their age. Based on the size of the proposed development and consistent with direction given to other proposals currently underway in the City, the CBO's Office has requested that the existing buildings be upgraded to an appropriate level of fire and life safety and seismic resistance.

5. Fire Access

The distance from the nearest access route to the middle of the rooftop park appears to exceed the allowable travel distance from an access route per 3.2.5.5. of the VBBL. In addition, the proposed building cantilevers over the "High Street" appear to challenge firefighting to the building face using ladders. Both these concerns must be addressed.

6. Sustainability

In addition to a single-phase site-wide project model demonstrating compliance with the site TEUI and GHGI performance limits (as specified in Green Buildings Policy for Rezoning amended February 7, 2017, the May 2, 2018 Building By-law report to Council, and the Zero Emissions Building Plan for planned 2025 and 2030 requirements), the design team shall demonstrate compliance with the TEDI limits for the development contained within each building permit, and report the TEDI of each structure. One of staff's primary concerns for a single-phase site-wide project model incorporating all structures is the potential it creates to allow for higher performing buildings to trade-off with lower performing or even non code-compliant buildings.

As the project design progresses, the City will require regular updates to the site-wide project model, including the TEUI, TEDI, and GHGI values for each structure. These updates will occur at each DP and BP stage, as well as any time a potential barrier to achieving the performance limits is identified for individual building permits or the project as a whole. These updates must show how changes to Building By-law performance limits over time have been incorporated into the site-wide project model, and how the site-wide energy approach achieves the GHGI limits. Performance changes to building designs already approved will also require updated models and shall demonstrate compliance with applicable performance limits are maintained.