



Planning, Urban Design & Sustainability  
Development, Buildings & Licensing  
Development Permit Board

July 26, 2018

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

Dear Henriquez Partners Architects:

**RE:** 650 West 41<sup>st</sup> Avenue  
Development Application Number DP-2018-00166

Your application was considered by the Development Permit Board at its meeting of July 23, 2018, and it was resolved THAT the Board APPROVE Development Application No.2018-00166 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 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 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 41<sup>st</sup> 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 41<sup>st</sup> Avenue, West 45<sup>th</sup> Avenue and New Street;

**Note to Applicant:** Weather protection on the Cambie Street, West 41<sup>st</sup> Avenue, and West 45<sup>th</sup> 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 41<sup>st</sup> 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.

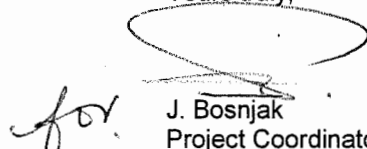
- 2.0 **That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.**
- 3.0 **That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.**

**IMPORTANT!!! HOW TO SUBMIT YOUR REVISIONS**

We are making improvements to the way we process responses to "prior-to" conditions so that we can serve you better. Our objective is to increase efficiency and to reduce process time. As a first step, we have changed our method of receiving "prior-to" responses. We will now meet with you when you submit your response. The purpose of our meeting will be to complete a preliminary review of your submission and to schedule the review process. As in the past, your submission must include your revised drawings and a written explanation describing how you have addressed each of the conditions. To arrange a meeting, please contact Darren Lee at 604-871-6703 from 9:00 a.m. to 4:00 p.m., Monday to Friday. Please do not mail, drop off or courier your response because this will delay the processing of your application. Thank you for your cooperation in helping us help you.

This letter is based on the minutes of the Development Permit Board meeting of July 23, 2018, which have not yet been adopted by the Board. If any amendments to this approval are made by the Board at its next meeting, you will be advised immediately.

Yours truly,

  
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jb\cl

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Central Property File  
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Engineering Services, C. Joseph  
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800 Park Place  
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## APPENDIX A

### STANDARD CONDITIONS

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 facades 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

- 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 ft<sup>2</sup> 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 9m<sup>2</sup>. 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 45<sup>th</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> 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 elevatorcore 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](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 41<sup>st</sup> Avenue to West 45<sup>th</sup> Avenue;
- ii. the panhandle portion of the site (being all that part located between the New Street and West 45<sup>th</sup> 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 41<sup>st</sup> Avenue to the east-west lane north of West 45<sup>th</sup> Avenue: 11.1m wide;
- ii. from the east-west lane north of West 45<sup>th</sup> 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 45<sup>th</sup> Avenue;
- iii. the north 6.0m of the site adjacent to West 41<sup>st</sup> 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 41<sup>st</sup> 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 SRW's adjacent to road at:
  - a. the Southeast corner of the New Street and West 41<sup>st</sup> Avenue;
  - b. the Northwest corner of Cambie Street and West 45<sup>th</sup> Avenue; and

c. the Northeast corner of the New Street and West 45<sup>th</sup> 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 41<sup>st</sup> 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 planter boxes, and lined bio-retention systems; and
  - c. 3rd tier priority green infrastructure practices – Detention storage with treatment and slow release.

**Note to Applicant:** 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 out sediment 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 41<sup>st</sup> 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 may be 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**

41<sup>st</sup> @ New Street – Full Signal – two northbound lanes (L, LR), no pedestrian crossings; 41<sup>st</sup> @ Heather – Full Signal – pedestrian crossings on all sides, bicycle crossing;

41<sup>st</sup> @ Manson – Full Signal – pedestrian crossings on all sides, three northbound lanes (L, T, R) No dual left turns permitted at Manson;

41<sup>st</sup> @ Residential Access 1 – RIRO;

41<sup>st</sup> @ 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.

**41<sup>st</sup> 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 41<sup>st</sup> to 45<sup>th</sup>. 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 41<sup>st</sup> 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 45<sup>th</sup> Avenue) to relieve the Cambie Street/West 44<sup>th</sup> Avenue access.

**iv. Variation 3**

Assess opportunity for two-stage pedestrian crossings at West 44<sup>th</sup> Avenue and Cambie Street in addition to at West 43<sup>rd</sup> 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 41<sup>st</sup> 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 45<sup>th</sup> Avenue;

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

A.2.34 provision of a protected intersection at New Street and West 45<sup>th</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> Avenue and Manson Street;
  - ii. Cambie Street and West 42<sup>nd</sup>/43<sup>rd</sup> Avenue entrance;
  - iii. Cambie Street and West 43<sup>rd</sup> Avenue;
  - iv. Cambie Street and West 44<sup>th</sup> Avenue;
  - v. West 41<sup>st</sup> 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 42<sup>nd</sup>/43<sup>rd</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> 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.

- ix. 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:

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

- resolution of conflicts between columns and drive aisles throughout the parking and loading levels;
- 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.

- 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 42<sup>nd</sup> Avenue and West 43<sup>rd</sup> 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 44<sup>th</sup> 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 44<sup>th</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> Avenue;

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

- c. a 16m x 4m sized station near Ash Street (New Street) and West 45<sup>th</sup> 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).

## APPENDIX B

### 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 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.

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.2.5 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.2.6 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road Right of Way.
- B.2.7 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 require further review prior to any building permit issuance. 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

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. It is however anticipated that the residential building will require further review and discussion to develop a reasonable upgrade solution given the possible constraints of building ownership.

#### **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's 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.