
833 W PENDER STREET (COMPLETE APPLICATION)
DP-2017-00064 - DD

ML/CF/CS

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Joseph, Engineering Services
A. Thompson, Real Estate Services
D. Naundorf, Housing Policy and Projects
C. Buckham, Social Policy
D. Hutch, Park Board

Also Present:

M. Linehan, Urban Design & Development Planning
C. Fong, Development Services
C. Stanford, Development Services

APPLICANT:

Studio One
Shoghig Tutunjian
#240 - 388 W 8th Ave
Vancouver, BC
V5Y 3X2

PROPERTY OWNER:

Noordin Sayani
4201 Lougheed Hwy
Burnaby, BC
V5C 3Y6

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a 13-storey, 106 room hotel with two levels of underground parking accessed from the lane via a vehicular elevator operated by valet service. The hotel will have a restaurant/guest lounge on the ground floor, lobby access from Pender Street and a vehicular drop off area on the lane side with a rooftop garden amenity for hotel guests.

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

● **Issues:**

1. Roof deck screening
2. Design refinements

● **Urban Design Panel:**

May 17, 2017
September 16, 2017

RESUBMISSION recommended.
SUPPORT with recommendations.

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2017-00064 submitted, the plans and information forming a part thereof, thereby permitting the development of a 13-storey hotel (with restaurant), with two levels of underground parking, having vehicular access from the lane, subject to the following conditions:

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

1.1 design development to provide architectural and landscape screening of roof deck activities from residential uses across the lane;

Note to Applicant: Additional landscaping and more passive programming should be located at the rear of the roof deck, north of the elevator vestibule, to mitigate noise, privacy and overlook impacts to the residential units at Level 14 and above of the *Jameson* tower.

1.2 deletion of reference to the proposed bar at roof deck outdoor space;

Note to Applicant: Clarify if the proposed outdoor bar at the roof deck is intended to be operated as a restaurant with food service from the kitchen on the ground floor. If so, the space is to be labeled as a 'Restaurant Class-1' and a letter of operations provided. In addition, a separate permit will be required for the proposed outdoor restaurant seating at the roof. This permit may include standard conditions regarding hours of operation, noise and light levels.

1.3 design development to provide a continuous canopy for weather protection;

Note to Applicant: The intent is to provide coverage for pedestrians in Vancouver's winter climate and make this street 'rain friendly' as noted in the Transportation 2040 Plan. The horizontal depth of the canopy should be a minimum of 70% of its height above the sidewalk. For example, a canopy that is 10 feet above grade should provide 7 feet of cover.

1.4 design development to provide improvements to the public realm interface at the street and lane, as follows:

- i. provide surface treatment along the building frontage to enhance the ground plane, noting treatment should be consistent with the architectural design and coordinated with the City sidewalk treatment;
- ii. provide surface treatment at the drop off area at the lane to distinguish the guest pedestrian pathway from the parking and loading spaces;
- iii. limit extent of overhang of the upper massing at the front elevation to not exceed 4 feet;
- iv. delete the concrete party wall projection into front setback at the west property line, if possible noting building code constraints;
- v. provide a high quality architectural or landscape treatment adjacent the exposed side wall of the Exchange building at the east property line; and
- vi. provide high quality architectural treatment for the entry canopy and soffits at the street and lane, consistent with the overall design;

Note to Applicant: Noting the narrow façade, a simple, refined and cohesive architectural treatment and colour/material palette is recommended consistent with the overall design. The laser-cut screen wall treatment at the main entry vestibule may extend to the canopy above. The stone façade may wrap to the underside of the soffit above the front entry.

- 1.5 design development to provide improved daylighting of the amenity space and guest rooms by deleting balcony projections in the light well at the east facade;

Note to Applicant: Juliette rather than full balconies may be provided at the light well. Balconies are included in floor area.

- 1.6 consideration of provision of passive shading elements at the south facade; and

Note to Applicant: The introduction of punched windows and the attendant reduction in the ratio of glazing to solid wall as compared to the original application is noted and supported; consideration of passive shading devices is also suggested.

- 1.7 provision of large scale details confirming dimensions and materials for canopies , soffit overhang conditions, roof parapets, guardrails at balconies, typical punched windows, and screen elements at the roof deck, showing high quality and durable materials throughout;

Note to Applicant: The punched windows should be recessed to add depth and visual interest to the facades.

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

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

• **Technical Analysis: Technical Analysis (DD - ODP):**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size ¹	-	-	51.95 ft. x 120.03 ft.
Site Area ¹	-	-	6,235.00 ft ²
Floor Area ²	(Area B) Hotel 56,115.00 ft ² 15% Hotel Bonus <u>8,417.25 ft²</u> Total 64,532.30 ft ²	-	Hotel 64,409.44 ft ²
FSR ³	(Area B) Hotel 9.00 15% Hotel Bonus <u>1.35</u> Total 10.35	-	Hotel 10.33
Height ⁴	299.87 ft. (Area 5)	-	Top of roof slab 135.56 ft. Top of low parapet (NW) 140.76 ft. Top of high Parapet 145.20 ft. Top of roof-top canopy 146.07 ft. Top of Elevator/Stair 154.42 ft.
View Cone ⁴	Max. Elevation 415.68 ft.	-	Top of Elevator 220.70 ft.
Parking ⁵	Hotel Max. 53 Small Car (25% of 32) Max. 8	Total Min. 32 Disability 3	Hotel 20 Small Car 10 Disability 0
Loading ⁶	-	Class A Class B Hotel 0 2	Class A Class B Hotel 0 1
Bicycle Parking ⁷	-	Class A Class B Hotel 4 6	Class A Class B Hotel 5 6 Horizontal Min. 3 Provided 0 Vertical Max. 2 Provided 5 Bicycle lockers Min. 1 Provided 0 Clothing lockers Min. 6 Provided 0
Passenger ⁸	-	Class A Hotel 2	Class A Hotel 0
Horizontal Angle of Daylight	-	Minimum 50° or two angles with a sum of 70°	Proposed 50° or two angles with a sum of 70°
Unit Type	-	-	Total Hotel Units = 106

¹ **Note on Site Size and Site Area:** Site size and area is from submitted survey, prior to any dedications.

^{2 & 3} **Note on Floor Area and FSR:** Part 2 of Section 3 of the DD - ODP allows the Development Permit Board to permit an increase in Floor Area/FSR for hotels provided that: (a) the increase in no case exceeds a maximum of 15% (maximum 10.35 or 64,532.30 sq. ft.) of the floor area of that portion of the building having floor-to-floor dimensions of less than 10 feet and used for guest accommodation and ancillary corridors, service and access areas; (b) it first considers the impact of additional density on built form, neighbouring sites and buildings, livability, views, shadowing and local pedestrian and vehicular circulation; and (c) it first considers all applicable policies and guidelines adopted by Council. Floor areas of all proposed balconies should be included in the floor area calculation. Furthermore, the area of the guest amenity room must be included in the computation of the amenity floor area. Standard condition A.1.6 seeks compliance with Section 3 of the DD-ODP.

⁴ **Note on Height and View Cone:** Proposed building height is well below the most restrictive View Cone (Queen Elizabeth Park to the Downtown Skyline and North Shore mountains) affecting the site, per D. McKay.

⁵ **Note on Parking:** Proposed parking includes two tandem parking spaces which staff do not support. Section 4.3.2 of the Parking By-law has been used to compute the required hotel parking. The proposal is deficient in the number of parking spaces and disability spaces, and Standard Conditions A.1.1 & A.1.2 seek compliance.

⁶ **Note on Loading:** Section 5.2.2 of the Parking By-law has been used to compute the required loading for hotel use. The proposal is deficient in the number of loading spaces, and Standard Condition A.1.3 seeks compliance.

⁷ **Note on Bicycle Parking:** Section 6.2.5.2 of the Parking By-law has been used to compute the required bicycle spaces for hotel use. The proposal is deficient in the number of horizontal Class A bicycle spaces and lockers. Standard Condition A.1.11 seeks compliance.

⁸ **Note on Passenger:** Section 7.2.5.2 of the Parking By-law has been used to compute the required passenger space for hotel use. The proposal is deficient in the number of passenger space. Standard Condition A.1.4 seeks compliance.

• **Legal Description**

Lot: 17 & 18
Block: 21

District Lot: 541
Plan: 210

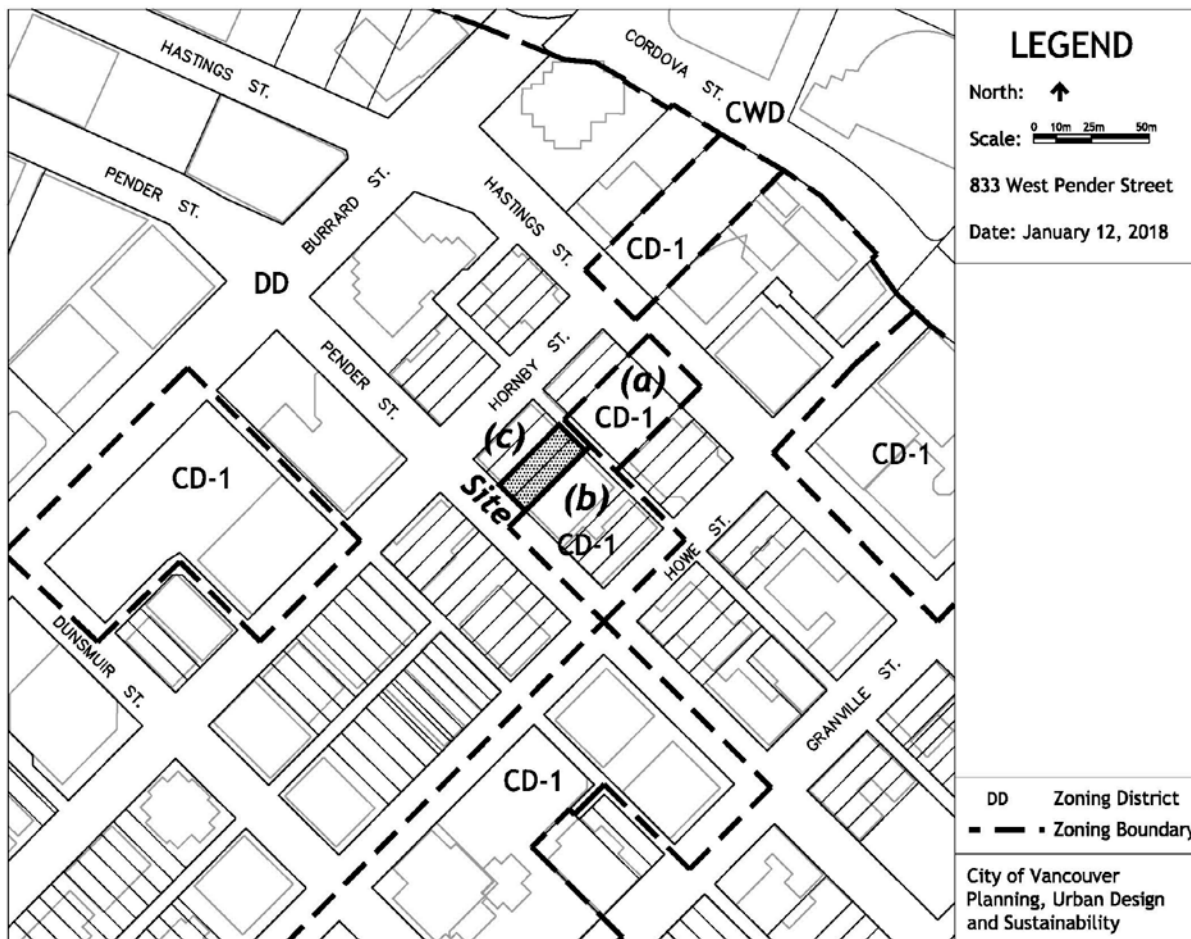
• **History of Application:**

2017 01 18 Complete DE submitted
2017 05 17 Urban Design Panel
2017 09 06 Urban Design Panel
2018 01 24 Development Permit Staff Committee

• **Site:** The site is a small 51.95 ft. x 120.03 ft. midblock lot located on the north side of Pender Street between Hornby & Howe Streets. It lies within Sub-Area B of the Downtown District Official Development Plan (DD ODP)

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

- (a) 838 West Hastings, *the Jameson* (c. 2007). 36-storey (380') tower with commercial uses at Levels 1-13 and residential uses at Levels 14-36. FSR 23.1.
- (b) 819 West Pender, *the Exchange* (c. 2016). 11-storey Heritage-A 'Old Stock Exchange' & 31-storey (375') tower with commercial uses (no residential). FSR 21.5 FSR.
- (c) 889 West Pender. 8-storey office building (c. 1983).



• Background:

The site currently has an existing 2-storey retail building, *Edward Chapmans*, constructed in 1971. The proponents are seeking to develop a new hotel under the provisions of the Downtown Official Development Plan.

A Development Permit application was submitted January 18 2017 and reviewed by the Urban Design Panel on May 17, 2017, with resubmission recommended. A revised application was submitted and reviewed by the Panel on September 6, 2017, and supported with recommendations for further design refinement.

• Applicable By-laws and Guidelines:**1. Downtown District Official Development Plan (DD ODP) (updated May 2016);**

The Downtown District (DD) is the regional centre of commercial development containing the greatest concentration of the working and shopping public within the region. The intent statement for the DD ODP includes the following:

- a) To improve the DD and create an attractive place to live, work, shop, and visit;
- b) To ensure that buildings meet the highest standards of design and amenity; and
- c) To encourage transit usage, discourage automobile journeys to work.

Land Use: A range of commercial uses are permitted in Sub Area B, as well as Hotel use. Hotel use is supported through a provision for consideration of additional density as per the Density section below. Sub Area B does not permit residential use.

Retail Use Continuity: Continuous ground floor retail or service uses are required, noting Hotel is a service use.

Density: The maximum permitted density is 9.0 FSR. The DPB may permit an increase in floor space ratio for Hotel use of 15% of the floor area used for guest accommodation (i.e. hotel rooms.) subject to urban design criteria.

Height of Buildings: The basic maximum height is 91.4 m (300'). The DPB may increase the basic maximum height to no more than 137.2 m (450') subject to urban design criteria.

View Cones: View Cone 3 (Queen Elizabeth to the Downtown skyline and North Shore mountains) and View Cones 9.1 and 9.2 (Cambie St. to North Shore mountains) pass over the site at a height of approximately 380'.

2. DD (Except Downtown South) Character Area Descriptions (December 2003);

The Downtown contains a number of different "character" areas which give the city a sense of time, place, authenticity, and individuality. This site is located in Character Area A - the Financial District. The area focuses on Hastings and Pender between Burrard and Seymour. It is the older financial district and contains a number of historical buildings, including the Old Stock Exchange at 819 W Pender adjacent this site. This district serves as a transition zone between the lower rise older Hastings/Pender shopping area to the east and the Central Business District to the west with its emphasis on office uses. The existing character should be strengthened and any new development should harmonize in terms of use and scale with the existing environment. While office uses predominate, other commercial uses are encouraged. New structures should respect the scale and

architectural rhythms of existing buildings. Generally facades should be full frontage particularly on Hastings Street; however, the configuration could be a tower on a podium, the latter being full frontage.

3. Downtown (except Downtown South) Design Guidelines;

The design guidelines outline urban design criteria for new development. The general objectives include the following:

- a) The physical urban environment of Downtown should be of a very high quality;
- b) New structures should observe energy-conserving principles and include such related design features as are possible within the economic constraints of the building;
- c) The mass and height of new developments should minimize negative environmental effects such as wind, sun/shade, view, and other guideline categories;
- d) New developments should create a pedestrian environment along their major sidewalks which is attractive to and in scale with the pedestrian.

● Response to Applicable By-laws and Guidelines:

Land Use: The proposed Hotel use is permitted, and encouraged in this location. Continuous ground floor service (i.e. hotel) use is provided, noting that the hotel guest lounge is located at the front of the ground floor to activate the W Pender frontage and provide pedestrian interest.

Density, Height and Form of Development: The proposal is compliant for the maximum base density of 9.0 FSR plus the 15% bonus density for Hotel use for total of 10.33 FSR of a permitted 10.35 FSR. The proposed height of 154.42' is significantly below the basic maximum height prescribed in the DD ODP (300') and applicable View Cones (380'); therefore, no public views are affected through the proposal.

In terms of the response to the streetscape and compatibility with the context, the proposal is representative of a careful study of the existing buildings that surround the site. The full frontage façade provides a well-defined street wall consistent with existing and historical buildings in the area. Special consideration has been given to the architectural treatment of the east façade which is located at the property line and will remain exposed above the podium of the adjacent building, *the Exchange*.

The landscape design of the roof deck has been developed to provide a pleasant aspect with substantial greenery as seen from office and residential uses in the adjacent towers. A rear setback of 25' is provided at the roof deck to mitigate impact to residential Levels 14 and above at the *Jameson* tower across the lane. Including the 20' lane and 10' rear setback at the *Jameson* site, the total distance from the roof deck to the Level 14 residential unit at the *Jameson* will be 55'. A condition seeks further design development to the architectural and landscape screening at the roof deck, and consideration of more passive programming to further mitigate privacy and overlook impacts for the residential units at the *Jameson* tower. Due to the site orientation and proposed height, shadowing impacts on the public realm are limited.

Public Realm: The Pender Street frontage is set back to provide an expanded public realm treatment as well as additional covered space for people to gather, meet, or seek cover from inclement weather at the front entry. Continuous weather protection is to be provided for the full building frontage.

● Conclusion:

Staff have reviewed the application and find that the proposed form of development is modest within its context and provides an appropriate response to the applicable By-Law and Guidelines for the site.

Staff recommend approval of the proposal subject to meeting the recommended conditions of approval contained in the report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application twice; most recently on September 6th 2017 following a 17th May 2017 UDP review with a requirement to resubmit. Both are presented below in chronological order. They provided the following comments:

EVALUATION: SUPPORT with recommendations (September 6th, 2017).

Introduction:

Marie Linehan, Development Planner, introduced the project as a development permit application in the Downtown District for a new 13-storey hotel with a common roof deck amenity, and noted, it is the second review by the Panel for this application.

It is a small infill site at 52' by 120'. It is in a subarea of the Downtown where residential uses are not permitted. Continuous ground floor retail or service uses are required, noting that Hotel is a service use. The permitted density is 9.0 FSR. Hotel use is encouraged with a 15% increase in the floor space ratio subject to urban design considerations. The proposal is seeking the 15% increase.

There is an existing 8-storey office building on the 52' by 120' lot to the west. The 31-storey office building to the east, the Exchange, and the 36-storey office and residential building across the lane to the north, the Jameson, were approved through rezoning. Both are upwards of 20.0 FSR.

In general, the built environment of the downtown should be of a very high quality. The Guidelines note that buildings should be sympathetic to the pedestrian environment and that tower portions should be evaluated with respect to their compatibility with surrounding structures and their contribution to the streetscape.

While the proposal is well under the permitted height, it is at the maximum density under the Downtown Official Development Plan. Planning staff recommend maintaining the proposed height which aligns with the height for commercial uses at the Jameson site to the rear, so as to reduce impact on residential uses.

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

1. Is the revised treatment of all elevations successful with a focus on the items previously noted: quality, light, solar gain, response to context and orientation, and design intent?
2. Is the revised rooftop treatment successful, with a focus on design development of the elevator core and the landscape design?
3. Is the lane servicing successful in terms of the interface with adjacent sites?

The planning team then took questions from the panel.

Applicant's Introductory Comments:

The applicant noted the height was discussed with planning staff prior to further design development. The façade, roof and ground floor were revised in response to previous commentary. A stronger façade design with a stone wall with punched windows was added to the design. Curtain wall glazing is proposed for the void at the corner. The intention is to provide this expression on both sides. The

amount of insulated walls was increased and solar gain was improved. The proposed roof deck is a three-part composition with various functions including an outdoor kitchen, and a row of trees in pre-cast planters has been added along the side of the roof. The patio is intended to be furnished for a 'living room' feeling with additional planters to grow food for the kitchen. The lane is meant for service vehicles, with a car elevator and loading, as well as accessible entrances on the street and lane.

The applicant team then took questions from the panel.

Panel Consensus:

Having reviewed the project it was moved by Mr. Cheng and seconded by Ms. Brudar and was the decision of the Urban Design Panel:

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

- Improve daylighting of rooms adjacent the notch on the east façade which may be achieved by reducing the size of the balcony, changing cladding to a lighter colour, and increasing the width of the sliding door
- Simplify the design at the base of the building facing Pender Street, including the laser-cut screen wall which may be incorporated with the canopy
- Consider south façade shading measures

Related Commentary:

The Panel noted that the project was much improved in response to previous commentary, particularly the façade design and the rooftop landscape. It was noted that the façade was simple and in-keeping with the small 'jewel-like' scale of the building. It was suggested that there could be further simplification, by deleting the glazed corner. The rear façade is treated equally to the street façade, and would be a welcome addition to the lane. The punched windows and ratio of glazing to solid wall has also improved the solar gain. It was suggested to further resolve the programming of the rear, to straighten up the exit corridor and loading into one line so that it feels more open. The bike rack could be re-arranged to make the space more usable. The architectural device of the angle should be expressed at the back. The balcony notch should be re-considered to allow more light. The balcony could be painted in a more reflective colour (rather than dark colour). The front canopies could be used for the lighting. The more simple and flexible the hotel design, the more it could evolve, and be a good long term investment.

Applicant's Response:

The applicant team thanked the panel and staff.

EVALUATION: Recommend RESUBMISSION (17th May 2017).

Introduction:

Marie Linehan, Development Planner, introduced the project as a development permit application in the Downtown District for a new 13-storey hotel with 106 units, and a common roof deck amenity. The building height is approximately 153.7 feet with a total floor area of 63, 865 square feet and 20 underground spaces accessed from the lane via a car elevator. It is a small infill site at 52 feet by 120 feet. It is in a subarea (B) of the Downtown where residential uses are not permitted. Continuous ground floor retail or service uses are required, noting that Hotel is a service use.

The permitted density is 9.0 FSR (56, 111 SF). The Development Permit Board may permit an increase in the floor space ratio for hotels of 15% of the floor area used for guest accommodation (largely the upper levels) subject to urban design considerations. The proposal is seeking the 15% increase (7, 749.8 square feet). The height limit under the Downtown District ODP in this subarea is 300 feet, with potential for 450 feet subject to DP Board Approval and View Cones. The Queen Elizabeth View Cone would limit height to approximately 344 feet, in the absence of a view shadow.

There is an existing 8 storey office building on the 52 by 120 lot to the west. The higher towers in the immediate context were approved through a rezoning process. To the east is a CD-1 rezoning site, the Exchange. This site redevelopment included retention and restoration of the Old Stock Exchange, a Heritage A building, and a 31-storey tower (375 feet) with mixed commercial uses (no residential) at approximately 21.5 FSR. To the north across the lane is a CD-1 rezoning site, the Jameson. This site included retention of 2 heritage buildings along W Hastings Street, and a new 36-storey tower (380 feet) with commercial and residential uses, the latter being located at Levels 14 and above, and a density of 23.1 FSR.

The physical urban environment of Downtown should be of a very high quality. The Guidelines note that:

- a) Buildings should be sympathetic to the pedestrian environment and should avoid impersonal facades, especially at pedestrian levels.
- b) Tower portions of Downtown buildings should be evaluated with respect to their compatibility with surrounding structures, their contribution to the general streetscape or skyline.

Ms. Marie Linehan then took questions from the panel.

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

1. Height, massing and density
2. Overall architectural design, façade composition and materials, in particular the design of the east side wall adjacent the Exchange site as that elevation will be exposed in the long term.

Applicant's Introductory Comments:

The applicant team started noting the density was maximized in the proposal. A deck on the roof is proposed with a ground floor lobby and entrance and coffee shop. The design above the adjacent podium includes an exposed sidewall, and there are coloured accent panels arranged in a playful rhythm in the design. There are metal panels and spandrel glass as well as accent panels attached to the concrete walls proposed. There was a recess created in the middle of the side wall, the building connects to the ground with a solid base. There is a staggered treatment of the stones that references

the upper floor treatment, and the roof deck is used by the hotel guests. There is a glazed canopy proposed that is 'sculptured' and continues into the lobby. The canopy will become a feature and animate the street. There is a sculpture proposed in front of the building.

There is verticality and different patterning for the ground floor tiles. The water feature with a low reflecting pool and a band are the main features of the roof deck design. The applicant team then took questions from the panel.

Panel Consensus:

Having reviewed the project it was moved by Mr. Yijin Wen and seconded by Ms. Helen Avini Besharat and was the decision of the Urban Design Panel:

THAT the Panel recommends **RESUBMISSION** of the project after incorporating the following comments:

1. All facades need design development for quality, light, solar gain, response to context and orientation, to provide meaning to the accents in the facades, and to incorporate a stronger design intent
2. Look at the ASHRAE standards which will influence façade design
3. Revisit height and massing to bring more light into the building, giving some relief to the side loading of the building.
4. Ensure a pedestrian friendly treatment at West Pender, including relocation of services to the lane

Related Commentary:

The design should be of a high quality as expected under the design guidelines for the Downtown District, but the quality has not found itself yet. It is a tight site and the form of the building is affected. It was suggested to eliminate the 8 internal rooms and provide an atrium to bring light into the entire building, revisit the height to relocate those rooms and move the lane massing closer to West Pender. Primarily, solve the façade problem. The window wall is not appropriate in terms of a quality treatment. Expression and materiality needs improvement and is not 'state of the art'. While there are no LEED requirements under the zoning, the panel noted that ASHRAE will need to be addressed in the façade design. The corner wrap of the windows as a bookend should be further developed in terms of detail. The panel had questions about the design rationale and detail for the accent panels. The panel noted that the common rooftop design is positive, but the roof garden should be all season.

Pop up for stair and elevator needs work noting it is viewed from adjacent towers. Look at the structure of the building and solve issues before the DP stage

The laneway function needs further study. There should be more detail on the location of services noting the project is at the DP stage, as well as adjacent services, treatments and parkade access at the lane, and traffic management at the car elevator. Strongly recommend lighting strategy from the beginning. Finally, the quality of the pedestrian experience should be further considered, particularly location of services. The sculpture is not suitable as public art. Look at the mechanical services and make sure they are at the lane.

Applicant's Response:

The applicant team thanked the panel and added that they were struggling with the height.

ENGINEERING SERVICES

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

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

ENVIRONMENTAL PROTECTION BRANCH

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

BUILDING REVIEW BRANCH

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

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

NOTIFICATION

On April 25, 2017, 381 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.

General Inquiry: Most of the respondents who contacted the city were in relation to expressions of curiosity regarding clarifying the details of the application.

Staff Response:

Upon answering questions, no further opinion was given by the members of the public other than expressions of mild interest. They were invited to share their thoughts further but declined. This may be due to the relatively small scale of the project and its location in a built up area. One member of the public requested consideration be given to more effective non-slip surfaces in any new sidewalk provision due to a fall on the wet sidewalk of the adjoining development. They had no comment on the proposed building itself.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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


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



J. Greer
Chair, Development Permit Staff Committee



Marie Linehan
Development Planner



Christine Fong
Project Coordinator

Project Facilitator: Carl Stanford

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 provision of a minimum three (3) disability spaces in accordance with Section 4.8.4 of the Parking By-law;

A.1.2 deletion of the two tandem parking spaces and provision of a minimum 32 parking spaces in accordance with Section 4.3.2 of the Parking By-law;

Note to Applicant: 18 parking spaces are proposed and 32 spaces are required. The applicant should consider a combination of securing off-site parking or pay-in-lieu to make up the parking shortfall. Not all of the parking spaces shown may be approvable to count towards the parking total and there may be less than 18 total spaces.

A.1.3 compliance with Section 5.2.2 - Loading, of the Parking By-law;

Note to Applicant: A total of 2 Class B loading spaces is required but a relaxation of the number of loading spaces may be considered if an 'enhanced' larger sized than typical Class B loading space with additional height is provided on site. The dimensions of the 'enhanced' loading space are to be reviewed with and subject to approval by Engineering.

A.1.4 provision of two passenger spaces to be provided on site to the satisfaction of Engineering Services. compliance with Section 7.2.5.2 - Passenger Spaces, of the Parking By-law;

Note to Applicant: A total of 2 passenger spaces is required. Engineering requires written details of how the guests are to be dropped off on site.

A.1.5 provision of a maximum of 8 small car spaces;

Note to Applicant: A maximum of 25 percent of the required parking spaces may be small car spaces.

A.1.6 provision of detailed FSR overlays indicating all spaces and uses included or excluded from FSR calculations, as follows;

i. confirm the total floor area qualified for thermal wall exclusions;

Note to Applicant: Revise the letter accordingly and note that the minimum performance of the prescriptive thermal resistance [RSI value] requirement is as prescribed in the 2014 Vancouver Building By-law.

ii. include floor area of proposed storage room at P2;

iii. exclude floor area of proposed guest amenity room from the computation of FSR calculation;

Note to Applicant: The area of the guest amenity room must be included in the computation of the amenity floor area.

iv. Include floor area of all proposed balconies;

- v. include floor area underneath the covered canopy at roof top;

Note to Applicant: Floor area should be computed to the extreme outer limit of the canopy structure (columns).
 - A.1.7 notation/clarification of the uses of all rooms/spaces, noting the following:
 - i. proposed use of all amenity rooms/spaces, including details regarding type, finishing, equipment and/or furnishings;
 - A.1.8 design development to locate, integrate and fully screen any emergency generator, exhaust ventilation, electrical substation and gas meter in a manner that minimizes their impact on the building's open space and the public realm;

Note to Applicant: In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways, and parking or loading areas.
 - A.1.9 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level;

Note to Applicant: Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.
 - A.1.10 provision of bicycle parking in accordance with Section 6 of the Parking By-law, as follows:
 - i. provide a minimum of four Class-A bicycle spaces, including one bicycle locker;

Note to Applicant: 50 percent of required Class A bicycle spaces need to be horizontal and no more than 30 percent of the spaces can be vertical.
 - ii. provide a minimum of six clothing lockers; and

Note to Applicant: Sizes of the clothing locker to be in compliance with Section 6.5.1 of the Parking By-law.
 - iii. provide all bike racks details and dimensions for all required Class-B bicycle spaces in accordance with Section 6.4 of the Parking By-law.

Note to Applicant: Class-B bicycle spaces are 0.3 metre [1 foot] x 1.8 metre [6 feet]. There shall be unrestricted access behind the space of a minimum length of 0.5 metres. Ensure that bicycles locked to the rack do not encroach over the property line. Dimension, label and number all parking spaces and loading;
 - A.1.11 provision of details of bicycle rooms, in accordance with Section 6 of the Parking By-law, demonstrating the following:
 - i. dimension and number all Class-A bicycle spaces and lockers on plan;
 - ii. provide one electrical outlet for each two Class-A bicycle spaces; and
 - iii. note on plan that " Construction of the bicycle room to be in accordance with Section 6.3 of the Parking By-law".
 - A.1.12 deletion of reference to the proposed lounge at lobby on the ground floor;
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Note to Applicant: Clarify if the proposed `lobby lounge` on the ground floor is intended to be operated as a restaurant. If so, the space should be labeled as `Restaurant Class-1`. A detailed letter of operation should be provided to clarify all proposed uses.

A.1.13 revision and coordination of the roof plan and landscape plan to show consistence of information;

Note to Applicant: Proposed roof plan does not match the landscape plan.

A.1.14 revision and provision of the following additional information to floor plans;

i. provide a complete technical table showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.

A.1.15 provision of additional section drawings in north east and south west directions;

A.1.16 provision of the following additional information to the elevation and/ or section drawings;

i. provide finished grade elevations at all building corners including at foundation;

ii. dimension all overhangs of roof, canopies and balconies;

iii. provide roof elevations to top of elevator, stairwells, guardrails, parapets and roof top canopy structure;

iv. indicate heights of all construction including mechanical equipment, elevator overrun, stair, parapets, canopy and/or any screen wall structures; and

v. confirm that adequate headroom clearance between stairs is provided in accordance with VBBL;

Note to Applicant: Fully dimensioned and legible line-drawn [no colours, shading or rendering] building elevations are required).

A.1.17 deletion of all references to the proposed signage, or notation on plans confirming the following:

"All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits";

Note to Applicant: The Sign By-law Coordinator should be contacted at 604.873.7772 for further information.

A.1.18 identification on the architectural and landscape drawings of any built features intended to create a bird friendly design;

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

A.1.19 confirmation that at least 10 percent of all off-street commercial parking spaces will be available for charging of electric vehicles;

Note to Applicant: Although this is a Building By-law requirement under Part 10 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link: <http://vancouver.ca/home-property-development/electric-vehicle-charging-requirements.aspx>)

Standard Landscape Conditions

A.1.20 coordination with the landscape plans and the architectural plans to be congruent;

Note to Applicant: The landscape plans and the architectural plans do not match. It is assumed the layout proposed in the architectural plan submission is the intended treatment.

A.1.21 provision of final public realm treatment details on the landscape plans;

Note to Applicant: The treatment should be informed by adjacent sites and relevant polices for high quality treatment in the Downtown District. Further coordination will be needed with Engineering and Planning Staff.

A.1.22 provision of trees on the rooftop terrace to be established in robust planters with generous soil volumes to help support long term tree health;

Note to Applicant: The quantity of trees should be same or approach the tree canopy arrangement as depicted in the architectural renderings;

A.1.23 provision of large scale, dimensioned, landscape sections [typical] through planted areas,

Note to Applicant: The sections should include the planter materials, tree stem, canopy and root ball including the slab-patio-planter relationship, the lane interface, common areas and upper patios.

A.1.24 provision of details on the landscape plan, and in landscape sections and elevations for all vertically oriented and overhead landscape features, including architectural safety railings, trellis, canopy, privacy screens or other vertical elements;

A.1.25 provision of high efficiency irrigation for all planted areas;

Note to Applicant: Provide a separate partial irrigation plan (one sheet size only) that illustrates symbols for hose bib and stub out locations. There should be accompanying written notes on the same plan and/or landscape plan describing the intent and/or standards of irrigation.

A.1.26 provision of new street trees adjacent to the development site, where applicable; and

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.1.27 incorporation of the principles of the City of Vancouver, Bird-Friendly Design Guidelines for the protection, enhancement and creation of bird habitat and to reduce potential threats to birds in the City;

Note to Applicant: refer to-

<http://council.vancouver.ca/20150120/documents/rr1attachmentB.pdf>

<http://council.vancouver.ca/20150120/documents/rr1attachmentC.pdf>

Crime Prevention Through Environmental Design (CPTED)

A.1.28 incorporate CPTED principles, as follows:

- vi. ensure natural surveillance throughout pedestrian realm including underground parking, with glazing into publicly accessible areas such as elevator lobbies, stairs, and storage rooms;
- vii. pedestrian-scaled lighting to improve safety and security around the building;
- viii. underground parking to have 24 hour lighting and walls painted white;
- ix. avoid hidden alcoves and concealed spaces along the streets and underground;
- x. reduce opportunities for graffiti around the building, use graffiti deterrent paint, and lighten colour of blank facades along base; and,
- xi. incorporate openings along the lane elevation for natural light to the parkade where possible.

A.2 Standard Engineering Conditions

A.2.1 consolidation of Lots 17 and 18 to create a single parcel;

A.2.2 Provision of a surface SRW to achieve a 4.5 meter distance from the back of the City curb, clear of any obstructions. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension.

A.2.3 provision of a direct 'stairs free' loading access from the Class B loading space into the building;

Note to Applicant: The loading access should not rely on the vehicle elevator.

A.2.4 provision of a signed letter from the BC Safety Authority which supports the provision of the vehicle elevator/ lift device;

A.2.5 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, as follows:

- i. provide design elevations on both sides of the loading bay, the vehicle elevator entrance, additional elevations within the parking levels and at all entrances;

Note to Applicant: The slope and crossfall within the parking and loading areas must not exceed 5%.

- ii. delete stall 6 on P1 and P2 on drawing A1.2 as they are tandem stalls;
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- iii. dimension all columns encroaching into parking stalls;
- iv. provide additional parking stall width for stalls adjacent to walls;

Note to Applicant: Small car stalls adjacent to one wall requires 8'6" (2.6m) of overall width.

- v. provide section drawings through the vehicle elevator showing the minimum vertical clearance, and through the loading bay; and

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3m of vertical clearance is required for access and maneuvering to all disability spaces. 3.8m of vertical clearance is required for Class B loading spaces and maneuvering.

- vi. provide an improved plan showing the access route from the Class A bicycle spaces to reach the outside;

Note to Applicant: The route must be 'stairs free' and confirm the use of the vehicle elevator, if required.

Note to Applicant: The loading throat shown on drawing A1.3 is insufficient. Refer to the Parking and Loading Design Supplement.

Note to Applicant: If vehicles will be turning from the vehicle elevator to the drop-off area at the lane, consider providing a 5'x5' chamfer or larger radius to accommodate the 90 degree turns.

Note to Applicant: Please contact Dave Kim of the Parking Management Branch at 604-871-6279 for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

- A.2.6 submission of a canopy application;

Note to Applicant: Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness. (Refer to VBBL section 1A.9.8).

- A.2.7 clarification of garbage pick-up operations; and

Note to Applicant: Please provide written confirmation that a waste hauler can access and pick up from the location shown. Pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.

- A.2.8 provision of street trees as space permits;
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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.

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch contained in the Staff Committee Report dated January 24th 2018. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before (6 months after DP Board date), this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.

Note to Applicant: In cases where it is not practical, due to adverse weather conditions or other mitigating factors, to complete the landscaping prior to occupancy of a building, the City will accept an Irrevocable Letter of Credit [amount to be determined by the City] as a guarantee for completion of the work by an agreed upon date.

- B.2.3 No exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
 - B.2.4 The site shall be maintained in a neat and tidy condition.
 - B.2.5 All services, including telephone, television cables and electricity, shall be completely underground.
 - B.2.6 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.
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- B.2.7 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.2.8 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.2.9 The General Manager of Engineering Services will require all utility services to be underground. All electrical services to the site must be primary with all electrical plant including but not limited to system vista, vista switch gear, pad mounted transformer, low profile transformers and kiosk (including non-BC Hydro kiosk) or any additional required hydro equipment is to be located on private property. 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.
- B.2.10 A Ministry of the Environment Release is required prior to the issue of the development permit and if required by the Manager of Environmental Services, arrangements for a remediation agreement to the satisfaction of the Manager of Environmental Services and the Director of Legal Service to be signed and registered at the Land Title Office prior to the issuance of the Development permit.
- B.2.11 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

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

- B.2.12 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
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