EXECUTIVE SUMMARY

● Proposal: To develop this site with a 54-storey mixed use building containing retail, vehicle dealer and a total of 479 residential units over eight levels of underground parking with vehicular access from the lane.

See Appendix A Standard Conditions
Appendix B Standard Notes and Conditions of Development Permit
Appendix C Processing Centre - Building comments
Appendix D Engineering - Neighbourhood Energy Utility (NEU) comments
Appendix E Plans and Elevations
Appendix F Applicant’s Design Rationale and Landscape Rationale

● Issues:
1. Enhanced function of the breezeway as pedestrian connection
2. Floor area transfer between sub-areas
3. Unit size
4. Rooftop element of the tower
5. Enclosed Bridge Connection

● Urban Design Panel: Support
DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE418686 submitted, the plans and information forming a part thereof, thereby permitting the development of 54-storey mixed use building consisting of three (3) storeys of commercial (CRU), one storey of vehicle dealer, one storey of amenity and forty-seven (47) storeys of residential (426 market dwelling units and 53 rental dwelling units) over eight levels of underground parking, subject to approval of the Form of Development by City Council and the following conditions:

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

Public Realm

1.1 design development to provide an enhanced public realm treatment, with emphasis on pedestrian movement that contributes to the lane and a more welcoming midblock pedestrian connection;

Note to Applicant: Intent is to reiterate Rezoning Condition 1. High quality public realm treatments that balance the needs of pedestrians and vehicular movements should be provided. Particular design development to the entry to the breezeway is required to expand the pedestrian sidewalk area. Refer to Standard Condition A.1.21 (d).

Material treatments should consider variations of concrete finishes with limited accent pavers and a design approach that minimizes the use of bollards. Location of ventilation grates in key public realm areas are to be avoided. Features that are on City streets and lanes require a separate application to Engineering.

1.2 design development to the organization of seating and planting area at plaza space at the corner of Drake St. and the lane to function better as a gathering node;

1.3 design development and provision of a lighting strategy and implementation plan to enhance the proposed public realm environment;

Note to Applicant: Intent is to reiterate Rezoning Condition 3. All proposed lighting fixture locations in the public realm should be indicated on the public realm plan and should be cross-referenced with enlarged fixture specifications.

Urban Design

1.4 design development to the overall building form to reduce density to comply with the permitted maximum of the Sub-Area A of the CD-1;

Note to Applicant: Refer to discussion under the “Response to the CD-1” section and Standard Condition A.1.2.

1.5 design development to comply with Section 10.21 (Dwelling Units) of the Zoning and Development By-law;

Note to Applicant: The project proposes 12 rental units and 97 market strata units that indicate a floor area below 398 sq. ft., the minimum dwelling unit floor area as per Section 10.21 (Dwelling Units) of the Zoning and Development By-law.
The By-law permits a relaxation of dwelling unit floor area to 320 sq. ft. provided that the unit demonstrates satisfactory living accommodation, having regard to the type of occupancy proposed. “Type of occupancy” refers to a unit having either rental occupancy or market strata occupancy. The floor area of rental units with satisfactory livability may be relaxed to no less than 320 sq. ft., but market strata units must maintain a minimum floor area of 398 sq. ft.

It is anticipated that compliance with the By-law will require significant redesign to affected floor plan layouts and possibly also to associated exterior glazing patterns. Refer also to Standard Condition A.1.4.

1.6 Design development to significantly reduce the length of Hornby Street frontage that is dedicated to the Residential Lobby and Mail Room;

**Note to Applicant:** Lobbies to residential towers tend to be passive spaces that are occupied in a transitory nature. The intent of this condition is to maintain more active uses at grade, such as retail use.

1.7 Design development to the upper portion of the building (tower in Sub-Area A) to further refine and enhance its architectural contribution to the city skyline and the public view cone;

**Note to Applicant:** Intent is to reiterate Rezoning Condition 5. Further design development to the architectural language of the rooftop is required to significantly simplify the geometry, reduce the number of finish materials and bring more visual cohesion to the rooftop expression. Consideration should also be made for the illuminated faces (“the lantern”) to be visible from all sides of the building.

Refer also to Standard Condition A.1.17 which seeks to ensure service equipment including window washing infrastructure, cell tower and antennae elements do not incur into the public view cone(s).

1.8 Design development to the covered breezeway connection to enhance its function as a welcoming pedestrian connection;

**Note to Applicant:** Intent is to reiterate Rezoning Condition 7. The breezeway should present a more public, welcoming, pedestrian-friendly presence to Hornby Street. The width and/or height of the breezeway entrance aperture should be increased. The design should permit more natural light into the breezeway itself. Enhanced soffit and lighting treatments should be provided. All finishes at the breezeway should exhibit a finer grain to indicate a pedestrian scale. Refer to Standard Condition A.1.21 (d).

1.9 Design development to confirm and demonstrate the role and purpose of the enclosed bridge connection as a key component in delivering the building(s) energy performance requirements; and

**Note to Applicant:** Intent is to reiterate Rezoning Condition 8. In order to transfer energy between the two development sites, other locations such as a below grade should be also considered. If the enclosed elevated bridge connection between the tower in Sub-Area A and the tower on the Burrard Street site is pursued, design development is required for the bridge to exhibit exceptional design quality combined with a high degree of transparency.
1.10 Consideration for design development to strengthen and clarify the expression of the tower’s principal vertical reveal facing Drake Street.

**Note to Applicant:** This can be accomplished by deleting or relocating the balconies from the slot and employing a lighting approach that increases the visual contrast between the reveal and the building face.

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.
### Development Review: *Sub-Area A*

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<tr>
<th>PERMITTED (MAXIMUM)</th>
<th>REQUIRED</th>
<th>PROPOSED</th>
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<tbody>
<tr>
<td><strong>Site Size</strong></td>
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<tr>
<td><strong>Site Area</strong></td>
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<tr>
<td><strong>Uses</strong></td>
<td>Dwelling Uses</td>
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<tr>
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<td>Office Uses</td>
<td>-</td>
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<tr>
<td></td>
<td>Retail Uses</td>
<td>-</td>
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<tr>
<td><strong>Family Housing</strong></td>
<td>-</td>
<td>25% x 479 units = 120 units (2 or more bedroom units)</td>
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<tr>
<td><strong>Floor Area</strong></td>
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<td><strong>Sub-Area B</strong> 250,422 ft. (^2)</td>
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<td><strong>Total</strong> 725,838 ft. (^2)</td>
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<td></td>
<td><strong>Sub-Area A</strong> Residential Use *408,337 ft. (^2)</td>
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<td><strong>Sub-Area B</strong> Residential Use 203,455 ft. (^2)</td>
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<td><strong>Grocery/Drug Store</strong> 20,000 ft. (^2)</td>
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<td></td>
<td><strong>Office/Retail/Service</strong> 114,051 ft. (^2)</td>
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<td><strong>Subtotal</strong> 66,905 ft. (^2)</td>
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<td><strong>Residential</strong> 429,589 ft. (^2)</td>
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<td><strong>Total</strong> 496,494 ft. (^2)</td>
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<td><strong>Balconies</strong></td>
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<td>Dwelling Units 599 6</td>
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<tr>
<td>9 - 1-bedroom</td>
<td>6 - 2-bedroom</td>
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<tr>
<td>53 units</td>
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<tr>
<td>Market (Levels 8 - 54)</td>
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<tr>
<td>87 - 1-bedroom</td>
<td>217 - 2-bedroom</td>
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<tr>
<td>25 - 3-bedroom</td>
<td>426 units</td>
</tr>
<tr>
<td>Total</td>
<td>53 units + 426 units = 479 units</td>
</tr>
</tbody>
</table>

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1. **Note on Family Housing:** Standard Condition A.1.31 seeks consideration to increase the number of rental units containing 2 or more bedrooms.

2. **Note on Floor Area:** Standard Condition A.1.2 seeks compliance with the maximum Floor Area.

3. **Note on Horizontal Angle of Daylight:** Standard Condition A.1.3 seeks compliance with the daylight access requirements for all habitable rooms/areas. Standard Condition A.1.4 requires additional information to clarify the horizontal angle of daylight of certain units in the residential tower. Refer also to Commentary Discussion under the “Horizontal Angle of Daylight” section on Page 9.

4. **Note on Dwelling Unit:** Recommended Condition 1.5 and Standard Condition A.1.5 seek compliance with the minimum floor area for all dwelling units. Refer also to the Commentary Discussion on the “Unit Sizes” section on Page 9.

5. **Note on Parking:** Standard Condition A.1.6 seeks compliance with the number of small car parking spaces for commercial uses and visitor parking. Standard Condition A.1.7 seeks compliance with the required number of disability spaces for residential use.

6. **Note on Bicycle Parking:** Standard Condition A.1.8 seeks compliance with the maximum number of vertical Class A bicycle parking spaces for commercial uses and electrical outlet requirement. There are 3 horizontal bicycle spaces and 11 vertical bicycle spaces for commercial uses.

7. **Note on Loading:** The proposal is deficient in the number of Class B loading spaces provided. Submission of additional details and a rationale are required to properly assess loading requirements. Refer to Engineering Services’ commentary and Standard Condition A.2.5.
Legal Description:
Lot: G  
Block: 100  
District Lot: 541 (Group 1)  
Plan: EPP44019

History of Application:
14 12 17 Complete DE submitted  
15 02 11 Urban Design Panel  
15 03 25 Development Permit Staff Committee

Site: The site is located on the north-east corner at the intersection of Drake Street and Hornby Street. A parking lot, two houses and a vacant lot currently occupy the site.

Context: Significant adjacent development includes:

a) “Altadena” at 1238 Burrard Street, a 15-storey residential building  
b) 1200 Burrard Street, an 11-storey office building  
c) 904-920 Davie Street with a mix of one- and two-storey commercial buildings  
d) “Landis Hotel and Suites” at 1200 Hornby Street, a 17-storey hotel  
e) “Residence Inn Marriott” at 1234 Hornby Street, a 22-storey hotel  
f) “Pure” at 1252 Hornby Street, a 15-storey residential building  
g) “Salt” at 1308 Hornby Street, a 31-storey residential building currently under construction  
h) “Anchor Point” at 950 Drake Street, a nine-storey residential building  
i) “Ellington” at 1010 Burnaby Street, a 19-storey residential building  
j) “Milano” at 1003 Burnaby Street, a 19-storey residential building  
k) Davie Village Community Garden
● Background:

The CD-1 By-law for this site, along with the form of development, subject to a series of conditions, was approved by Council, and enacted on October 28, 2014. The CD-1 is divided into two sub-areas: sub-area A includes a residential tower and mixed-use podium; and sub-area B includes a residential tower. This application is to develop the sub-area A.

● Applicable By-laws and Guidelines:

1. CD-1 Bylaw (588)

● Response to Applicable By-laws and Guidelines:

1. CD-1 Bylaw (588)

   **Height and Use:** The proposed height and use conform to the provisions of the CD-1 By-law.

   **Density:** The CD-1 specifies a maximum floor area for each of the site’s two sub-areas, A and B. This application proposes to transfer 21,078 sq. ft. from Sub-Area B to Sub-Area A. Therefore, the floor area proposed in this application exceeds the allowable floor area for this sub-area by the above amount.

   The applicant has applied for a text amendment to the CD-1 to reflect the proposed transfer of density between sub-areas. This application is currently under review and process in our Planning/Rezoning Department. City Council approval of the text amendment would be required prior to the issuance of a development permit for this application as generally proposed. Otherwise, floor area is to comply with the provisions of the CD-1 (588) By-law.

   Recommended Condition 1.4 seeks the design development to the overall building form to comply with the permitted maximum of the Sub-Area A of the CD-1. Standard Condition A.1.2 seeks compliance with the CD-1’s maximum floor area for Sub-Area A.


   The General Policy for Higher Buildings requires that all higher buildings demonstrate leadership and advances in sustainable design and energy consumption, and establish a significant and recognizable new benchmark for architectural creativity and excellence.

   The proposal’s form of development, architectural expression, design quality and sustainable performance were supported at rezoning. This development application maintains and further develops the form and architectural quality.

   The policy also identifies other considerations, including the achievement of community benefits, on-site open space that represents a significant contribution to the downtown network of green and plaza spaces, and buildings that minimize adverse shadowing and view impacts on the public realm including key streets, parks and plazas, as well as on neighbouring buildings. To address this requirement, the application proposes a pedestrian connection from Hornby Street to the interior of the site to a future pedestrian mews that connects to Burrard Street. Refer to the discussion section under “Other Issues” for recommended improvements to the breezeway.

   Refer to Sustainability section for discussion about this policy’s energy consumption targets.
Other Issues:

Breezeway:
Staff have concerns, previously identified at the rezoning, that the proposed breezeway design is primarily vehicle oriented and should be made more public. Staff are recommending further design development to the covered breezeway connection to enhance its function as a welcoming pedestrian connection in Recommended Condition 1.8.

Unit Size: This application proposes 109 residential units that have a floor area less than the minimum permitted by Section 10.21 (Dwelling Units) of the Zoning and Development By-law (398.27 sq. ft.). Staff advised the applicant to comply with this By-law at the Rezoning stage and prior to Development Permit application submission. Compliance with the By-law is sought with Standard Condition A.1.5.

The By-law permits a relaxation of dwelling unit floor area to 320 sq. ft. provided that the unit demonstrates satisfactory living accommodation, having regard to the type of occupancy proposed. “Type of occupancy” refers to a unit having either rental occupancy or market strata occupancy. The floor area of rental units with satisfactory livability may be relaxed to no less than 320 sq. ft., but market strata units must maintain a minimum floor area of 398 sq. ft.

Because of the number of non-compliant units, it is anticipated that significant redesign of the floor plan layouts and possibly exterior glazing patterns will be required. Recommended Condition 1.5 captures the design changes that are associated with compliance.

Horizontal Angle of Daylight (H.A.D.):
The studio units in both the tower and podium have conventional studio layouts with inboard sleeping areas that have uninterrupted access to daylight. Staff are satisfied that livability of these units is not compromised by the distance of the sleeping areas from the glazed wall and recommend that the Board relax the horizontal angle of daylight provision of the CD-1 for these spaces.

The western-most units of the tower on levels 41-49 have habitable rooms labelled “Family Room” that do not have at least one window on an exterior wall. The Family Room is generously sized and open on two sides to a broader living space that includes Living, Dining and Kitchen. That living space is fully glazed to the exterior along its width. Staff are satisfied that livability of the Family Rooms of these units is not compromised for daylight and recommend that the Board relax the horizontal angle of daylight provision of the CD-1 for these spaces.

An internal habitable room within the westerly unit on level 51, labeled “Den,” does not have at least one window on an exterior wall. Staff are seeking compliance with the horizontal angle of daylight provision of CD-1 for this space with Standard Condition A.1.3.

Units 03 and 05 on the north side of the residential tower on levels 9 through 28 propose habitable rooms whose horizontal angle of daylight appears to be partially obstructed by the proposed system of exterior structural latticework. This structural framework is a grid of vertical and horizontal members that project 1.6 ft. beyond the face of glazing and may limit the angle from which daylight enters the units. The Horizontal Angle of Daylight diagrams provided in the application do not provide sufficient detail to assess whether the H.A.D. provision of the CD-1 has been met for these units. Therefore Staff are requiring enlarged plan of these units indicating the horizontal angle of daylight. Refer to Standard condition A.1.4.
• Response to Urban Design and Landscape Rezoning Conditions of Approval:

**Rezoning Condition 1:** Design development to provide an enhanced public realm treatment, with emphasis on pedestrian movement that contributes to the lane and midblock pedestrian connection including the provision of the enhanced visual and green wall landscape treatment of the blank wall with the adjacent property to the north.

*Note to applicant:* High quality public realm treatments that balance the needs of pedestrians and vehicular movements should be provided. Material treatments should consider variations of concrete finishes with limited accent pavers and a design approach that minimizes the use of bollards. Other public realm features, such as landscaping, seating opportunities, patio spaces need to be considered. Location of ventilation grates in key public realm areas are to be avoided.

*Features that are on City streets and lanes require a separate application to Engineering.*

**Applicant Response:** A self-supporting green wall system such as “Green-screen” or a Stainless Steel cabling system is proposed to screen the existing blank wall face of the neighbouring property. The specific system and technical details have yet to be resolved. As an alternate, the design team is exploring the potential of the blank wall to be the location of a large sculptural element similar to the ‘Wind Arbor’ sculpture created in Singapore by the artist Ned Kahn. This element is comprised of sequin like elements hung vertically that move with the wind to create a dynamic pattern. Our intent is to activate this space while screening the existing wall.

High quality public realm treatments are one of the key design elements of our landscape design. Natural, light colored mortared in place paving stone will be provided across the entire site. The stone surface will have a textured slip resistant surface, such as a flamed or bush hammered finish. To balance the needs of pedestrian and vehicles, a flush paving system with no barrier curbs is proposed.

Bollards will be used only in strategic locations in the laneways, to ensure the safe separation of vehicles and pedestrians.

Custom seating opportunities, typically combined with planters, will be provided throughout the site and will be emphasized at key areas. The locations of ventilation and exhaust gratings have been carefully considered by the team, and are shown on the drawings. Since the entire site is highly programmed, a small amount of ventilation will be located near the amenity areas. We have avoided this proximity as much as possible while ensuring that the building requirements can be met.

A separate DP package for the laneway will be provided to the City Engineering Department. Our intent is to provide a heavy-duty natural stone paving assembly, mortared into place on top of a reinforced concrete slab. This assembly would be similar in nature to the stone paving assembly behind the Hudson’s Bay Company, at the lane connecting to St. Regis Way and Seymour Street. The slab will have drain perforations to ensure that water can freely drain between the pavers and the slab. A valley drainage pattern is proposed to simplify the location of catch basins, and to tie into the municipal storm system.

Offsite surface treatments along Burrard, Drake and Hornby Streets will conform to the COV Design Guidelines for the Downtown South “Hornby Slopes”.

**Staff Assessment:**
The proposed extensive use of enhanced surface treatments throughout the public realm and the lane was approved at the rezoning. As this is a high building site, unique to a handful of sites, and presents an opportunity to connect pedestrians from Hornby St. and Drake St. to bus services on Burrard St., an enhanced laneway that encourages pedestrian use is supported in principle at the time of this application.
The current proposal of a white marble paving material is a departure from that shown at rezoning. As Staff does not have much experience with the proposed material, additional information is required to assess whether the proposed material will meet performance criteria with respect to wear, appearance, resistance to damage, slip coefficient etc. Standard Condition A.2.4 requires this additional performance information. Staff will continue to assess the suitability of the proposal and will work with the applicant to determine the exact nature and extent of the materials used in the laneway. Overall, the intent to provide a curbless design in the laneway and visual continuity in surface treatments between the breezeway and Drake Street is supported.

Further refinements to the public realm are sought by Staff. Recommended Condition 1.2 requests design development to the seating and plaza space at the corner of Drake St. and the lane so that it will function better as a gathering node. Standard Condition A.1.21 (d) seeks to enhance the public pedestrian connection of the breezeway by expanding the sidewalk width.

**Rezoning Condition 2: 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. Location of ventilation grates in key public realm areas are to be avoided.*

*Applicant Response: A seamless transition from public to private realm will be provided through the provision of high quality, natural stone paving at all public and private spaces, with the exception of areas that are within the guidelines for the Downtown South "Hornby Slopes". This paving is intended to run seamlessly throughout the ground plane and upper levels of the project. Special attention will be given to the specifications and detailing of the paving assemblies to ensure that they are properly executed during construction, and have a higher than

*Staff Assessment:*
The condition has been satisfied.

**Rezoning Condition 3: Design development and provision of a conceptual lighting strategy and implementation plan to enhance the proposed public realm environment.**

*Applicant Response: A conceptual lighting strategy has been developed with Render Light and Planning Inc; and a plan indicating the design intent will be provided as part of the DP submission. The use of low, diffuse light is proposed, with features such as LED strip lighting underneath bench tops. Minimal light pollution will be a key element of the lighting plan. (See P36-39 UDP Booklet)*

*Staff Assessment:*
The applicant has provided conceptual lighting solutions. Additional design development is required to further define specific lighting types, quantity and specific locations within the overall public realm plan. A modified version of this condition is carried through. Recommended Condition 1.3.

**Rezoning Condition 4: Design development to maintain and further refine the high quality materials indicated for the residential towers and podium (integrated white concrete grid, fritted and transparent glazing, horizontal and vertical fins, thermally enhanced slab construction, glazed balustrades) and to maintain the level of detailing implied and necessary to accomplish and construct
the proposed design aesthetic with exceptional detailing necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.

**Applicant Response:** Part of the design conditions of the Rezoning is that we must maintain and further refine the high quality of materials indicated in the rezoning including:
- White Concrete Grid
- Fritted and transparent glazing
- Horizontal and vertical fins
- Thermally enhanced slab construction
- Glazed balustrades

Through working with various consultants and engineers we have devised details and selected materials that will meet this condition. The concrete Lattice grid will include an integrated admixture which will provide its brilliant white color; set against the darker gray of metal panel elements. Office levels have a frit component to the glazing along with horizontal and vertical fins. The balcony slabs will possess a thermally enhanced slab construction; while the glass balustrades have been designed to optimize transparency. The tower glazing is 50% opaque, 50% transparent, and will be for the most part curtain wall with limited window wall in the punched windows and areas around balconies.

**Staff Assessment:**
Staff are satisfied that proposed materials are maintained with a quality consistent with those proposed at the Rezoning stage. The provision of representative details for particular building conditions and exterior material transitions is sought in Standard Condition A.1.18.

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**Rezoning Condition 5: Design development to the upper portion of the building (tower in sub-area A) to further refine and enhance its architectural contribution to the city skyline and the public view cone.**

**Applicant Response:** All equipment has been screened on roof top in sculptural form. Concrete lattice on West corner aligns with Burrard Bridge; dark grey frame on South corner screens mechanical and will make visible form on the skyline. Kink refers to the change in orientation of Burrard Street as it moves from Kits to Downtown.

**Staff Assessment:** The upper portion of the tower is the culminated mix of a number of architectural gestures consisting of varied materials, angles and forms, some of which appear to be unrelated to the tower composition. Staff are recommending that this condition be carried through so that the applicant can continue to simplify the expression of the rooftop. The application proposes two illuminated rooftop planes facing south and west. As a consideration item, Staff have requested design exploration for a complete 360 degree lantern approach. See Recommended Condition 1.7.

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**Rezoning Condition 6: Design development to ensure service equipment including window washing infrastructure, cell tower and antennae elements do not incur into the public view cone(s).**

**Applicant Response:** (See Page 18 UDP Booklet)
- All Equipment has been screened architecturally.
- Elevator Over-run - in metal clad box, sculpted to minimize shadowing.
- window washing equipment - within dark gray architectural frame with glass channels at front edge.
- Cooling towers - in same volume.
- air handling equipment to be screened in louvered area

**Staff Assessment:**
Further design development is required to show that possible future cell tower antenna elements can be accommodated and thoughtfully integrated into the design of the rooftop. Refer to Standard
Condition A.1.17.

Rezoning Condition 7: Design development to the covered breezeway connection to enhance its function as a pedestrian connection by minimizing the amount of loading and parking access provided directly off the breezeway, through the relocation of loading and parking access to the lane.

Note to applicant: In addition, enhanced soffit and lighting treatments should be provided.

Applicant Response: Loading and one parking entry has been removed from the porte cochere and moved to the lane as per City suggestion. Sculptural metal panel soffit provided with the inset lights randomly placed throughout. We are working with a lighting designer to further refine and detail this soffit area. (See Page 20-21 UDP Booklet).

Staff Response:
Parking lay-bys on either side of the breezeway have been reduced in length to accommodate two fewer cars, and an access ramp to underground parking has been relocated from the breezeway to the lane.

The General Policy for Higher Buildings identifies the inclusion of open space, which represents a significant contribution to the downtown network of green and plaza spaces, as an important consideration. The mid-block connection between Burrard and Hornby Streets intends to partially address this requirement to contribute to the public realm in this area of the downtown. Therefore the breezeway should present a more public, welcoming, pedestrian-friendly presence to Hornby Street.

Staff are carrying through a modified version of the condition that emphasizes design development to the covered breezeway connection to enhance its function as a welcoming pedestrian connection. Recommended Condition 1.8.

Rezoning Condition 8: Design development to confirm and demonstrate the role and purpose of the enclosed bridge connection as a key component in delivering the building(s) energy performance requirements.

Note to applicant: In order to transfer energy between the two development sites, other locations such as a below grade should be also considered. If the enclosed elevated bridge connection between the tower in sub-area A and the tower on the Burrard Street site is pursued, design development is required to enhance its architectural expression combined with a high degree of transparency.

Applicant Response: Alternates have been explored and it was found that the “bridge” was the most favored option to pursue. This item not only acts as energy transfer infrastructure, it also supports our notion of a “Whole Community” where occupants of the different buildings can easily use the central amenity floor. To Enhance the architectural expression of this item we propose to clad the bridge element in a mix of translucent and clear C-channels of glass. This will be lit as part of our lighting strategy; and will also be a potential location for public art. (See p22-23 UDP Booklet).

Staff Response:
Staff are not satisfied that the role and design of the bridge warrant its incursion into public property. The application has not provided an analysis of design options or alternative locations for the connection. Staff are carrying through the condition. Recommended Condition 1.9.

Rezoning Condition 9: Design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages.
Applicant Response: There are three retail spaces in the project. A 3000 sf Scion Dealership, a 500sf coffee shop, and a 3,500 flexible retail shop that is seen as a market or a restaurant with outdoor seating in front on Hornby. All retail units are unique with weather protection systems overhead. (See p24-25 udp booklet).

Staff Response: The condition is satisfied. Details of canopies are sought in Standard Condition A.1.19.

Rezoning Condition 10: Provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy.

Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back lit box signs are not supported.

Applicant Response: A Signage consultant has been retained and will be consulted as part of the development process. Retailers will have tenant canopy or fascia signs with no lit box signs. Office and residential lobbies will also have entrance ID’s.

Staff Response: The DE application set does not include a signage strategy. The condition has not been satisfied and is carried through. Refer to Standard Condition A.1.20.

● Sustainability:

This rezoned site is subject to the Rezoning Policy for Greener Buildings. The Rezoning Policy for Green Buildings based on the time of the Rezoning application, requires that the building achieve a minimum of LEED ® Gold rating, with target points or energy performance, water efficiency and stormwater management; along with registration and application for certification of the project.

● Conclusion:

This thoughtfully conceived and well-executed proposal meets the design aspirations of the Higher Building review process and will contribute positively to the Burrard Gateway precinct that is now taking shape. The recommendation is for approval subject to design development conditions, some of which may require significant changes to the overall design and floorplate planning. These include: a reduction in the floor area to within CD-1 sub-area’s contemplated maximum, enhancements to the covered breezeway, and compliance with the minimum dwelling unit size.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on February 11, 2015, and provided the following comments:

EVALUATION: SUPPORT (3-2)

● Introduction: Patrick O’Sullivan, Development Planner, introduced the proposal for a development permit application after rezoning (CD-1). He mentioned that the building heights, form of development, building massing and distance between the towers have been approved in the CD-1 rezoning that was enacted on October 28, 2014. Mr. O’Sullivan noted that the site is divided into two sub-areas and this application is for the west sub-area site (Sub-Area A).
The application includes a 54-storey residential tower and a 7-storey podium. The east sub-area has been rezoned to accommodate a 35-storey residential tower which staff anticipate to be developed as a subsequent phase. The Burrard Street site has been rezoned to CD-1 to develop an office tower with an auto dealership on the lower levels. Mr. O’Sullivan described the context for the area noted that the site is bounded by Hornby, Drake, Davie and Burrard Streets. As well the tower location is an axial alignment with the Burrard Bridge.

The proposal is for a 54-storey residential tower with a maximum height of 550 feet to the top of the appurtenances. A pedestrian and vehicle breezeway is provided from Hornby Street and there is an extensive stone paver surface treatment in the public realm. The residential lobby is accessed from Hornby Street and is on level one in the podium. There is also a retail frontage in the podium with an area for outdoor seating. General office use is proposed at the breezeway edge and there is a vehicle dealership cornering Drake Street and the lane as well as a coffee shop space. The vehicle ramp access has been changed from the rezoning proposal and is now from the lane as opposed from the breezeway. Level 2 of the podium is for general office and an area for a residential amenity lounge. Levels 3 and 4 are also for general office and level 5 will have amenity use which includes an area for fitness and a pool, study areas, a music room, games room, meeting rooms and lounge areas as well as the bridge that connects to the Burrard Street site. Levels 6 and 7 are for 54 rental residential units. The tower includes 47 floors for market residential with 8 levels of underground parking and bike storage on levels P1 and P2.

Mr. O’Sullivan described the changes to the design since the proposal was at rezoning. This includes the following:
- top of the tower has been revised/reduced:
- Tower expression: has been calmed down; simplification/rationalization of the floor plate, glazed area has been reduced and there are vertical and horizontal shading elements added.
- Breezeway: reduced the number of parking/drop-off lay-bys and the breezeway only leads to one parking ramp as opposed to the two from the previous iteration.

Mr. O’Sullivan mentioned that the applicant is proposing an increase to the floor area with the development permit application. The floor plate has increased by 340 square feet and is currently proposed at its broadest location of 9,250 square feet. As well there have been changes to the storage area exclusion and changes to the amenity and lobby areas.

Advice from the Panel on this application is sought on the following:
- Comments on the overall architectural expression of the tower still perform relative to its role as a significant gateway building emphasizing its axial alignment with the Burrard Street Bridge.
- Comments were asked on the quality of materials and exterior detailing of the tower and podium.
- Comments regarding the design of the upper portion of the building in terms of its architectural contribution to the city skyline.
- Comments on the rationalization of the floor plate and increase in floor plate dimension associated with a shift in the floor area.
- Comments on the success of the breezeway as a pedestrian connection relative to vehicle access.
- Comments on the quality of the enhanced Public Realm, specifically with regards to:
  - Surface treatments, street furniture, water features, public areas designated for seating, bollards, planting, etc.
  - The enhanced surface treatment (stone pavers) on the lane.

Mr. O’Sullivan took questions from the Panel.
Applicant’s Introductory Comments: Martin Bruckner, Architect, stated that they have done a lot of design development on the tower to make it work from a suite layout point of view as well as integrating the structure. The tower has been simplified without losing the exciting characteristics of a skewed form onto the Burrard Street access. As well there is a unique waffle grid that is structural concrete on the side of the tower. He added that they have done a lot of technical work to make sure they can achieve the look for the tower. The ground plane has been worked for the entire site. In terms of the lane (mews), has opened up to the sky and the public bike share will be located in this area. The purpose of the bridge will have the ability to transport waste heat back and forth between the two sites and preheat the domestic hot water. The other purpose for the space is to provide access for both residential and office residents to access the amenity space. Mr. Bruckner mentioned that there are metal panels in three different colours on the facades and as well vertical sun screens on the office podium. He also noted that the architecture reflects how using building components provides shading for the glass.

Gwyn Vose, Architect, further described the architecture and mentioned that the building is very sculptural and is not only working environmentally but as well is visible from various parts of the city. He noted that they have been working with a lighting engineer to add channel lighting on the bridge element using LED lights that will run up the fins. The lights will be attached to a computer system so the lights can be controlled. The bridge element itself will also be lit as well as the ground oriented features.

Derek Lee, Landscape Architect, described the landscaping plans and mentioned that one of the key elements of the site is the ground plane. He mentioned that they are planning to define the edges with a continuous ground plane with bollards and stainless steel edges to define spaces. To accent the lobby entrances they will be adding water features. At the upper level they are maximizing the outdoor amenity space. They are planning urban agriculture, outdoor rooms for seating and a fire pit. As well there is a smaller outdoor patio on level 4. He noted that there is a slope across the property so they are planning to use seating decks that would emerge from a flush condition. As well indirect lighting illuminating out from underneath surfaces is proposed to enhance the ground plane at night.

The applicant team took questions from the Panel.

Panel’s Consensus on Key Aspects Needing Improvement:

- Design development to improve the void on the south western façade by removing the balconies;
- Consider a lighting strategy for the void;
- Design development to refine the architectural language so that is more consistent and coherent around the building;
- Design development to celebrate lantern expression and rationalize the penthouse form;
- Design development to the breezeway to make it less oppressive and compressed;
- Consider improving the lane expression with more plantings;
- Design development to improve the bridge element.

Related Commentary: The Panel supported the proposal and thought it was an exciting project that will bring a lot of life and up market quality to this area of Burrard Street.

The Panel thought that it has the potential to be a striking building and will have a strong silhouette in the city skyline. The Panel liked the architectural expression of the tower and its form as a gateway building. It thought the void on the south western façade was a striking element but that, with the inclusion of the balconies, was not working. They noted that the removal of the balconies would be beneficial and suggested that having a lighting strategy onto that face would have a great impact on the design. As well they had some concerns regarding the loss of some of
the clarity from the previous schemes. Panel encouraged greater simplification and coherence to the design. Panel supported the rationalization of the floor plate although they thought the slots and the proportions of the facade require some design development.

The Panel thought there had been a reduction in some of the moves particularly at the roof but overall the building seemed to have a number of elements that have been added and are not of the same language. They also thought that from an architectural point of view the texture of the building as it changes around the building from horizontal to the waffle grid was very successful.

Several Panel members supported the lantern expression but thought it was somewhat unresolved. They also thought that the white form that sits on top seemed to be competing with the lantern expression and encouraged the applicant to resolve those two elements and celebrate the lantern with a stronger expression.

Regarding the breezeway, the Panel thought it should have a more generous height, width or perception of the space so that it reads as a more open space. They agreed that the Hornby Street elevation was more ordered and improved since the previous review. However, they questioned the graphic treatment of the undercroft as they thought it made the area more oppressive and compressed and required a different type of treatment. As well a number of Panel members suggested that there could be more glazing and visual porosity into the building faces that flank either side of the breezeway that would all for the breezeway to feel more open.

A couple of Panel members suggested that the applicant team take a step back and look at the overall concept of the Hornby Street elevation and how pedestrians will move through the space. They felt there were some opportunities with regards to connection that could be utilized and would make the space feel more public.

Most of the panel supported the landscape plans but thought the quality and scale of materials could be enhanced. They noted that the bollards made the space feel more like a lane. As well some Panel members thought there could be more plantings and trees within the lane space.

Although the Panel understood the need for the bridge element, they thought it could be celebrated more and made to have a richer expression. As well they thought the space was underutilized and that perhaps the roof space could be used. They wanted to see the quality of the space improved as they thought it didn’t have the same architectural quality of the facades on the building.

- **Applicant’s Response:** Mr. Bruckner said he was gratified that the Panel was so interested in the project and he added that the Panel had some good insights for the bridge to make it better.

**ENGINEERING SERVICES**

Loading for the building will be concentrated at the rear of buildings in the laneway. While this application generates 6 Class B loading spaces, it is recognized that efficiencies could be gained through a loading plan that considers loading operations through multiple sites, reducing the overall loading-space requirement in this block. Off-site and shared loading will require further details to be submitted and accepted and likely agreements to provide access for all user groups. Standard Condition A.2.5 requires the applicant to investigate loading for all three buildings together to consider whether some of the loading can be coordinated.

An enhanced public realm treatment with an emphasis on pedestrian movements was encouraged through the rezoning. It was contemplated that concrete with limited accent pavers would be acceptable. Currently the applicant is proposing a white marble for the ground plane that spans from...
between Towers A and B across the laneway and the breezeway covering all vehicular, pedestrian, and mixed areas. While the public property portion of this proposal will not be approved through this application, staff are generally in agreement that a higher treatment (potentially including white marble, or a variation on the type of material or reduced lane coverage) could be acceptable provided several issues are successfully resolved such as ensuring the materials meet Engineering performance criteria and provisions for maintenance are resolved.

While the proposed paving is illustrated spanning the ground plane between buildings it directly benefits the commercial Tower B (located on the corner of Burrard St. and Drake St.). As such, while the technical performance of the material must be demonstrated with this application (see Standard Condition A.2.4), the offsite portion within the laneway should not be constructed at this time but in conjunction with Tower B through a future development permit.

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

**NEIGHBOURHOOD ENERGY UTILITY (NEU)**

The applicant of the Burrard Gateway project, including the building at 1289 Hornby (DE418686) is considering voluntary connection to the proposed “Downtown South” Neighbourhood Energy System (NES). As the connection of the Burrard Gateway project will be voluntary, Staff are working closely with the applicants to facilitate connectivity to the NES. There are no NEU requirements that are conditions of the DE. If the applicant chooses to connect to the NES, identifying an NES Room on the development permit drawings will ensure that sufficient space is set aside in the building. Subsequently, if the applicant chooses to connect to the NES, written confirmation is should be submitted prior to the issuance of the building permit. The recommendations of the NEU are contained in Appendix C attached to this report.

**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

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

**LANDSCAPE**

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

**HOUSING POLICY**

**High Density Housing for Families with Children**

The proposed 54 storey mixed use building contains 248 units (50.8% of total) with 2 or more bedrooms (comprised of 223 2-bedroom units, and 25 3-bedroom units) which may be suitable for families with children, the High Density Housing for Families with Children Guidelines therefore apply.

Consistent with the guidelines, a common indoor amenity floor with fitness gym, indoor pool, multiple lounges, meeting rooms, and multipurpose rooms with kitchen and storage and accessible washrooms is provided on level 5. As this amenity area is extensive, (and excluded from floor area) clarification
that the intended use of this floor area in not a commercial use but as an amenity ancillary to the residential use of the building and available to all residents of the building (including future buildings in the complex) is required. (Refer to Standard Condition A.1.32.)

Consistent with the guidelines, plans for a rooftop outdoor common area on level 7 include a soft surface area with features which encourage creative play and motor skills development suitable for a range of children’s play activity.

Urban Agriculture Guidelines for the Private Realm

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

Plans include accessible roof top garden planters on the 7th floor with a communal dining / BBQ with the necessary supporting infrastructure including composter, and a potting bench and a tool storage shed and hose bib.

ENVIRONMENTAL CONTAMINATION TEAM

The Environmental Review indicates that the issuance of either Final Determinations or a Certificates of Compliance (CoC) from the Ministry of Environment will be required prior to Occupancy Permit issuance of the project. If there are “dedicated land(s)” to the City of Vancouver, a separate Certificate of Compliance or Final Determination will be required prior to Occupancy Permit issuance. The dedicated land(s) will be required to meet or be remediated to City’s Streets Policy standards (CSR-RL). Covenants will not be released until all requirements as per the Remediation Agreement(s) are met.

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, type of construction materials used, fire fighting access and energy utilization requirements.

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

NOTIFICATION

Two site signs were placed and their installation verified on February 25, 2015. On the same day, February 25, 2015, 4398 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 5 written responses have been received. Comments received from the notification are summarized below:

1. **Parking and Transportation:** A couple of respondents commented on insufficient street parking. As well, how the existing street and transit systems aren’t adequate enough to sustain another large building in the area. Concerns were also expressed by a neighbour that shares the lane, regarding traffic congestion and noise resulting from excessive use of the narrow lane to service this project’s eight levels of underground parking as well as parking for the existing adjacent sites.

**Staff Response:** The site provides parking at a rate that exceeds that required, including 48 visitor stalls, minimizing the site’s impact on existing street parking. The development parkade exits to the laneway which then has access to Davie, Hornby, and Drake thereby distributing traffic around the site.

With reference to the Transportation Assessment (by MMM Group) the residential component of the development site is proposed to generate trips at a low rate given the site is within reasonable walking distance of the downtown core, shopping, restaurants, parks and community centers. The site will have access to public bike share, be serviced by bikeways along three frontages and have good access to several bus routes within a block including the 2, 22, 6, and C23 as well as the Granville Street routes within two blocks. The Canada Line and Expo Line are also close by.

The applied trip generation rates were based on local data and are consistent with local experience.

As the site builds out several on-site amenities are expected to reduce overall trips generated by the project i.e. a future phase will introduce a grocery store which is expected to further reduce vehicle trips. The developer has also committed to a range of Travel Demand Measures i.e. employee transit passes, carpool / vanpool, shuttles, shared parking, car share, delivery service, which can be included as conditions of development as required.

2. **Amenities and community services:** Concerns were expressed by a couple of respondents regarding the lack of schools, parks and community centres required to support the potential influx of residents moving into this building.

**Staff Response:** This area was identified as a high density residential area that is appropriate for families. The public benefits secured through the rezoning process and to be provided by the applicant include the contribution of funds towards a future Community Centre and the Comox-Helmcken Greenway and improved bicycle/pedestrian facilities over the downtown bridges.

3. **Height and shadowing:** One proponent indicated concerns with the proposed height of this project being higher than the immediate surrounding buildings. The height will provide excessive shadowing to neighbouring sites.

**Staff Response:** The High Building Policy adopted by Council identified this site as a location permitted for a higher building. Staff have also assessed the shadow impacts on public open spaces. The proposed additional height will generate some shadow on the sidewalk at the northwest corner of Davie and Burrard Streets; however, given the relatively small area and length of time the area is shadowed, this impact is considered to be acceptable.
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council. It also requires the Board to consider a by-law relaxation of Section 7 of the CD-1 By-law (Horizontal Angle of Daylight) for certain units identified in the Horizontal Angle of Daylight section of this report.

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 Class B loading. The Staff Committee supports the relaxations proposed.

J. Green
Chair, Development Permit Staff Committee

P. O’Sullivan
Development Planner

B. Mah
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. Standard Conditions

A.1 approval of the Form of Development by City Council;

A.2 compliance with Section 5 (Floor Area and Density) of the CD-1 By-law;

Note to Applicant: A text amendment application is currently under process in our Planning/Rezoning Department and requires a decision from City Council regarding the increase in the maximum floor area for Sub-Area A over the maximum specified in the CD-1 (588) By-law. The project, as proposed, will require Council’s approval prior to issuance of any development permit. It should be noted that a portion of the future east tower encroaches into Sub-Area A. Confirmation of compliance with all other regulations is required. Refer also to Recommended Condition 1.4.

A.3 compliance with Section 7 (Horizontal Angle of Daylight) of the CD-1 By-law;

Note to Applicant: All habitable rooms and areas must have access to natural daylight. Clarify horizontal angles of daylight and distances that do not meet the daylight access requirements on the north and east facing windows from all habitable rooms/areas.

A.4 provision of additional enlarged plans of units 03 and 05 on levels 9 through 28 indicating the horizontal angle of daylight;

Note to Applicant: If the H.A.D. of the units is not satisfactory, additional conditions for compliance with Section 7 (Horizontal Angle of Daylight) of the CD-1 By-law will be required.

A.5 compliance with Section 10.21 (Dwelling Units) of the Zoning and Development By-law;

Note to Applicant: The minimum floor area for a dwelling unit is 398 sq. ft. measured from the inside of all outer walls of the unit, not including any storage room and/or eco-mechanical unit. Provide unit plans with a floor area of 410 sq. ft. and less, clearly demonstrating the measurement of the floor areas. See also Recommended Condition 1.5.

A.6 compliance with Section 4.1.8 (Number of Small Car Spaces) of the Parking By-law;

Note to Applicant: The maximum number of small car parking spaces for all uses is 25%, including visitor parking spaces. If the parking spaces for office use are primarily reserved and clearly designated for employee parking, the percentage of small car parking spaces may be increased up to 40%.

A.7 compliance with Section 4.8.4 (Required Disability Parking Spaces) of the Parking By-law;

Note to Applicant: Residential uses require a total of 17 disability parking spaces. Clarify the vertical clearance (minimum 7.5 ft.) of all entrances, exits, drive aisles, other access to off-street disability parking spaces, and egress therefrom.

A.8 compliance with Section 6.3.13 (Horizontal and Vertical Bicycle Spaces) and Section 6.3.21 (Electrical Outlets) of the Parking By-law;

Note to Applicant: The maximum number of vertical Class A bicycle parking spaces for commercial use is 30%. One electrical outlet is required for every two Class A bicycle spaces.
A.1.9 deletion of the tables/chairs in front of the retail store facing Hornby Street on Level 1 and mezzanine, and wine storage adjacent to the amenity lounge on level 2;

A.1.10 provision of a vertical vent space to accommodate the kitchen exhaust on the mezzanine level of the retail space;

A.1.11 clarification of the intended use of all amenity spaces;

**Note to Applicant:** If the proposed amenity spaces are to be shared with either or both the two future towers, a Section 219 covenant will be required. Clarify the phasing and connection of the pedestrian bridge to the amenity facility on level 5. Refer also to Standard Condition A.1.32.

A.1.12 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building’s open space and the Public Realm;

A.1.13 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;

**Note to Applicant:** The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits. The Sign By-law Coordinator should be contacted at 604.871.6714 for further information. Refer also to Standard Urban Design Condition A.1.20.

A.1.14 submission of one set of color-coded, **sealed and signed** FSR drawings with complete summaries and statistics that reconciles with the project;

**Note to Applicant:** Clarify how the bridge at Level 5 across the rear lane is phased. Storage rooms excluded from floor area must meet the criteria set out in the Planning By-law Administration Bulletin titled: “Bulk Storage – Residential Developments”. Clarify all insuite eco-mechanical units, open balconies/roof terraces, storage rooms in the parking levels and encroachment of the future adjacent tower from Sub-Area B. External structural columns should be included in the floor areas. If a washer/dryer is located inside a storage room, the area of the washer/dryer, including its access, cannot be excluded from the floor area and the remaining area must have a minimum dimension of 4 ft. in any direction. Add dimensions of all exclusions, including balconies, on the floor plans. Level 5 is excluded as all amenity space. Clarify floorplate/outline of gross floor area for each level.

A.1.15 submission of an acoustical consultant’s report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

**Note to Applicant:** Add the following notes to the plans:

“The acoustical measures will be incorporated into the final design and construction based on the consultant’s recommendations”;

“Adequate and effective acoustic separation shall be provided between the commercial and residential portions of the building”; and

“Mechanical equipment (ventilators, generators, compactors and exhaust systems) shall be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555.”;

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A.1.16 written confirmation is to be submitted that the notification signs on the site have been removed;

Standard Urban Design Conditions

A.1.17 design development to ensure service equipment including window washing infrastructure, cell tower and antennae elements do not incur into the public view cone(s);

A.1.18 provision of details incorporated into the full size drawing set of the following conditions;
   • 1:25 typical wall section;
   • 1:25 tower façade type details;
   • 1:25 sectional details through typical exterior material transitions

A.1.19 provision of 1:10 annotated and dimensioned canopy details incorporated into the full size drawing set;

A.1.20 provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy;

   Note to Applicant: The strategy should confirm general signage hierarchy, location and type. Back lit box signs are not supported. Refer to Standard Condition A.1.13.

Standard Landscape Conditions

A.1.21 further design development of the public realm landscape treatment to provide high-quality and welcoming outdoor open spaces for the pedestrian experience at the street level with substantial greenery and connection to the interior of the site by:

   a. incorporation of landscape planters with plantings to minimize the overall area of the water feature proposed to wrap the Hornby Street building elevation;

   b. provision of more greenery in the form of leafy canopy trees at the Drake/ lane corner plaza area for shade and visual amenity;

      Note to Applicant: Recommend incorporating 3 columnar trees to create a grove effect within this space. Replace proposed lane edge bollards with two of tree trees planted flush with the sidewalk level, and locate the third tree within the proposed landscape planter. Provide cross-section detail to illustrate tree planters within the plaza area.

   c. incorporation of more opportunities for casual seating for pedestrians;

      Note to Applicant: Benches may be incorporated at the edge of planters and water features;

   d. maximized width to pedestrian sidewalk for the Breezeway entry at Hornby Street to improve pedestrian connectivity towards the interior of the site;

      Note to Applicant: Deletion of the triangle-shaped water feature (located inside the Breezeway) to create an expanded sidewalk area at this location.

A.1.22 provision of large-scale architectural section at 1/4”=1′-0” or 1:50 to illustrate the public realm interface at Drake Street of the corner amenity plaza and the building edge;
A.1.23 provision of a high-efficiency (drip) irrigation system for all planted rooftops, at common areas at all building locations and hose bibs in private patios 100 sq. ft. or greater;

Note to Applicant: Provide notation regarding irrigation details on the Landscape Plan drawing labels to indicate special feature areas on all landscape plan drawings;

A.1.24 provision of sturdy metal tree guards to protect the trunks of proposed trees at loading area;

Note to Applicant: Provide large-scale detail to illustrate tree guards.

A.1.25 notation to confirm maximized growing medium depth to exceed BC Landscape Standard for all landscaped planters on structures;

Note to Applicant: Provision of large-scale architectural details with labels to confirm planter depth at all locations.

A.1.26 provision of larger-scale architectural details at ¼"=1'-0" to illustrate, with labels and dimensions, special landscape features such as planters, retaining walls, guardrails, patios, privacy screens, stairs and tree planting depths, and other landscape features;

Note to Applicant: Show detail locations on the plan drawings.

A.1.27 revision of Landscape Plan to more accurately show proposed planter wall breaks at Breezeway area;

A.1.28 illustration of all trees with their root ball circumference located with dashed lines on the P1 plan with note saying “Proposed tree above: refer to Ground Floor Plan and Landscape Plan and Section”;

Note to Applicant: The section should details on how the parkade roof slab is depressed/angled back to accommodate 3 to 4 ft. of tree soil depth. The information must be on the architectural drawings as well as the Landscape drawings.

Crime Prevention Through Environmental Design (CPTED)

A.1.30 design development to respond to CPTED principles, having particular regards for:

a. theft in underground parking;
b. break and enter;
c. mail theft; and
d. mischief in alcove and vandalism, such as graffiti;

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

Housing Policy and Projects

A.1.31 consideration of design development to increase the number of rental units with 2 or more bedrooms, including some 3 bedroom units, with an objective of achieving 25% of the rental units as family housing; and
A.1.32 clarification of the intended use/access of the amenity complex.

**Note to Applicant:** Is this a commercial use or is intended for use only by residents, and if this is a residential amenity is it intended for only this building or surrounding buildings, and under what terms would it be made available.

A.2 **Standard Engineering Conditions**

A.2.1 arrangements for temporary geometric changes to the westerly curb return at the lane entrance on Drake Street including removal of wooden utility poles at the lane entrance and relocation of a lamp standard if curb modifications on Drake Street as part of Phase 1B are not be completed in time for occupancy of the Phase 1A tower;

**Note to Applicant:** Until the northerly curb on Drake Street is relocated, Drake Street will remain one-way eastbound with all truck access from southbound Burrard Street to eastbound Drake Street.

A.2.2 provision of a cross section drawing of the lane which provides details of the proposed lane treatment including materials and their depths, and provisions for existing and future utilities all required to the satisfaction of the General Manager of Engineering Services;

A.2.3 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review;

**Note to Applicant:** If non-standard materials are proposed they are subject to review and approval by the City Engineer and may require additional provisions for long-term maintenance to the satisfaction of the Director of Legal Services.

A.2.4 provision of technical details of proposed laneway treatments that meet all applicable standards for its intended use including loading, friction, durability, accessibility, constructability, and maintenance to the satisfaction of the General Manager of Engineering Services;

A.2.5 provision of details of loading for Towers A, B, and C including number, location, and access points;

**Note to Applicant:** Confirmation is required that each site will meet the parking by-law. Additional details and rationale is required if a relaxation is being sought or if proposed loading will service more than one site. Provide a written request for the relaxation of on-site loading spaces required for this tower or for other building phases where this site will provide shared loading to accommodate off-site demand.

A.2.6 modification of the design of the main parking ramp to increase the ramp width and provide an improved vehicle travel path to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** The provision of an apparent centre curb, the unusual geometry of the ramp with 2 curves with close proximity and the steep slope impact vehicle ingress and egress. Modification to the adjacent tower exit stair, mechanical shaft and gas meter enclosure will likely be required. Note that until the future tower 2 (Phase 2C) is complete this will remain the only means of vehicular access for the 468 parking spaces proposed for this tower.
A.2.7 modification of the internal breezeway to address the vehicular conflict between a vehicle turning right when exiting from the Tower 3 (Phase 2C) parking ramp and a vehicle travelling in the opposing direction after turning right from the city lane onto the internal road;

**Note to Applicant:** Without modifications, a head-on conflict could occur.

A.2.8 design development of the pedestrian pathways and vehicle stopping space within and adjacent to the breezeway to ensure two moving vehicle lanes are provided while accommodating cars and trucks which may stop within the “drop-off spaces”;

**Note to Applicant:** When a car is stopped in each drop-off spaces, there is only approximately 12 ft. (3.66 m) of space remaining for vehicle travel, and if two trucks stop, this reduces to approximately 10 ft. (3.05 m)

A.2.9 provision of an analysis of the expected vehicle movements at full build out including the distribution of vehicles to each parking ramp and in particular during the peak periods;

A.2.10 clarification of operational details about both the delivery of new vehicles to the Scion dealership;

A.2.11 provision of an updated traffic analysis for the current proposed parking and loading layout and including modifications requested or required as part of the prior-to response;

**Note to Applicant:** Further updates may be required with future applications for Towers B and C including details of future proposed Transportation Demand Management measures.

A.2.12 chamfer the corner of the planter along grid line 8 to provide sufficient vehicle separation between a vehicle entering and another exiting the future parking ramp to Tower 3 (Phase 2C);

**Note to Applicant:** The removal of 6 ft. (1.8 m) of planter along the east/west drive aisle and 5 ft. (1.5 m) along the side of the parking ramp is required to prevent a vehicle inbound to Tower 3 from crossing into the path of a vehicle exiting.

A.2.13 provision of unobstructed loading access through to the main tower elevators;

**Note to Applicant:** The double door located in the loading corridor and providing access into the main tower elevator lobby must fully retract against the corridor wall or the westerly door will obstruct tenant moves.

A.2.14 provision of a minimum 35.10 ft. (10.7 m) long loading space adjacent to the Scion dealership;

**Note to Applicant:** A 6.89 ft. (2.1 m) pull-in space is required in addition to the 24.327.9 ft. (68.5 m) Class B loading space.

A.2.15 consideration to increase the depth of one or more loading spaces;

**Note to Applicant:** Medium Single Unit (MSU) trucks are often used for deliveries and are 33 ft. overall length. Additional depth is required to accommodate this truck without the cab extending beyond the property line into the lane.

A.2.16 consideration to provide higher than minimal vertical clearance for one or more of the 4 Class B loading spaces above to accommodate a truck which is higher than the required 12.5 ft. (3.8 m) clearance;
Note to Applicant: This would involve raising or modifying the air exhaust vent above. Details of the anticipated loading demands are required.

A.2.17 confirmation that trees between the loading spaces will not be damaged by truck turning movements;

A.2.18 provision of design elevations along the property line in the lane and at the rear of the loading spaces with notation of any slope or cross fall within the loading spaces;

A.2.19 confirm that access into both sides of the freight elevator located on the P1 parking level is possible;

Note to Applicant: The plans indicate that the west side of the freight elevator opens into a water feature room. Ensure that access is available from this side of the parkade, otherwise relocate the 3 Class A loading spaces to the east side of the P1 parking.

A.2.20 label the 2 residential Class B loading spaces and the 3 commercial loading spaces provided;

A.2.21 clearly identify the features noted on the plans along the edge of the lane and near the parking ramps, and provide a cross section to indicate their height;

A.2.22 provision of a communications device at the door beside the loading space to enable the overhead loading doors to be opened;

A.2.23 provision of additional design elevations along the property line adjacent all entrances on Hornby Street;

A.2.24 provision of design elevations on both sides of the parking ramp at all break points and notation of the length of ramp at the specified slope;

A.2.25 provision of revised ramp slopes for the main parking ramp;

Note to Applicant: Many of the slopes appear to be higher than shown on the plans.

A.2.26 identification of the location of the overhead security gate on the main parking ramp and provision of a section drawing indicating compliance with a 7.54 ft. (2.3 m) unobstructed vertical clearance to the underside of this gate raised;

A.2.27 identification of the location of the overhead security gate on the main parking ramp and provision of a section drawing indicating compliance with a 7.54 ft. (2.3 m) unobstructed vertical clearance to the underside of this gate raised;

Note to Applicant: All Class A bicycle spaces must be located on the P1 parking level or at-grade unless direct access to the outside is provided by means of an elevator. Use of the building’s main elevators and lobby is not supported.

A.2.28 provision of automatic door openers on all bicycle room doors noted on plans;

A.2.29 label the bicycle change facilities on the mezzanine level with the name of the intended user group;

A.2.30 modification of the door placement on the mezzanine level providing entry from the parking ramp into the bicycle service corridor;
Note to Applicant: This is necessary to ensure that upon returning to the site, a cyclist with his / her bicycle is not waiting within the parking ramp when opening the door.

A.2.31 clarification of the type of vehicle expected to use the drop-off areas located on either side of the vehicular driveway from Hornby Street to the lane;

A.2.32 modification of the planters in the breezeway to provide appropriate curb return transitions into and out of these spaces;

A.2.33 modification of the placement of the circular feature (bollards?) adjacent these lay-by spaces to ensure that a passenger door can be opened;

A.2.34 clarification is required if the aluminum solar baffles encroach over the east property line, as appears to be indicated on page A2.12;

A.2.35 provision of a standard concrete boulevard crossing at the Hornby Street access;

Note to Applicant: A crossing application is required.

A.2.36 clarification garbage pick-up operations; and

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

A.2.37 deletion of any proposed structures, fixtures or landscaping within the Statutory Right of Way (SRW).

Note to Applicant: This is required for pedestrian sidewalk space.
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 March 25, 2015. 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 October 20, 2015, 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 By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.

B.1.4 Notwithstanding compliance with the foregoing condition no. 1.0, A.1 and A.2, the Development Permit for this application cannot be issued until Council has first approved the form of development.

B.1.5 This approval does not in any way constitute a representation or warranty that the necessary approval of the form of development will be granted by Council. All proceedings by the applicant prior to action by Council are therefore at his/her own risk.

B.1.6 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.1.7 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.1.8 Details of swimming pools/hot tubs to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction;

B.2 Conditions of Development Permit:

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

B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

B.2.3 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.
B.2.4 All services, including telephone, television cables and electricity, shall be completely underground.

B.2.5 Amenity spaces (lounges, multi-purpose, games, meeting, fitness, steam, sauna, spa and swimming pool) of 20,006 sq. ft., 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 commercial 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.2.6 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.

B.2.7 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.

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

The following comments have been made by the Processing Centre - Building Branch and are based on the preliminary drawings submitted by IBI/HB Architects for the proposed Development Permit. This is a preliminary review in order to identify major issues which do not comply with Vancouver Building By-Law #10908 as amended (V.B.B.L.).

1. This is a new building and as such is required to comply fully with the requirements of the 2014 VBBL as applicable. At present, the drawings indicate compliance with the 2007 VBBL.
2. P8 Level: Resolve exiting from Phase 1A parking Northeast corner prior to construction of Phase 2 tower. Access to exit within 147.6 ft. (45 m) with two directions of travel, or dead end sections cannot exceed 82 ft. (25 m) per 3.3.1.5.
3. P1 Mezzanine Level: Ensure that exiting from storage areas on West side of parkade are within 147.6 (45 m) of an exit.
4. P1 Mezzanine Level: Mezzanine level may in fact be an interconnected floor as the area of enclosed mezzanine appears to exceed the size permitted for mezzanine.
5. Address exit exposure condition from tower exit adjacent to retail space.
6. L1 Mezzanine Level: Mezzanine level may in fact be an interconnected floor as the area of enclosed mezzanine appears to exceed the size permitted for mezzanine.
7. L1 Mezzanine Level: Kitchen to be provided with exhaust shaft to allow discharge of kitchen hood exhaust effluent in compliance with NFPA 96.
8. L2: Code compliance of proposed interconnected floor space to be addressed.
9. L2: Public corridor serving general offices to be provided with access to exit in two directions per 3.3.1.3.(9). This must also include provision for exiting prior to completion of the Phase 2 tower.
10. L6 & L7: Address dead end sections of public corridors over 19.7 ft. (6 m).
11. L8: Identify intended exiting from podium roof deck and intended security arrangement. At least two means of egress are required.
12. Provide clarification of intended sequencing for building fire alarm system as it pertains to the highrise requirements of the Phase 1 tower and the future Phase 2 tower.
13. Address measures for separation and smoke control between adjacent Phase 1 and Phase 2 buildings.
14. Ensure that doors providing access are provided with minimum 300/600 mm latch clearance as per Article 3.3.1.13.
15. Parking noted at 6.5 - 7 ft. (2 - 2.1 m) Be advised that accessible parking stall headroom is required to exceed 7.87 ft. (2.4 m) per Parking By-law requirements.
16. Green roofs to comply with the requirements of 3.1.14.4

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 service of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to resolve these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.
Engineering - Neighbourhood Energy Utility (NEU)

The following comments have been provided by the Neighbourhood Energy Utility Projects (Engineering) and have been recommended for the applicant’s consideration should the applicant choose to connect to the Neighbourhood Energy System (NES):

Prior to issuance of the building permit:

1. Confirmation that all heating equipment for all buildings comprising the development can be centralized within one common mechanical room at parkade level, and that a dedicated space not less than 225 sq. ft. can be allocated within the central mechanical room, or other dedicated space connected to the central mechanical room, to serve as the development’s future Energy Transfer Station (ETS) connecting buildings to the Neighbourhood Energy System. The dedicated ETS space should be clearly labeled.

2. Grant the operator of the City-designated NES access to the building(s) mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation, on such terms and conditions as may be reasonably required by the Applicant.

3. Completion of the Confirmation of Neighbourhood Energy Connectivity Requirements letter of assurance by the design engineer of record outlining that the mechanical design of all buildings within the development refers to the Neighbourhood Energy Connectivity Standards - Design Guidelines.
Architectural Design Rationale

View of Project on Site

The project team was charged with the task of designing a new urban area in the heart of the city. The site was a former industrial area that had been abandoned for years, but the city saw potential in redeveloping the area into a vibrant urban center.

The project team conducted extensive research on urban design principles and best practices. They studied successful urban areas around the world and interviewed experts in the field to gain insights into what makes a successful urban area.

The team also conducted site-specific research, analyzing the existing conditions of the site and the surrounding area. This included a detailed study of the topography, soil conditions, and the existing infrastructure.

The team then developed a master plan for the site, outlining the different areas that would be developed, the types of buildings that would be built, and the public spaces that would be created.

The master plan was presented to the city council and received positive feedback. The council approved the plan and provided funding for the project.

The team then began the design process, working closely with the city's planners and engineers to ensure that the design met all the requirements and standards.

The team also considered the needs of the community, incorporating their feedback into the design. They held public meetings and workshops to gather input from the community members.

The design process was complex and required a lot of collaboration and communication. The team worked long hours, often sacrificing their personal time to complete the project.

Finally, the team presented the completed design to the city council and the community. The council and the community were impressed with the final design and approved it for construction.

The team is now working on the construction phase of the project, and they are confident that they will create a beautiful and functional urban area that will be enjoyed by the community for years to come.
Landscape Rationale

LANDSCAPE SITE PLAN

On the proposed site, the square and parkland

reduces traffic and improves the quality of life

for the residents by creating a sense of community

and providing an open space for social interaction.

The proposed design includes:

- Improved pedestrian access
- A relaxation area
- A children's playground
- A community garden
- Outdoor seating and seating areas
- Lighting and landscaping

The design is intended to create a welcoming and

functional space that enhances the surrounding area.

The parkland and green spaces also provide

opportunities for outdoor activities and events.