
68 SMITHE STREET (COMPLETE APPLICATION)
DE415916 - ZONE CD-1

AM/BAB/MS/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
R. Thé, Engineering Services
*L. Gayman, Real Estate Services
*D. Naundorf, Social Infrastructure
*T. Driessen, Park Board

Also Present:

A. Molaro, Urban Design & Development Planning
* B. Balantzyan, Development Services
M. So, Development Services
* K. Mulji, Engineering Services
** P. Huber, Central Area Planning

* October 10 DPSC Only

** October 24 DPSC Only

APPLICANT:

IBI/HB Architects
Attention: Jeff Christianson
700-1285 W Pender Street
Vancouver, BC
V6E 4B1

PROPERTY OWNER:

The Crestmark Developments Ltd.
900 - 1095 West Pender Street
Vancouver, BC
V6E 2M6

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with an 18-storey mixed use building consisting of two storeys of commercial (CRU) and 16 storeys of residential (423 dwelling units) all over three levels of underground parking having vehicular access from Smithe Street.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Responses to Rezoning Sustainability Conditions

Appendix E Plans and Elevations

Appendix F Applicant's Design Rationale

● Issues:

1. Architectural Resolution
2. Public Realm Interfaces and Treatments

- **Urban Design Panel: Support**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE415916 submitted, the plans and information forming a part thereof, thereby permitting the development of an 18-storey mixed use building consisting of two storeys of commercial (CRU) and 16 storeys of residential (423 dwelling units) all over three levels of underground parking having vehicular access from Smithe Street, subject to the following conditions:

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

1.1 design development to strengthen the project's architecture to reflect the site's unique bridgehead location and to improve the building's overall slenderness of the southerly elevation as seen from the Cambie Street bridge as well as incorporating passive design and overall energy performance measures;

Note to Applicant: This could be achieved by incorporating the simplicity and clarity of the architectural expression illustrated at the rezoning stage and a more substantial use of the proposed architectural feature of the sinuous slab extensions emphasizing the curvilinear and undulating character of the building and site. To achieve this, it is anticipated that the building mass may have to be reduced. The use of thermally broken extended slab detail is strongly encouraged. Provision of typical detailed sections and elevations (1:25) confirming the use of high quality material treatments is required.

1.2 design development to the Smithe Street facade to improve the massing transition relationship between the Cambie Street Bridge massing and the podium;

1.3 design development to the podium to provide a more distinctive massing separation of the tower elements from the podium;

Note to Applicant: Consider an alternate approach to the box framing treatment.

1.4 design development to the Pacific Boulevard plaza area to further strengthen the pedestrian amenity of the plaza while also facilitating/improving the legibility of the pedestrian connection through the plaza to/from under the Cambie Street Bridge by:

a) reducing the scale of the proposed trellis to better define the public connection through the plaza along with the provision of detailed (1:25) elevations and sections of the trellis materials, interface and integration with building frontages and weather protection;

Note to Applicant: Structural supports for the trellis within the plaza are not supported.

b) Reduction in scale of the proposed wood platform benches and relocation of trees from pathways to achieve a minimum of 2 m wide unobstructed route;

c) Provision of trees planted at grade with adequate soil depth (not in raised planters) open to the sky/rainfall (see also Landscape Standard Condition A.1.28);

d) increasing the amount of soft landscaping; and

e) provision of design details to the landscape plan, including lighting, edge definition and transition materials.

- 1.5 design development to the westerly edge, adjacent to the Cambie Street Bridge by:
- a) clarifying the bridge underpass screen and screen treatment alongside the parkade ramp, confirming a high quality, visually interesting treatment including integrated lighting;
- Note to Applicant:** Detailed (1:25) sections and elevations of the various screen treatments are required.
- b) detailed design development to landscape and trees treatment including measures to screen the void areas under the Cambie Street bridge and provision of lighting to address CPTED issues while also maintaining maintenance access to the bridge (see also Engineering Standard Condition A.2.8);
- Note to Applicant:** Where trees must be setback from the bridge, an equivalent solution should be provided that includes at least one continuous row of trees, bike paths, pedestrian paths and safe intersection design. Trees should be continuous and create an arcade effect with raised canopies to allow for bicyclists to pass beneath. The area at the north round up defined by "section C" (landscape plan) will need redesign to prevent bicycle/pedestrian collisions, without reducing the overall quality of the landscaping, as proposed. Subject to approval by City Engineer, locally sourced, street benches may be strategically located in public/private realm to offer respite for pedestrians.
- 1.6 design development to ensure a seamless transition from the public to private realm;
- Note to Applicant:** High quality, special paving is encouraged on private property, the strategy should anticipate a seamless and compatible material transition from standard paving on city sidewalks. Special paving on private property should be constructed to ensure long term stability and respect the principles of universal design. Further coordination will be needed with Engineering and Planning Staff (refer to Standard Engineering conditions A.2.6 for further direction on City property and Right of Ways).
- 1.7 design development to the livability of the suites on the inside corner of the building;
- 1.8 provision of drawings clearly specifying that the building is to be constructed to meet the City's acoustic performance criteria to mitigate the impact of event noise on residential developments to achieve a target of 40-50 dBC for noise levels within dwelling units during events;
- Note to Applicant:** For this building, the Acoustic Report submitted by Brown Strachan Consultants and dated stamped on August 1, 2012, recommends specific exterior façade upgrades to meet the performance criteria. Staff will be seeking confirmation of the acoustic performance prior to obtaining an occupancy permit. The following note to be added to the submitted drawings: "Glazing for all residential windows and doors should be 8mm glass-13mm airspace-6mm glass (8-13-6 thermal glazing) rated OITC 33/STC 40, or the equivalent with the same acoustical ratings. Maximum pane size is 4.65 m² (50 sq ft)."
- 1.9 design development to the covered breezeway connection clarifying soffit and lighting treatments, taking into consideration CPTED principles; and
- 1.10 design development to provide detailed information on the weather protection;

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

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size	-	-	Irregular
Site Area	-	-	9,552.0 m ²
Floor Area ¹	Residential 28,169.0 m ²	Commercial 4,180.0 m ² (Minimum)	Residential 28,160.0 m ² Commercial <u>4,148.0 m²</u> Total floor area 32,308.0 m ²
FSR ¹	N/A	N/A	Residential 2.95 FSR Commercial <u>0.43 FSR</u> Total FSR 3.38 FSR
Balconies ²	Open + Enclosed 2,253.0 m ² (max. 8% of residential area)	-	Open 1,817.0 m ² Enclosed <u>574.0 m²</u> Total 2,391.0 m ²
Height ³	Top of uppermost roof slab 91.0 m View Cone EL 59.8 m	-	Top of parapet EL 59.4 m (Southwest corner)
Parking ⁴	Commercial Max. 36 Small Car (25% max.) Max. 75	Residential 201 Commercial Min. 29 Visitor 0 Shared Vehicle <u>0</u> Total 230 Disability Min. 17	Residential 231 Commercial 29 Visitor 32 Shared Vehicle <u>6</u> Total 298 Standard 259 Small Car 21 Disability <u>18</u> Total 298
Loading ⁵	-	Cl. A Cl. B Residential 0 2 Commercial <u>0</u> <u>3</u> Total 0 5	Class A Class B Residential 0 0 Commercial <u>1</u> <u>2</u> Total 1 2
Bicycle Parking ⁶	-	Cl. A Cl. B Residential 529 6 Commercial <u>13</u> <u>36</u> Total 542 42	Class A Class B Residential 586 0 Commercial <u>12</u> <u>0</u> Total 598 0
Amenity ⁷	Maximum 929.0 m ²	-	Level 3 367.0 m ²
Dwelling Unit Area ⁸	-	Min. 37.0 m ²	Studio Unit Type T2-02 34.77 m ² (Levels 3 to 15)
Dwelling Units	Maximum 468 units	-	Studio 13 unit 1-Bedroom 315 units 2-Bedroom <u>95 units</u> Total 423 units
Unit Type ⁹	-	Family Units 25%	Family Units 22%

¹ **Note on FSR and Floor Area:** Proposed commercial area is less than the minimum required by the CD-1 By-law. Standard condition A.1.2 seeks compliance.

² **Note on Balconies:** Total proposed balcony area exceeds the maximum permitted by the CD-1 By-law, and is to be reduced, or the excess must be included in the computation of the FSR. Standard condition A.1.9 seeks compliance.

³ **Note on Height:** The site is affected by the Cambie Street Bridge to Crown/Grouse View Corridor, which overrides the maximum building height permitted by the CD-1 By-law. Standard condition A.1.1 seeks confirmation that the proposed building does not project into the View Cone affecting the site.

⁴ **Note on Parking:** The proposal achieves the 15 required disability parking spaces for the residential component by providing 11 disability spaces in the residential section and 4 disability spaces in the visitor section on Level P1 of the underground parking levels.

⁵ **Note on Loading:** The proposal is deficient in the number of Class B loading spaces for the commercial component and lacks the Class B loading spaces required for the residential component. Standard condition A.1.22 seeks compliance.

⁶ **Note on Bicycle Parking:** The proposal is deficient in the number of commercial Class A bicycle spaces and clothing lockers, as well as the number of Class B bicycle spaces. Standard condition A.1.23 seeks compliance.

⁷ **Note on Amenity:** The CD-1 By-law permits amenity areas to be excluded from the computation of the FSR to a maximum of 20 percent of the permitted floor area or 929.0 m², whichever is the lesser.

⁸ **Note on Dwelling Unit Area:** Confirmation is required that the Studio units on Levels 3 to 15 complies with the minimum required area of 37.0 m². Standard condition A.1.5 seeks compliance with minimum required dwelling unit area.

⁹ **Note on Unit Type:** The proposed unit type percentage distribution is based on 423 dwelling units. Distribution of the proposed market residential units on this site does not comply with the minimum requirement of 25% of the proposed total number of dwelling units to be suitable as Family Units. Standard condition A.1.3 seeks compliance.

• **Legal Description**

Lot: 304
 False Creek
 Plan: BCP49660

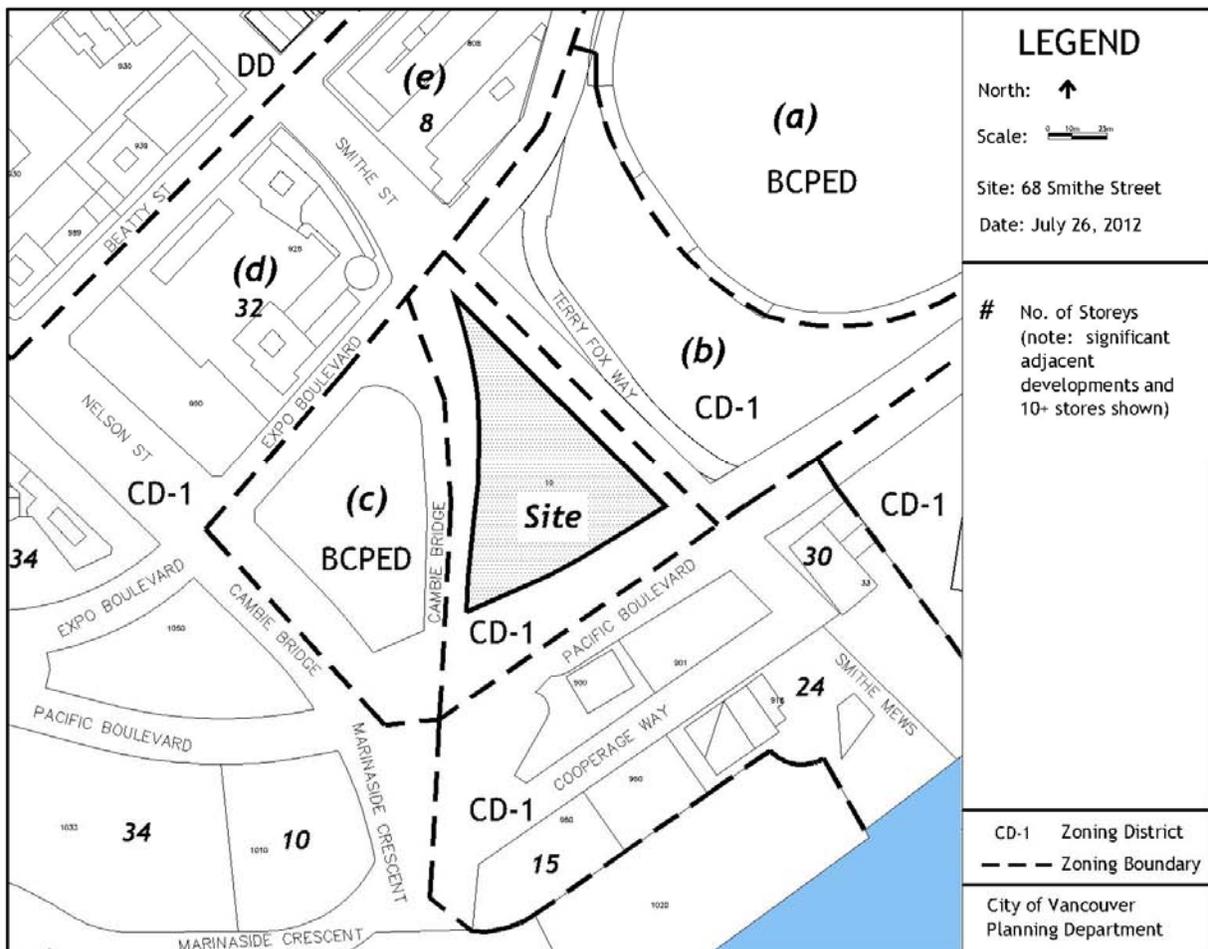
• **History of Application:**

12 06 20 Complete DE submitted
 12 09 26 Urban Design Panel
 12 10 10 Development Permit Staff Committee
 12 10 24 Development Permit Staff Committee

• **Site:** The site is located immediately east of the north end of the Cambie Street Bridge and west of the proposed PAVCO site which is a recently rezoned, but 5b West is not. The rezoning was considered in 2011 and was referred back to staff for further work with Concord on the public benefits proposal and timing of Creekside park delivery.

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

- (a) 1 Robson Street - BC Place Stadium
- (b) 777 Pacific Boulevard - PAVCO Entertainment Centre Development - future development
- (c) 10 Terry Fox Way (Area 5B West) also known as 47 Nelson St - mixed use commercial/ residential - future development
- (d) 900 Beatty Street: 26 and 32 storeys mixed use commercial / residential
- (e) 858 Beatty Street: 8 storey commercial



● **Background:** The CD-1 By-law for this site, along with the form of development was approved by Council, subject to a series of conditions, following a Public Hearing in February 2011 and was enacted on November 29, 2011. The FCN ODP was also amended concurrently with the CD-1 By-law enactment and allowed for a project with a maximum unit count of 311 units. The development application was received on June 19, 2012 and reviewed by the Urban Design Panel on September 26, 2012. Staff met with the applicant prior to submission of the application to review progress on the responses to the rezoning conditions generally supported the directions being pursued. Concord was advised that it would be necessary to amend the FCN ODP in order for the Development Permit Board to consider an application with more than 311 units.

This application consists of a 2-storey retail/office/amenity podium, a 17-story tower at the corner of Pacific Boulevard and Smithe Street connected by a 10 storey podium to a curving 18 storey residential slab building extending along the Cambie Bridge frontage. There are three open space components to the development: a plaza area fronted by retail/restaurant uses along Pacific Boulevard, a setback along the Cambie Street Bridge frontage providing pedestrian and bicycle linkage from Expo Boulevard to Pacific Boulevard, and a public plaza located within the north portion of the proposed Smithe Street extension. Statutory right-of-ways were required to secure public access for these spaces.

The Smithe Street extension has vehicular access from the south at Pacific Boulevard moving northward and terminating at the plaza adjacent to Expo Boulevard at the north end. The design of Smithe Street does not allow for vehicular connection across Expo Boulevard, but does provide for a pedestrian and bicycle link connecting down to the False Creek waterfront. The dedication and construction of the Smithe Street extension is linked to both this site's CD-1 enactment conditions as well as the neighbouring PAVCO site CD-1 enactment conditions.

● **Response to CD-1 (520) By-law:**

Use and Density: The proposed uses (residential, retail) and density generally conforms to the provision of the By-law, however the provision of retail floor area is a required minimum for which the application does not meet. See Standard Conditions A.1.2 through A.1.11.

Height: The site is affected by the Cambie Street Bridge to Crown/Grouse View Corridor, which overrides the maximum building height permitted by the CD-1 By-law. Standard Condition A.1.11 seeks confirmation that the proposed building does not project into the View Cone affecting the site.

False Creek North Official Development Plan (FCN ODP): While the proposed project complies with the residential floor area limitations of the CD-1 bylaw for the site, the FCN ODP imposes a unit count of 311 units for this site. In order for the Development Permit Board to consider a project with a unit count of more than 311 units, (application proposes 423 units) it is necessary that Council first approve an amendment to the FCN ODP. Concord submitted an application to amend the FCN ODP on October 25, 2012 and a Public Hearing is scheduled for January 15, 2013.

● **Response to Rezoning Conditions of Approval:**

Rezoning Condition 1: Provide verification of compliance with height limit set by Cambie Bridge View Corridor (View E1);

Applicant Response: The applicant has been working with the City to ensure that the project conforms to the height limit set by the Cambie Bridge View Corridor (View E1) and have been working to elevation data provided to us during this process.

Staff Assessment: Subsequent to the rezoning, refinements to the view cone and building grades adjusted the overall building height from what was envisioned at the rezoning. As a result, the building mass and floor area has been redistributed across the site, with an increase in the podium along Smithe Street, increase in building footprint for both the tower component and slab component facing the Cambie Street bridge. Staff are satisfied with the resultant redistribution of density on the site as it is generally consistent with the form of development anticipated at the time of the rezoning. Standard condition A.1.1 seeks confirmation that the proposed building does not project into the View Cone affecting the site.

Rezoning Condition 2: design development to strengthen the project's architecture to reflect the site's unique bridgehead location as well as more appropriately incorporating Green Building exterior materials and techniques;

Applicant Response: The building form has been developed to more successfully reflect the bridgehead location. The convex form of the building beside Cambie Bridge is articulated as a streamline form with coloured solid areas of glass and metal describing a varied geometric pattern. Most balcony railings are flush with the building envelope and contribute to this patterning. The area of solid wall on this west facing elevation has been increased to mitigate the effects of solar heat gain and Event / Street noise. Large operable windows are incorporated into all rooms, a minimum of 2 in Living Rooms, to encourage air flow when desired. A pattern of screening panels of masonry starts at grade in front of the parking ramp and moves upward through the commercial and to the south around the corner of Pacific Boulevard to provide an additional layer of visual interest and screening for the residential units closer to the Cambie Bridge deck as it rises over the street below. This screening element continues into the south facade and changes into a pattern of horizontal concrete slab extensions which provide solar shading to the facades of both buildings adjacent to the Pacific Boulevard Plaza. The Smithe Street facade of the residential floors is similar in character to the Cambie Bridge elevation. Areas of vision glazing have been similarly constructed to address the Event / Noise criteria and provide shading. A taller connecting wing linking the two main residential blocks increased the height of the Smithe Street elevation, as recommended by Design Panel at the rezoning stage. This residential sits on a double height residential amenity which allows light to come through from the south facing Level 3 landscaping at the interior or the block. At street level Smithe Street is flanked by a double height atrium which acts as a 'Lobby' for commercial and residential functions. It is hoped that this will integrate the 2 main building uses at the exterior and interior of the building. A large canopy element visually connects the building over terminates then curves along Cambie Street in a form rectilinear to the street grid toward downtown.

Staff Assessment: This resultant building form is challenged by the complex site configuration and pedestrian views of the building. There are two primary views of the building as it relates to the Cambie Street Bridge. The westerly elevation with its overall length and orientation to the bridge and the narrower south elevation of this slab building heading north into downtown from the bridge. This elevation is important as it will also relate to and frame the bridge with the future 5B West development site across the Cambie Street Bridge.

The proposal incorporates varying extended slab projections providing the building some amount of sculptural expression over its planer façade components while some of the planer components are emphasized. The Urban Design Panel commented that the building components of the Cambie Street Bridge elevations had not fully addressed the rezoning conditions. Staff are recommending further design development to strengthen and distinguished the Cambie Street Bridge elevations and to incorporate the simplicity and clarity that was anticipated in the rezoning submission. Staff are also seeking more detailed information on the components of these façades contributing to its passive design and overall energy performance. Recommended Condition 1.1.

In addition to addressing the project's response to the important views the proposal from the bridge, staff and the Urban Design Panel are recommending that design development be undertaken to improve the massing transition on the east façade, the way the curvilinear forms transitions to the straight wall and the

to improve the distinction between the podium and tower elements. Recommended Conditions 1.2 and 1.3.

Rezoning Condition 3: design development to enhance the Public Realm treatment on all frontages including:

- a) Pacific Boulevard, taking into account the future streetcar stop and pedestrian amenity in the proposed plaza;*
- b) Smithe Street from Pacific Boulevard to Expo Boulevard, with particular emphasis to creating a special sense of place in the plaza area between the turnaround and Expo Boulevard;*
- c) Cambie Bridge edge, creating an attractive pedestrian link from Expo to Pacific Boulevard, with active building frontages and landscape (Note: incorporation of a designated bicycle route to the False Creek Bike Route should be pursued);*
- d) Underbridge area, integrating with the expected pedestrian linkage through the future Concord Area 5b West development;*

Applicant Response: The civic nature of the project has been shaped by the various requirements and characteristics of public interface which surrounds the site. The response has been developed to address the individual nature of these interfaces while presenting a consistent and unified appearance. A bold graphic paving treatment unifies the Public Realm on all sides, acting as a 'welcome mat' legible to pedestrians, cyclists and commuters on the bridge as well as building occupants.

The south facing Pacific Boulevard Plaza is designed to be an inviting intimate space surrounded by buildings on 2 sides and a row of street trees on the south, buffering the plaza from the street, the Cambie Bridge off-ramp across Pacific Boulevard and future streetcar tracks. The Plaza and the buildings have a reciprocal relationship. Each informing the shape of the other with public, semi-public and private activities in each mixing to create atmosphere. Street furniture is designed to encourage adaptability for everyday use and special events. A high open trellis structure defines the central core of the plaza while providing some solar shading during the day and lighting at night. Weather protection is provided at building edges to connect the space to the proposed street car stop under the Cambie Bridge.

In conjunction with the future development west of Cambie Bridge a pedestrian link will be established from the corner of Smithe Street and Pacific Boulevard through the plaza under the Cambie Street bridge to the corner of Expo Boulevard and Nelson Street. This link passes through the building via a wide breezeway activated by commercial spaces on both sides as well as a residential lobby. Soffit treatments, variation in plan and sectional dimensions enhance this space. Screening of the bridge abutment is proposed to unify the appearance of this space, eliminate low headroom spaces to make irregular covered spaces inaccessible and remove opportunities for graffiti. It is intended that further enhancement of the public space under the bridge will be proposed in the future in conjunction with the project west of the Cambie Bridge. The current proposal includes a separated 2-way bike route and adjacent pedestrian path connecting the future streetcar stations under the Cambie Bridge at Nelson Street to the intersection of Expo Boulevard and Smithe Street. The bike route connects to existing routes into downtown and over the Cambie Bridge as well as a connection to the seawall from the Nelson and Pacific intersection.

The bike/pedestrian route parallel to Cambie Bridge is lined with two rows of trees and is separated from the parkade entry ramp by a glazed screen with irregularly spaced openings providing opportunities for planting and introduction of air / light into the ramp area. The glazed screen will be graphically enhanced, possibly as part of the public art program. As the separated routes approach Expo Boulevard they merge to reduce bike speeds at the turnaround at the Smithe Street extension and Expo Boulevard Plaza. As well as stairs and ramps leading to Expo Boulevard, stairs have been introduced leading to the Cambie Bridge sidewalk, improving the public interface and visual linkage between the Plaza and its surroundings. The main commercial and residential entrances into the building address Expo Plaza and Smithe Street with an atrium space that organizes and unifies these functions at street level. Smithe Street has been designed with rows of street trees and wide sidewalks on both sides.

Staff Assessment:

a) The frontage along Pacific Boulevard needs to accommodate both existing and future conditions that may see the introduction of a streetcar system. The effective change is the realignment of the curb along Pacific Boulevard. The Pacific Boulevard frontage also must accommodate an expanded public realm and plaza providing for pedestrian movement and connection through the site under the Cambie Street Bridge to the future development site at 5b West. At the time of the rezoning, it was anticipated that this area would also provide sunny, highly usable spaces for pedestrians with a smaller canopy defining the edge of the public circulation route through the plaza area.

The proposal provides, within the main plaza area, several large seating/planters and trees in conjunction with a large trellis structure spanning over the entire plaza area. Little detail has been provided on the proposed trellis structure, in terms of how it is supported and integrated with the hard and soft landscape treatment of the plaza area and building interfaces. Staff are concerned that with the introduction of the trellis as a spatial defining element the legibility of the area as a publicly accessible space is less clear combined with the challenge of the covered pedestrian connection through to the underside of the Cambie Street Bridge. Staff are recommending several design development conditions to this area as a publicly accessible plaza including measures to enhance the pedestrian amenity of the plaza while also facilitating the legibility of the connection through the plaza to/from the Cambie Street Bridge. See Recommended Condition 1.4.

- b) The proposed treatment of Smithe Street and turnaround is for an enhanced public realm treatment of concrete pavers to be extended across the road way and sidewalk areas. It is anticipated that the future development site (Entertainment site) portion of the Smithe Street right of way will also incorporate this public realm treatment. Along with the opportunity for public art within the centre of the turnabout staff are satisfied that the enhanced public realm requirement of this condition has been met. Staff are requesting clarification of the extended treatment of the enhanced public realm treatment along with design details of the public realm treatment. Recommended Condition 1.6.
- c) The interface of the building and the bicycle route alongside the bridge edge has generally been resolved with the screening of the building's parkade ramp and provision of landscape treatments. However, further detailed design resolution is required to maintain access to the bridge, screening and lighting alongside the bridge to address both visual and CPTED concerns. Recommended Condition 1.5.
- d) The treatment of the pedestrian link through the development and extending under the bridge to Area 5b West has generally been resolved with active uses. Staff are seeking detail design treatments confirming high quality material treatments (i.e screening, lighting and soffit treatments). Recommended Condition 1.9.

Rezoning Condition 4: design development to internalize the loading and parkade access in order to enhance pedestrian function and character of the plaza area west of the Smithe Street vehicular turnaround;

Applicant Response: Loading functions and parking access have been internalized. This has resulted in better definition of the public realm adjacent to the Smithe Street turnaround. An enlarged level area at the vehicular entrance is intended to improve the vehicular / pedestrian / cycling interface.

Staff Assessment: This condition has been satisfied.

Rezoning Condition 5: design development to potentially increase the amount of commercial floor area in the podium of the project;

Applicant Response: The commercial floor area of the project has been increased as recommended. It is the intention that the nature of the commercial will be compatible with the adjacent entertainment facilities and help to animate the public realm.

Staff Assessment: This condition has generally been satisfied; however the application indicates a shortfall in the required amount of commercial floor area. Standard Condition A.1.2 seeks compliance. The application also introduces, along the Smithe Street frontage, a continuous retail lobby providing pedestrian connection up to the second level retail functions (currently indicated as a space and fitness centre) as opposed to a separate commercial tenant space. The entries to the residential towers also configured to access and use this commercial lobby area.

Rezoning Condition 6: Design development to the Smithe Street/Expo Boulevard plaza to create a more meaningful dynamic public space;

Note to Applicant: A rethink of this space is needed taking into account its generous sun access, movement patterns, evolving design direction of Area 5b East Public Realm and how this space can positively engage the Cambie Bridge edge, as well as the comments of the Urban Design Panel.

Applicant Response: Enhancement of the plaza area within the 68 Smithe Street property has been included in this proposal. Stairs leading into the plaza area from the Cambie Street Bridge are oriented to the centre of this turnaround and interface with the ramp system, up to the Expo Plaza. Landscaping adjacent to the paved areas help define the plaza area and incorporate the bus stop shelter on Cambie Bridge. Further development of the plaza area on either a temporary or permanent nature will be developed in conjunction with City Staff as conditions are better defined. Current plans represent discussions to date.

Staff Assessment: The geometric of the turnaround continues to be refined. In general, Staff are satisfied that the condition has been resolved. The central focus to the plaza is indicated as a location for public art, which staff support, however, if through separate public art process this location is not utilized staff are requesting an alternate landscape treatment plan for this area. See Standard Condition A.1.31.

Rezoning Condition 7: identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least three optimize energy performance points, one water efficiency point, and one storm water point;

Note to Applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above-noted points have been achieved with reference to Regular Council Meeting Minutes, Tuesday, April 19, 2011 27 specific building features in the development. Both the checklist and description should be incorporated into the drawing set. Pursuit of LEED® Gold rather than Silver is encouraged.

Applicant Response: A LEED checklist has been submitted demonstrating 55 points conforming to LEED silver equivalency under the LEED Canada 2009 Rating System.

Staff Assessment: Staff are requesting the checklist and specific building features be incorporated into the drawing set. See Standard Condition A.1.14.

Rezoning Condition 8: design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for:

- a) design of the under-bridge area to reduce opportunities for mischief and vandalism,*
- b) ensuring that all pathways are clearly defined with defensible design,*
- c) reducing opportunities for graffiti and skateboarding, except where the latter may be intentionally accommodated,*
- d) providing full secure separation for residential uses and parking, and*
- e) mischief, such as graffiti;*

Applicant Response: CPTED issues have been addressed. The area under Cambie Bridge which has low headroom and which would be accessible have been enclosed by an easily maintained partition of metal. Bicycle and pedestrian paths are indicated with different paving materials with signage and textural indications where paths cross. Building materials near grade are easily cleaned, glass and metal for the most part. Built-in furniture will be skateboard resistant. Commercial and visitor parking are located on Level P1 with separate elevator access to grade from the secured residential parking below. Residential lobbies at grade are separated from commercial egress.

Staff Assessment: The condition has generally been satisfied, however staff are seeking detail design development to the covered breezeway connection clarifying soffit and lighting treatments. See Recommended Condition 1.9.

Rezoning Condition 31: provide a report prepared by professionals in acoustic and mechanical engineering that demonstrates how using noise isolation design strategies and passive and/or mechanical cooling, the building will meet the following performance criteria:

- a) mitigate event noise to achieve noise levels between 40 dBC and 50dBC within the units during event periods; and*
- b) ensure summertime internal comfort levels in line with ASHRAE 90.1 V.2007 (with windows closed)*

Applicant Response: An acoustic report is being prepared.

Staff Assessment: The report has been received and reviewed by the City's acoustical consultant. Staff are seeking confirmation of the acoustic performance prior to obtaining the Occupancy permit. In addition, the drawings should clearly specify that glazing for all residential windows and doors should be 8mm glass-13mm airspace-6mm glass (8-13-6 thermal glazing) rated OITC 33/STC 40, or the equivalent with the same acoustical ratings. Maximum pane size is 4.65 m² (50 sq ft) as recommended in the Acoustic report to meet the Council approved interior noise level and additional conditions will be added to both the Development and Building permit clearly specifying that that the building is constructed with 8-13-6 glass. See Recommended Condition 1.8.

• **Sustainability:** This re-zoned site is subject to both the Rezoning Policy for Greener Buildings and the Rezoning Policy for Greener larger Sites (EcoCity Action A-2). This site also falls under the Northeast False Creek (NEFC) Directions which calls for higher sustainability standards including being subject to an Inner-City Local Employment and Procurement Agreement to ensure 10% of employment is sourced from inner-city neighbourhoods.

The Rezoning Policy for Green Buildings based on the time of the Rezoning application, requires that the building achieve a minimum of LEED® Silver, with target points for energy performance, water efficiency, and stormwater management. The rezoning application was made in June 2010, before the

requirements changed for meeting the LEED® Gold standard. However, the rezoning application included a preliminary commentary on sustainability issues and a preliminary LEED® Scorecard which nonetheless proposes to meet the LEED® Gold Standard. The City's Green Building Policy also requires the applicant to register the project with the Canada Green Building Council.

The NEFC Directions call for higher sustainability standards than previous large scale developments as an essential component of large site developments through the exploration of District Energy Feasibility, Sustainable Site Design, Green Mobility and Clean Vehicles, Rainwater Management, Solid Waste Diversion, Sustainable Housing Affordability and Housing Mix. These matters have been addressed either through the design of the development, or will be provided for through required plans or strategies, with all to be implemented through the requirements contained within the recommended Conditions of Approval set out in Appendix B.

The NEFC Directions require that local energy planning assessments be completed for NEFC, with a view to implementing feasible campus or district energy systems that reduce carbon dependency. A district energy approach enables significant Greenhouse Gas (GHG) reductions for entire neighbourhoods that could not be cost effectively achieved by individual buildings. As this approach is dependent upon economies of scale, it is important that all buildings in the neighbourhood connect to the district system. A screening level assessment of the feasibility of a renewable district energy system in NEFC was completed in the spring of 2010 with involvement of the five property owners in NEFC and BC Hydro. The results of this assessment showed that a renewable district energy system for NEFC would result in significant carbon reductions and that it is economically viable.

A subsequent detailed feasibility study completed late in 2010 confirms the cost competitiveness and environmental benefits of renewable district energy for NEFC, and provides an approach to implementation of measures resulting in neighbourhood GHG reductions of 65% over business as usual.

This project shall be required to connect to the future district energy system for heating and hot water, as set out in the Conditions of Approval in Appendix B.

This site is subject to the Rezoning Policy for Greener Larger Sites. The policy is designed to achieve higher sustainability outcomes on large site development through the exploration and implementation of district and renewable energy opportunities, sustainable site design, green mobility and clean vehicle strategies, sustainable rainwater management, solid waste diversion strategies and strategies to achieve sustainable housing affordability and housing mix. The continuums of these rezoning objectives, as part of the detailed design are summarized below.

Sustainable Site Design: The applicant has indicated the following in response to the sustainable site design criteria: best practices implemented to minimize erosion and sedimentation during demolition, site preparation and through construction; roof gardens and courtyards will enhance the developments livability for visitors and staff; landscaping will utilize natural and adaptive plants; and the location of the development provides excellent access to alternative transportation including easy access to existing and future transit routes, walking distance to many amenities and downtown and the project will incorporate required bicycle storage. Standard conditions A.1.23 and A.1.26

Green Mobility and Clean Vehicle Strategies: The development proposes car-share spaces, additional bike parking, development of an off-street cycling facility, improved sidewalk environment, pay-parking for commercial uses, relatively low parking rates, and features to increase residents' awareness of more sustainable transportation, such as information packages about transportation choices for new residents. Staff accepts the strategy and are recommending that the key strategies be conditions of the development permit, including securing the car-share spaces and a commitment to proceed with pay parking and development of information packages. Standard condition A.2.15.

Sustainable Rainwater Management: The applicant has satisfied the requirements for rainwater management through onsite retention of rainwater for irrigation, re-direction of drainage to pervious areas, and a 24% pervious area.

Solid Waste Diversion Strategies: The development has satisfied the requirements by providing the appropriate solid waste storage facilities including the type, size and number of proposed containers to be used for the various waste streams, a construction and demolition waste management plan, a letter of assurance from NSD Disposal Ltd indicating solid waste storage facilities are accessible to collection vehicles, and an operational diversion strategy such as on-site composting and clear diversion signage.

District and Renewable Energy Opportunities:

As part of the implementation of the NEFC Directions and energy planning studies conducted for the area, Council approved changes to the False Creek North ODP (Spring 2011) that introduced energy related sustainability requirements for all sites yet to be developed. The FCN ODP now requires that all new developments connect to the low carbon district energy system proposed for the area. A low carbon district energy approach enables significant GHG reductions in the long-term for the entire neighbourhood that could not be cost effectively achieved at an individual building scale. Prior-to Conditions and Conditions of Development Permit that provide for immediate connection of the development to the NEFC Retail Franchise Holder for district heating services, as well as the allocation of sufficient space on-site to facilitate such a connection, are provided in Appendices C and D, respectively.

Some of outcomes of the Rezoning Policy for Greener Larger Sites have been secured through conditions of enactment, assessment and delivery of the rezoning sustainability conditions, cannot in some cases, be confirmed at the development permit stage but rather will be assessed and secured through the building permit stage, occupancy stage and post occupancy phases of development. See also Appendix C.

For the staff assessment of the response to the sustainability rezoning conditions, see Appendix D.

Other Issues:

Livability: The application proposes a number of residential dwelling units that the interior corner of the massing. Staff and the Urban Design Panel recommend design development to improve the livability by addressing privacy and outlook between these units. Recommended Condition 1.7.

• **Conclusion:** This is an ambitious proposal which, through further design development, will more closely respond to the form of development adopted by Council for this CD-1 zone. Staff consider that with the design development as noted in the conditions of this report that the development application is supportable.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on September 12, 2012, and provided the following comments:

EVALUATION: SUPPORT (7-1)

• **Introduction:** Anita Molaro, Development Planner, introduced the proposal for a site located adjacent to the Cambie Street Bridge with frontage along Pacific Boulevard and new portion of Smithe Street. Ms. Molaro noted that this development application follows a rezoning that seeks to accommodate 303,000 square feet of residential, and a minimum of 45,000 square feet of commercial floor area. The height limit is set by the Cambie Bridge view cone, which the applicant

is proposing to come up to and meet. The form of development at the time of the rezoning contemplated a building stepping down into a curved elongated form, and a smaller tower floor plate at the corner of Smithe Street and Pacific Boulevard with a south facing plaza. Through the detail design work, the proposal has resulted in variations in the massing from the rezoning. There has been some redistribution of density, notably an increase in the podium along Smithe Street and a modification in the building shaping. This is in part the result of a couple of factors: a slight change in the flood plain, and also a clarification/refinement of the view cone that limits height on the site. For example, the rezoning anticipated a 20-storey tower with a smaller footprint, and that tower is now 18-storeys with an increase in the podium from two to ten storeys. While this is a change from the tower and podium expression, it is consistent with the policy direction for this area that seeks to encourage distinctive and creative architecture.

Ms. Molaro remarked that this is an important site and will provide pedestrian connections between Yaletown via the new Smithe Street as well as under the Cambie Street Bridge on Pacific Boulevard. As well, the public realm attributes are an important part of the proposal. There is a number of rezoning design conditions that need to be met entailing enhancement of the public realm treatment on all the frontages including Pacific Boulevard. As well, there is a future streetcar stop and pedestrian amenity proposed for the plaza. Additionally, there should be particular emphasis on creating a special sense of place between the turnaround and Expo Boulevard, at the Cambie Street edge and on creating an attractive pedestrian link.

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

- refinement to the distribution of massing/density;
- Resolution and composition of the detailed architectural material treatments;
- Detailed landscape treatments;
- Any other comments.

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Jim Hancock, Architect, further described the proposal noting that the building has three distinct characteristics in terms of what it relates to. He described the architecture noting that there are two curving shapes forming a gateway element as you come into the city. They thought it would be interesting to express the building as wind blowing through a vortex, and have developed wavy slab extensions. The whole base is a 2-storey lobby which provides a main entrance through to the retail spaces at grade and then access by elevator or stairs to the second level, which will likely be more retail spaces. At either end of the 2-storey base will be the entrances to the two towers. There is also a canopy to offer some weather protection along the building edges.

Martin Bruckner, Architect, indicated that the development permit application detailed design rationale is a point by point response to the rezoning conditions and also includes an extensive summary of the sustainability strategy. There are columns along the base that can be seen through the glass although there are some columns on the outside of the building as well. Screening will be provided along the access to the underground parking. Mr. Bruckner added that the second floor maybe a large fitness facility and a lot of the retail space will be restaurant use given that the project is in a major entertainment area.

Chris Phillips, Landscape Architect, described the landscape plans noting that one of the driving ideas on the site was to increase connectivity and permeability in the neighbourhood. They are working with the City to complete a number of key pedestrian linkages including links to the waterfront. A transit stop is planned for the future streetcar. There is an amenity space proposed at the third level that opens up to a big deck area with series of gathering spaces and a bit of a lawn. On the roof, there will be another amenity space which has urban agriculture.

Jeff Christianson, Architect, spoke on the sustainability aspects of the project. The building will have LEED™ Silver rating which will include a substantial green roof and water collection and retention system. In terms of solar exposure and passive design elements, the building is just over 50% vision glazing.

Peter Webb of Concord Pacific added that they are talking to a number of restaurant and large scale fitness chains. As well, they have committed to tie the project into the future district energy facility.

The applicant team took questions from the Panel.

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

- Design development to further distinguish components of the architecture that aren't clear, especially reinforcing the wavy characteristics of the façade as seen from the Cambie Street Bridge;
- Design development to reduce the curtain wall box appliques;
- Improving the livability of the suites on the inside corner of the building;
- Resolving the CPTED issues in the breezeway and residential entry;
- Reviewing the public art strategy and considering the notion of sports and as well as its presence at night with lighting;
- Design development to soften the plaza with the addition of more greenery;
- Design development to the weather protection to improve its functionality;
- Design development to the penthouse level in terms of clarifying the character of the top of the towers.

- **Related Commentary:** The Panel supported the proposal.

The Panel did not have any concerns with the overall massing and position of the density on the site. The Panel liked the architecture and especially the wind sculpted slab edges along the Cambie Street Bridge. However most of the Panel liked the simplicity and clarity that was in the rezoning application. They thought it was a strong idea that was working really well in responding to the bridge. Several Panel members thought there was an overly hard edge expression on the west façade, and thought the proposal didn't completely address all the rezoning conditions. Several Panel members thought the architectural appliques didn't work and that the number should be reduced.

The Panel thought that on the east façade, the way the curvilinear forms transitions to the straight wall at the base of the building was weak. They thought it could have a better separation and be clearly differentiated. They also thought there was a lack of recognition for the important pedestrian connection under the bridge. One Panel member said that there should be some indication on the face of the building to let pedestrians know where there is a linkage under the bridge.

A couple of Panel members thought the penthouse level could use some work as it will be visible from surrounding towers. As well, a couple of Panel members thought the project could be bolder in its expression and that there were possible CPTED issues in the pedestrian breezeway and at the residential entry. A couple of Panel members thought the liveability of suites in the inside corner was compromised.

Regarding public art, it was noted that the project speaks of the history of Vancouver and in particular the sporting complex in the area. There is an opportunity to express that in public art. As well, consideration should be given to a lighting strategy and how the art will show up at night.

Several Panel members thought there was a disassociation between the building and the public space. They thought it should be dynamic and give people a reason to want to go there. As well, there should be some element that will overcome the traffic noise. The space needs to be green and it needs some additional programming.

- **Applicant's Response:** Mr. Hancock had no comments. Mr. Bruckner said he thought the Panel had some good comments. He said they are working on clarifying the plaza at Pacific Boulevard and Cambie Street. The whole plaza design will become a reality with the new Dunsmuir Street extension and the entertainment complex expansion.

ENGINEERING SERVICES

As a condition of rezoning and CD-1 by-law enactment, arrangements were made to deliver the Smithe Street extension at the time of occupancy of this development if it were not already provided by the adjacent site owned by PAVCO. The PAVCO site has not yet applied for a development permit and is expected to be developed following this site. Therefore the Smithe Street Extension including all necessary municipal services and district energy requirements is expected to be delivered as part of this development. It is also understood that the adjacent PAVCO site is intending to provide portions of their parkade under the Smithe Street Extension. Clarification is sought on the timing of the delivery of the Smithe Street Extension, whether the parkade is to be constructed under it, and how the required utilities are to be delivered (See Standard Condition A.2.1).

Engineering has recently delivered the final road geometric design of the Smithe Street Extension. Standard Condition A.2.20 requires that this geometric design is reflected on the development plans. Building grades will be issued based on the final road geometric design (see Standard Condition A.2.19).

As a condition of Rezoning, Engineering required a road dedication from the site for the area under the Cambie Bridge and off ramps to an extent of 3.0 m on either side of the bridge drip-line. At that time Staff supported a SRW arrangement encompassing the 3.0 m area due to the proposal of a parkade structure under those areas. The current application shows that no below grade structures within the 3.0 m area and therefore Staff seek arrangements for the original dedication (see Standard Condition A.2.8).

The False Creek North Official Development Plan requires a certain amount of both built and payment-in-lieu parking spaces be provided by various sites in the False Creek North area. The built spaces are to be made available for daytime use for BC Place Stadium. Over time, arrangements have been made for development sites to deliver this requirement. For this site, arrangements have been made for the provision of 49 pay-in-lieu spaces (see Standard Condition A.2.12).

The site is located in an area that has good pedestrian, transit and cyclist connections, which will continue to improve with the build-out of the area. The development will be providing a bike path and pedestrian connection along the westerly side of their site as well as space for the future streetcar alignment and station. Staff seeks improvements to the design of the bike path to reduce conflict with pedestrians and to ensure that all pedestrian infrastructure is built to current accessibility standards (see Standard Condition A.2.16). Further detail is required to show the cycling connection from the bike path to the Seaside route to the south (see Standard Condition A.2.17).

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

The recommendations of landscape are contained in the prior-to conditions attached to this report.

HOUSING CENTRE/SOCIAL PLANNING/CULTURAL AFFAIRS

High Density Housing for Families with Children

The proposed development at 68 Smithe Street includes 95 units with 2 or more bedrooms which may be suitable for families with children (22% of total). The High Density Housing Guidelines for Families with Children apply. Consistent with the guidelines the plans include common amenity facilities on level 03. These include a meeting room, accessible washrooms, a media room and a multi-purpose amenity room with kitchenette. Also consistent with the guidelines the amenity rooms are adjacent to and open up onto an outdoor amenity area, with wood deck, cabanas and a lawn. Design development is needed to a portion of the lawn area to include an area suitable for a range of children's play activity. This could include landscape elements which provide informal play and motor skills development opportunities for children. Play equipment is not required but a soft, natural surface play area with creative play features such as sand play, water feature and/or balancing logs and boulders, are encouraged (Refer to Standard Condition A.1.38).

Urban Agriculture Guidelines for the Private Realm

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Urban Agriculture Guidelines for the Private Realm encourage edible landscaping and shared gardening opportunities in private developments. Consistent with these Guidelines, the plans for this site include an outdoor amenity terrace with common outdoor kitchen/ BBQ, communal table, as well as urban agriculture plots on the 18th floor. Supporting infrastructure such as tool storage and compost bins for garden waste, are also included in the plans. Design development to the plans is needed to include the location of hose bibs (Refer to Standard Condition A.1.39).

ENVIRONMENTAL PROTECTION BRANCH

This site is part of the Concord Pacific Developments Ltd. (aka Pacific Place Site, now known as One West Holdings Ltd.). In accordance to the Ministry's correspondence to the City of Vancouver (Ken Dobell, City Manager) dated December 11, 1997, the properties within the Pacific Place Site are exempted from the requirement to file a site profile. There is a standing "Approval-in-Principle" for the remediation plan ("Certificate of Remedial Process" dated September 7, 1990), and the plan is applicable to the parcels in Area 5B (East) as it is being developed. As per "Soils Agreement" dated May 11, 1988, Concord Pacific (One West Holdings Ltd.) is responsible for managing the completion of the remedial works and coordinate with the City of Vancouver for works pertaining to installation of services, and roads etc.

PROCESSING CENTRE - BUILDING

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-

law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Processing Centre-Building staff.

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

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

NOTIFICATION

Two site signs were placed and their installation verified on September 11, 2012. On September 10, 2012, 2661 notification postcards were sent to neighbouring property owners advising them of the application and offering additional information on the city's website.

To date, a total of 6 written responses have been received. All 6 respondents are residents within the notification area and object to the proposal in its current form. Comments are summarized below:

Traffic and Vehicle Access: Two of the respondents commented on the potential increase of traffic associated with this development. Based on the current design, one of the respondents noted that all westbound vehicles travelling to the future development would only be able to travel one way to get to the driveway of the proposed site. This same respondent indicated that there doesn't appear to be any plans on widening Nelson Street. As a result, the single lane southbound traffic on Nelson St would be backed by left hand turns from vehicles travelling to the project site; hence, posing negative impact to residents residing south of Pacific Blvd, who relies heavily on the Pacific Blvd / Nelson St. intersection.

Staff Response: As the north side of False Creek continues to develop, Staff expects traffic volumes to increase on Nelson Street, since more vehicles will use it to access developments from eastbound Pacific Blvd. Staff are reviewing potential changes to help mitigate impacts from this additional circulating traffic. Modifications may include measures such as removing or adjusting parking on the south side of Nelson St to allow the through movement onto Marinaside Crescent to be more easily accommodated or changes to the operation of the signal at Nelson and Pacific.

Also, there currently exists an extended corner clearance of several car lengths to enable drivers to bypass vehicles stopped to turn left onto eastbound Pacific Blvd. The length of this extended clearance can be reviewed and modified as required to address any concerns that the public might bring to City staff attention.

Design: One respondent indicated that he would like to see more articulation and significant architectural features that would signify a landmark for drivers and pedestrians traveling northbound on Cambie Street Bridge. He would also like to see the varying skyline that currently exists be maintained as well as utilizing this development to showcase the Green roofs.

Staff Response: Staff are recommending a number of design development conditions to address the overall architectural resolution, Recommended Conditions 1.1, 1.2 and 1.3. The application includes green roof treatments providing for an enhanced overview from nearby higher buildings.

Size of Units: With respect to the sizes of the residential units, one respondent was not in favor of the “dorm room style development” and questioned as to whether this would provide any growth to the neighbourhood.

Staff Response: Staff are seeking the compliance with the minimum required dwelling unit size of 37 m². See Standard Condition A.1.5.

Security and Safety: In addition to the responses above, one respondent commented on concerns of safety, especially after hours for the areas under the bridge deck and along the proposed bike lane and walkway. He added that he would like to see more housing units to be located on the ground level along the walkway to increase passive surveillance opportunity.

Staff Response: Staff are recommending further design development to the bike lane interface with the bridge including measures to screen the underside of the bridge and the provision of lighting. See Recommended Condition 1.5.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law, CD-1 By-law and Official Development Plan it requires decisions by both the Development Permit Board.

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

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of 3 Class B loading to be located off-site on City Property. The Staff Committee may support the relaxations proposed subject to the submission of a detailed loading management plan.

Staff Committee has considered the content and thoughtfully crafted conditions in this report and recommends support for this proposal.

J. Greer
Chair, Development Permit Staff Committee

A. Molaro, MAIBC
Senior Development Planner

B. Balantzyan
Project Coordinator

Project Facilitator: M. So

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

Standard Technical Conditions

- A.1.1 Confirmation that the proposed building does not project into the View Cone affecting the site;

Note to Applicant: A portion of an unidentified structure is depicted projecting into the View Cone on Section BB of Sheet No. A3.02.

- A.1.2 provision of a minimum floor area of 4,180.0 m² for the commercial use(s), in accordance with Section 3.2 - Floor Area and density, of the CD-1 (520) By-law, and clarification of proposed commercial uses, noting the following:

- i. submitted information indicates a proposed commercial floor area of 4,148.0 m²; and
- ii. Fitness Centre and Beauty Wellness Centre on the floor plans are shown as Retail Store on the FSR overlays;

- A.1.3 provision of a minimum of 25% of the dwelling uses proposed to be suitable as Family Units in accordance to Section 3.3.1 of the Official Development Plan - False Creek North;

Note to Applicant: As per the High-Density Housing for Families with Children Guidelines, family units are required to contain a minimum of two bedrooms.

- A.1.4 provision of vertical vent space to accommodate future proposed restaurant exhaust from the commercial levels;

Note to Applicant: Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.

- A.1.5 dwelling units containing a minimum floor area of 37.0 m² in accordance with Section 10.21.2 of the General Regulations of the Zoning and Development By-law, noting the following:

- i. measurement of dwelling unit size shall be calculated using the inside dimension of the walls; and

Note to Applicant: Interior partition walls, within the dwelling unit, are to be included in the measurement. Further, any bulk storage EXCLUDED FROM FLOOR AREA CALCULATIONS shall NOT be included in the measurement of the dwelling unit floor area.

- ii. in excluding the area of the en-suite storage room, Studio Unit Type T2-02, on Levels 3 to 15, is substandard in size;

- A.1.6 coordination of information on the submitted drawings, noting the following:

- i. floor areas on the floor plans, project data, and FSR overlays should match;
-

- ii. dwelling unit types with regard to the number of bedrooms in each unit should be correctly identified; and

Note to Applicant: Unit Types T1-10 and T1-11 on Levels 9 and 10, and Penthouse units Type T2-01 to T2-05 on Levels 16 and 17 require clarification.

- iii. notation/clarification of the uses of all rooms/spaces is required;

- A.1.7 provision of bulk storage in accordance with Planning By-law Administration Bulletin entitled, "Bulk Storage - Residential Developments";

Note to Applicant: Only one of the storage rooms is to be excluded from the computation of FSR in Unit Type T1-19 on Levels 17 and 18. If storage rooms exceed 3.7 m², the total area will be included in FSR.

- A.1.8 clarification of proposed uses of the amenity rooms, including details regarding type, finishing, equipment, and/or furnishings;

- A.1.9 provision of a maximum open and enclosed balcony area of 8 percent of the residential area being proposed, noting the following:

- i. areas of open and enclosed balconies that exceed 8 percent of provided residential floor area shall be included in the computation of the floor space ratio (FSR); and

Note to Applicant: Total open and enclosed balcony area has been computed to be 2,391.0 m² from the submitted FSR overlays, exceeding the maximum 2,253.0 m² permitted by the CD-1 By-law.

- ii. the enclosed balcony in Unit Type T1-01 on Level 17 is shown as an open balcony on the FSR overlays;

- A.1.10 details of balcony enclosures;

Note to Applicant: To qualify for an exclusion from floor space ratio [FSR] calculations, an enclosed balcony must be a distinct space separated from the remainder of the dwelling unit by walls, glass, and glazed doors [hinged or sliding], have an impervious floor surface, a flush threshold at the bottom of the door [for disabled access], large, openable windows for ventilation, and distinct exterior architectural expression. In addition, each dwelling unit should have no more than one enclosed balcony, and all balconies, both open and enclosed, should be clearly identified on the floor plans. Notation should also be made on the plans stating: "All enclosed balconies shall be designed and constructed in accordance with the Council-approved Balcony Enclosure Guidelines." Limitations on the amount of exclusions and enclosures permitted are described within the regulations of the respective District Schedule or Official Development Plan that apply to the specific site. For further details and specifications on enclosure requirements, refer to the Council-approved Balcony Enclosure Guidelines.

- A.1.11 clarification of the enclosed mechanical space on the rooftop, noting the following:

- i. if proposed as roofed mechanical space, its area must be included in the computation of residential floor area; and
- ii. Landscape Plans show this space as an Extensive Green Roof;

- A.1.12 provision of a minimum of 2.75 m clear height under the sign band of the commercial units, and deletion of all references to the proposed signage, or notation on plans confirming that: "All signage is shown for reference only and is not approved under this Development Permit.
-

Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits”;

Note to Applicant: The height requirement does not apply to recessed sign bands which are flush with the storefront glazing. The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

A.1.13 deletion of references to outdoor seating;

Note to Applicant: Outdoor seating shall be approved under a separate Development Permit. This would likely occur once a commercial tenant is identified, and details of the operation are available.

A.1.14 provision of identification and written description, on the plans and elevations, of how each of the LEED attributes are met;

A.1.15 an up-to-date copy of the City building grades plan is to be submitted;

A.1.16 confirmation of site area after all required dedications, verified by a British Columbia Land Surveyor;

A.1.17 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, Director of Legal Services and Chief Building Official for a Flood Plain Covenant prior to Building Permit issuance;

Note to Applicant: The site is located in a designated flood plain.

A.1.18 provision of parking spaces in accordance with the Parking By-law, to the satisfaction of the General Manager of Engineering Services, noting the following:

i. clarification of the proposed number of residential, commercial, and visitor parking spaces is required; and

Note to Applicant: Floor plans and statistics do not match.

ii. parking stalls should be numbered, and all parking stall and manoeuvring aisle dimensions should be shown on the plans;

A.1.19 arrangements shall be made, to the satisfaction of the Director of Planning, the Director of Legal Services and the General Manager of Engineering Services, for a restrictive covenant guaranteeing access and availability of the proposed shared vehicle parking spaces, including a servicing agreement;

Note to Applicant: Shared vehicles must be managed by a professional car-sharing organization and must be accessible at all times to members of the car-sharing organization who do not reside in the development. Security letters of credit are also required prior to issuance of the Development Permit. The City’s Legal Services Department has been asked to assign a Solicitor to this file and to begin preparation of the necessary legal agreements. Your legal representative may contact the Assistant Director of Legal Services at 604.873.7512 after February 12, 2013, to find out who has been assigned and to discuss any legal matters regarding your application.

A.1.20 compliance with Sections 4.8.1 and 4.8.4 - Disability Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: A minimum of 2.3 m unobstructed vertical clearance is required for a disability parking space and all entry points, manoeuvring aisles, and access ramps leading to the disability parking space. Compliance with required vertical clearances should be clearly demonstrated on the submitted plans.

A.1.21 confirmation that at least 20 percent of all off-street parking spaces will be available for charging of electric vehicles;

Note to Applicant: Although this is a Building By-law requirement under Part 13 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link: <http://vancouver.ca/home-property-development/electric-vehicle-charging-requirements.aspx>

A.1.22 provision of a minimum of five (5) Class B loading spaces, to the satisfaction of the General Manager of Engineering Services, in accordance with the Parking By-law, required as follows:

- i. a minimum of two Class B loading spaces for the ground floor retail store;
- ii. a minimum of one Class B space for the second floor fitness centre and spa; and
- iii. a minimum of two Class B loading spaces for the residential use;

Note to Applicant: Staff may support an alternative arrangement of loading spaces subject to the submission of a detailed loading management plan (see also Standard Condition A.2.13).

A.1.23 provision of bicycle parking, in accordance with Section 6 of the Parking By-law, as follows:

- i. design development to locate all Class A bicycle parking spaces on Level P1, or provision of direct access to the outside of the building by an elevator;
- ii. a minimum of thirteen (13) Class A bicycle spaces is required for the commercial component of the proposed development, as well as nine (9) clothing lockers for each gender, in accordance with Section 6.5 - Clothing Lockers, of the Parking By-law;

Note to Applicant: At least 50 percent of the clothing lockers must be full size.

- iii. a maximum of forty (40) bicycle spaces is permitted in a bicycle room, as per Section 6.3.5 - Bicycle Room Size, of the Parking By-law;
- iv. a minimum of six (6) Class B bicycle spaces is required to be provided on site, each for the retail store and residential component of the proposed development; and
- v. a minimum of a total of thirty (30) Class B bicycle spaces is required to be provided on site for the fitness centre and spa;

A.1.24 clarification of the proposed number of Class A bicycle spaces in the underground parking levels;

Note to Applicant: All numbering should be checked to ensure they correspond to the actual numbers depicted on the plans.

A.1.25 design development to locate, integrate and fully screen any emergency generator, exhaust ventilation, electrical substation and gas meter in a manner that minimizes their impact on the building's open space and the public realm;

Note to Applicant: In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways, and parking or loading areas.

A.1.26 provision of the following notations on the submitted plans:

- 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 residential and non-residential portions of the buildings";
- iii. "The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";
- iv. "A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";
- v. "The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law"; and
- vi. "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555".

Standard Landscape Conditions

A.1.27 Design development to the north edge to improve pedestrian movement;

Note to Applicant: The landscape plan indicates rectangular tree grates or planters that appear to unnecessarily limit pedestrian flow. A more detailed, workable depiction of the public realm should be illustrated.

A.1.28 Design development to provide a continuous trench measuring a minimum of 1.5 m side and 1 m deep is required for trees to be planted on the slab.

Note to applicant: Submit revised, large scale detailed sections through the Pacific Boulevard plaza, including slabs, soils, root ball, paving and furniture.

A.1.29 Design development to the underground parking slab to angle downward to accommodate grade oriented soil pits for trees, as needed;

Note to Applicant: Noting that the final location and spacing of trees at grade will change, slabs should be designed to angle down at the underground parkade edges, where necessary submit large scale sections.

- A.1.30 improvements of the graphic clarity for both the architectural site plans and landscape plans (please also refer to Standard condition A.2.20);

Note to Applicant: For the exterior of the building at grade and on upper levels, the plans need to be coordinated and improved by deleting printed color, adding notations, dimensioning and details.

- A.1.31 provision of a "future option" detailed landscape plan for the Smithe Street plaza;

Note to Applicant: The plaza has been identified as a location for a public art component. In the event the public art component is not implemented, an optional landscape design is requested.

- A.1.32 provision of a high efficiency irrigation system for all planted areas;

Note to Applicant: Hose bibs to be provided for all private patios exceeding 9.3 m² (100 sf) in area and the urban agriculture garden plots designed for the roof terrace. A temporary irrigation program for green roof areas should be addressed. Hose bib locations to be depicted on the plans. The irrigation system design and installation system shall be in accordance with the Irrigation Industry of BC Standards and Guidelines. Add these details in the "General Notes" of the landscape plan.

- A.1.33 improvement to the edge definition of upper level patios (private and common);

Note to Applicant: While the upper level private patios are designed to "float" in the landscape, to avoid ambiguous ownership issues or other conflicts of privacy and space, it is recommend that the private patios have glass railings (applies to all levels). The common deck area perimeters should also have an edge railing with access gates or a thickened planted edge.

- A.1.34 provision of large scale detailed elevations for all exterior landscape structures (typical);

Note to Applicant: Including gazebos, trellis, railings, decorative and privacy screens, benches, planters (including urban agriculture), public art (where possible), and childcare play features;

- A.1.35 provision of a lighting plan; and

Note to Applicant: Include details of lights, poles and standards. Exterior lighting to be low glare, high efficiency and hardware consistent with the architectural palette of the building.

- A.1.36 provision of new street trees adjacent to the development site, to be confirmed prior to the issuance of the building permit.

Note to Applicant: Contact Eileen Curran from Streets Engineering at 604.871.6131 to confirm tree planting locations and Park Board, at 604.257.8587 for tree species selection and planting requirements. Provide a notation on the plan, "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 deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

Crime Prevention Through Environmental Design (CPTED)

- A.1.37 Design development to respond to CPTED principles, having particular regards for:
- a) Theft in the underground parking;
 - b) residential break and enter;
 - c) mail theft; and
 - d) mischief in alcoves and vandalism; such as graffiti.

Social Planning/Housing Centre/ Cultural Affairs

- A.1.38 design development to the outdoor common amenity area on level 03 to include an area suitable for a range of children's play activity; and

Note to Applicant: Play equipment is not required but a soft, natural surface play area with creative play features are encouraged such as sand play, water feature and balancing logs and boulders.

- A.1.39 design development to the Level 18 roof top garden planters to include location of hose bibs.

A.2 Standard Engineering Conditions

- A.2.1 clarification on the timing of the delivery of the Smithe Street Extension including confirmation on whether parking is to be constructed under Smithe Street for the adjacent PAVCO Site, and provision of a conceptual servicing plan for Smithe Street;

Note to Applicant: Arrangements, pursuant to the Services Agreement, will be required to determine the appropriate phasing and delivery of the Smithe Street Extension.

- A.2.2 permission from the City must be obtained in order for a portion of the proposed underground parkade to be located beneath the future Smithe Street cul-de-sac SRW (BB1356743-51);

Note to Applicant: A letter of request to the City Surveyor is required.

- A.2.3 provision of the corrected legal description to be clearly noted on the submitted drawings;

Note to Applicant: The legal description on page A0.01 has been superseded; it is to be corrected to read Lot 304, False Creek, Plan BCP49660.

- A.2.4 provision of corrected property line dimensions are to be added to the site plan on page A1.01;

- A.2.3 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services prior to the issuance of the Building Permit for the release of the Statutory Rights of Way R92182-R92184;

Note to Applicant: This arrangement can be made upon the demolition of the pedestrian ramps. Provision of a letter requesting the discharge, the release document, the existing charge document and a title search is required.

- A.2.6 provision of topographic surveys and reference plans (which may be volumetric) in registrable form are required, in order to execute modification or replacement of the associated Statutory Rights of Way:

- Smithe Street cul-de-sac & sidewalk SRW (BB1356743-51);
 - Cambie Bridge northerly pedestrian connector SRW (BB1356752-57);
-

- Pacific Boulevard Plaza & Plaza Pathway SRW (BB1356761-66); and
- Bike Path SRW (BB1356767-72);

Note to Applicant: The modification/replacement agreements are to be registered prior to building occupancy. Provision of a letter of commitment will satisfactorily address this condition at the Development Permit stage.

- A.2.7 modification of the existing Bike Path SRW (BB1356767-72) to incorporate the ability, if desired, for the City to reconstruct portions of the bike facility;

Note to Applicant: The cycling facility will be a public serving cycling corridor which will require modification, from time to time, to be consistent with current standards. The City must retain this ability to make changes; however, all future modifications will be fully paid by the City. The modification agreements are to be registered prior to building occupancy. Provision of a letter of commitment will satisfactorily address this condition at the Development Permit stage.

- A.2.8 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Approving Officer, for the dedication of the westerly 3 m of Lot 304 for road purposes;

Note to Applicant: Any landscaping within the 3.0 m area is to be approved by the General Manager of Engineering Services to allow for adequate maintenance operations for the bridge structure. Deletion of trees and other treatments within the 3.0 m area that restrict maintenance.

- A.2.9 deletion of the trees, the "feature seating" (bench/planter) and other seating from the Pacific Boulevard sidewalk Statutory Right-of-Way (SRW) area, as shown on L1.0;

- A.2.10 deletion of the door-swings and the door-frames on the sides of each doorway located proud of the building face from the Smithe St sidewalk SRW, as shown on page A1.04 of the submitted drawings;

- A.2.11 clarification of the Cambie Drainage SRW & Covenant (GD12515-6) and confirmation if it can be discharged;

Note to Applicant: As indicated in the charge summary, the applicant is to have their BC Land Surveyor (BCLS) prepare a location certificate showing the drainage works, including underground sewers with respect to the SRW area.

- A.2.12 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of 49 Stadium Parking payment-in-lieu stalls (BB1356803-4);

- A.2.13 provision of a Loading Management Plan to the satisfaction of the General Manager of Engineering Services, including:

- a) an assessment of the loading demand for both residential and commercial uses including clarification of the largest size of truck for which the loading spaces are designed to accommodate, including the dimensions;
- b) a design encouraging trucks entering the site in a forward direction and to back into the spaces and exit in a forward direction; and
- c) a design should allow for independent movement by all trucks using the loading bays;

Note to Applicant: Upon review of a submitted Loading Management Plan Staff may support a reduced number of loading spaces than the Parking By-law requires. Designs must be in

compliance with the Engineering Parking and Loading Design Supplement. If there is intent to share commercial loading spaces with the residential strata, a legal agreement will be required to the satisfaction of the General Manager of Engineering Services and Director of Legal Services. Please contact Rob Waite in the Neighbourhood and Parking Transportation Branch at 604.873.7217 for more information.

- A.2.14 modification of the parking ramp design or provide measures to improve two-way vehicle flow, where more than 200 vehicles are served as per the Engineering Parking and Loading Design Supplement;

Note to Applicant: The areas of concern are through the inside radius at the bottom of the main parking ramp and also where the commercial and visitor parking enters to enable two vehicles to pass each other travelling in opposite directions on the parking ramp.

- A.2.15 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, to secure the provision of all proposed strategies within the Green Mobility and Clean Vehicle Strategy, including:

- a) car share vehicles and spaces;
- b) commercial pay parking; and
- c) development of information packages encouraging sustainable travel;

- A.2.16 provision of the following related to the proposed bicycle and pedestrian pathways:

- a) Provision of a photometric lighting plan to be approved by Engineering Services, Street and Electrical Design Branch;
- b) Provision of an improved stair interface between the existing bridge shared path and the proposed shared path/ accessible ramp;

Note to Applicant: Improvements to provide visual cues to pedestrians that a potential conflict with cyclists exists as they walk down the stairs is recommended. Clear delineation through paving material and removal of the adjacent planters is recommended.

- c) Provision of a continuous asphalt path for the shared path / accessible ramp with clear pedestrian delineation including the crossing at the stairs from the bridge;

Note to Applicant: The proposed design of undifferentiated pavers for the plaza areas, portions of the shared path, and sidewalks does not provide a clear path of travel and smooth surfaces for universal accessibility and way finding.

- d) Provision of a design for integration of the proposed cycling facility providing a clear connection with Expo Blvd; and
- e) Provision of a clear path for pedestrians on the stairs between Expo Blvd and Smithe St;

Note to Applicant: The proposed trees should either be moved to the edges or one side of trees removed or all trees removed. The red bench seating blocks should be removed.

- A.2.17 provision of a plan, to the satisfaction of the General Manager of Engineering Services, showing bike connection improvements from the site to the Seaside Route, as required by the Services Agreement;
-

A.2.18 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the design and development of a Bridge Monitoring Strategy;

Note to Applicant: The applicant is to develop a monitoring strategy for the bridge to track movements during excavation and construction, establish reporting thresholds and stopwork thresholds. A \$10,000 deposit will be required for the City to retain the Engineer of Record to review the monitoring strategy and the results of the monitoring during the critical phases of construction. A shoring plan from a Geotechnical Engineer detailing how the bridge footings will be protected during excavation and construction is required.

A.2.19 provision of City building grades and design elevations at all entrances, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Engineering has initiated the design of building grades based on the recently agreed to Smithe Street extension geometric design.

A.2.20 provision of an updated site and landscape plans that clearly show final Smithe St geometric design;

A.2.21 provision of a crossing application is required;

A.2.22 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, for a separate application for street trees and/or sidewalk improvements;

A.2.23 clarification of the commercial garbage storage provision and provide confirmation of the garbage pick-up operations will be required;

Note to Applicant: Consultation with a waste hauler and confirmation that they can pick up from the location shown is required. The loading operation for garbage should not rely on any storage of bins on public property or in locations that would impede vehicular access to and from the site. The City's preference is for the waste storage facility to be located at grade and not any lower than P1.

A.2.24 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the release of the No Development Covenant Agreement (registration numbers BB1356797 to BB1356799) pertaining to the district heating system connection requirements;

A.2.25 confirmation that building design incorporates a space not less than 93 m² within Parkade Level P1 explicitly to support connection to the district heating system which may include, but is not limited to, an Energy Transfer Station, a steam to hot water converter station, and/or boiler equipment as deemed necessary by the General Manager of Engineering Services and to be paid 100% by the developer;

A.2.26 provision of plans to the satisfaction of the General Manager of Engineering Services showing site servicing including, but not limited to:

- a new water main on Smithe St;
 - street lighting design including the provision of street lighting and traffic signal kiosks and related Hydro infrastructure
 - traffic signal upgrades at Smith St and Pacific Boulevard;
 - construction of Smithe St; and
 - revised curb, sidewalk and street trees around the site;
-

Note to Applicant: A letter of credit for the works and services will be required prior to the issuance of the development permit (see Services Agreement BB1356773-BB1356781).

A.2.27 provision of the following requirements prior-to issuance of the Development Permit, to the satisfaction of the General Manager of Engineering Services, pursuant to the site's servicing agreement:

- a letter of credit to secure all works and services obligations; and
- cash deposit to the City for 25% of the modifications to Nelson St to remove parking on the west side of Nelson St across from the site and any associated signal modifications at Nelson St and Pacific Blvd to provide for the construction of a left turn lane it;

A.2.28 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 not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these facilities. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant is required to show details of how the site will be provided with all services being underground. We strongly recommend that BC Hydro be contacted at the earliest stage of this development to resolve any issues that can arise;

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

A.3.1 Submission of the following documentations to provide agreement that the soil and ground water remediation concerns will be satisfied prior to occupancy stage:

- Closure report (Completion of Remediation report and Summary of Site Conditions); and
- Instrument of Approval for the applicable land use from the Ministry of Environment.

Note to Applicant: There will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until the proponent has obtained one of the following contaminated sites legal instruments, as applicable:

- a) a Determination that the site is not a contaminated site, or a Confirmation of Compliance confirming the satisfactory remediation of the site, or
 - b) approval satisfactory to the City has been issued by the Ministry of Environment (MoE) which confirms that the on-site and off-site contamination has been remediated to levels or standards acceptable to the Ministry for the on-site and acceptable to the MoE and the City for the off-site contamination.
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B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated October 10, 2012. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **July 29, 2013**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.6 The Addressing Coordinator advises that additional addresses will be required prior to issuance of the Building Permit, and unit numbers are to be assigned, e.g., second storey (200 series), third storey (300 series), etc. A floor layout plan, including addressing and unit numbers, is to be submitted prior to Building Permit issuance and shown on drawings submitted with the Building Permit application. Mrs. R. Foster should be contacted at 604-873-7784 for information.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.2 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
 - B.2.3 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
 - B.2.4 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.2.5 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
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- B.2.6 The enclosed balconies are to be maintained at all times in accordance with the balcony enclosure details on the approved plans and are not to be used as an integral part of the interior space of the building.
- B.2.7 Glazing for all residential windows and doors should be 8mm glass-13mm airspace-6mm glass (8-13-6 thermal glazing) rated OITC 33/STC 40, or the equivalent with the same acoustical ratings. Maximum pane size is 4.65 m² (50 sf) as recommended in the submitted Brown Strachan Acoustic Report date stamped on August 1, 2012.
- B.2.8 All services, including telephone, television cables and electricity, shall be completely underground.
- B.2.9 Amenity areas of 367.0 m² on the third floor, excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion. Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or tenants of the building;

AND

Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.

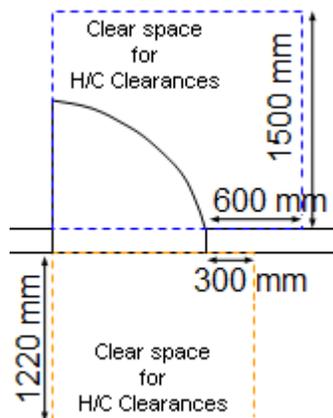
- B.2.10 No exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
 - B.2.11 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
 - B.2.12 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the Health Acts necessitate changes to this permit and/or approved plans the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
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Processing Centre - Building comments

The following comments have been provided by Processing Centre - Building and are based on the architectural drawings received on June 12, 2012 for this Development application. This is a preliminary review intended to identify areas in which the proposal may conflict with requirements of the Vancouver Building By-law.

1. Use the following diagram for H/C clearances for doors into bicycle rooms, storage rooms in the parkade, doors to access the elevators from the H/C parking, etc.

Note: Also, for the doors leading to H/C washroom on the 3rd Floor.



2. *P3, P2, and P1: maximum travel distance to an exit is 45 m.
3. P2: The garbage room is not permitted to open directly into an exit.
4. *P1: Access to 2 exits is required on both sides of the car security fence/gate.
5. Ground:
 - a. The east residential exit lobby is to exit directly to the exterior through an ASHRAE vestibule.
 - b. The gated loading bay is required to have a man-door egress.
 - c. All building entrances are to have an ASHRAE vestibule or revolving door.
 - d. If there is a principal entrance in the south portion, it is to be within 15 m of a street, and cut-off portions are to comply with VBBL 3.2.5.5.
 - e. * At the fire fighter's response point (addressed entrance), provide access to the below grade stairs, the fire fighter's elevator, etc.
6. Ground and 2nd Floors: Indicate the future locations of kitchen ventilation exhaust for each CRU.
7. 2nd Floor, east side: Exits are to comply with the remoteness criteria.
8. Level 17 and 18: 2 storey units require access to exits from the top floor (or an accepted Alternative Solution)

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

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.

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

Engineering - NEU

The following comments have been provided by the Neighbourhood Energy Utility Projects (Engineering) and have been identified requirements of the Rezoning Approval by Council at a Public Hearing on January 18, 2011, that will need to be satisfied as part of the Building Application process:

Prior to issuance of the Building Permit:

1. The building design is to include adequate space and designs to support connection to the district energy system approved by the General Manager of Engineering Services. Applicant will be required to submit final detailed drawings, signed and sealed by a professional engineer where necessary, for review by Engineering Services to confirm final room dimensions, sleeve details and servicing needs. Provide suitable space for the installation of the district energy system equipment, with adequate provision for connection to outside district energy system distribution piping and communications conduit. District energy equipment may include but is not limited to energy transfer stations (ETS), a steam to hot water converter station, or boiler equipment. The developer shall make available use of sewer and potable water piping. The space provided for district energy system equipment shall be ventilated as required by the Vancouver Building By-law and heated during the winter to minimum 15oC. As required, the developer must provide dedicated electrical services required to service the district energy system equipment, to the satisfaction of the General Manager of Engineering Services.
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Response to Sustainability Conditions

17. *An approach to Sustainable Site Design shall be taken and, where appropriate, incorporate layout and orientation approaches that reduce energy needs, facilitate passive energy solutions, incorporate urban agricultural opportunities, and replicate natural systems where feasible;*

Applicant's Response: Sustainable Site Design strategies have been incorporated into the design. Orientation has been considered in the layout of exterior spaces, Urban Agriculture plots are provided on the Level 17 roof terrace, extensive Green Roofs are provided where Urban Agriculture and occupant access is impractical or not possible. Planting areas are integrated into paving to promote reduction of storm water run-off.

Staff Assessment: This condition has been satisfied. It should be noted that NEFC presents a unique and challenging context that does not allow for a passive design approach i.e. because buildings in NEFC are exposed to frequent and high levels of event noise during summer months and will need to have windows closed to address noise, the city anticipates that many buildings in NEFC will require air conditioning to ensure thermal comfort during summer months.

18. *Provide a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services;*

Applicant's Response: As described the project is close to and enhances sustainable modes of transportation surrounding the site. Electric Vehicle charging stubs will be provided as required. The residential lobby adjacent to the Cambie Bridge bike route and Pacific Boulevard Plaza provides direct access to bike storage on the parking levels below.

Staff Assessment: The Green Mobility Strategy reviews on-site and nearby transportation facilities with the goal of enhancing the development's use of sustainable transportation. The site is located in an area that has good pedestrian, transit, and cyclist connections, which will continue to improve with the build-out of the area. The proposal includes car-share spaces, additional bike parking, development of an off-street cycling facility, improved sidewalk environment, pay-parking for commercial uses, relatively low parking rates, and features to increase residents' awareness of more sustainable transportation, such as information packages about transportation choices for new residents. Staff accept the strategy and are recommending that the key strategies be conditions of the development permit, including securing the car-share spaces and a commitment to proceed with pay parking and development of information packages (see Standard Condition A.2.15).

19. *Provide a Sustainable Rainwater Management plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site;*

Note to Applicant: The requirements of the Sustainable Rainwater Management Plan should be coordinated / integrated with the required Landscape Plan.

Applicant's Response: A rainwater management strategy has been incorporated. Most roof areas contain planting, as does the ground level. A Storm Water Retention Tank has been incorporated at the southeast corner of Smithe Street to manage run-off from the site and for potential use as non-potable irrigation water.

Staff Assessment: The applicant has satisfied the requirements for storm water management through onsite retention of rainwater for irrigation, re-direction of drainage to pervious areas, and a 24% pervious area.

20. *Provide a Solid Waste Diversion Strategy 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 Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Applicant's Response: Two residential waste and recycling rooms have been provided on Parking Level P2. Commercial waste and recycling will be located adjacent to the loading area. A solid waste diversion strategy will be provided.

Staff Assessment:

Applicant has satisfied the specific conditions by providing the following information:

- Location, footprints and height clearance of the proposed solid waste storage facilities;
- Type, size and number of proposed containers to be used for the various waste stream;
- Construction and demolition waste management plan;
- Letter of assurance from NSD Disposal Ltd indicating solid waste storage facilities are accessible to collection vehicles; and
- Operational diversion strategy such as on-site composting and clear diversion signage.

Response to District Energy Conditions

21. *The building(s) shall connect to the district heating system approved by the General Manager of Engineering Services to service new development in Northeast False Creek for provision of all building heating and domestic hot water service; except where the use of equipment to capture waste heat energy from the refrigeration or cooling system of a building is approved by the General Manager of Engineering Services for the purpose of supplementing the heat energy provided by the district heating system;*

Note to Applicant: Unless and until Central Heat or an alternate energy supplier is the holder of The City of Vancouver's Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services, the Applicant will be prohibited from entering into any energy supply contract (other than for electricity, or natural gas required for processes not including space heating and domestic hot water provision) that does not give the Applicant and all future owners of the property the right to cancel such contract in whole or in part without cause or liability upon the occurrence of the Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services containing performance criteria for the Maximum Carbon Intensity of Delivered Heat and in any event no such energy supply contract will be entered into without the prior written approval of the General Manager of Engineering Services. The City of Vancouver's Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services shall be to the satisfaction of the GMES and described in the legal agreement regarding Sustainability required as a condition of by-law enactment. Maximum Carbon Intensity of Delivered Heat means that maximum amount of Co2e produced

through the provision of space heating and hot water service as described in The City of Vancouver's Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services, and referenced in the legal agreement regarding Sustainability required as a condition of by-law enactment.

Applicant's Response: Noted

Staff Assessment: By noting this rezoning requirement the applicant acknowledges that all buildings comprising the development must immediately connect to the neighbourhood district heating system for the purpose of supplying all space and domestic hot water heating requirements. Buildings within the development shall not utilize any interim or alternative heating sources at a development scale unless approved by the General Manager of Engineering Services.

22. *The building design is to include adequate space and designs to support connection to the district energy system approved by the General Manager of Engineering Services;*

Note to Applicant: At the building permit stage the applicant will be required to submit final detailed drawings, signed and sealed by a professional engineer where necessary, for review by Engineering Services to confirm final room dimensions, sleeve details, and servicing needs. Provide suitable space for the installation of the district energy system equipment, with adequate provision for connection to outside district energy system distribution piping and communications conduit. District energy equipment may include but is not limited to energy transfer stations (ETS), a steam to hot water converter station, or boiler equipment. The developer shall make available use of sewer and potable water piping. The space provided for district energy system equipment shall be ventilated as required by the Vancouver Building By-law and heated during the winter to minimum 15oC. As required, the developer must provide dedicated electrical services required to service the district energy system equipment, to the satisfaction of the General Manager of Engineering Services.

Applicant's Response: Two residential waste and recycling rooms have been provided on Parking Level P2. Commercial waste and recycling will be located adjacent to the loading area. A solid waste diversion strategy will be provided.

Staff Assessment: Building design shall include provisions for a suitable space not less than 93 m2 within Parkade Level P1 to be utilized for energy system operations equipment which may include, but is not limited to, an Energy Transfer Station, a steam to hot water converter station, and/or boiler equipment as deemed necessary by the General Manager of Engineering Services to support connection to the district heating system. The current preference is for the steam to hot water converter station to be located within the Parkade Level P1 of the parkade structure to be located under the Smithe Street Extension, however location of the steam to hot water converter station within the parkade of 68 Smithe Street (5B East) may be required if the former location is deemed unavailable by the General Manager of Engineering Services. Concord Pacific is encouraged to work closely with BC Pavilion Corporate to coordinate design and construction of the parkade, and associated steam to hot water converter station, beneath the Smithe Street Extension.

23. *Space heating and ventilation make-up air shall be provided by hydronic systems, without electric resistance heat, distributed heat generating equipment gas fired make-up air heaters, etc.;*

Note to Applicant: On a case by case basis, the General Manager of Engineering Services may approve limited use of electric resistance heaters, or other distributed heat generating equipment to heat difficult to access parts the complex such as remote mechanical rooms or crawlspaces.

Applicant's Response: Hydronic systems will be used for space heating and ventilations. The residential units will incorporate ceiling mounted air conditioning units in storage rooms. These will be required to condition and in response to Event / Noise criteria.

Staff Assessment: This, and other, design requirements are outlined in the City of Vancouver District Energy Connectivity Standards which applies to this development. The applicant is also encouraged to work closely with the NEFC Franchise Holder for heating services to ensure system design compatibility.

24. *Design development to the mechanical heating and domestic hot water systems to ensure a minimum supply temperature of 65 degrees Celsius and maximum return temperature of 50 degrees Celsius in order to facilitate district heating service;*

Applicant's Response: Noted

Staff Assessment: This, and other, design requirements are outlined in the City of Vancouver District Energy Connectivity Standards which applies to this development. The applicant is also encouraged to work closely with the NEFC Franchise Holder for heating services to ensure system design compatibility.

25. *No natural gas fireplaces are to be installed within building suites;*

Note to Applicant: On a case by case basis, the General Manager of Engineering Services may approve limited use of natural gas fireplaces for ornamental purposes. A letter from a Professional Engineer outlining any provision for ornamental fireplaces is to be submitted at the time of application for Building Permit to state that the fireplaces installed are not heat producing.

Applicant's Response: No natural gas fireplaces will be installed within building suites.

Staff Assessment: Noted

LIST OF DRAWINGS

DWG. NO. DESCRIPTION SCALE

A0-00 COVER
 INFO & SITE: A0-01 SITE INFO & CONTEXT PLANSURVEY NTS/1:10

FLOOR PLANS:
 A1-01 SITE PLAN 1:200
 A1-02 PARKING LEVEL P2/P3 1:200
 A1-03 PARKING LEVEL P1 1:200
 A1-04 LEVEL 01 GROUND FLOOR 1:100
 A1-05 LEVEL 02 AMENITY 1:100
 A1-06 LEVEL 03A TYPICAL 1:100
 A1-07 LEVEL 03B TYPICAL 1:100
 A1-08 LEVEL 09 1:100
 A1-09 LEVEL 10 1:100
 A1-10 LEVEL 11-15 1:100
 A1-11 LEVEL 16 1:100
 A1-12 LEVEL 17 1:100
 A1-13 LEVEL 18 1:100
 A1-14 LEVEL ROOF 1:100

ELEVATIONS:
 A2-01 ELEVATION - CAMBIE STREET BRIDGE 1:200
 A2-02 ELEVATION - SMITH STREET / PACIFIC BLVD. 1:200

SECTIONS:
 A3-01 SECTION AA 1:200
 A3-02 SECTION BB - CC 1:200

PROJECT ANALYSIS:
 A4-01 SHADOW STUDY
 A4-02 CONTEXT PHOTOGRAPHS

LANDSCAPE DRAWINGS:
 L0 LANDSCAPE
 F5R

F0 FSR



Concord Pacific Developments Inc.



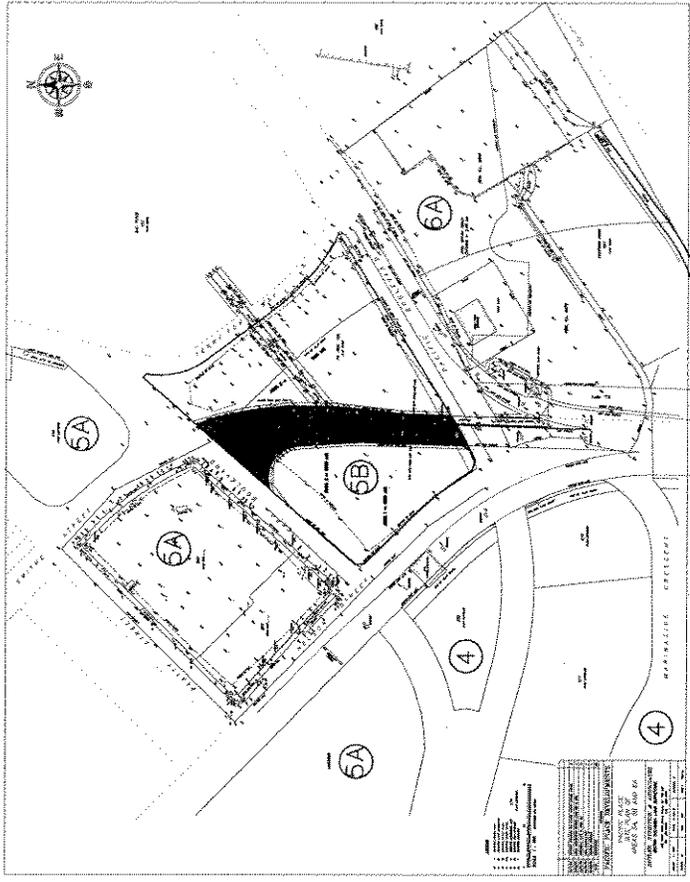
IBI/HB ARCHITECTS

DE 415916

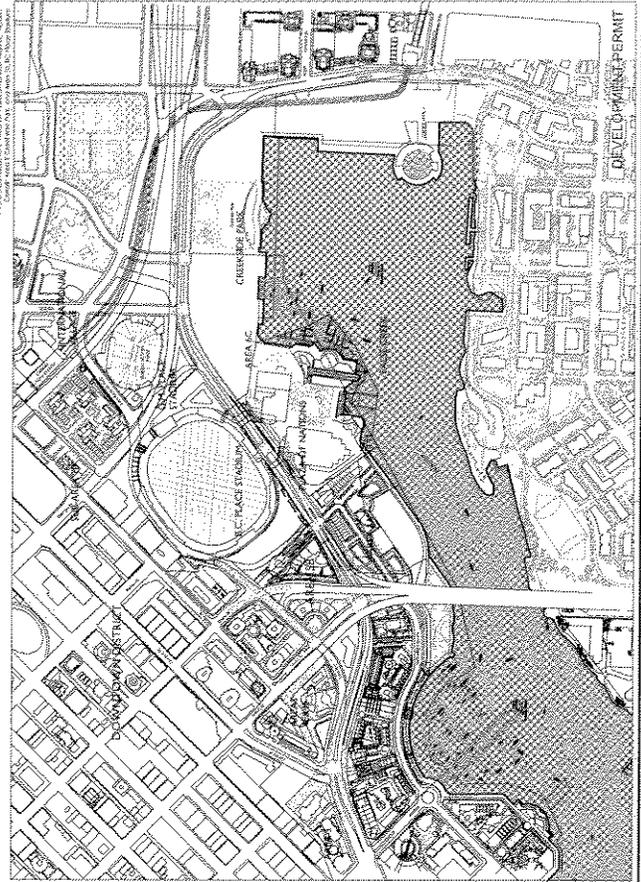


AREA 5B - EAST
 10 TERRY FOX WAY SW VANCOUVER BC
 DEVELOPMENT PERMIT SUBMISSION

June 15, 2012



NOT TO SCALE
FOR INFORMATION ONLY
DO NOT CONSTRUCT
BASED ON THE LATEST AVAILABLE DATA
AND FIELD SURVEYING
CONDUCTED BY THE CONSULTANT
ON BEHALF OF THE CLIENT
DATE: 10/15/2010
PROJECT: 101 TERRACE EAST
SHEET: 101-01



NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	PRELIMINARY DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN
2	FINAL DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	PRELIMINARY DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN
2	FINAL DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	PRELIMINARY DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN
2	FINAL DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	PRELIMINARY DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN
2	FINAL DESIGN	10/15/2010	J. BROWN	M. BROWN	M. BROWN

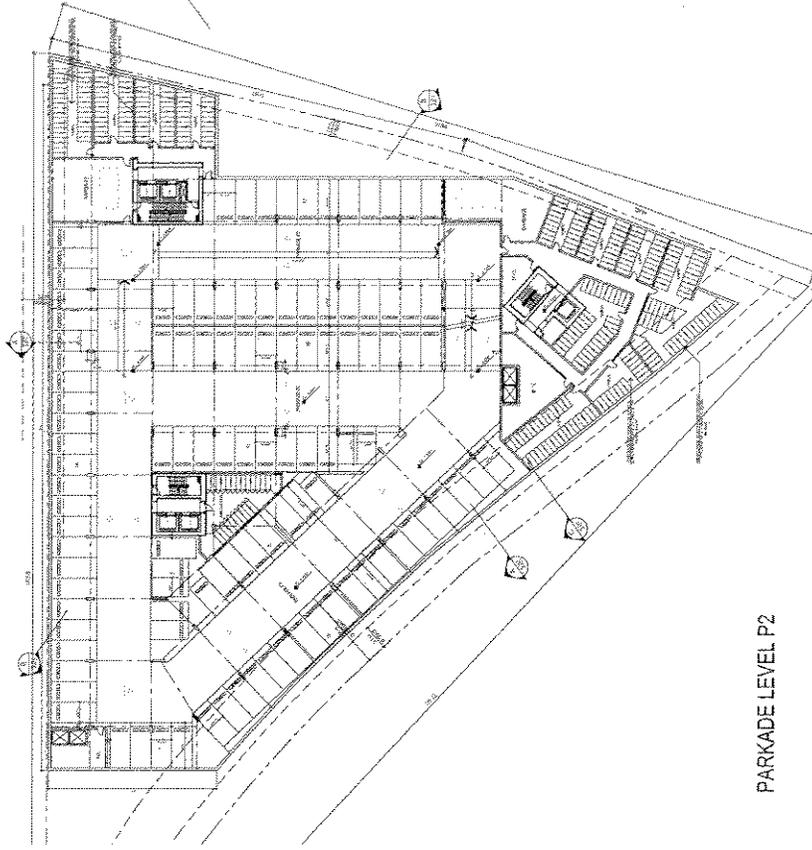


SB EAST
90 TERRY FOR MAY 2017

LEVEL P2-P3

A1.02

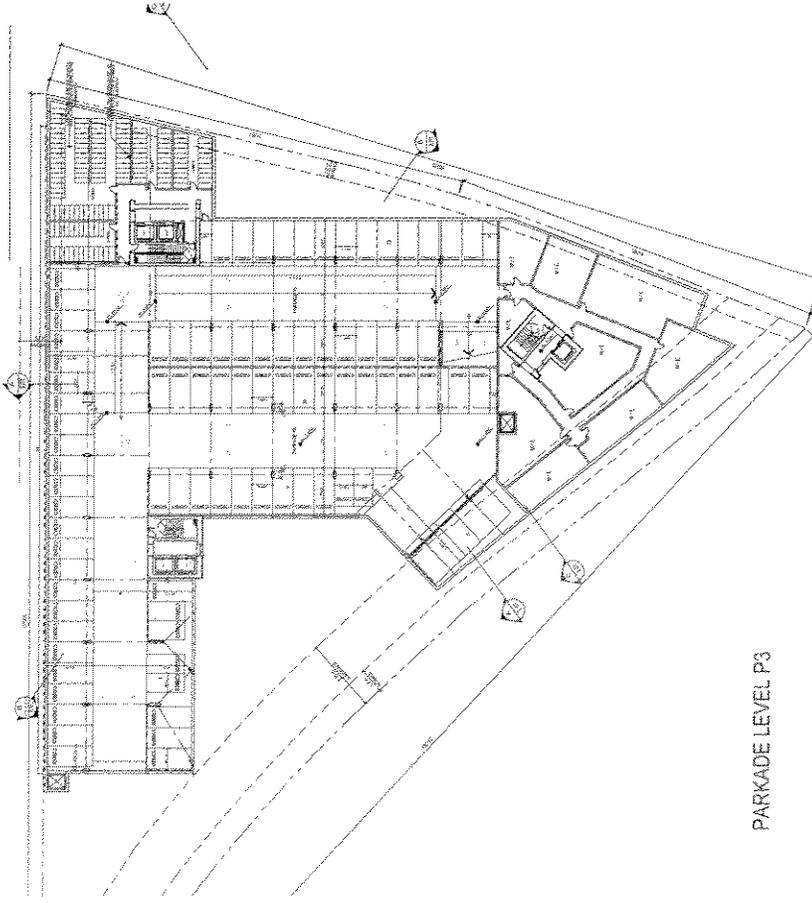
DEVELOPMENT PERMIT



PARKADE LEVEL P2

RESIDENTIAL	TOTAL	PG	SMALL	REGULAR
110	0	0	0	131

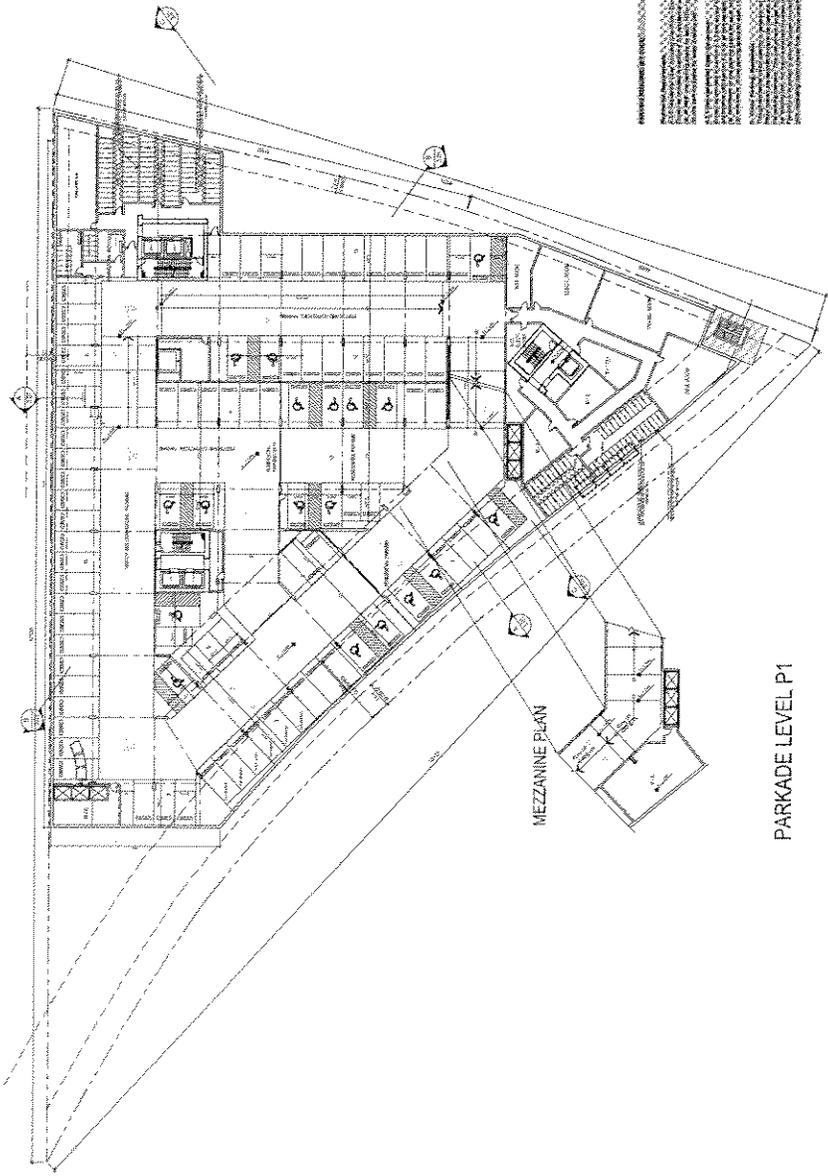
- 1. ONE ELECTRICAL RECEPTACLE FOR THE BICYCLE SPACES PROVIDED FOR THE BICYCLES
- 2. CONFORMANCE WITH THE BICYCLE SPACES TO BE IN ACCORDANCE WITH SECTION 10.04 OF THE CONCORD PAVING PLAN
- 3. ALL BICYCLE SPACES SHALL BE AVAILABLE FOR CONFORMANCE WITH THE PAVING PLAN
- 4. MINIMUM OF 20 PERCENT OF THE BICYCLE SPACES TO BE INSTALLED WALL-MOUNTED



PARKADE LEVEL P3

RESIDENTIAL	TOTAL	PG	SMALL	REGULAR
25	0	0	0	25

- 1. ONE ELECTRICAL RECEPTACLE FOR THE BICYCLE SPACES PROVIDED FOR THE BICYCLES
- 2. CONFORMANCE WITH THE BICYCLE SPACES TO BE IN ACCORDANCE WITH SECTION 10.04 OF THE CONCORD PAVING PLAN
- 3. ALL BICYCLE SPACES SHALL BE AVAILABLE FOR CONFORMANCE WITH THE PAVING PLAN
- 4. MINIMUM OF 20 PERCENT OF THE BICYCLE SPACES TO BE INSTALLED WALL-MOUNTED



STALL TYPE	NO. OF STALLS	NO. OF BICYCLES	NO. OF LOCKERS
REGULAR	20	20	20
SMALL	5	5	5
WC	1	1	1
GLYMES LOCKER 18	18	18	18
GLYMES LOCKER 30	30	30	30
TOTAL	74	74	74

NOTE: 1. THE NUMBER OF BICYCLES PER TWO BICYCLE SPACES PROVIDED FOR THE DEVELOPMENT OF THE BICYCLE ROOM TO BE PARADEKAR WITH RESIDENTIAL 2. AT LEAST ONE PERCENT (1%) OF ALL OFF-STREET PARKING SPACES SHALL BE AVAILABLE FOR THE STORAGE OF BICYCLES. 3. AT LEAST ONE PERCENT (1%) OF ALL OFF-STREET PARKING SPACES SHALL BE AVAILABLE FOR THE STORAGE OF BICYCLES. 4. THE NUMBER OF BICYCLES SPACES TO BE PROVIDED IN GARAGES.

WC	SMALL	REGULAR
20	5	20
42	5	25
18	2	5
35	7	65
GLYMES LOCKER 18		
30		

UNOFFICIAL PARKING SPACES
PARKING STALL PROVIDED
SYSTEM
RESIDENTIAL
RESIDENTIAL
TOTAL
COMMERCIAL BICYCLE CLASS A
RESIDENTIAL BICYCLE LOCKERS
RESIDENTIAL BICYCLE STORAGE

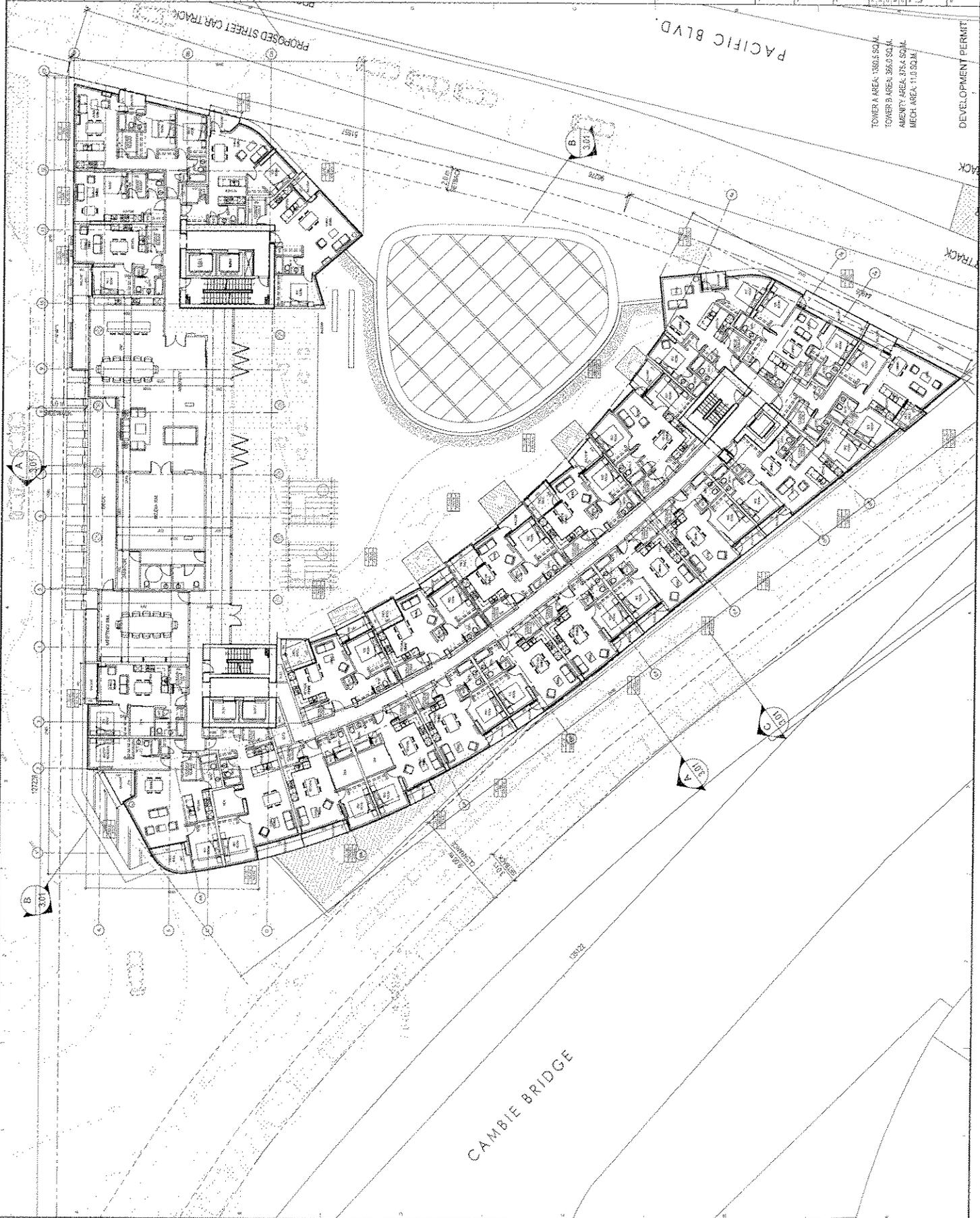
Concord Pacific
Developments, Ltd.
100-1000 West Tower Street
Concord, CA 94520



Appendix E ; page 027

PROJECT NO.	100-1000 WEST TOWER STREET
DATE	10/15/2014
SCALE	AS SHOWN
DESIGNED BY	100-1000 WEST TOWER STREET
CHECKED BY	100-1000 WEST TOWER STREET
APPROVED BY	100-1000 WEST TOWER STREET
LEVEL	00-04 (AMENITY)
DATE	10/15/2014
PROJECT NO.	100-1000 WEST TOWER STREET
DATE	10/15/2014
SCALE	AS SHOWN
DESIGNED BY	100-1000 WEST TOWER STREET
CHECKED BY	100-1000 WEST TOWER STREET
APPROVED BY	100-1000 WEST TOWER STREET
LEVEL	00-04 (AMENITY)
DATE	10/15/2014
PROJECT NO.	100-1000 WEST TOWER STREET
DATE	10/15/2014
SCALE	AS SHOWN
DESIGNED BY	100-1000 WEST TOWER STREET
CHECKED BY	100-1000 WEST TOWER STREET
APPROVED BY	100-1000 WEST TOWER STREET
LEVEL	00-04 (AMENITY)
DATE	10/15/2014
PROJECT NO.	100-1000 WEST TOWER STREET
DATE	10/15/2014
SCALE	AS SHOWN
DESIGNED BY	100-1000 WEST TOWER STREET
CHECKED BY	100-1000 WEST TOWER STREET
APPROVED BY	100-1000 WEST TOWER STREET
LEVEL	00-04 (AMENITY)
DATE	10/15/2014
PROJECT NO.	100-1000 WEST TOWER STREET
DATE	10/15/2014
SCALE	AS SHOWN
DESIGNED BY	100-1000 WEST TOWER STREET
CHECKED BY	100-1000 WEST TOWER STREET
APPROVED BY	100-1000 WEST TOWER STREET
LEVEL	00-04 (AMENITY)
DATE	10/15/2014

A1.06



TOWER A AREA: 15805 SQ.FT.
TOWER B AREA: 3863 SQ.FT.
AMENITY AREA: 3754 SQ.FT.
MECH. AREA: 1110 SQ.FT.

DEVELOPMENT PERMIT

CAMBIE BRIDGE

PACIFIC BLVD.

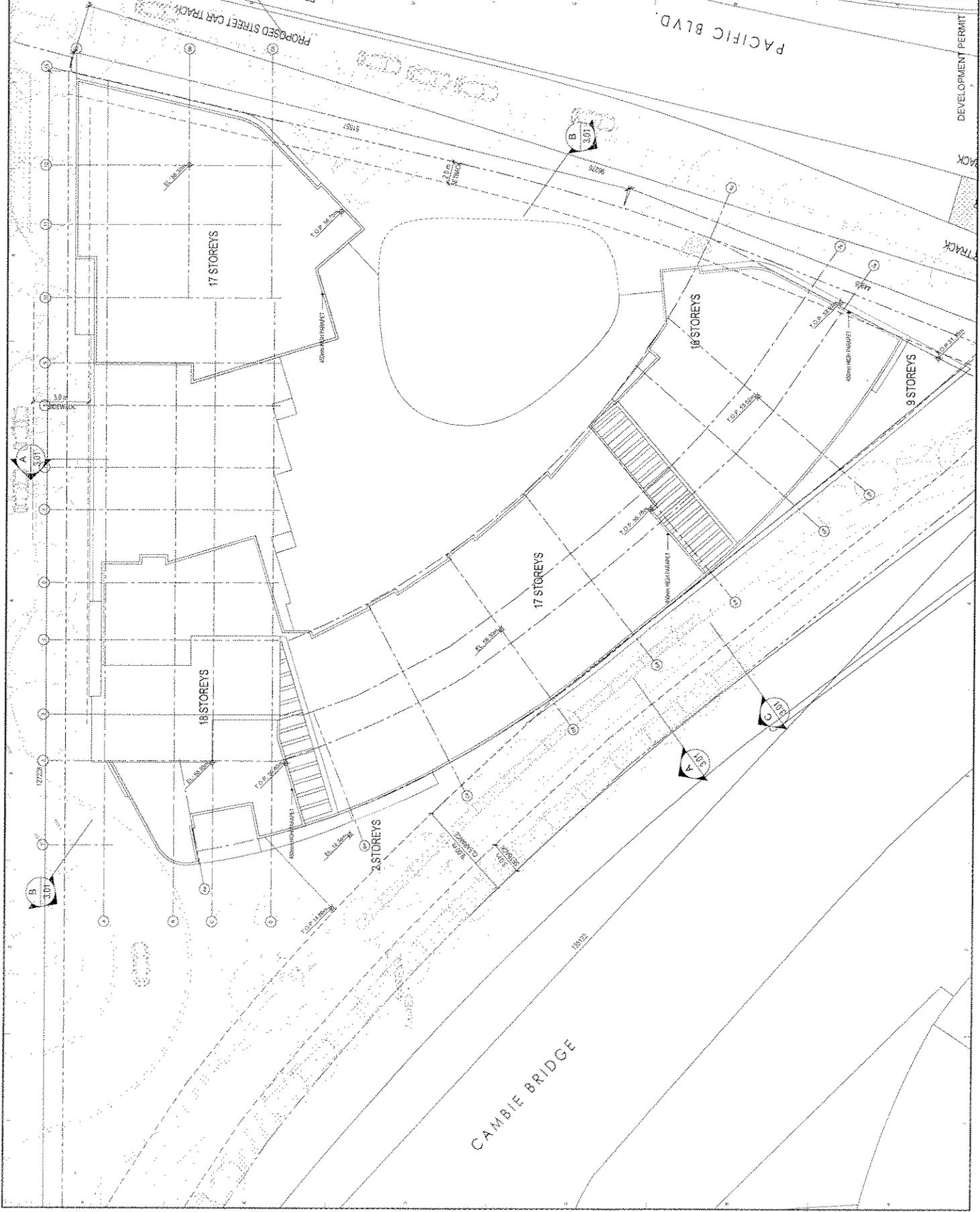
PROPOSED STREET CAR TRACK

Covent Pacific
Developments Ltd.
60 West 106th Street
Vancouver, BC V6E 2M6

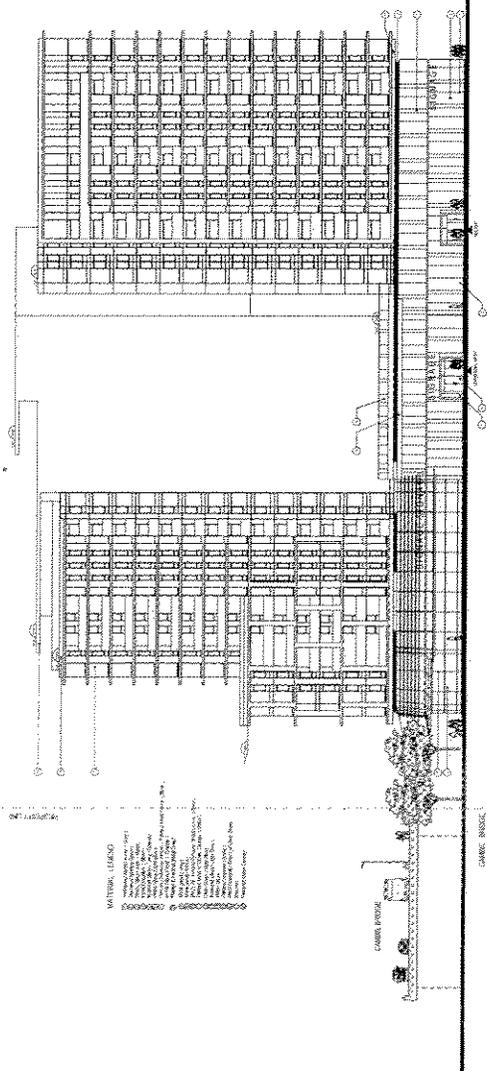
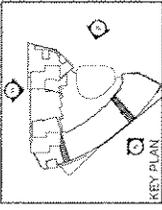


Appendix E: page 160 of 27

PROJECT NO.	100-10000000000000000000
DATE	2014-01-14
DRAWN BY	100-10000000000000000000
CHECKED BY	100-10000000000000000000
SCALE	AS SHOWN
PROJECT TITLE	55 EAST 10 STREET FOR RAY ON
PROJECT TYPE	ROOF PLAN
PERMIT NO.	A1.14

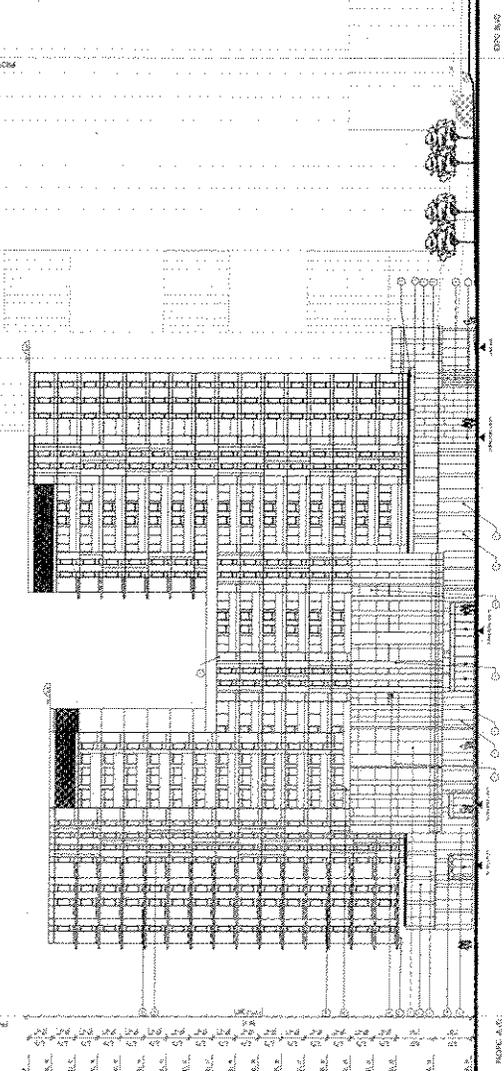
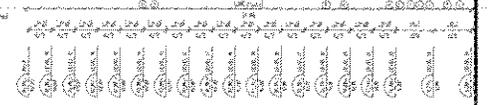


DEVELOPMENT PERMIT



NOTES: LEGEND
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 2. ALL FINISHES ARE TO BE AS SHOWN ON THE DRAWINGS.
 3. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.

2 ELEVATION SOUTH - PACIFIC BLVD.
SCALE 1:200



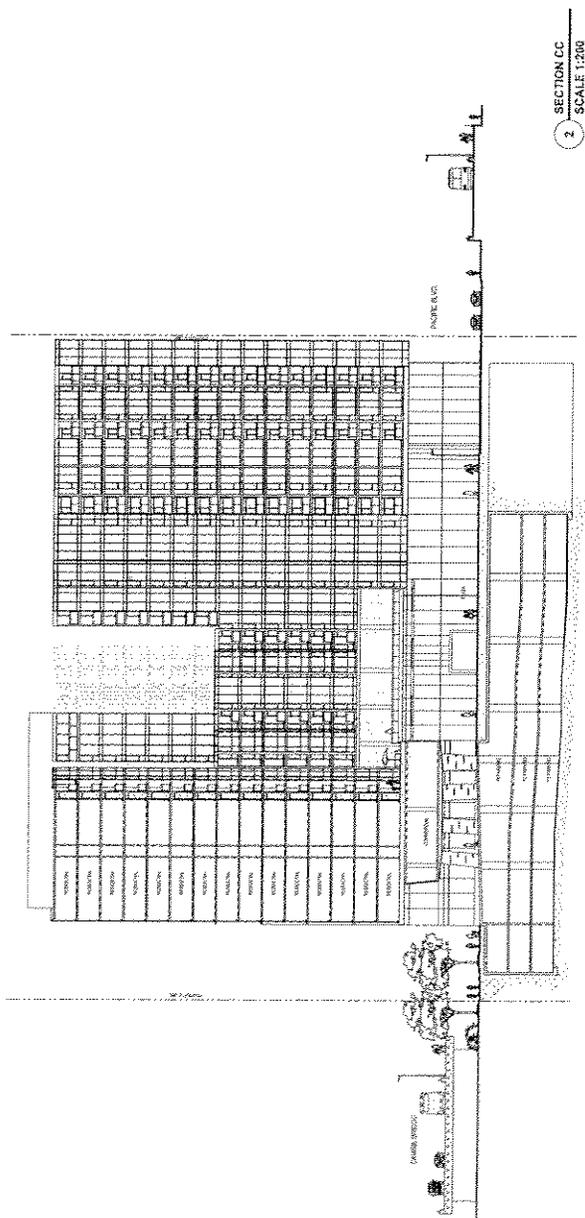
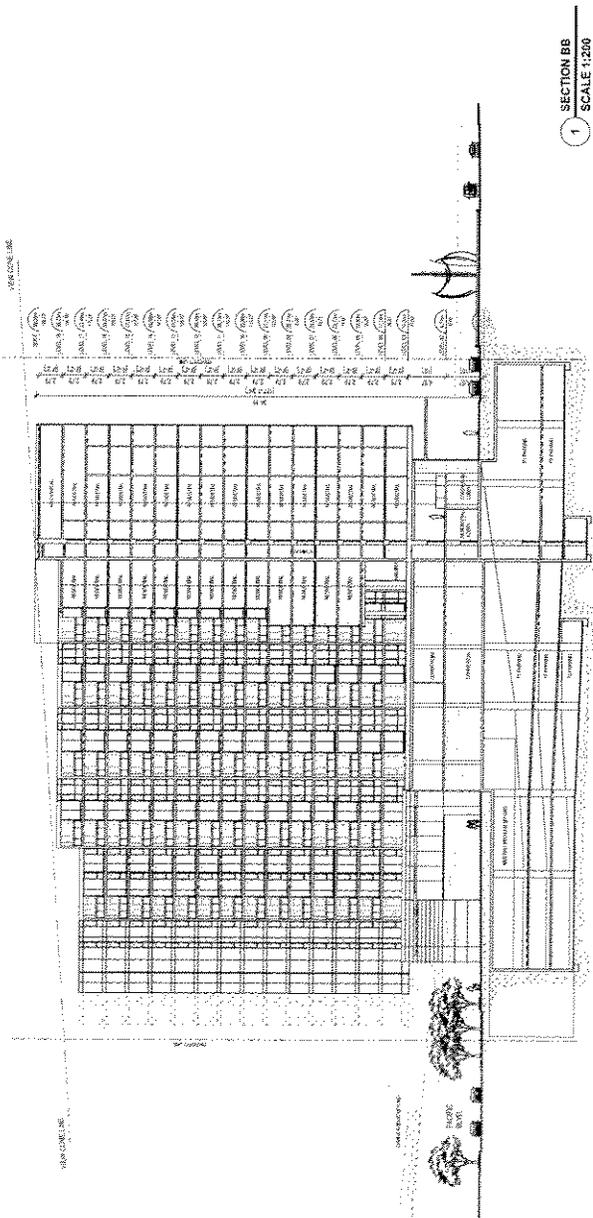
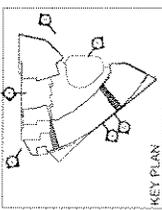
3 ELEVATION SMITH STREET
SCALE 1:200

DEVELOPMENT PERMIT

PROJECT NO.	2007-001
DATE	2007-01-15
SCALE	1:200
SECTION	BB

Appendix E ; page 20 of 27

SECTION NO.	SECTION BB-CC
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SCALE	1:200
PROJECT NO.	2007-001
DATE	2007-01-15
SCALE	1:200
SECTION	BB



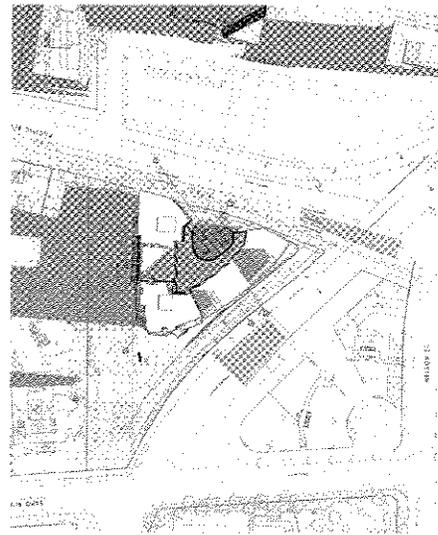
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PROJECT NUMBER	2015-0001
DATE	2015-03-01
SCALE	1:100
DRAWN BY	J. SMITH
CHECKED BY	M. JONES
DATE	2015-03-01



Appendix E : page 21 of 27



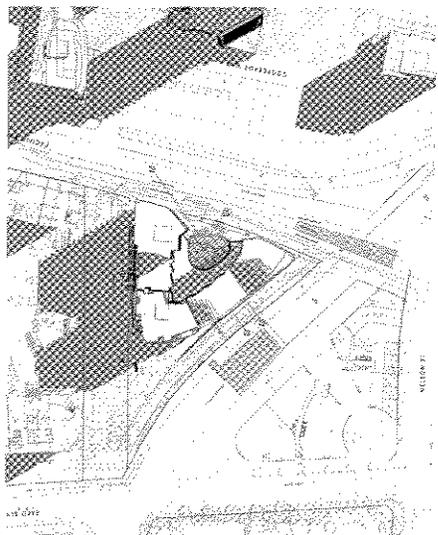
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PROJECT NUMBER	2015-0001
DATE	2015-03-01
SCALE	1:100
DRAWN BY	J. SMITH
CHECKED BY	M. JONES
DATE	2015-03-01



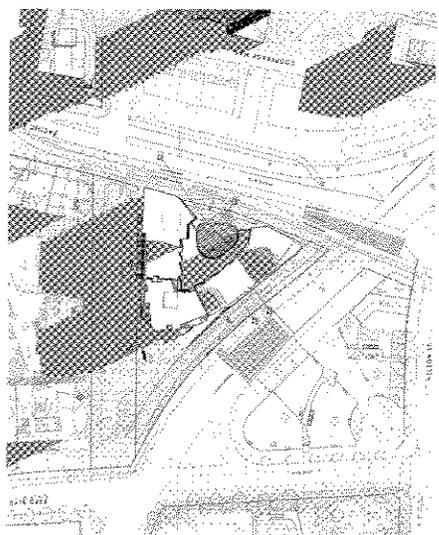
MARCH 21st
2pm



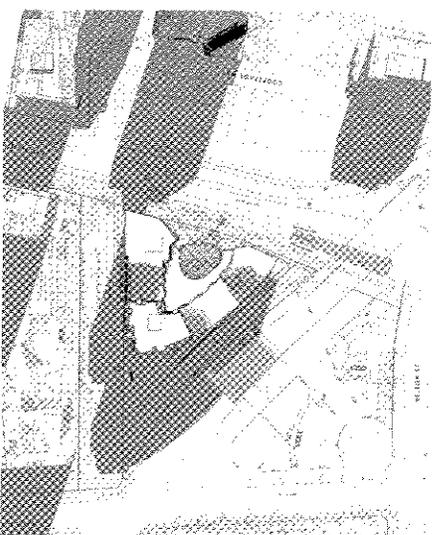
SEPTEMBER 21st
2pm



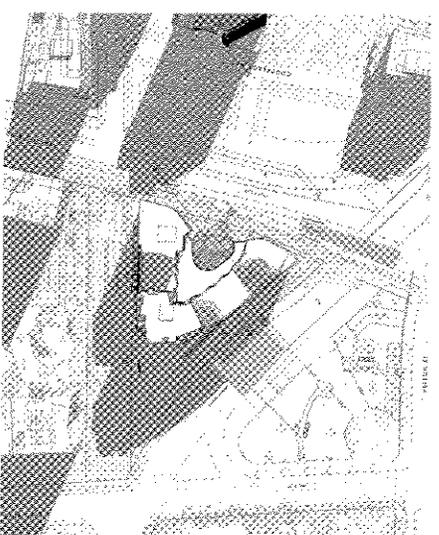
MARCH 21st
12pm



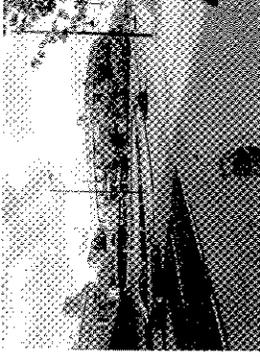
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12pm



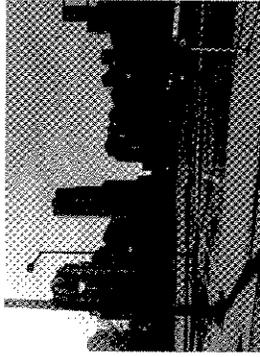
MARCH 21st
10am



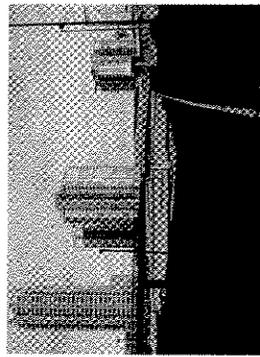
SEPTEMBER 21st
10am



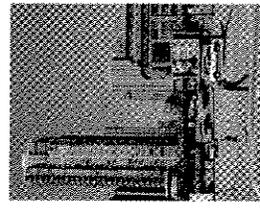
1. VIEW OF SITE LOOKING NORTH FROM PACIFIC BLVD



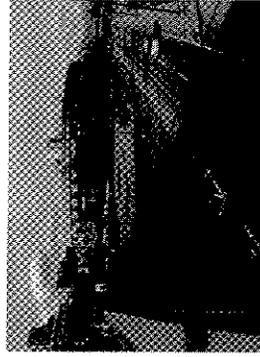
2. VIEW OF SITE LOOKING NORTH-WEST FROM PACIFIC BLVD



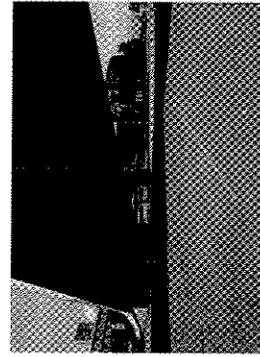
3. VIEW OF SITE LOOKING SOUTH-EAST FROM CAMBIE BRIDGE



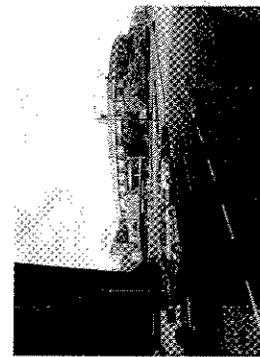
4. VIEW OF SITE LOOKING UP SMITH STREET



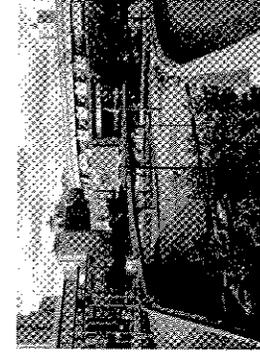
5. VIEW OF SITE LOOKING NORTH FROM CAMBIE BRIDGE



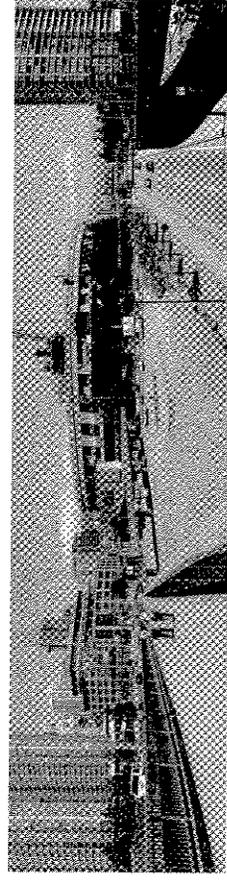
6. VIEW OF SITE LOOKING NORTH FROM SITE 58-WEST



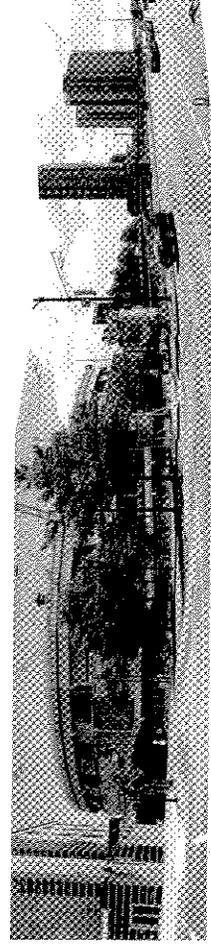
7. VIEW OF SITE LOOKING NORTH FROM PACIFIC BLVD



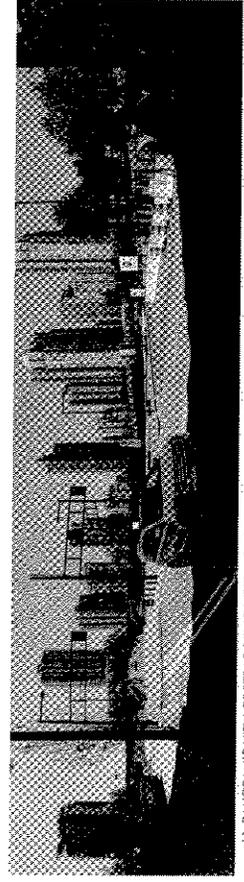
8. VIEW OF SITE LOOKING NORTH FROM CAMBIE BRIDGE



9. PANORAMIC VIEW OF SITE LOOKING NORTH FROM CAMBIE STREET BRIDGE



10. PANORAMIC VIEW OF SITE LOOKING SOUTH FROM THE INTERSECTION OF EXPO BOULEVARD AND NELSON STREET



11. PANORAMIC VIEW OF SITE LOOKING WEST ALONG PACIFIC BOULEVARD

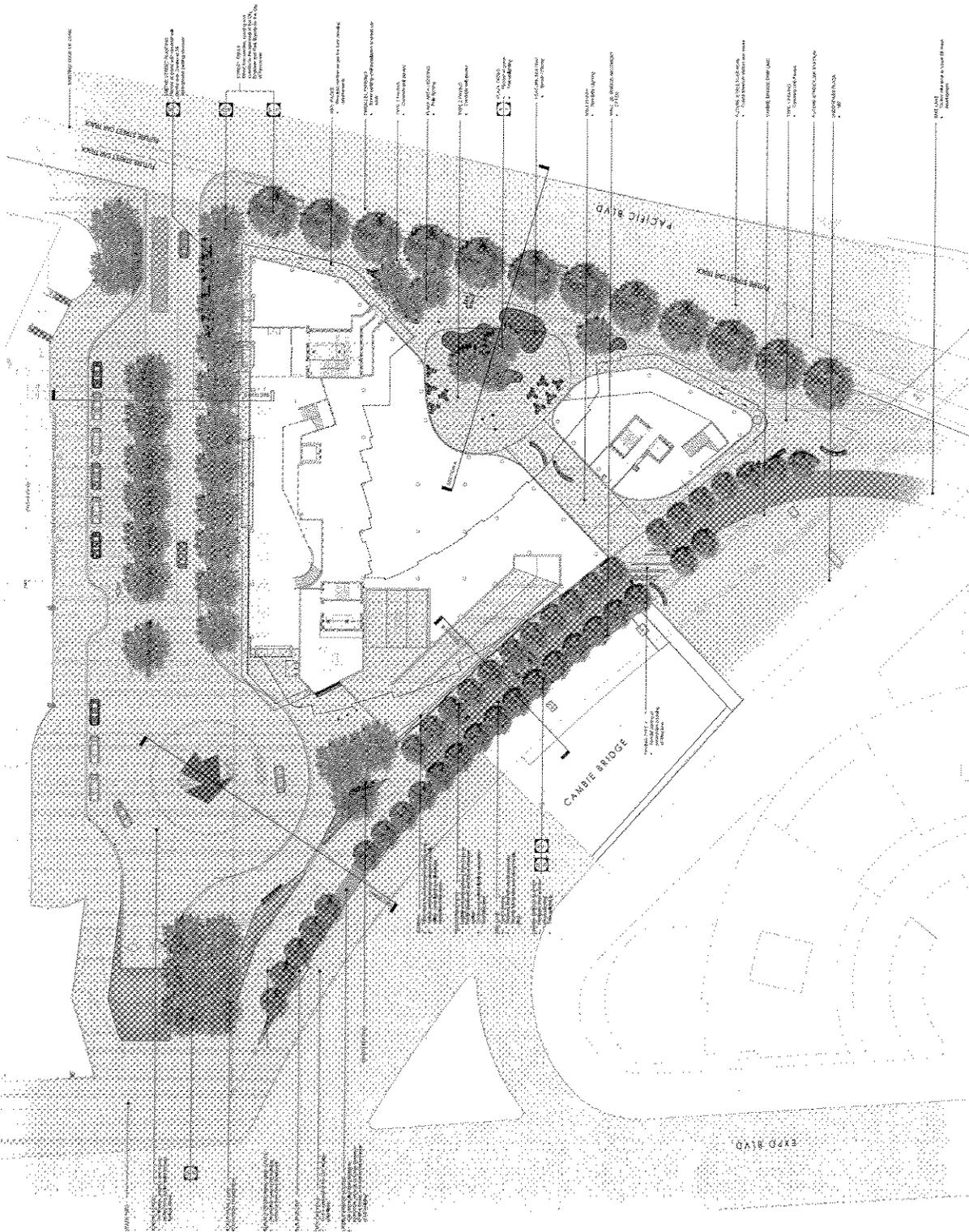


SS EAST
Physical Analysis

DATE	11/11/11
PROJECT	SS EAST
SCALE	AS SHOWN
DRAWN BY	SS EAST
CHECKED BY	SS EAST
APPROVED BY	SS EAST

LANDSCAPE PLAN
LEVEL 1

1:10



LEVEL 1: Landscape Plan



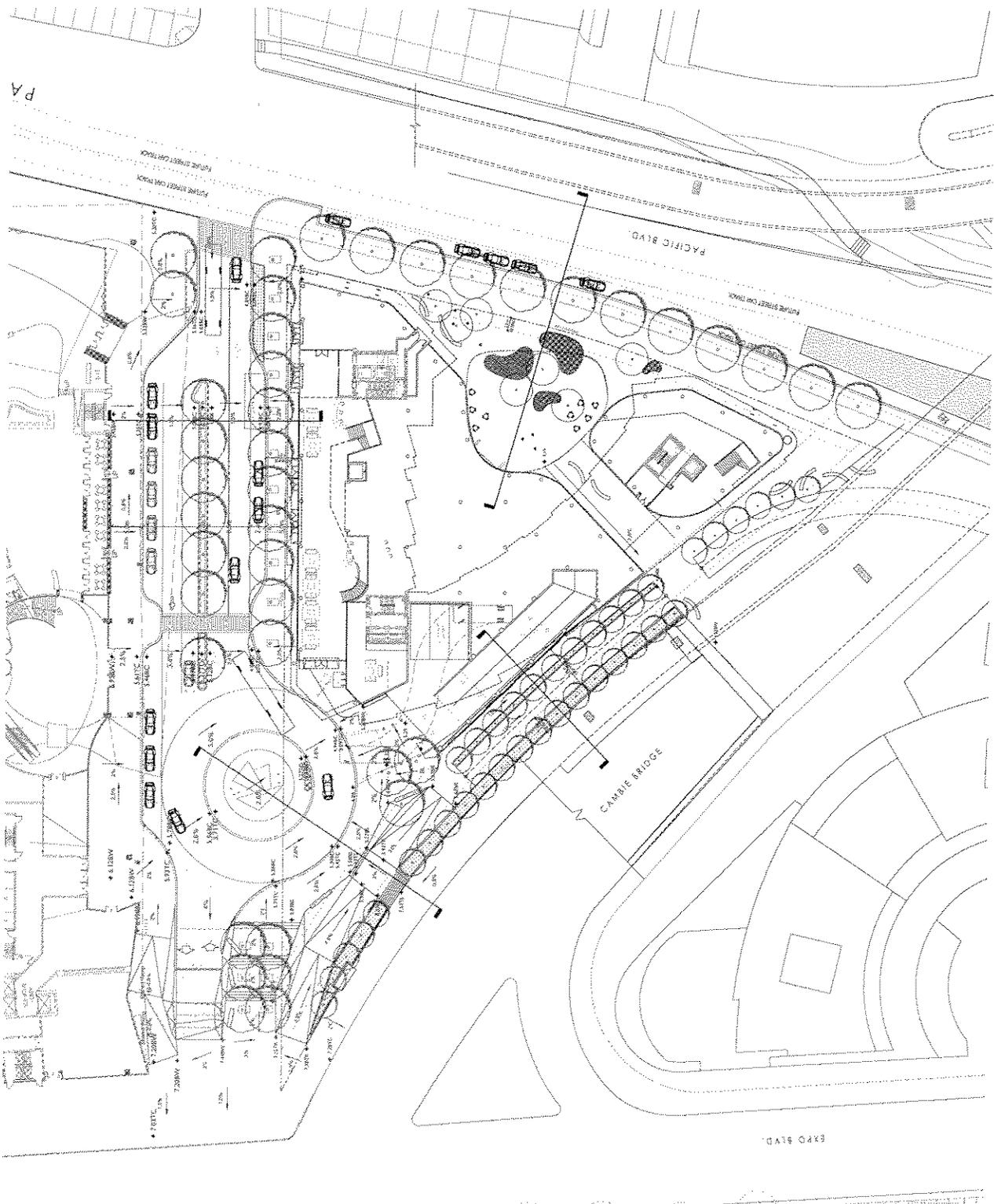
PHILIPPIAS ARCHITECTS
117 West 21st Avenue
Vancouver, BC V6B 2G6
Tel: 604.681.1111
www.philippias.com

Project Name
Project Address
Project Location
Project Number
Project Date

Project Name
Project Address
Project Location
Project Number
Project Date

Project Name
Project Address
Project Location
Project Number
Project Date

Project Name
Project Address
Project Location
Project Number
Project Date



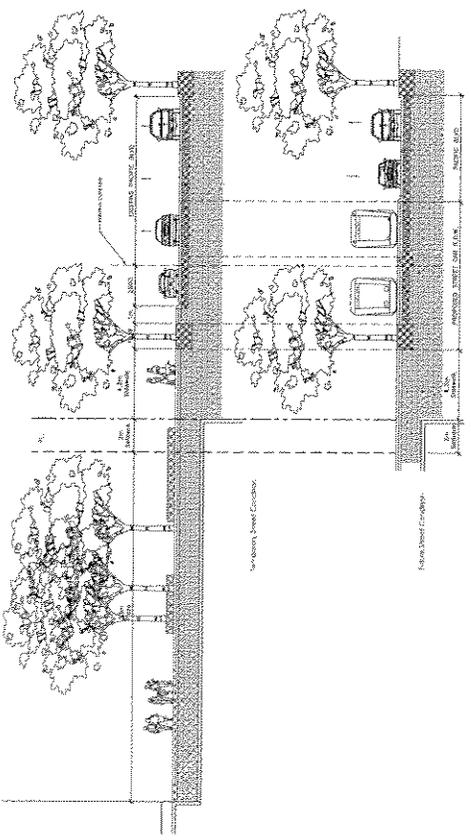


PHILLIPS HALLAM'S
LANDSCAPE ARCHITECTURE
1111 15th St. NW
Washington, DC 20004
Tel: 202-462-1100
www.phillipshallams.com

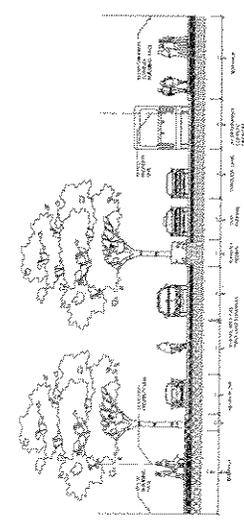
AB EAST
Project Address

LANDSCAPE SECTIONS
Level 1

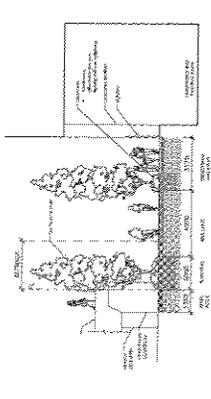
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Date: 10/20/11



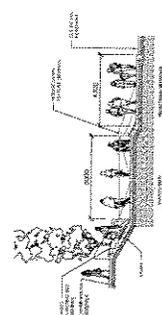
LEVEL 1, Section A.
1/8" = 1'-0"



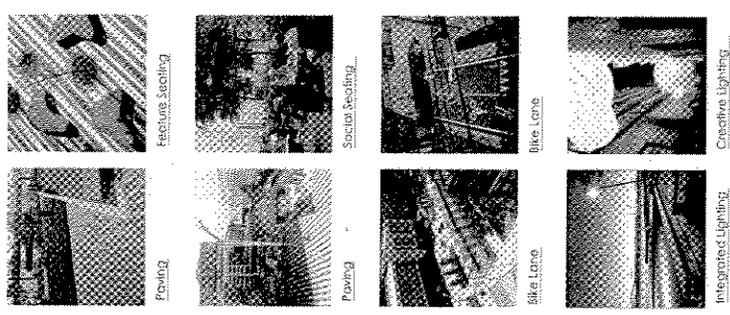
LEVEL 1, Section C.
1/8" = 1'-0"



LEVEL 1, Section B.
1/8" = 1'-0"



LEVEL 1, Section D.
1/8" = 1'-0"



GENERAL NOTES

1. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
2. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
3. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
4. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
5. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
6. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
7. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.
8. REFER TO THE PROJECT'S ARCHITECTURAL RECORDS FOR ALL INFORMATION.

REVISIONS

NO.	DATE	DESCRIPTION
1	10/20/11	ISSUED FOR PERMIT
2	10/20/11	ISSUED FOR PERMIT
3	10/20/11	ISSUED FOR PERMIT
4	10/20/11	ISSUED FOR PERMIT
5	10/20/11	ISSUED FOR PERMIT
6	10/20/11	ISSUED FOR PERMIT
7	10/20/11	ISSUED FOR PERMIT
8	10/20/11	ISSUED FOR PERMIT

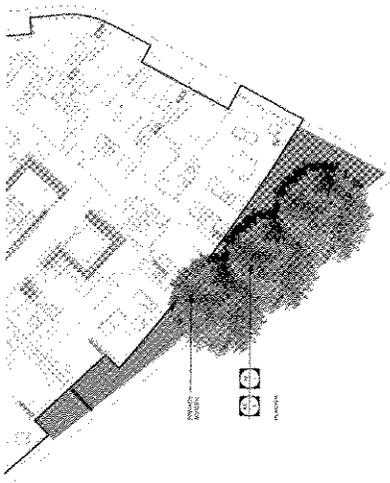


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BS EAST
Project Address

LANDSCAPE
Levels 9 - 19

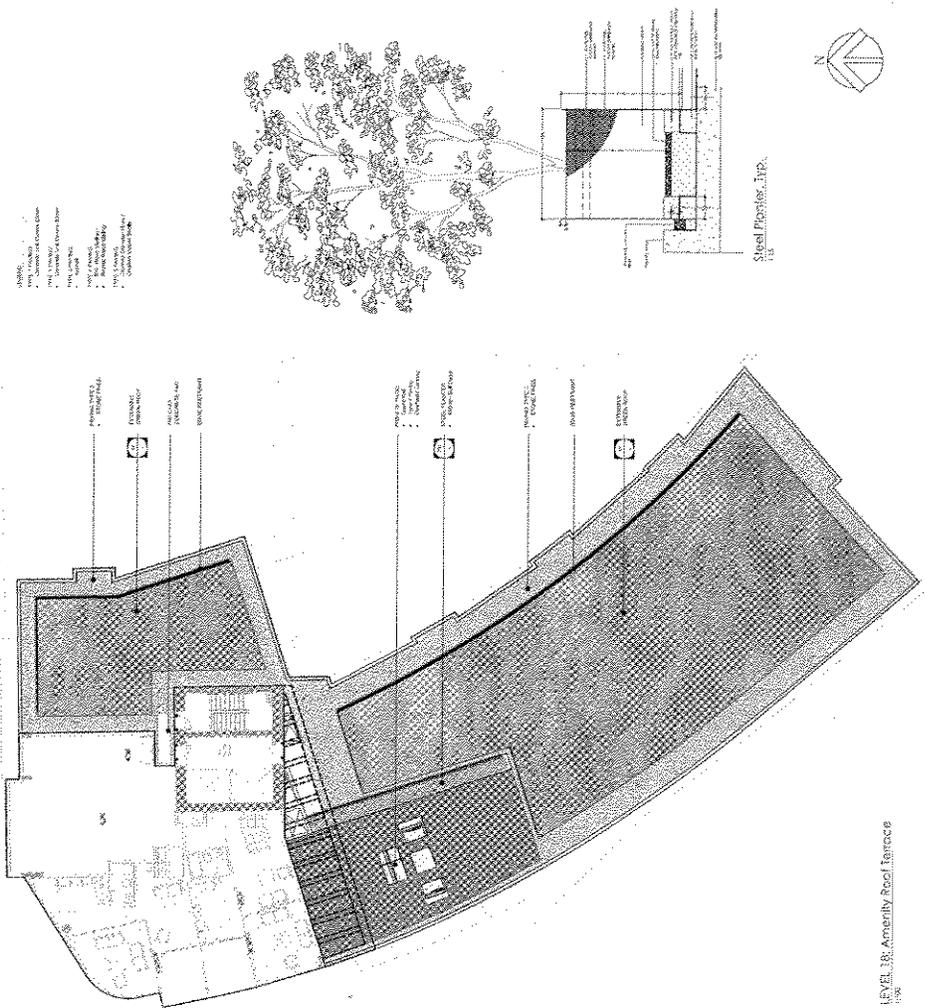
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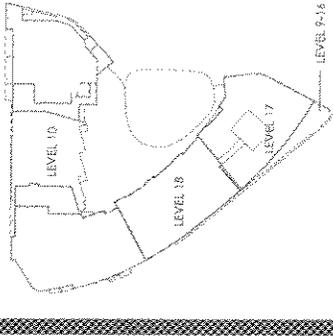
LEVEL 9, J&K SOUTH ROOF TERRACE



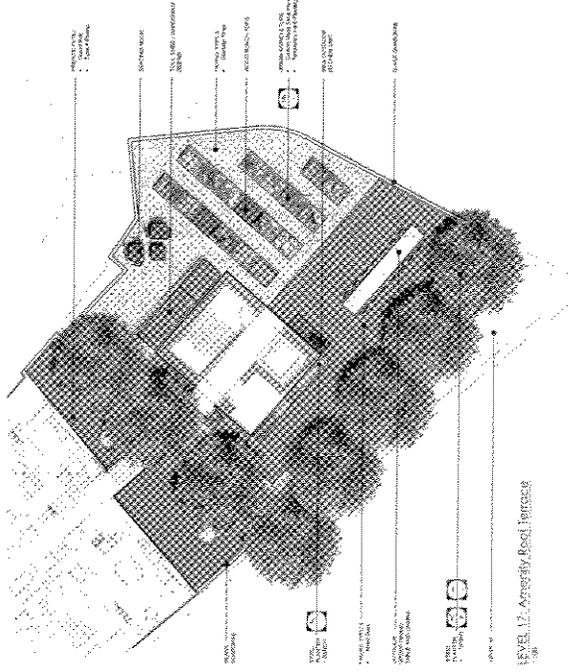
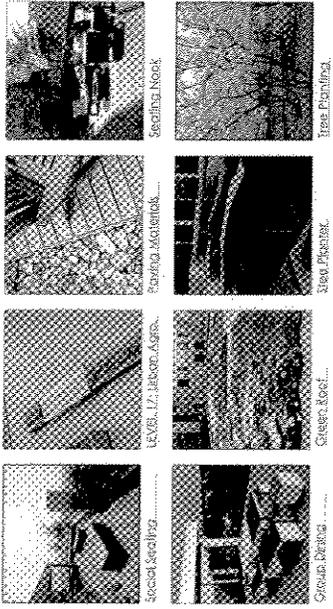
LEVEL 10, AERIAL FITNESS ROOF POOLS



LEVEL 11, AERIAL FITNESS ROOF TERRACE



KEY PLAN: ROOF TERRACES



LEVEL 12, AERIAL FITNESS ROOF TERRACE



Steel Profiles, JRP

68 SMITHE STREET
CONCORD PACIFIC 5B EAST
IBI #VO-28107

JUNE 27, 2012

Response to Conditions of Approval of the Form of Development and Design Rationale





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Vancouver BC V6E 4B1 Canada

tel 604 683 8797
fax 604 683 0492

**68 SMITHE STREET
CONCORD PACIFIC 5B EAST**
IBI #VO-28107

June 27, 2012

Design Rationale and Response to Conditions of Approval of the Form of Development

A. Design Rationale

The main components of the project are as follows:

- Two storey retail podium incorporating Residential Lobbies and Amenity space.
- Landscape courtyard on Pacific Boulevard with internal pedestrian link to 5B West.
- Curved residential block adjacent to Cambie Street bridge.
- Small floor plate tower at the corner of Smithe Street and Pacific Boulevard.

The curved tower adjacent to the Cambie Street Bridge off ramp forms part of the downtown gateway together with 5B West. Both projects present a convex curve towards the approach to downtown via the bridge. The shorter solid continuous curve of 5B East balances with the two taller linked towers opposite. This residential tower is terminated at Pacific Boulevard with a façade facing False Creek and on Smithe Street with a façade centered between the 2 proposed hotels north of the street.

The curved facades are positioned to enhance views out past adjacent structures.

The point tower at the corner of Smith Street and Pacific Boulevard and the hotel opposite bracket the entrance created by the extension of Smith Street. The small floor plate of this unique residential tower will create a contrast in scale, foils and is shaped to allow view past from buildings behind.

On Levels 1 and 2 Commercial / Retail space is provided to reinforce the street and internal public spaces. The nature of uses here will enhance the entertainment uses in the surrounding neighbourhood. The landscape courtyard will provide public open space adjacent to Pacific Boulevard as a counterpoint to the scale of the development opposite. A pedestrian link through the curved tower connects to 5B West and is a route to the proposed streetcar station. These outdoor spaces allow vehicular circulation and loading functions internally.

The 5 B East site will constitute the remainder of the current Concord lands east of the Cambie Street Bridge between Expo & Pacific Boulevard as part of establishing the **New** Smithe Street on this block. This new street will provide access to the new building on this site as well as the proposed Entertainment Destination Complex opposite 5B East in the north side of Smithe Street. The remainder of the site area north of Smithe Street will be added to the proposed Area 10 development.

The proposed site density has been achieved by transferring the excess permitted commercial density from Area 5B East to Area 10 and in exchange residential density from Area 10 will be transferred to Area 5B East.

Landscape Design Rationale

Ground Level

5B East is a key component of the 'gateway' development on the north end of the Cambie Street Bridge. The 5B East landscape is intended to set the design standard and character for the adjacent 5B west block, Smithe Street and PAVCO sites.

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The landscape design is driven by the development of significant pedestrian and bike connections through the site. Importance is placed on the formation of legible and fluid routes. Several stairs and paths access the Cambie Street Bridge and Expo Boulevard from Smith Street. A separated two-way bike route, and adjacent pedestrian path connects down to future Street Car station and Nelson Street. A breezeway from the Pacific Boulevard Plaza leads you through the 5B East building to the Bike and Pedestrian route and under the Cambie Street Bridge. A bold, graphic paving treatment unifies these corridors creating a 'Welcome Mat' that will be legible to pedestrians, commuters from the bridge and residents in the towers. The Pacific Boulevard Plaza is an intimate and inward-looking space surrounded by the 5B building on two sides and a row of street trees on the third. A number of seating types are proposed as the southern orientation of the plaza provides an ideal condition for pedestrians and residents to linger. The irregular shaped 'feature seating pads' bring focus to the plaza; as well, as opportunities for diverse forms of social interaction. The seating pads provide for, and promote everyday activities including people watching, reading, sunning, exercise, and group picnics. They also provide performance or exhibit space during events and festivals. Plaza lighting will reinforce and concentrate attention at the feature seating and will create a safe, comfortable environment. Specialty lighting in the breezeway will create interest and draw pedestrians through to the adjacent 5B West site. The landscape design will contribute to sustainability strategies and LEED Silver equivalency.

Community Garden

Level 3 amenity terrace provides an outdoor space associated with the buildings community room. A large wood deck extends from the building providing flexible space for various sized activities or events. Two semi-private cabanas with specialty seating and outdoor fireplaces

are tucked into the back corner of the terrace. In this location cabana users maintain access to views out and southern orientation without being a visual barrier for adjacent residential units. A south facing common lawn provides opportunities for play, sunbathing, bocce and other passive recreation. Groupings of deciduous trees and swathes of ornamental grass / shrub planting provide spatial and visual separation between private patios and common spaces.

Urban Agriculture Garden

Level 17 amenity terrace provides a space for urban agriculture and outdoor dining. United around the common theme of food, the two activities complement and promote each other. Outdoor dining facilities are located on the western half the terrace and include a common use barbeque, robust group table and chairs, potable water, and a temporary herb garden. A raised planter with a row of small trees line the western edge of the building providing filtered afternoon sun for the dining table and sound buffer from Cambie Street Bridge. Urban agriculture facilities include sixteen garden plots, water hookup, a common tool shed, and a garden debris box. A small seating nook and benches amongst the plots promote conversation. In the event that these garden plots are not desired by the residents the garden plots will be planted low maintenance ornamental culinary herbs.

B. Response to Conditions of Approval of the Form of Development

PROPOSED CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

The Applicant's response have been incorporated below in blue

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by IBI/HB Architects, and stamped "Received City Planning Department, August 9, 2010, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or the Development Permit Board, as the case may be, who shall have particular regard to the following:

Design Development

- 1. Provide verification of compliance with height limit set by Cambie Bridge View Corridor (View E1);

The applicant has been working with the City to ensure that the project conforms to the height limit set by the Cambie Bridge View Corridor (View E1) and have been working to elevation data provided to us during this process.

- 2. design development to strengthen the project's architecture to reflect the site's unique bridgehead location as well as more appropriately incorporating Green Building exterior materials and techniques;

The building form has been developed to more successfully reflect the bridgehead location. The convex form of the building beside Cambie Bridge is articulated as a streamline form with coloured solid areas of glass and metal describing a varied geometric pattern. Most balcony railings are flush with the building envelope and contribute to this patterning. The area of solid wall on this west facing elevation has been increased to mitigate the effects of solar heat gain and Event / Street noise. Large operable windows are incorporated into all rooms, a minimum of 2 in Living Rooms, to encourage air flow when desired. A pattern of screening panels of masonry starts at grade in front of the parking ramp and moves upward through the commercial and to the south around the corner of Pacific Boulevard to provide an additional layer of visual interest and screening for the residential units closer to the Cambie Bridge deck as it rises over the street below. This screening element continues into the south facade and changes into a pattern of horizontal concrete slab extensions which provide solar shading to the

facades of both buildings adjacent to the Pacific Boulevard Plaza. The Smithe Street facade of the residential floors is similar in character to the Cambie Bridge elevation. Areas of vision glazing have been similarly constructed to address the Event / Noise criteria and provide shading. A taller connecting wing linking the two main residential blocks increased the height of the Smithe Street elevation, as recommended by Design Panel at the rezoning stage. This residential sits on a double height residential amenity which allows light to come through from the south facing Level 3 landscaping at the interior of the block. At street level Smithe Street is flanked by a double height atrium which acts as a 'Lobby' for commercial and residential functions. It is hoped that this will integrate the 2 main building uses at the exterior and interior of the building. A large canopy element visually connects the building over terminates then curves along Cambie Street in a form rectilinear to the street grid toward downtown.

3. design development to enhance the Public Realm treatment on all frontages including:
 - a) Pacific Boulevard, taking into account the future streetcar stop and pedestrian amenity in the proposed plaza;
 - b) Smithe Street from Pacific Boulevard to Expo Boulevard, with particular emphasis to creating a special sense of place in the plaza area between the turnaround and Expo Boulevard;
 - c) Cambie Bridge edge, creating an attractive pedestrian link from Expo to Pacific Boulevard, with active building frontages and landscape (Note: incorporation of a designated bicycle route to the False Creek Bike Route should be pursued);
 - d) Underbridge area, integrating with the expected pedestrian linkage through the future Concord Area 5b West development;

The civic nature of the project has been shaped by the various requirements and characteristics of public interface which surrounds the site. The response has been developed to address the individual nature of these interfaces while presenting a consistent and unified appearance. A bold graphic paving treatment unifies the Public Realm on all sides, acting as a 'welcome mat' legible to pedestrians, cyclists and commuters on the bridge as well as building occupants.

The south facing Pacific Boulevard Plaza is designed to be an inviting intimate space surrounded by buildings on 2 sides and a row of street trees on the south, buffering the plaza from the street, the Cambie Bridge off-ramp across Pacific Boulevard and future streetcar tracks. The Plaza and the buildings have a reciprocal relationship. Each informing the shape of the other with public, semi-public and private activities in each mixing to create atmosphere. Street furniture is designed to encourage adaptability for everyday use and special events. A high open trellis structure defines the central core of the plaza while

providing some solar shading during the day and lighting at night. Weather protection is provided at building edges to connect the space to the proposed street car stop under the Cambie Bridge.

In conjunction with the future development west of Cambie Bridge a pedestrian link will be established from the corner of Smithe Street and Pacific Boulevard through the plaza under the Cambie Street bridge to the corner of Expo Boulevard and Nelson Street. This link passes through the building via a wide breezeway activated by commercial spaces on both sides as well as a residential lobby. Soffit treatments, variation in plan and sectional dimensions enhance this space. Screening of the bridge abutment is proposed to unify the appearance of this space, eliminate low headroom spaces to make irregular covered spaces inaccessible and remove opportunities for graffiti. It is intended that further enhancement of the public space under the bridge will be proposed in the future in conjunction with the project west of the Cambie Bridge. The current proposal includes a separated 2-way bike route and adjacent pedestrian path connecting the future streetcar stations under the Cambie Bridge at Nelson Street to the intersection of Expo Boulevard and Smithe Street. The bike route connects to existing routes into downtown and over the Cambie Bridge as well as a connection to the seawall from the Nelson and Pacific intersection.

The bike/pedestrian route parallel to Cambie Bridge is lined with two rows of trees and is separated from the parkade entry ramp by a glazed screen with irregularly spaced openings providing opportunities for planting and introduction of air / light into the ramp area. The glazed screen will be graphically enhanced, possibly as part of the public art program. As the separated routes approach Expo Boulevard they merge to reduce bike speeds at the turnaround at the Smithe Street extension and Expo Boulevard Plaza. As well as stairs and ramps leading to Expo Boulevard, stairs have been introduced leading to the Cambie Bridge sidewalk, improving the public interface and visual linkage between the Plaza and its surroundings. The main commercial and residential entrances into the building address Expo Plaza and Smithe Street with an atrium space that organizes and unifies these functions at street level. Smithe Street has been designed with rows of street trees and wide sidewalks on both sides.

4. design development to internalize the loading and parkade access in order to enhance pedestrian function and character of the plaza area west of the Smithe Street vehicular turnaround;

Loading functions and parking access have been internalized. This has resulted in better definition of the public realm adjacent to the Smithe Street turnaround. An enlarged level area at the vehicular entrance is intended to improve the vehicular / pedestrian / cycling interface.

5. design development to potentially increase the amount of commercial floor area in the podium of the project;

The commercial floor area of the project has been increased as recommended. It is the intention that the nature of the commercial will be compatible with the adjacent entertainment facilities and help to animate the public realm

6. Design development to the Smithe Street/Expo Boulevard plaza to create a more meaningful dynamic public space;

Enhancement of the plaza area within the 68 Smithe Street property have been included in this proposal. Stairs leading into the plaza area from the Cambie Street Bridge are oriented to the centre of this turnaround and interface with the ramp system, up to the Expo Plaza. Landscaping adjacent to the paved areas help define the plaza area and incorporate the bus stop shelter on Cambie Bridge. Further development of the plaza area on either a temporary or permanent nature will be developed in conjunction with City Staff as conditions are better defined. Current plans represent discussions to date

Note to Applicant: A rethink of this space is needed taking into account its generous sun access, movement patterns, evolving design direction of Area 5b-East Public Realm and how this space can positively engage the Cambie Bridge edge, as well as the comments of the Urban Design Panel.

7. identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least three optimize energy performance points, one water efficiency point, and one storm water point;

A LEED checklist has been submitted demonstrating 55 points conforming to LEED silver equivalency under the LEED Canada 2009 Rating System.

1.0 Site

- Best practices implemented to minimize erosion and sedimentation during demolition, site preparation and through construction;
- Roof gardens and courtyards will enhance the developments livability for visitors and staff;
- Landscaping will utilize natural and adaptive plants;
- The location of the development provides excellent access to alternative transportation including:
 - Easy access to existing and future transit routes
 - Walking distance to many amenities and downtown
 - The project will incorporate required bicycle storage.

2.0 Water:

- A majority of the landscaping will require no watering other than during the establishment period;
- Low flow/flush plumbing fixtures will be provided.

3.0 Energy:

- Ozone friendly refrigerants will be selected for building HVAC systems;
- High performance envelope including glazing system and highly insulated walls and roofs;
- Energy efficiency measures are evaluated via a full building energy simulation. The preliminary energy target for the facility is to achieve significant energy savings compared to the MNECB baseline. The project team will work closely with BC Hydro to enhance the performance of the building;
- Opportunities to recover waste heat from, HVAC systems will be explored.

4.0 Materials

- Many of the major building materials will have recycled content including rebar, concrete, aluminum frames, drywall and steel studs;
- The project will implement a construction waste management diversion program to reduce the impact on landfill and incineration.

5.0 Environmental Quality:

- Low VOC finishes including adhesives, sealants and paints;
- Low emitting carpet and composite wood will be sourced;
- Best practices will be implemented during construction to optimize air quality and provide a clean building for resident and end users.

Note to Applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the drawing set. Pursuit of LEED® Gold rather than Silver is encouraged.

8. design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for:
 - a) design of the under-bridge area to reduce opportunities for mischief and vandalism,
 - b) ensuring that all pathways are clearly defined with defensible design,
 - c) reducing opportunities for graffiti and skateboarding, except where the latter may be intentionally accommodated,
 - d) providing full secure separation for residential uses and parking, and
 - e) mischief, such as graffiti;

CPTED issues have been addressed. The area under Cambie Bridge which has low headroom and which would be accessible have been enclosed by an easily maintained partition of metal. Bicycle and pedestrian paths are

indicated with different paving materials with signage and textural indications where paths cross. Building materials near grade are easily cleaned, glass and metal for the most part. Built-in furniture will be skateboard resistant. Commercial and visitor parking are located on Level P1 with separate elevator access to grade from the secured residential parking below. Residential lobbies at grade are separated from commercial egress.

Landscape Review

9. Provide a full Landscape Plan to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale;

Landscape plans have been provided as requested.

10. Section details at a minimum scale of 1/4"=1'-0" scale to illustrate proposed landscape elements including planters on building structures, benches, fences, gates, arbours and trellises, posts and walls and water features. Planter section details must confirm depth of proposed planting on structures;

Landscape Sections have been provided as requested.

11. A high-efficiency irrigation system to be provided on all planted rooftops, in all landscape common areas and hose bibs in patio areas as needed (illustrated on the Landscape Plan);

Irrigation systems have been indicated as requested

12. All proposed trees in the Smithe Street plaza are to be planted at grade, not in raised planters;

All trees at grade are planted at grade, as requested.

Note to applicant: This can be achieved if adequate soil depth is provided between the upper slab of the parkade and the plaza surface. A continuous trench measuring a minimum of 1.5 meters wide and 1 meter deep is required for trees planted on slab.

13. New proposed street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Services, Streets Division regarding street tree spacing and quantity. Contact Amit Gandha (604-257-8587) of Park Board regarding tree species;

Shown on plans.

14. A Landscape Lighting Plan to be provided for security purposes;

Lighting indicated on plans.

Note to applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

15. Large scale sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street;

Sections have been provided as requested.

Note to applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

16. Any emergency generators, transformers, and gas meters to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm;

All required services that can be within the building are located within the building. The gas meter system will be enclosed (location to be determined). All gratings and access panels will either be flush with paving or in walls or integrated, if necessary, into landscape elements for screening

Sustainability

17. An approach to Sustainable Site Design shall be taken and, where appropriate, incorporate layout and orientation approaches that reduce energy needs, facilitate passive energy solutions, incorporate urban agricultural opportunities, and replicate natural systems where feasible;

Sustainable Site Design strategies have been incorporated into the design. Orientation has been considered in the layout of exterior spaces, Urban Agriculture plots are provided on the Level 17 roof terrace, extensive Green Roofs are provided where Urban Agriculture and occupant access is impractical or not possible. Planting areas are integrated into paving to promote reduction of storm water run-off.

18. Provide a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the

General Manager of Engineering Services and the Director of Legal Services;

As described the project is close to and enhances sustainable modes of transportation surrounding the site. Electric Vehicle charging stubs will be provided as required. The residential lobby adjacent to the Cambie Bridge bike route and Pacific Boulevard Plaza provides direct access to bike storage on the parking levels below

19. Provide a Sustainable Rainwater Management plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site;

A rainwater management strategy has been incorporated. Most roof areas contain planting, as does the ground level. A Storm Water Retention Tank has been incorporated at the southeast corner of Smithe Street to manage run-off from the site and for potential use as non-potable irrigation water.

Note to Applicant: The requirements of the Sustainable Rainwater Management Plan should be coordinated/integrated with the required Landscape Plan.

20. Provide a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the complex; Noted Two residential waste and recycling rooms have been provided on Parking Level P2. Commercial waste and recycling will be located adjacent to the loading area. A solid waste diversion strategy will be provided

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 Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

District Energy

21. The building(s) shall connect to the district heating system approved by the General Manager of Engineering Services to service new development in Northeast False Creek for provision of all building heating and domestic hot water service; except where the use of equipment to capture waste heat energy from the refrigeration or cooling system of a building is approved by the General Manager of Engineering Services for

the purpose of supplementing the heat energy provided by the district heating system; Noted

Note to Applicant: Unless and until Central Heat or an alternate energy supplier is the holder of The City of Vancouver's Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services, the Applicant will be prohibited from entering into any energy supply contract (other than for electricity, or natural gas required for processes not including space heating and domestic hot water provision) that does not give the Applicant and all future owners of the property the right to cancel such contract in whole or in part without cause or liability upon the occurrence of the Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services containing performance criteria for the Maximum Carbon Intensity of Delivered Heat and in any event no such energy supply contract will be entered into without the prior written approval of the General Manager of Engineering Services. The City of Vancouver's Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services shall be to the satisfaction of the GMES and described in the legal agreement regarding Sustainability required as a condition of by-law enactment. Maximum Carbon Intensity of Delivered Heat means that maximum amount of Co_{2e} produced through the provision of space heating and hot water service as described in The City of Vancouver's Retail Franchise for Northeast False Creek Low Carbon Renewable District Heating Services, and referenced in the legal agreement regarding Sustainability required as a condition of by-law enactment.

22. The building design is to include adequate space and designs to support connection to the district energy system approved by the General Manager of Engineering Services;

A room has been provided adjacent to the elevator core in the southwest corner of Parking Level P1 to accommodate the District Energy System when available.

Note to applicant: At the building permit stage the applicant will be required to submit final detailed drawings, signed and sealed by a professional engineer where necessary, for review by Engineering Services to confirm final room dimensions, sleeve details, and servicing needs. Provide suitable space for the installation of the district energy system equipment, with adequate provision for connection to outside district energy system distribution piping and communications conduit. District energy equipment may include but is not limited to energy transfer stations (ETS), a steam to hot water converter station, or boiler equipment. The developer shall make available use of sewer and potable water piping. The space provided for district energy system equipment shall be ventilated as required by the Vancouver Building By-law and heated during the winter to minimum 15°C. As required, the developer must provide dedicated electrical services required to service the district

energy system equipment, to the satisfaction of the General Manager of Engineering Services.

23. Space heating and ventilation make-up air shall be provided by hydronic systems, without electric resistance heat, distributed heat generating equipment gas fired make-up air heaters, etc.;

Hydronic systems will be used for space heating and ventilations. The residential units will incorporate ceiling mounted air conditioning units in storage rooms. These will be required to condition and in response to Event / Noise criteria.

Note to Applicant: On a case by case basis, the General Manager of Engineering Services may approve limited use of electric resistance heaters, or other distributed heat generating equipment to heat difficult to access parts the complex such as remote mechanical rooms or crawlspaces.

24. Design development to the mechanical heating and domestic hot water systems to ensure a minimum supply temperature of 65 degrees Celsius and maximum return temperature of 50 degrees Celsius in order to facilitate district heating service; Noted

25. No natural gas fireplaces are to be installed within building suites;

No natural gas fireplaces will be installed within building suites.

Note to Applicant: On a case by case basis, the General Manager of Engineering Services may approve limited use of natural gas fireplaces for ornamental purposes. A letter from a Professional Engineer outlining any provision for ornamental fireplaces is to be submitted at the time of application for Building Permit to state that the fireplaces installed are not heat producing.

Engineering

26. Provision of a current topographical site survey, prepared by a registered British Columbia Land Surveyor clearly showing the Cambie Street Bridge drip line and the proposed 3.0 metre offset from the drip line to the proposed property lines; Complete
27. Clarify the location of the ultimate property line along Pacific Boulevard and ensure that no structures encroach onto proposed City road. Contact the Land Survey Branch for geometrics. Note: current geometrics have been sent to the developer's surveyor;

Final property lines have been incorporated into the drawings with no encroachments shown.

28. Remove portions of building that encroach onto proposed road dedication; complete
29. Design Development to conform to the Engineering Parking and Loading Design Supplement;

Loading provisions are noted and will be reviewed with City Staff

Planning

30. Provide text to be included in the disclosure statement for the development indicating that the area is an event district and event-related noise can be anticipated;

Noted, to follow

31. Provide a report prepared by professionals in acoustic and mechanical engineering that demonstrates how using noise isolation design strategies and passive and/or mechanical cooling, the building will meet the following performance criteria:

- a) mitigate event noise to achieve noise levels between 40 dBC and 50 dBC within the units during event periods; and
- b) ensure summertime internal thermal comfort levels in line with ASHRAE 90.1 V. 2007 (with windows closed).

An acoustic report is being prepared.