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CITY OF VANCOUVER  
COMMUNITY SERVICES GROUP

DEVELOPMENT PERMIT STAFF COMMITTEE REPORT  
NOVEMBER 19, 2014

FOR THE DEVELOPMENT PERMIT BOARD  
DECEMBER 15, 2014

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3603 WEST 27<sup>TH</sup> AVENUE (COMPLETE APPLICATION)  
DE418298 - ZONE C-2

AMcL/DL/WL/LH

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#### DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

##### Present:

J. Greer (Chair), Development Services  
A. Molaro, Urban Design & Development Planning  
D. Naundorf, Social Infrastructure

##### Also Present:

A. McLean, Urban Design & Development Planning  
D. Lee, Development Services  
W. LeBreton, Development Services  
R. The, Engineering Services  
N. Szeto, Engineering Services

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#### APPLICANT:

IBI/HB Architects  
Attention: Martin Bruckner  
700-1285 West Pender Street  
Vancouver, BC  
V6E 4B1

#### PROPERTY OWNER:

Dunbar Partnership  
Suite 400 - 1788 West 5th Avenue  
Vancouver, BC  
V6J 1P2

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#### EXECUTIVE SUMMARY

- **Proposal:** To develop a four-storey, mixed-use building containing a grocery store and retail uses on the ground floor and a total of 46 dwelling units (ground to fourth floors), all over three levels of underground parking providing a total of 165 parking spaces having vehicular access from the lane.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

Appendix E Applicant's Draft Response to UDP Comments

##### ● Issues:

1. Provision of public open space
2. Interface with adjacent residential properties
3. Loading access

##### ● Urban Design Panel: Non-Support

The Urban Design Panel reviewed this application on October 22, 2014, and concluded with a decision of Non-Support (1-4). As the Panel summarized its review it was noted that there was no concern with the proposed height per se, but rather the project was lacking in provision of public space and amenity. With the clarity of the comments, UDP's recommendations have been incorporated into the conditions in this report. The applicant's draft response to UDP comments is provided in Appendix E.

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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE418296 submitted, the plans and information forming a part thereof, thereby permitting the development of a four-storey mixed-use building containing a grocery store and retail uses on the ground floor and a total of 46 dwelling units (ground to fourth floors), all over three levels of underground parking providing a total of 165 parking spaces having vehicular access from the lane, subject to the following conditions:

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

**1.1 design development to the southeast plaza to improve visibility, solar access and pedestrian comfort;**

**Note to Applicant:** The proposed plaza is intended to be a comfortable location for informal meetings with a scale that also permits the increased pedestrian circulation that accompanies a grocery store. Its design should allow for maximum solar access. This can be achieved by setting back the floors above the plaza and can be further improved by increasing the size. The grading within the plaza should be designed to minimize steps to improve the ease of moving diagonally through the area. To assist with this the bike racks should be relocated.

**1.2 provision and maintenance of adequate screening at the west (lane) side of the building;**

**Note to Applicant:** Through design development, ensure that there is a continuation of planters at the second floor roof edge with a minimum width of 5 ft. Planters as currently proposed should not be reduced.

**1.3 reduction in the appearance of the rooftop patios to Dunbar Street;**

**Note to Applicant:** The proposed patio railings project into the front setback. This condition can be achieved by moving the railings back so that they are set back at least 8 ft. from the ultimate front property line.

**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 Review for: 3603 West 27th Avenue DE418298									
PERMITTED/REQUIRED					PROPOSED				
Site Size <sup>1</sup>					123 ft. x 237 ft.				
Site Area <sup>1</sup>					30816 ft <sup>2</sup>				
Use(s)					Residential Retail Grocery Store				
FSR	Residential (above street level)	1.75 FSR			Residential (above street level)	1.70 FSR			
	Residential (at street level)	0.40 FSR			Residential (at street level)	0.11 FSR			
	Residential Total	2.15 FSR			Retail/Grocery Store	0.67 FSR			
	Total	2.50 FSR			Total	2.48 FSR			
Floor Area	Residential (above street level)	53928 ft <sup>2</sup>			Residential	55791 ft <sup>2</sup>			
	Residential (at street level)	12326 ft <sup>2</sup>			Retail	704 ft <sup>2</sup>			
	Total	77040 ft <sup>2</sup>			Grocery Store	19702 ft <sup>2</sup>			
	Total	77040 ft <sup>2</sup>			Total	76197 ft <sup>2</sup>			
Front Yard	Residential (12.14 ft. average)	2.00 ft.			Residential (12.14 ft. average)	N/A ft.			
	Non-Residential	2.00 ft.			Non-Residential	2.00 ft.			
Side Yard <sup>2</sup>	North	2.00 ft.			North	0.00 ft.			
	South	2.00 ft.			South	8.09 ft.			
Rear Yard	Residential	20.00 ft.			Residential	6.96 ft.			
	Non-Residential	2.00 ft.			Non-Residential	2.00 ft.			
Height	(a)	15.09 ft.			Top of 2nd level guardrail	26.08 ft.			
	(b)	35.10 ft.			Top of 3rd level guardrail	35.10 ft.			
	(c)	45.28 ft.			Top of roof level guardrail	52.62 ft.			
Parking <sup>3</sup>	Residential Minimum	56			Residential Standard	86			
	Disability	2			Small Car	8			
	Max. Small Car	14			Visitor	2			
	Non-Residential Minimum	83			Residential Total	96			
	Disability	2			Non-Residential Standard	46			
	Max. Small Car	21			Small Car	9			
	other	10			Non-Residential Total	55			
	Total	149			Disability provided (x2 up to req.)	4			
	Required Disability Total	4			other	10			
	Max. Small Car Total	35			Total	165			
Loading <sup>4</sup>	Class	A	B	C	Class	A	B	C	
	Residential	0	0	0	Residential	0	0	0	
	Non-Residential	0	2	0	Non-Residential	1	1	0	
	Total	0	2	0	Total	1	1	0	
Bicycles <sup>5</sup>	Class	A			Class	A			B
	Residential	H	V	L	Residential	H	V	L	
		29	17	12		45	22	0	6
	Non-Residential	H	V	L	Non-Residential	H	V	L	
		2	1	1		6	0	0	5
	Total	62			Total	73			11
Unit Type <sup>6</sup>					One-bedroom	8			
					Two-bedroom	33			
					Three-bedroom	5			
					Total	46			

- <sup>1</sup> **Note on Site Size and Site Area:** The site is comprised of eight separate legal lots (Lots 15 AMD, 16 AMD, 17-22 Block 82 District Lot 2027 Plan 2606) which require consolidation, located on Dunbar Street between West 26<sup>th</sup> Avenue and West 27<sup>th</sup> Avenue, with the lane to the west.
- <sup>2</sup> **Note on Side Yard:** On a corner site, the exterior side yard and side setback requirements shall be the same as the front yard and front setback requirements.
- <sup>3</sup> **Note on Parking:** Re-distribution of proposed parking spaces is required to meet the minimum non-residential parking requirements of Section 4 of the Parking Bylaw, while also providing the existing adjacent Royal Bank with ten parking spaces as per off-site parking covenant and SRW #GD44857-58. Refer to Standard conditions A.1.22, A.1.23, and A.2.2.
- <sup>4</sup> **Note on Loading:** One additional Class B loading space is required. Refer to Standard condition A.1.24.
- <sup>5</sup> **Note on Bicycles:** Provision of the minimum number of Class A bicycle lockers and Class B bicycle spaces is required. Refer to Standard condition A.1.25.
- <sup>6</sup> **Unit Type:** Three of the proposed two-bedroom units are two-level townhouse units.



• **Legal Description**

Lot: 16 & 17 - 22 of Lot B  
Block: 82  
District Lot: 2027  
Plan: 3606

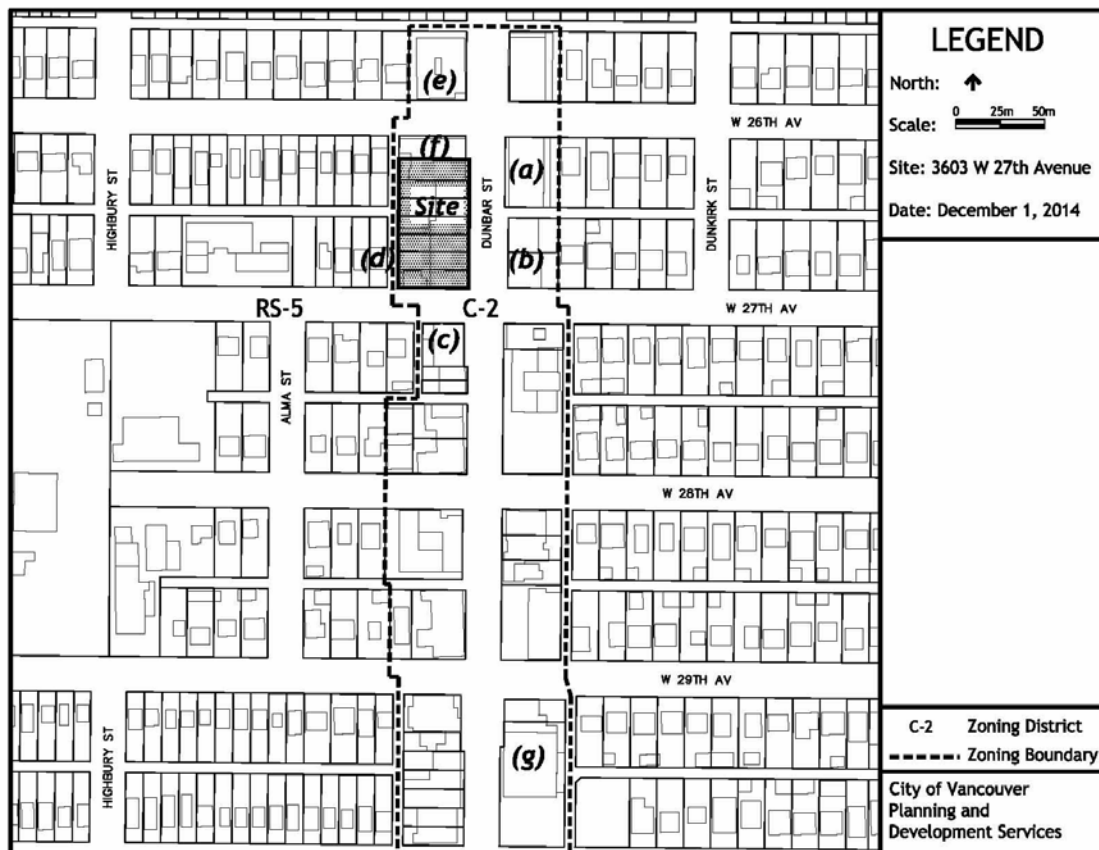
• **History of Application:**

14 08 19 Complete DE submitted  
14 10 22 Urban Design Panel  
14 11 19 Development Permit Staff Committee

• **Site:** Situated on the west side of Dunbar Street at the corner of West 27<sup>th</sup> Avenue, a residential street, the site is located in the community of Dunbar. Currently occupied by a variety of small scale retail businesses, the site is part of the Dunbar Centre shopping area. The shopping area continues to the north and south of the site, and other nearby buildings include older low-scale commercial as well as more recently developed four-storey mixed-use and residential buildings. A building line of seven ft. is required on the Dunbar frontage of the site, resulting in a site size of approximately 237 ft. by 123 ft. The site slopes down from the northeast corner to the southwest corner by approximately nine ft. To the west and east of Dunbar Street, the land is zoned for low-density residential in the form of single family houses.

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

- (a) Dunbar Heights - 3590 West 26<sup>th</sup> Avenue, four-storey commercial and residential building
- (b) 4256-4288 Dunbar Street, one-storey commercial retail
- (c) 4305 Dunbar Street, two-storey commercial and residential
- (d) 3525 West 27<sup>th</sup> Avenue, two-storey single family dwelling
- (e) Dunbar House - 3621 West 26<sup>th</sup> Avenue, four-storey multiple dwelling
- (f) Royal Bank - 3606 West 26<sup>th</sup> Avenue, one-storey bank
- (g) 4560 Dunbar Street, proposed 5-storey development application (DE418296)



- **Background:**

Staff had several pre-application meetings with the applicant through the . Staff advised that a public open space at the southeast corner of the site would be desirable as a response to the area guidelines. A pre-application, developer-hosted public open house was held on July 29, 2014 to hear public commentary ahead of the development permit application. At the open house, comments received were generally supportive of the proposal, with some concern noted regarding parking and loading.

- **Applicable By-laws and Guidelines:**

### 1. C-2 District Schedule

The intent of the C-2 District Schedule is to provide for a wide range of commercial uses serving both local and city-wide needs as well as residential uses along arterial roads. Grocery store is an outright retail use. The zoning generally accommodates a four-storey building form, however the number of storeys is not regulated by the zoning. A typical mixed-use proposal would include a variety of grade level retail and residential uses at grade (at the rear of the site) and above. Residential uses are a conditional use. The maximum height is measured from a plane formed by lines extending horizontally back from the officially established building grades at the front property line, which on this site is above the natural grade of the site west of Dunbar Street. The maximum permitted height of the building is 13.8 m (45.3 ft.). However, the Director of Planning or the Development Permit Board may permit an increase in height.

The stepping form of the permitted height envelope, and yards for the different site aspects allow for an individualized response. The district schedule allows for the Development Permit Board to consider increases (height) or decreases (yards) provided it first consider all applicable policies and guidelines adopted by Council, and the submission of any advisory group, property owner or tenant.

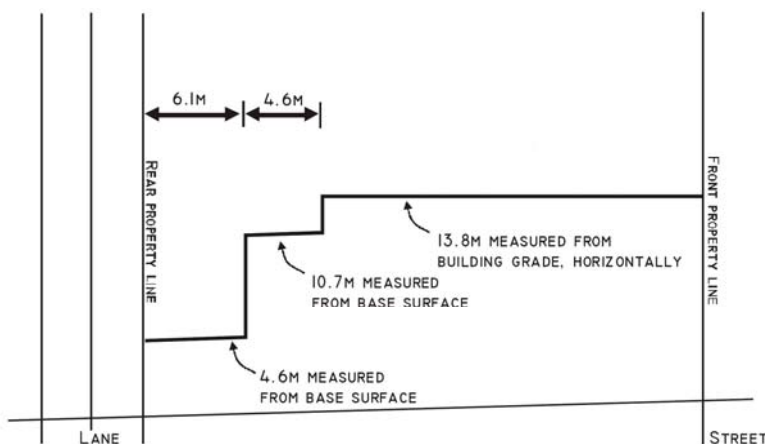


Figure 1: Maximum Permitted Height of a Building (C-2 District Schedule)

### 2. C-2 Design Guidelines

The intent of the guidelines is to assist in the wide range of lot sizes, orientations, uses and neighbouring buildings that occur in C-2 zones. The guidelines provide direction on building massing and design for neighbourliness, street enclosure, residential livability and pedestrian interest for the retail areas. Furthermore, The C-2 Design Guidelines advise that:

4.3 (e) Relaxation of the 45 ft. portion of the height envelope may be considered up to a maximum of 55 ft.:

- i. For sites that are exceptionally large in both depth and width, to achieve benefits such as increased neighbourliness, open space and amenity.

● **Response to Applicable By-laws and Guidelines:**

The form of development responds to the parameters set by the zoning with regards to the permissible floor space, and requests a height relaxation from the outright permissible 13.8 m (45.3 ft.) to 16.0 m (52.62 ft.) in height. Further, additional relaxations to the height envelope and to the side and rear yard setbacks are requested.

**1. Height and Building Form:**

This corner site is bounded by West 27<sup>th</sup> and Dunbar Street, with its longer dimension spanning in a North-South direction along Dunbar Street. Located west of the site, across a lane, are properties that are zoned for single-family homes. The site slopes, both downhill south along Dunbar Street by approximately 4 ft., and from Dunbar Street to the lane by approximately 6 ft. In the case of this particular context, staff consider this site as exceptionally large, given its 237 ft. frontage, and merits consideration for the additional height provisions of the zoning and guidelines. A building design and massing resolution is possible, to increase neighbourliness by minimizing issues such as visual overlook, perception of building mass and shadowing from the proposed development into the properties located to the west. In particular, staff support the distribution of the permitted floor area into localized yard setbacks and height envelope as it allows for increased rear setbacks for most of the second and third floor levels that result in reduced perception of building mass.

Height in the C-2 District is measured from a horizontal plane extended from the front (Dunbar St.) property line. The application proposes a building height of 52.62 ft. measured from this horizontal plane. While this is how the uppermost height is measured by the regulations, the height measured from the ground (base surface) differs at the rear of the site. The height measured from base surface to the top of the guardrail at the south west of the site is approximately 56.27 ft. (see Figure 3). Staff recommends a relaxation of the overall building height from 45 ft., to the proposed maximum of 52.62 ft. (measured from the horizontal plane) with the exception of a mechanical appurtenance for elevator access and the stair to the roof. However, to address neighborliness and overlook, staff recommends design development measures to improve this relationship per Standard Condition A.1.3.

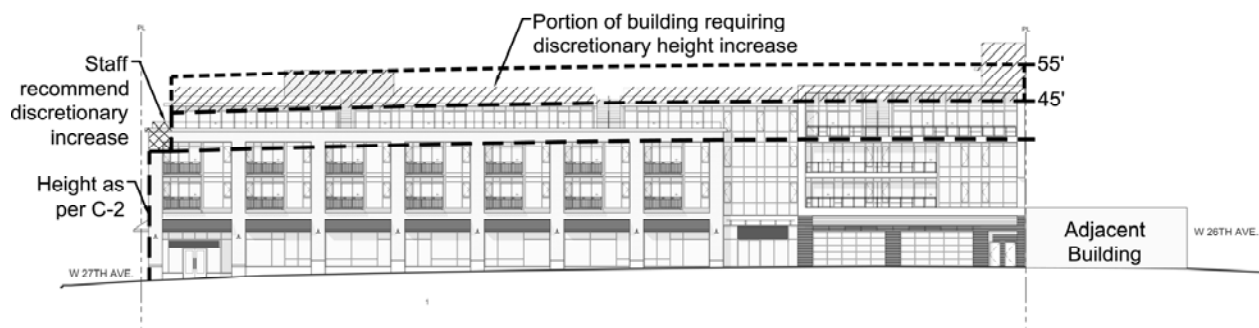


Figure 2: East Elevation

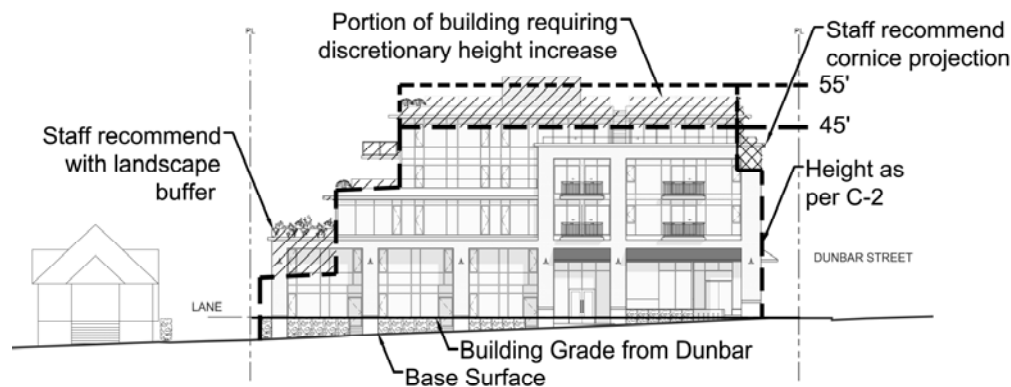


Figure 3: South Elevation

## 2. Interface with the Rear Service Lane and Neighboring Properties (West Elevation):

In addition to the upper portion of the fourth storey, there are two building elements that project through the permitted height envelope at the rear of the site. This portion of the height envelope is measured from base surface. Firstly, the roof level of the rear of the commercial retail unit, including the loading and parking access, projects into the height envelope. The proposed height follows from the required ceiling height for the grocery store at the street side. The effect of a higher commercial rear exterior wall is mitigated through the provision of a dropped edge to serve as a 7 ft. wide planter, that will provide visual screening to the residential uses above and to soften the wall below. Further the at-grade rear yard setback will be used to provide planting of hedging and vines. As this projection follows from the required function of the proposed use, and mitigation measures have been proposed, staff recommend the permitted increase of the height envelope for this building element.

The second building element involves the proposed residential townhouse located at the southwest corner of the development. Additionally, this townhouse unit projects into the rear and side yard setbacks. The placement of this floor area in this location removes the area from the second floor along the mid-portion of the building, thereby reducing the perceived mass of the building adjacent to the rear yards across the lane. Further, the residential use helps transition the building into the adjacent neighbourhood. To assist with mediating these requested relaxations the wall is treated with brick finish and a 7 ft. wide planting strip is provided on the west side of the townhouse. To further improve this transition, Standard Landscape Condition A.1.9 requests a more robust planting plan for this area, including appropriate trees, and recommended Condition 1.2 requires a planter for the deck above the townhouse unit to reduce overlook.

## 3. Interface with the Public Realm and Dunbar Street (East Elevation):

For typical C-2 development sites, a setback of 8 ft. from the front property line is required above the 35 ft. height mark in order to reduce apparent scale and ensure natural light for the public street. The proposal is requesting an intrusion into this setback. along the entire east elevation and a portion of the south. As the location of this floor area at the street side moves it away from the single-family properties at the rear, creates a strong cornice line, and still provides a visual break at the top edge of the building, staff support the request. Staff are recommending Condition 1.3 for the roof deck railings to be moved back behind the setback line to reduce the overall building visual scale.

The walls that define the "block" expression at the northern end of the site also project into the 8 ft. setback. Staff support this limited projection into the setback as it has the effect of a cornice, assists with articulation of the long building elevation, and does not have a negative impact on neighbours.

#### 4. Interface with Properties to the South:

In the C-2 district, the exterior side yard on a corner site is treated as a front yard. Therefore along West 27<sup>th</sup> Avenue, a 2 ft. setback is required for commercial uses and an average 12 ft. setback is required for residential uses. The intent of the increased residential setback is to provide privacy for the units at grade along arterial routes. As these residential units are located facing a residential street, and are raised one to two ft. above grade, the proposed average setback of 8.09 ft. is considered supportable as it provides adequate open space and buffer for the living space.

#### 5. Public Open Space:

This proposal includes a small public plaza at the southeast corner. An open plaza was requested as part of the contribution to open space improvements in consideration for the increase in height. As the proposed use of the large tenant space is a grocery store, an increased public realm is seen as beneficial to accommodate the increased pedestrian traffic and provide a space for socializing.

The proposed plaza has to contend with a cross slope, is relatively small, and is covered. Recommended Condition 1.1 requests significant improvements to the plaza area. To achieve the requirement of this condition, a further limited intrusion into the height envelope at the rear of the building will be necessary. The relocated floor area is expected at the third level of the southwest portion of the building. A setback of 20 ft. will be maintained from the lane, and additional shadow implications do not appear to be significant. The applicant has provided an initial response to how this condition could be met (see Appendix E).

#### 6. Parking and Loading Access:

A grocery store is proposed as the intended use for the majority of the ground floor commercial space. Grocery stores have a relatively high parking demand and associated parking requirements, relative to other commercial uses. The number of parking spaces required for the proposed grocery is 83. Further, an existing legal agreement requires that this site provide ten parking spaces for the neighboring bank building. For the residential component, 56 parking spaces are required by the Parking by-Law.

In total, 149 parking spaces are required to be provided on this site. The proposal includes a total of 165 parking spaces, though the proposal does not meet the Parking Bylaw requirement for the commercial space. Standard Condition A.1.22 asks for the appropriate distribution of spaces to meet the by-law. As the proposed development will meet the Parking Bylaw, staff do not expect significant parking spill-over onto local streets.

The proposal includes 1 Class A and 1 Class B for loading. The proposal does not meet the Parking Bylaw requirement for the commercial space, and Standard Condition A.1.24 asks for an additional Class B loading space to meet the Parking Bylaw.

#### 7. Architectural Resolution and Materials:

In general, the proposal is a well-resolved scheme. The design guidelines call for a careful selection of exterior wall materials to ensure a quality appearance and durability. Staff are satisfied with the proposed building materials, which include an extensive amount of brick cladding for the street-facing elevations, as well as for sensitive portions of the lane elevation.

#### • Conclusion:

In summary, the proposed design is generally in keeping with the intent of the C-2 district schedule. With the satisfaction of the design conditions outlined in this report, staff will consider this

development to have met the full requirements of the zoning. Staff recommend approval of this application, including the permitted increases in height, subject to the noted conditions.

## URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 22, 2014, and provided the following comments:

### EVALUATION: NON SUPPORT (1-4)

- **Introduction:** Ann McLean, Development Planner, introduced the proposal for a mixed-use building with 3-storeys of residential units above ground floor commercial use. The proposal is for two commercial units; one large tenant space and a small unit at the south side of the building. As well there are two levels of underground parking proposed. Ms. McLean described the context for the area and noted the adjacent properties across Dunbar Street to the north and to the south are zoned C-2 and across the lane is RS-5; single family residential. She mentioned that the proposal is seeking a height relaxation at the 45 foot height to 55 feet and as well at the 15 foot height at the lane. The guidelines ask that large retail uses are encouraged to ensure pedestrian interest through the use of glazing and intensive detailing. The proposal includes a public plaza on the southeast corner. An open plaza was requested as part of the contribution to open space improvements for the requested height relaxation. As the proposed use of the large tenant space is a supermarket, an increased public realm is seen as beneficial to accommodate the increased pedestrian traffic and provide space for socializing.

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

- Proposed height relaxation, and the approach taken to minimize impacts to neighbours.
- The approach to articulating the Dunbar facing façade and creating an engaging ground level interface on this long site.
- The approach to the south elevation with regard to its streetscape adjacencies.
- The approach to the north elevation, given it will be visible for some time.
- Success of the proposed plaza.

Ms. McLean took questions from the Panel.

- **Applicant's Introductory Comments:** Martin Bruckner, Architect, further described the proposal and mentioned there is a slope across the property but there will be a grade level entry into the store in the southwest corner at the plaza. One of the conditions of the project was to have room for an existing tenant and as well the rest of the retail space has been tenanted. Mr. Bruckner said they have taken an opportunity to break the parapet line with private access to the roof decks for the top floor units. He described the architectural expression noting they had some community consultation regarding the height and function of the project. As well he described the material palette noting the use of brick. They are maintaining the character of the existing buildings with how the CRUs are expressed. The north elevation is a zero lot line and in the future when the lot next door is developed, this building will provide parking for that site. The west side at grade level is service oriented for parking access and loading. The loading will be enclosed and there is room for a small articulated truck to use the loading bay. Mr. Bruckner mentioned that the shadow impacts are slight and occur in the morning. There are substantial overhangs on the glass on the west side to help shade the windows. There are also enclosed balconies that offer a thermal buffer to the interior space. He added that they are looking at using waste heat from the grocery store for domestic hot water for the residential units.

Peter Kreuk, Landscape Architect, described the landscaping plans and mentioned that there are existing street trees on both West 27<sup>th</sup> Avenue and Dunbar Street that will be retained. The roof

decks are private and associated with the roof top units and have outdoor kitchens and fireplaces. There is also a hedge for a privacy screen between units and as well there will be a planting strip with vines to green up the lane.

The applicant team took questions from the Panel.

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

- Design development to improve the residential entry;
- Design development to add variety to the facades;
- Design development to improve the townhouse expression;
- Design development to create better legibility of the grade level programme;
- Design development to improve the plaza;
- Design development to add an indoor and outdoor amenity space;
- Consider ways to green the lane;
- Consider improving the colour palette;

- **Related Commentary:** The Panel did not support the proposal.

The Panel supported the height relaxation and thought the project would meet the requirements of minimizing impacts to the neighbours. They noted that the height is in the right place on the site and steps along the south façade to help mitigate the height although there was some concern regarding shadowing on the adjacent property. However, they thought the project had not earned the requested additional height since they felt the project did not give anything back to the community, especially with the proposed "plaza".

Panel felt the Dunbar Street façade broke up the perceived scale of the project. However they thought the entry to the residential expression was a little weak. Although they liked the expression of the main entry to the food store, they thought the expressed scale of the CRUs was not typical. They wanted to see some variation in the treatment. One Panel member noted that top part looked too heavy when compared to the 4<sup>th</sup> floor shoulder.

A couple of Panel members thought the expression of the townhouses was an unusually strong continuation of the 4 storey masonry massing and wanted to see them have a different expression the one found on the Dunbar Street facade.

Most of the Panel thought the main entrance to the lobby was undifferentiated from the entrances to the CRUs. They also thought the plaza was more of an open space and didn't function very well as a public space with a couple of Panel members calling it a recessed entrance. Some Panel members thought the lane could have a bigger setback to get some planting along the wall or sunlight access.

Several Panel members did not support the colour palette with one Panel member mentioning that the green glass felt dated and suggested the brick could be another colour that ties into the project in a stronger way.

The Panel was concerned with the lack of an amenity space for the residents and suggested an indoor amenity could be added to the roof along with an outdoor amenity space. They felt it should not be given over entirely to private patios.

- **Applicant's Response:** Mr. Bruckner thanked the Panel for their comments.

## ENGINEERING SERVICES

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

## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There are no significant CPTED issues. Recommendations for minor additions to the lane elevation to reduce nuisance activities such as graffiti are contained in the prior-to conditions in Appendix A attached to this report.

## LANDSCAPE

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

## HOUSING CENTRE / SOCIAL PLANNING / CULTURAL AFFAIRS

The proposed development includes a total of 38 units with two or more bedrooms (82.6 % of total units) These are comprised of 33 two-bedroom units and five three-bedroom units and may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this development.

**Indoor and Outdoor Amenity Areas:** The High Density Housing for Families with Children Guidelines call for multiple dwellings containing units which are suitable for families with children to include a common multipurpose amenity room with kitchenette, storage closet, and accessible washroom. Design development is required on plans to include a common indoor amenity room of at least 27.9m<sup>2</sup> (300 ft<sup>2</sup>) (see condition A.1.18).

The Guidelines also call for a common outdoor amenity area to be used by adults and children alike. Design development is required to provide a common outdoor amenity area which includes an area suitable for a range of children's play with landscape/play features which provide a myriad of creative and motor skills developing play opportunities for a range of ages. Play equipment is not required nor encouraged, but a creative landscape which invites imaginative play and motor skills development, on soft natural surfaces is encouraged (see condition A.1.19).

**Urban Agriculture:** 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, and seek the necessary supporting infrastructure.

Design development to the rooftop is required to include a common amenity area with planters which may be used by residents for urban agricultural activity, along with the infrastructure necessary to support urban agricultural activity by residents, including; a potting bench / tool storage chest, a compost bin for yard waste, and hose bib locations (see condition A.1.20).

## ENVIRONMENTAL PROTECTION BRANCH

City records indicated there have been various dry cleaners located at 4231 Dunbar Street from the 1940s through 1960s. Status of environmental media is unknown. There is potential risk for environmental concerns. The applicable Ministry designation CSR - residential, as there is residential at grade. The recommendations of the Environmental Protection Branch are contained in the prior-to conditions notes in Appendix A attached to this report.



## 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.

## NOTIFICATION

A pre-application, developer-hosted public open house was held on July 29, 2014 and attended by 118 people. Comments at that meeting were generally supportive of the proposal. A site sign was placed on the site, facing Dunbar Street, and its installation was verified on September 25, 2014. On September 30, 2014, 554 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 57 written responses have been received. Seven respondents indicated support for the proposal. 50 respondents (including a petition signed by 14 members of a strata across Dunbar Street) either opposed the proposal outright, or indicated serious concerns with the proposal in its present form. Comments received from the notification can best be summarized into the following categories:

**Parking:** Respondents indicated concern about a perceived lack of spaces dedicated for commercial uses within the parkade. There was concern that the lack of commercial parking will result in increased amounts of traffic and parking conflicts on street. It was also noted that two visitor spaces seemed inadequate for a building with 46 residential units.

Staff Response: Standard Condition A.1.22 asks for the appropriate distribution of stalls to meet the by-law and fulfill the requirements for commercial parking. Overall there is an overage of 18 stalls provided. Due to this surplus, staff feel that residential parking needs for this project have been well provided for, noting that the two visitor stalls are not required by the parking by-law.

**Food Store Loading & Truck Staging:** There was concern among the majority of respondents that there may not be adequate width on the roadways, nor the lane, to support grocery store delivery trucks; particularly with existing on-street vehicle parking on both sides of the streets, and the tight turns required to enter and exit the lane. Some respondents requested that, rather than the lane (as proposed) the parkade be accessed off of Dunbar Street. Residents were also concerned about the grocery store's management of its loading activities, so as to avoid on-street conflicts, or trucks idling in the lane. It was suggested that loading be restricted to 'off-peak' times, so as to avoid, for example, daily school pick-up and drop-off congestion. There was also concern about how early in the day deliveries would be permitted to the store.

Staff Response: Standard Engineering Condition A.2.16 requests provision of additional traffic and transportation review of the loading demands for the project. Staff will require that sufficient loading and/or loading management be provided to minimize impacts on the neighbourhood. Vehicle size may need to be limited to reduce impacts on the street. If street parking must be removed to accommodate the truck turning swaths, staff would expect the loading management plan to minimize

the impact by limiting the amount of time that parking would need to be removed. Staff do not support access off of Dunbar Street as it would add to conflicts between vehicles and pedestrians and associated safety concerns, and compromise the urban design.

**Neighbourhood Traffic Congestion:** Respondents were very concerned about the potential for increased traffic in what is considered by residents to be a congested neighbourhood around Dunbar Street and West 26<sup>th</sup> Avenue/West 27<sup>th</sup> Avenue. It was mentioned that several factors already contribute to congestion such as: the number and diversity of existing uses (e.g. church, schools, etc); one-way vehicle travel when cars are parked on both sides of the street (on West 26<sup>th</sup> Avenue and West 27<sup>th</sup> Avenue); and Dunbar Street business customers. There was concern that a new grocery store would make the current problems worse. Concern for pedestrian safety was also raised. Many respondents suggested that there be restrictions for vehicles exiting the lane, requiring them to turn towards Dunbar Street.

Staff Response: Standard Engineering Condition A.2.13 requests provision of an updated traffic and transportation review of the traffic demands for the project that considers school day and daycare peak hours. Staff expect that most of the traffic will use Dunbar Street, but may seek additional mitigation measures based on the results of the study.

**Construction Noise, Dust, and Vibration:** Neighbours of this development were concerned about these impacts on their quality of life during construction.

Staff Response: Construction on the site would be subject to City of Vancouver Noise Control By-Law #6555 which limits construction on private property between 7:30am and 8pm on any weekday that is not a holiday and between 10am to 8pm on any Saturday that is not a holiday.

**North Wall Expression:** Some respondents expressed concern about the blank expression of the north wall (that, which overlooks the roof of the Royal Bank), suggesting different building materials might discourage graffiti.

Staff Response: Standard Condition A.1.17 recommends a painted surface to manage potential graffiti.

**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.

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



A. Molaro  
Chair, Development Permit Staff Committee



A. McLean  
Development Planner



L. Berdahl  
Project Coordinator

Project Facilitator: W. LeBreton

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

### A.1 Standard Conditions

- A.1.1 design development to minimize privacy impacts to adjacent properties;

**Note to Applicant:** Through design development, ensure that any projecting balconies that intrude into the height envelope, do not project more than 6 ft. from the building face.

- A.1.2 design development to distinguish residential and commercial entries;

**Note to Applicant:** To assist with identity, the principal entries to the commercial unit and the residential units should be distinct from each other and from other weather protection awnings. This can be achieved by varying the design of these canopies so that they have a different material, structure, or expression than the other canopies.)

- A.1.3 design development to the enclosed balconies to provide a distinct expression in compliance with the "Balcony Enclosure For New Buildings" Bulletin;

**Note to Applicant:** Enclosed balconies provide an alternative to open balconies adjacent to busy streets. They should have an expression as distinct as open balconies, and be architecturally distinguishable from other dwelling spaces. This condition can be achieved by distinguishing the window patterns and wall planes of the living rooms and bedrooms on the east elevation from the enclosed balconies. Enclosed balconies should project at least 18" from the main wall surface. Further, enclosed balconies shall have their longer dimension parallel with the exterior to maximize daylight penetration into each dwelling unit.

- A.1.4 design development to reduce the apparent height of the north party wall;

**Note to Applicant:** This can be achieved by minimizing the height of the walls around the elevator overrun and around the stair. The solution may involve a sloped portion of this appurtenance.

- A.1.5 design development to improve proposed weather protection;

**Note to Applicant:** Weather protection should have a minimum depth of five ft. In locations where the canopy is more than ten ft. above grade, the depth should be increased. Note that in conjunction with condition A.1.2, principle canopies should have a greater depth than the standard canopies.

- A.1.6 provision of an additional building section at the north end of the building illustrating the roll-up doors and frame cornice;

- A.1.7 provision of additional enlarged-scale sections of 1/4" = 1'-0" or better, illustrating the proposed frame cornice structure at the north end of the 4th floor and street facing projecting balconies;

- A.1.8 provision of additional details and information specifying the reveal pattern and depth of reveals on the north party wall;
-

### Standard Landscape Conditions

- A.1.9 design development to provide enhanced landscape screening for the westernmost townhouse at West 27<sup>th</sup> Avenue located adjacent to the lane, by incorporating taller- branching larger shrubs and/or small trees within proposed near to grade landscape planters;

**Note to Applicant:** This is in addition to proposed lower-growing shrubs. Shrubs/ small trees to be hardy and drought tolerant such as, however not limited to Amelanchier, Viburnum bodnantense or Ribes sanguineum.

- A.1.10 design development to provide a more substantial landscape buffer on private property for semi-private townhouse patios facing West 27<sup>th</sup> Avenue by increasing the width of the planting strip to three ft. to improve streetscape character and livability of patios for residents;

**Note to Applicant:** Increase the width of the proposed at grade planting strip to three ft. to accommodate an additional row of lower shrubs and decorative groundcover planting in front of the proposed boxwood hedging. Reduce depth of patios by additional two ft. (minimum of 5 ft. deep) to accommodate the wider planting strip. Revise Landscape Plan and coordinate with architectural drawings.

- A.1.11 further design development to the amenity of the West 27<sup>th</sup> Avenue residential entry to provide a permanent bench for residents to rest, and in combination with substantial moveable planters with greenery;

**Note to Applicant:** Provide larger-scale architectural elevation detail to illustrate bench design and planter as viewed from the street. Revise architectural drawing.

- A.1.12 provision of large-scale architectural details at minimum ¼"=1'-0" to illustrate the landscaped planter proposed for the roof showing adequate depth to accommodate trees and shrubs in addition to urban agriculture plantings, and drainage;

**Note to Applicant:** Small to medium-sized trees growing on slab condition require a minimum three ft. depth of growing medium to meet BCSLA Landscape Standard or better. Ensure excess water exits through roof drains, and does not pool on the roof deck.

- A.1.13 provision of increased planter depth for planters for vines at the lane edge by altering the depth or shape of the slab to allow plant roots access to natural grade;

**Note to Applicant:** Coordinate the Landscape drawings with page A3.02 to show depth of slab.

- A.1.14 provision of dimensioned architectural details to confirm growing medium for all landscape planters illustrated on the plans;

- A.1.15 clarification of "P" on the Plant List, as this symbol has been used to indicate two different plant species;

- A.1.16 location of hose bibs within all patios measuring 100 ft<sup>2</sup> or greater and by the loading bay to facilitate hand-watering of planters, and noted on the Landscape Plan;

### Crime Prevention Through Environmental Design (CPTED)

- A.1.17 design development to the north and west elevations taking into consideration the principles of CPTED (Crime Prevention through Environmental Design) having particular regard for reducing opportunities for nuisances such as graffiti;

**Note to Applicant:** Large blank walls adjacent to the lane (in the loading bays) and above the roof level of the adjacent building should be treated with a paint type anti-graffiti treatment.

#### Social Planning / Housing Centre / Cultural Affairs

A.1.18 design development to include a multi-purpose common amenity room of at least 27.9m<sup>2</sup> (300 ft<sup>2</sup>) with kitchenette, storage closet, and an accessible washroom with baby change table;

A.1.19 design development to the proposed roof gardens to include a common outdoor amenity area, including area suitable for a range of children's creative and motor skills developing play activity;

**Note to Applicant:** Play equipment is not required nor encouraged, but a creative landscape which invites imaginative play and motor skills development, on soft natural surfaces, such as balancing logs, boulders, on sand, sod, etc. is encouraged.

A.1.20 design development to the rooftop to include a common amenity area with planters which may be used by residents for urban agricultural activity, along with the infrastructure necessary to support urban agricultural activity by residents, including a potting bench / tool storage chest, a compost bin for yard waste, and hosebib locations;

#### Processing Centre - Development

A.1.21 compliance with Section 4.10 - Horizontal Angle of Daylight of the C-2 District Schedule by reconfiguring all units which currently show internalized Media/Family Rooms;

**Note to Applicant:** The proposed Media/Family Rooms do not have a window. This condition can be accomplished by reducing the "niche" into which the Media/Family Room is recessed so that windows can be seen from any point on the wall opposite the exterior wall. Alternately, the kitchen can be moved into this niche, as a kitchen of this size is not required to have a window.

A.1.22 reallocation of parking in compliance with Section 4 of the Parking Bylaw to meet the following;

- i. residential uses: a minimum of 56 parking spaces; with a maximum of 14 small car spaces and a minimum of two disability parking spaces; and
- ii. non-residential uses: a minimum of 83 parking spaces; with a maximum of 21 small car spaces and a minimum of two disability parking spaces;

**Note to Applicant:** Currently there is an overage of 42 residential parking spaces, and a shortage of 26 non-residential parking spaces. It should also be noted that two visitor parking spaces have been provided and included towards the residential calculation, but are not required.

A.1.23 identification of ten required parking spaces for the existing bank on the plans, as per off-site parking covenant and SRW #GD44857-58;

**Note to Applicant:** Refer to condition A.2.2 for more information.

A.1.24 provision of one additional Class B loading space;

**Note to Applicant:** A total of two Class B loading spaces are required. One Class A and one Class B loading space is currently proposed. See also Standard Engineering condition A.2.14.

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A.1.25 compliance with Section 6.2 - Required Off-Street Bicycle Spaces, of the Parking Bylaw;

**Note to Applicant:** 20% of the minimum required Class A bicycle spaces shall be in the form of a locker. Residential and non-residential uses require 12 and one locker(s), respectively. One additional Class B bicycle space shall be identified on the plans for the non-residential uses, only five are currently shown.

A.1.26 deletion of any building elements projecting past the property line;

**Note to Applicant:** Door swings on Level 01 are shown as swinging past the west property line into the lane on page A1.04.

A.1.27 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 Sign By-law Coordinator should be contacted at 604.873.7772 for further information.

A.1.28 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level;

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

A.1.29 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

**Note to Applicant:** Provide typical wall and window section/detail drawings identifying all materials, method of assembly, and intended STC rating for each.

A.1.30 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; and

A.1.31 written confirmation shall be submitted by the applicant to addresses the following:

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

## A.2 Standard Engineering Conditions

A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services, the Approving Officer and the Director of Legal Services for the consolidation of Amended Lot 16 (See

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32539K), and Lots 17 to 22, all of Lot B, Block 82, DL 2027, Plan EPP3606 to create a single parcel and subdivision of that site to result in the dedication of the east seven ft. (the Building Line area) for Road purposes;

- A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services in consultation with the Director of Planning for the provision of off-site parking for the parking spaces which are covenanted to the building located on the southwest corner of Dunbar Street & West 26<sup>th</sup> Avenue;

**Note to Applicant:** Use of on-street parking is not acceptable to make up the loss of the covenanted parking. There is an off-site parking covenant and SRW (GD44857 - 58) over Lots 17 & 18 in favour of Amended Lot 15 (the adjacent bank site - not part of this application).

There are also private easements in favour of the leaseholder of the bank site for off-site parking on Lots 16 (GD97958), 17 & 18 (GD97959) (the latter may be duplications of those in the City Covenant).

- A.2.3 provision of copies of the agreements for all non-financial charges listed on each title search for the development site;

**Note to Applicant:** Clarify all charges on title.

- A.2.4 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement BF478923 (building encroachment onto West 27<sup>th</sup> Avenue) prior to building occupancy;

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

- A.2.5 deletion of the proposed corner bulge on the northwest corner of the Dunbar and West 27<sup>th</sup> Avenue intersection;

- A.2.6 clarification of the bold-outlined feature shown on page L-1 encroaching onto West 27<sup>th</sup> Avenue at the lobby entrance;

- A.2.7 provision of a canopy application;

**Note to Applicant:** Canopies must be fully demountable and meet the requirements of the Building By-law.

- A.2.8 clarification of commercial garbage and recycling storage provisions;

**Note to Applicant:** For more information on requirements please refer to City of Vancouver Garbage and Recycling Storage Facility Design Supplement at the following link: <http://vancouver.ca/home-property-development/garbage-and-recycling-storage-facilities.aspx>

- A.2.9 clarification of all garbage pick-up operations and confirmation that a waste hauler can access and pick up from the location shown is required;

**Note to Applicant:** Pick up operations should not require the use of public property for storage, pick up, or return of bins to the storage location.

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- A.2.10 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 noting the following:

The following statements are to be noted on the landscape plans:

- i. "Sidewalks are to be reconstructed from curb to property line fully at the applicant's expense.";
- ii. "A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."; and
- iii. Delete proposed pavers through main sidewalk at the (northwest) corner of West 27<sup>th</sup> Avenue and Dunbar Street.

**Note to Applicant:** Materials and finishes on City property, that do not meet City of Vancouver standards, may be considered, but would require additional legal arrangements to secure ongoing maintenance and replacement.

- A.2.11 arrangements for the provision of pedestrian lane crossings at lane entries on West 26<sup>th</sup> Avenue and West 27<sup>th</sup> Avenue;

- A.2.12 modify the landscaping on either side of the parking entry ramp to ensure that drivers exiting into the lane have visibility on oncoming traffic in the lane;

**Note to Applicant:** It is recommended that a minimum of six ft. width of the proposed columnar evergreen hedge be replaced with another plant which will not grow taller than two ft.

- A.2.13 provision of an updated traffic and transportation review to the satisfaction of the General Manager of Engineering Services that considers the traffic demands for the project during school days and daycare peak hours.

**Note to Applicant:** Staff may seek neighbourhood traffic calming measures based on the results of the study.

- A.2.14 provision of neighborhood traffic calming measures;

**Note to Applicant:** measures are to be based on the results of the updated traffic and transportation review (Standard Condition A.2.13) at the discretion of the General Manager of Engineering Services.

- A.2.15 provision of required loading or as may be recommended by a qualified Transportation Consultant and accepted by the General Manager of Engineering Services and the Director of Planning;

**Note to Applicant:** The loading space dimensions should fully accommodate the largest truck which will serve the site wholly within the site.

- A.2.16 provision of additional traffic and transportation review of the loading demands for the project, including:

- i. modification of lane returns that may impact street trees (in particular the tree immediately east of the lane on West 26<sup>th</sup> Avenue). Clarify if the necessary curb modifications will have a negative impact on street trees. This impact should be assessed by an arborist and confirmed by the Park Board;
- ii. removal of all the parking between the lane and Dunbar Street on both West 26<sup>th</sup> Avenue and West 27<sup>th</sup> Avenue. Confirmation in writing from the local BIA of their support for the parking removal is required.

**Note to Applicant:** A vehicle smaller than WB-12 may need to be considered.

- A.2.17 provision of a 22 ft. wide parking ramp for the first 20 ft. of the parking ramp is recommended to improve the driver experience and ease of turning onto and off of the parking ramp;
- A.2.18 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services by providing the following:
- i. a parking ramp with a slope not exceeding 10% for the first 20 ft. from the property line;
  - ii. a nine ft. x nine ft. corner cut through the inside radius at the bottom of the main parking ramp to facilitate two-way vehicle movement past this point;
  - iii. signage noted on plans to restrict vehicle entry into the centre parking ramp and ensure that it functions for one-way vehicle movement;
  - iv. revision to the location of the residential security gate currently shown at the midpoint of the ramp;

**Note to Applicant:** If possible, the security gate should be relocated and the overall slope of the parking ramp should be minimized.

- v. confirmation that the overhead security gate on the main parking ramp is a minimum of 20 ft. in width and that any "man door" is integral to the overhead gate;

**Note to Applicant:** If the "man door" must be separated from the overhead gate, the width of the ramp must be increased to provide room for this while leaving a minimum of 20 ft. in width clear for two-way vehicle movement; and

- vi. identification of the commercial parking spaces on the P1 & P2 parking levels with the letter "C" to indicate commercial;

**Note to Applicant:** The spaces are all marked "R" which appears to suggest they are residential.

**Note to Applicant:** Please contact the Neighbourhood Parking and Transportation Branch for more information and refer to the Parking and Loading Design Guidelines at the following link: <http://former.vancouver.ca/engsvcs/parking/admin/developers.htm>.

- A.2.19 modification of access to bicycle parking and the provision of automatic door openers on the bicycle room doors and the door leading to the area in front of the garbage room; and
- A.2.20 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 Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no
-

reliance on public property for placement of these features. In addition, 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.

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

- A.3.1 provision of Phase 1 and Phase 2 Preliminary Site Investigations to the Environmental Contamination Team.
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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 November 19, 2014. 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 **June 15, 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 Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

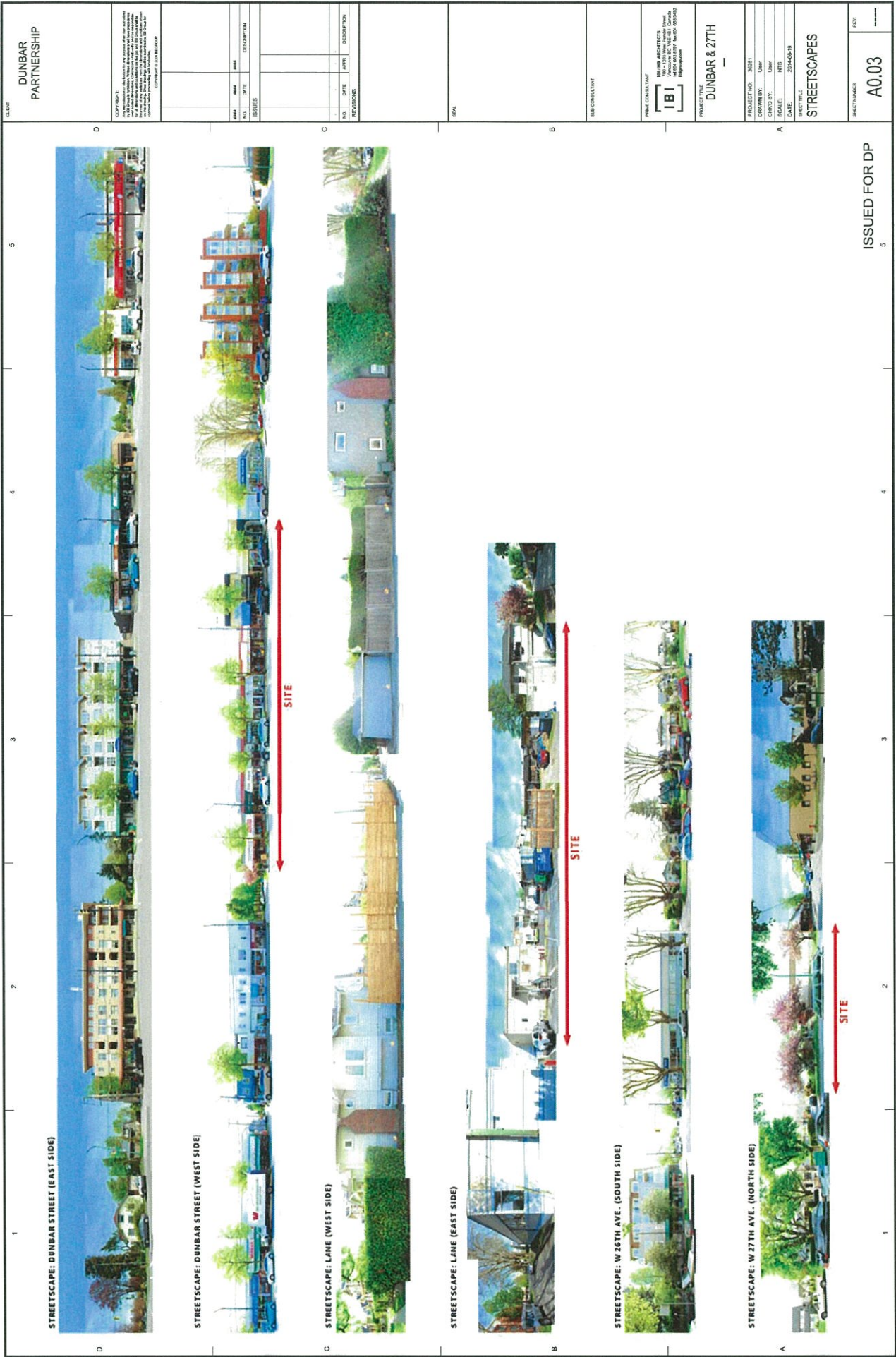
**B.2 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
  - B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
  - B.2.5 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
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CLIENT		DUNBAR PARTNERSHIP	
PROJECT TITLE		DUNBAR & 27TH	
PROJECT NO.		30281	
DRAWN BY		UNP	
CHECKED BY		UNP	
DATE		2014-06-10	
SHEET TITLE		STREETSCAPES	
SHEET NUMBER		A0.03	
ISSUED FOR DP		ISSUED FOR DP	



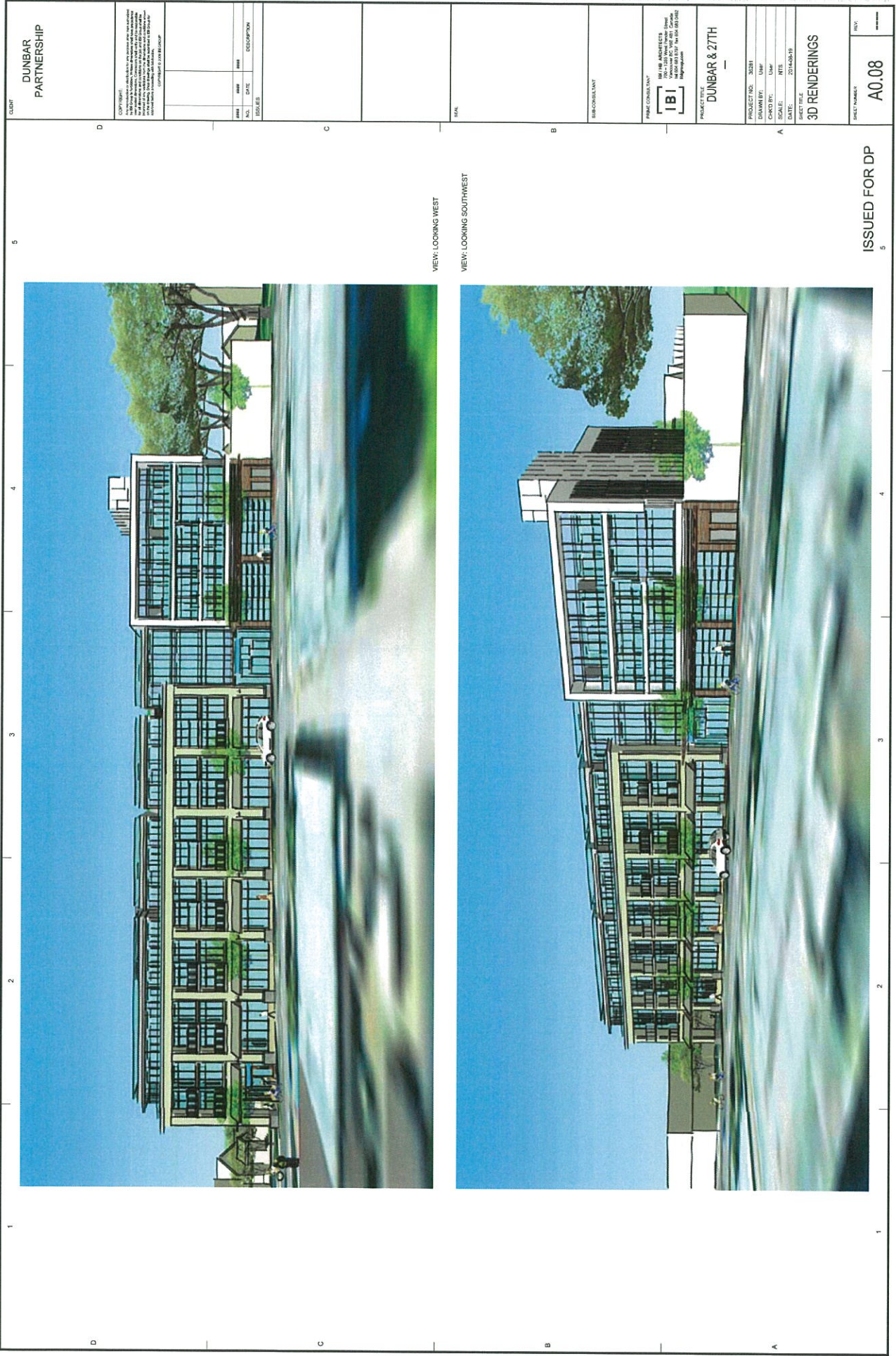




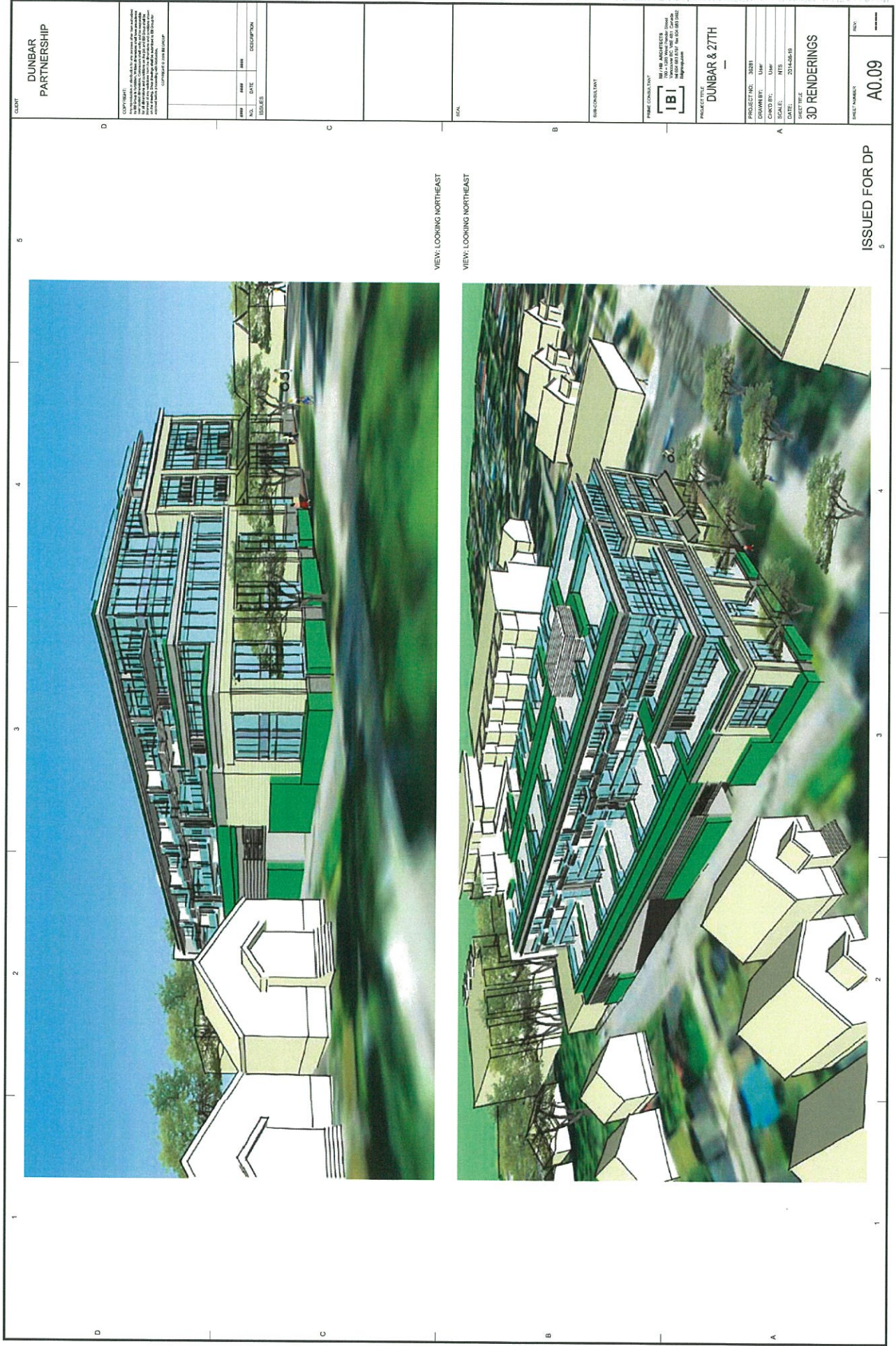






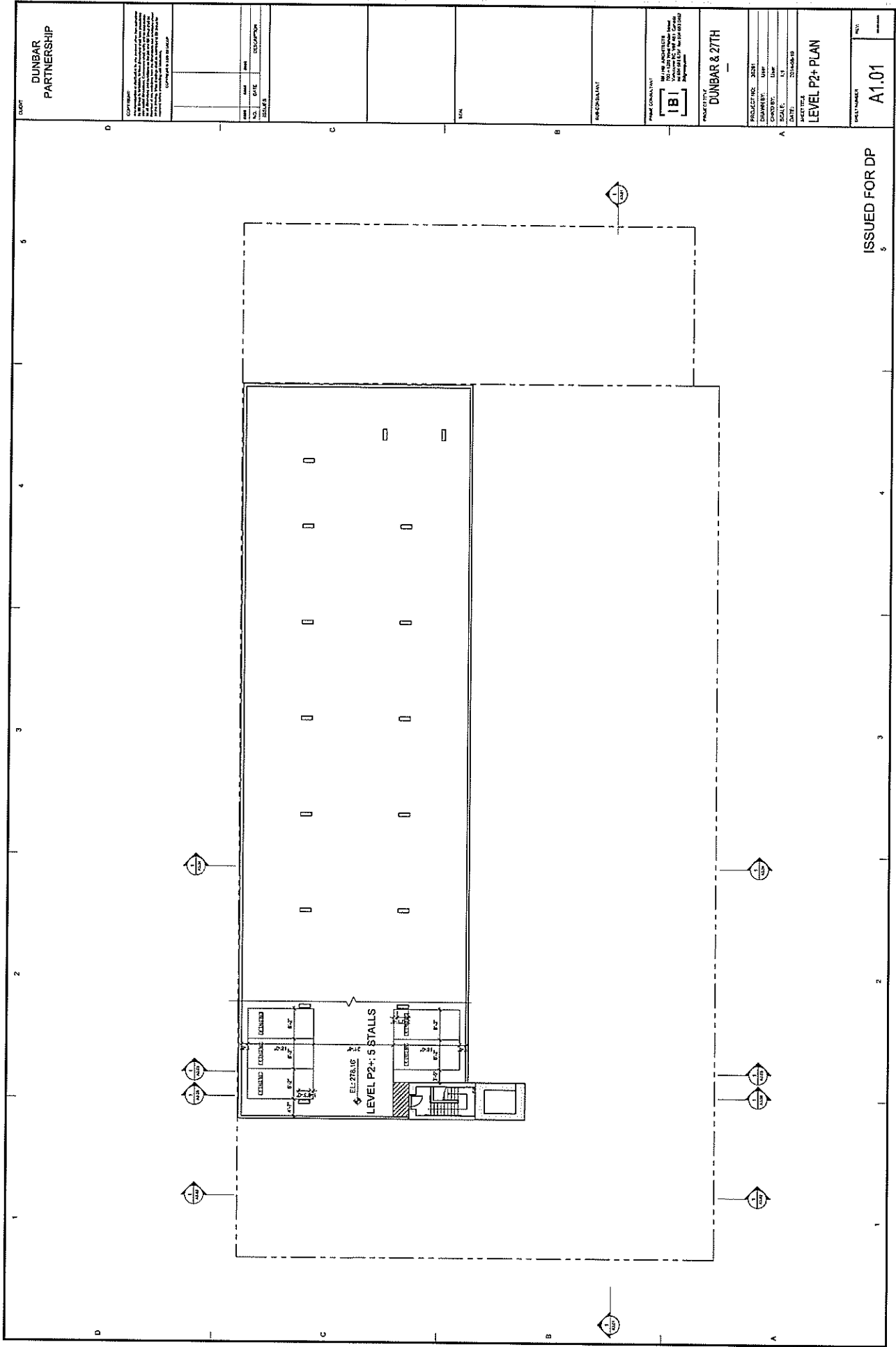










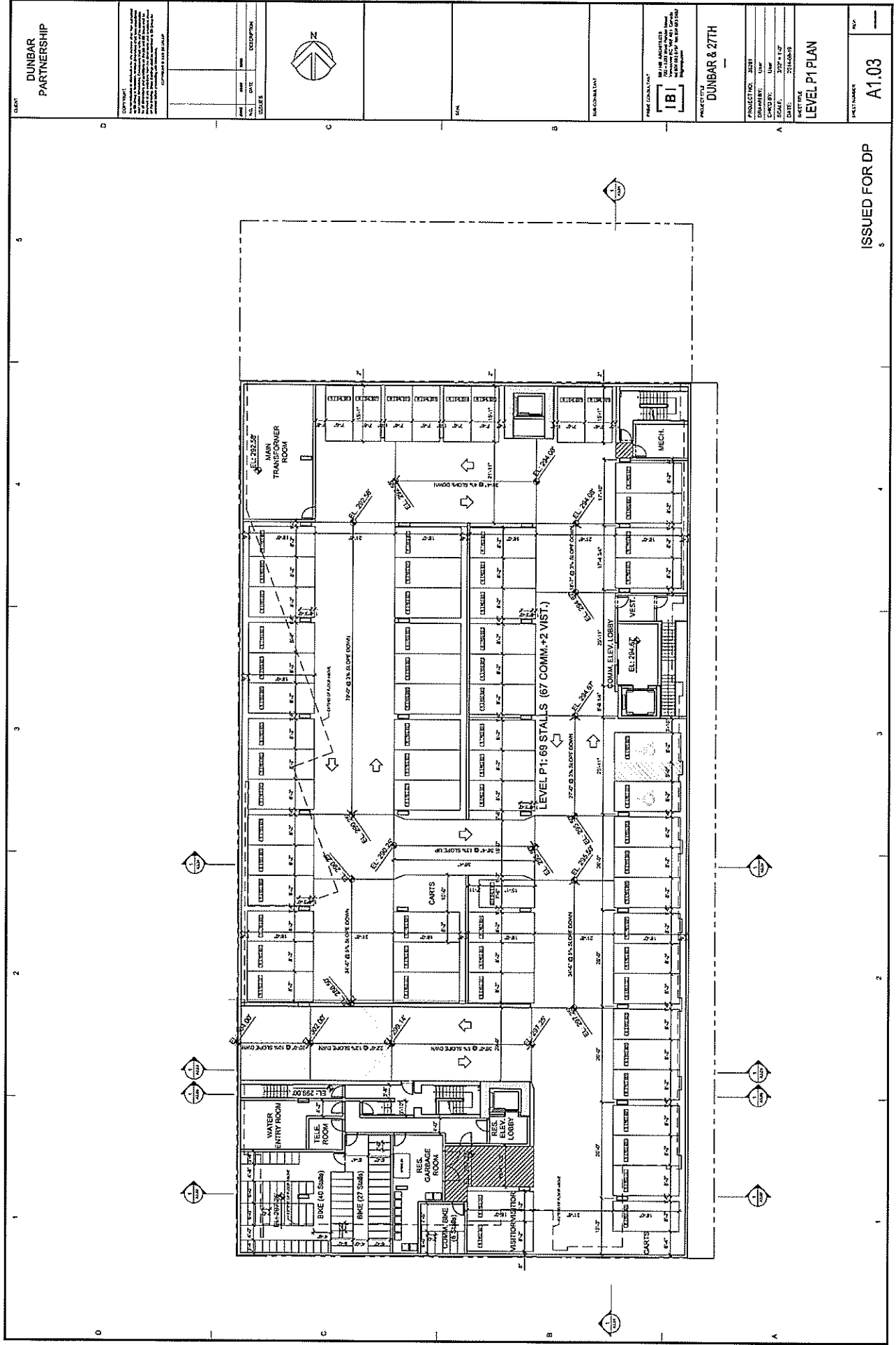


ISSUED FOR DP

A1.01







ISSUED FOR DP

A1.03

Appendix C ; page 13 of 31

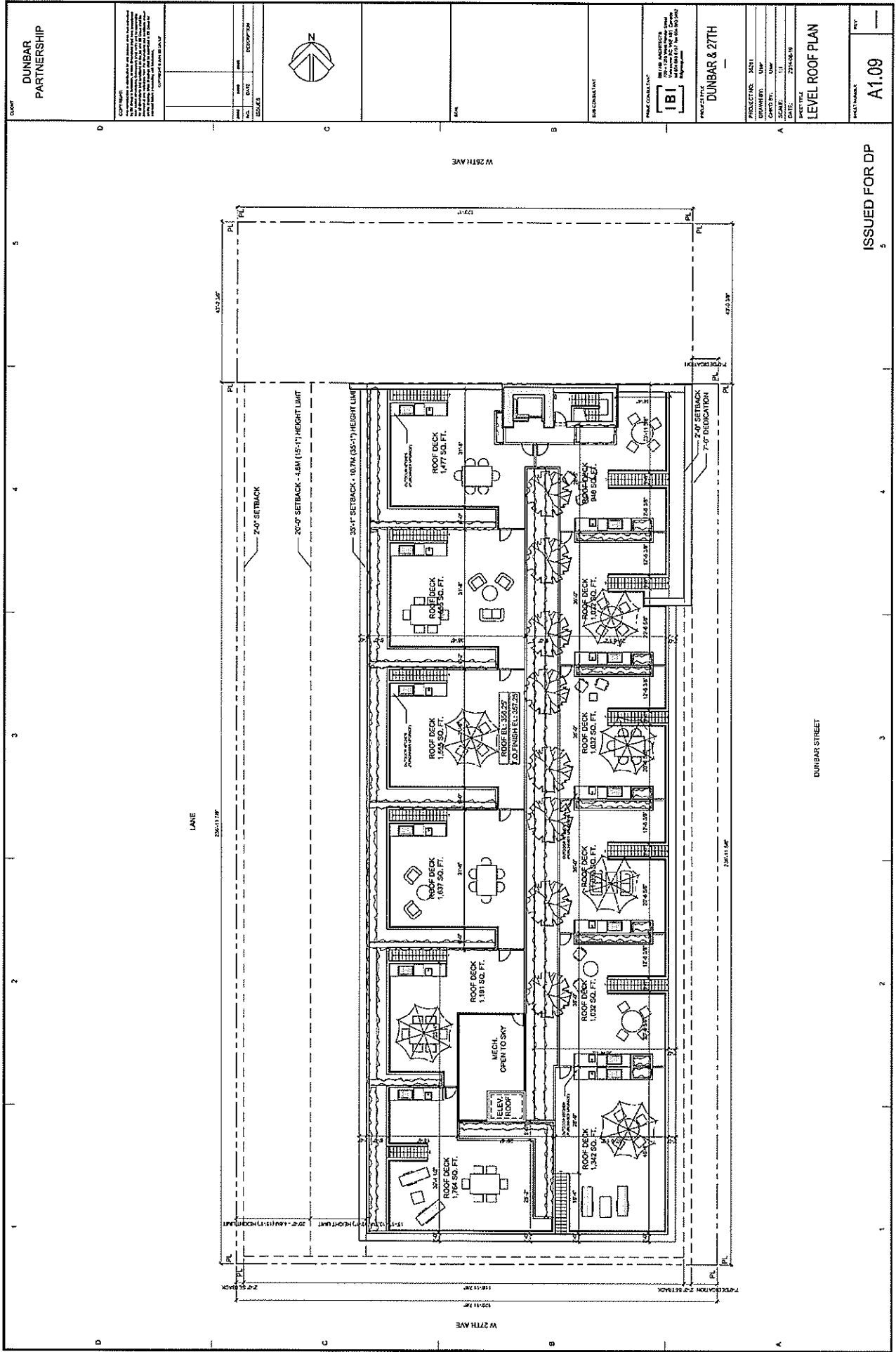


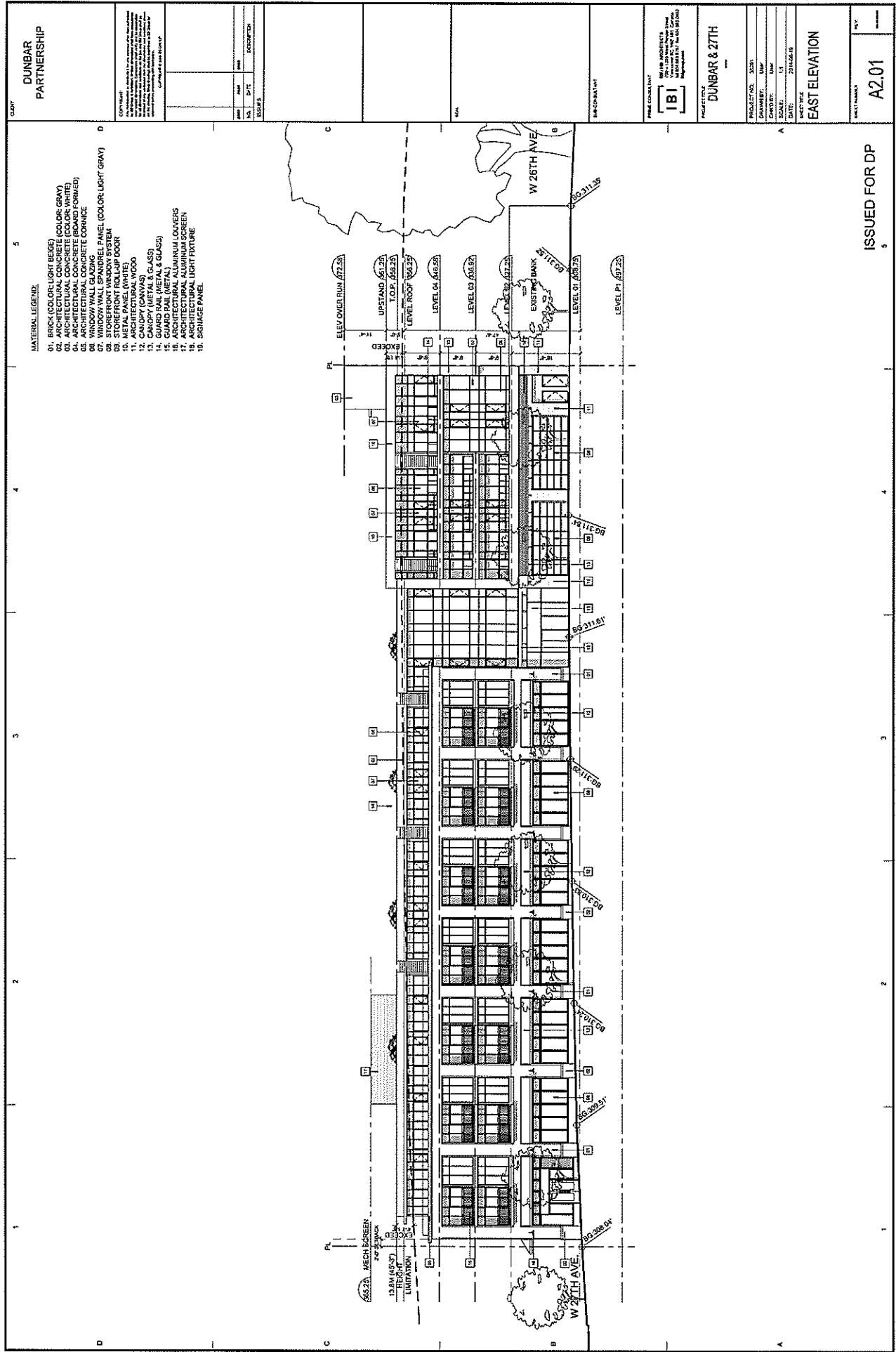






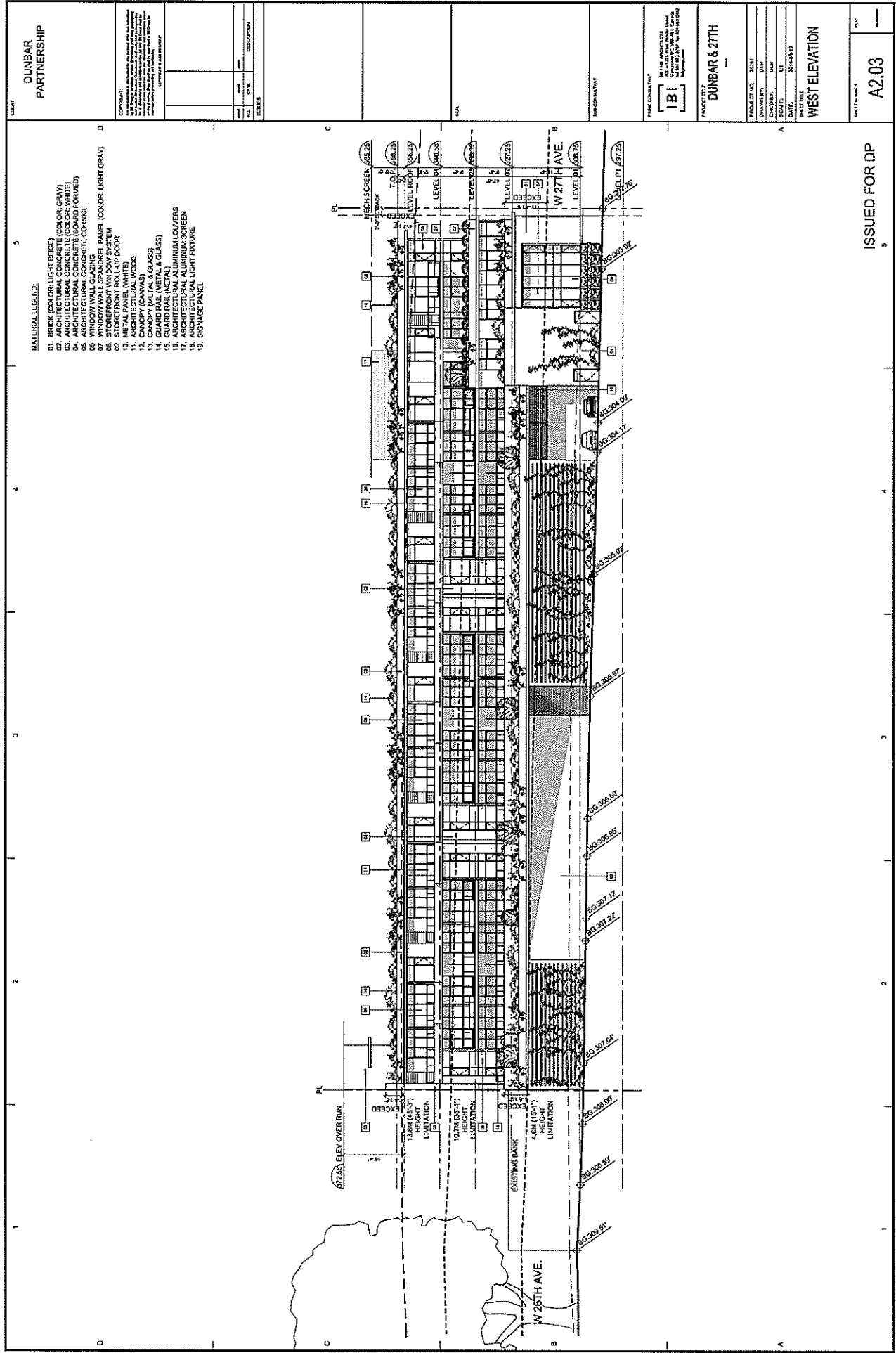








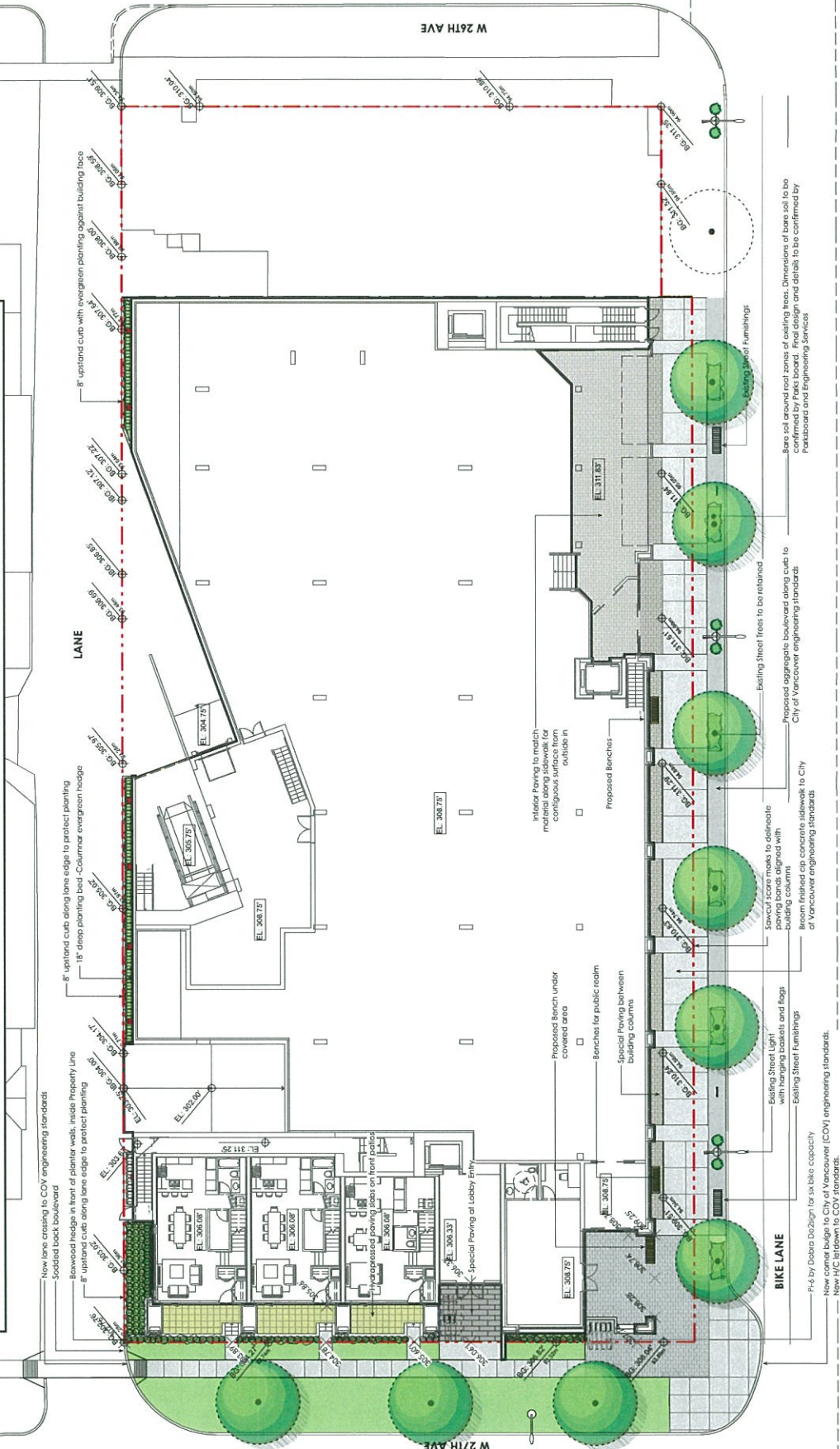












L-1

...Bare soil around root zones of existing trees. Dimensions of bare soil to be confirmed by Parks board. Final design and details to be confirmed by Parksboard and Engineering Services

Project No.: 14049

New comes bulgo to City of Vancouver [COV] engineering standards.  
New H/C letdown to COV standards.

Sheet No.:

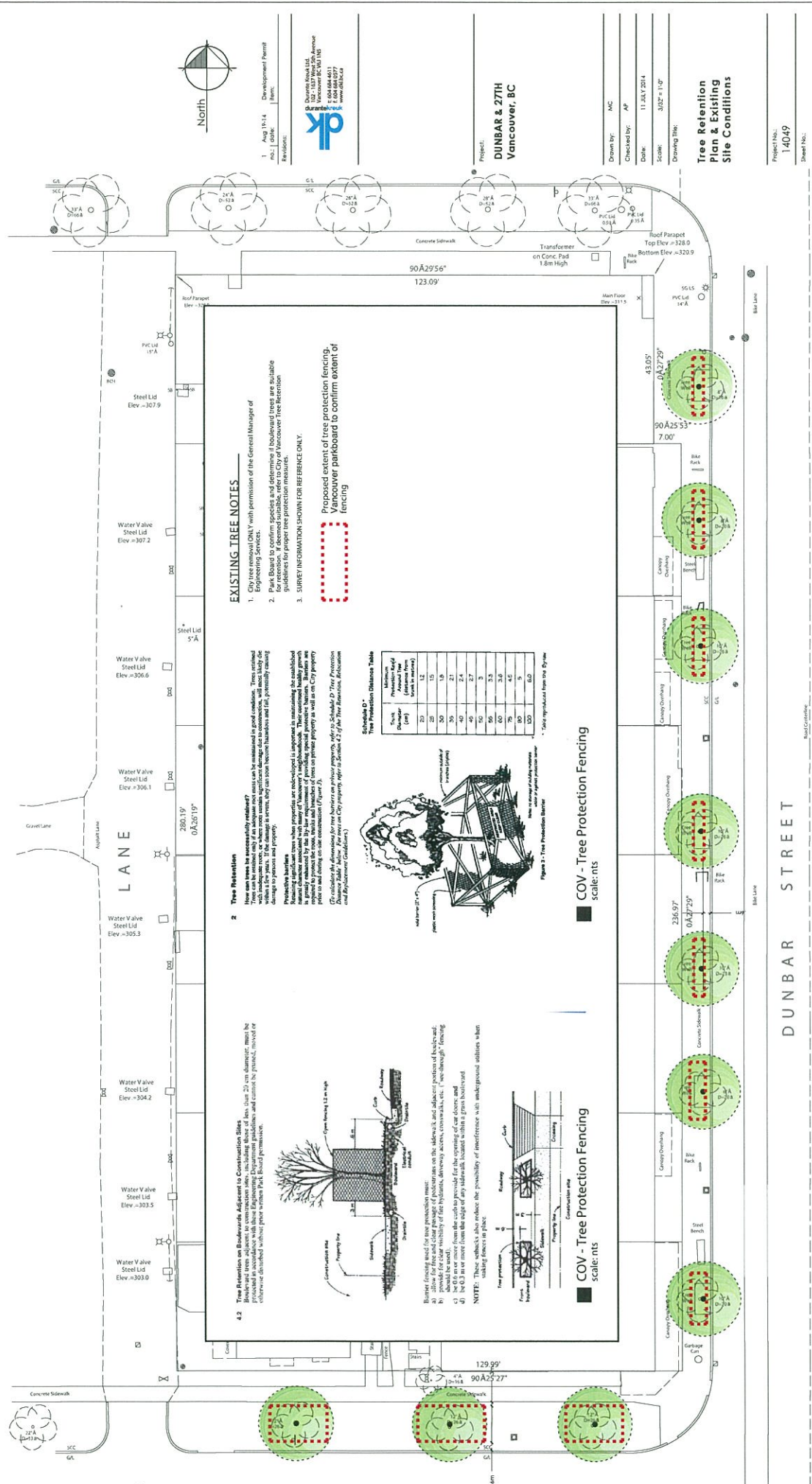
Project: **DUNBAR & 27TH**  
**Vancouver, BC**

Drawn by:	MC
Checked by:	AP
Date:	11 JULY 2014
Scale:	3/32" = 1'-0"
Drawing Title:	

Ground Level  
Landscape Concept

Appendix C: page 26 of 31





**EXISTING TREE NOTES**

1. City tree removal ONLY with permission of the General Manager of Engineering Services.
2. Park Board to confirm species and determine if boulevard trees are suitable for retention and/or protection measures.
3. SURVEY INFORMATION SHOWN FOR REFERENCE ONLY.

Proposed extent of tree protection fencing  
Vancouver parkboard to confirm extent of  
fencing

**2 Tree Retention**

How can trees be successfully retained?  
Trees can be successfully retained if they are not damaged by construction activities. Trees retained with independent roots, or where roots extend significant distance due to construction, will most likely die or become severely damaged. In some cases, trees may be lost due to root damage or soil compaction during construction activities.

Protective barriers  
Retaining significant trees when properties are subdivided is important in maintaining the established character of the area. Protective barriers should be installed around trees to prevent damage to roots and trunks by construction equipment. Barriers are to be installed prior to any construction activity on the property and must be maintained throughout the project.

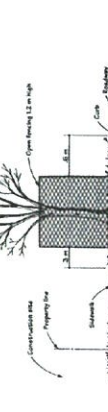
Figure 2-1: Tree Protection Barrier

**Schedule D - Tree Protection Distance Table**

Trunk Diameter (cm)	Minimum Distance (m)
20	1.2
25	1.5
30	1.8
35	2.1
40	2.4
45	2.7
50	3.0
55	3.3
60	3.6
65	3.9
70	4.2
75	4.5
80	4.8
85	5.1
90	5.4
95	5.7
100	6.0

**4.2 Tree Retention on Boulevards Adjacent to Construction Sites**

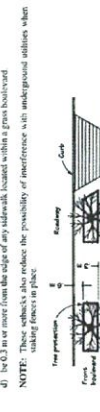
Boulevard trees adjacent to construction sites, including those of less than 20 cm diameter, must be retained. These trees are to be protected by a protective barrier and must be protected from any construction activity that could damage them. The barrier must be installed prior to any construction activity and must be maintained throughout the project.



Barrier fencing used for tree protection must:

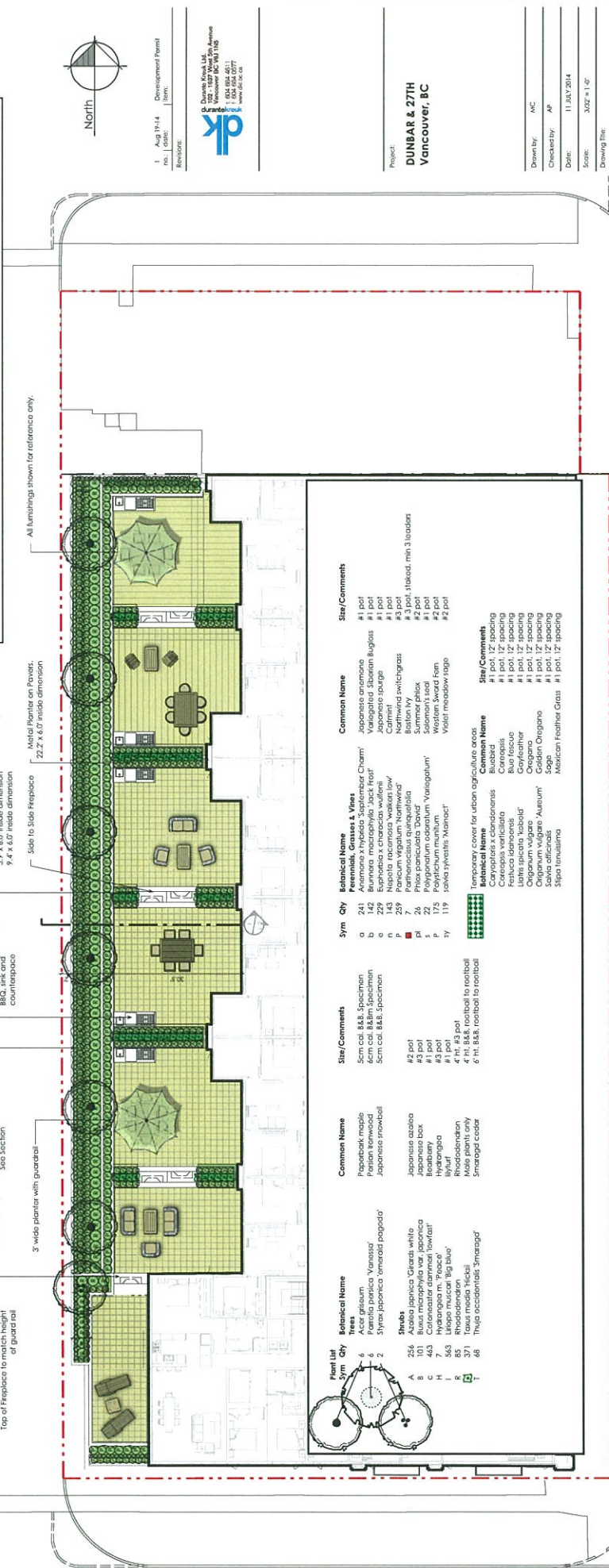
- a) allow for free and clear passage of pedestrians on the sidewalk and adjacent portions of boulevard;
- b) be constructed of a material that is durable, sturdy, and capable of withstanding impact;
- c) be constructed of a material that is capable of withstanding impact;
- d) be constructed of a material that is capable of withstanding impact;
- e) be constructed of a material that is capable of withstanding impact;

NOTE: These barriers also reduce the possibility of interference with underground utilities when installing fences in place.



COV - Tree Protection Fencing  
Scale: nts

COV - Tree Protection Fencing  
Scale: nts

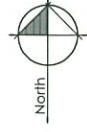
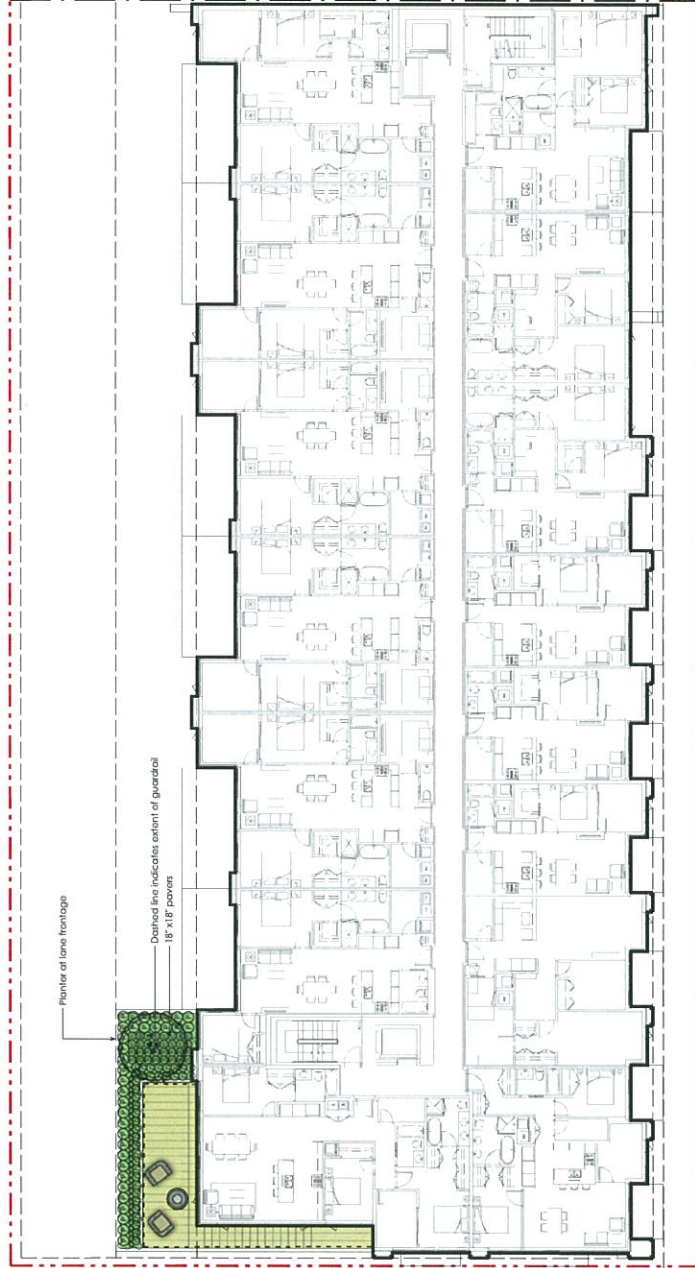
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## Level 2 Landscape Concept & Plant List

Sheet No. :  
14049

L-3





1 Aug 19/14 Development Permit  
no. | date | item  
Revisions

**dk**  
Durham-Knox Ltd.  
1045 West Beaver Creek Avenue  
West Beaver Creek, Ontario  
L4B 1A5  
Tel: 905.654.4611  
Fax: 905.654.4612  
www.dk.ca

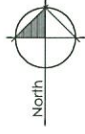
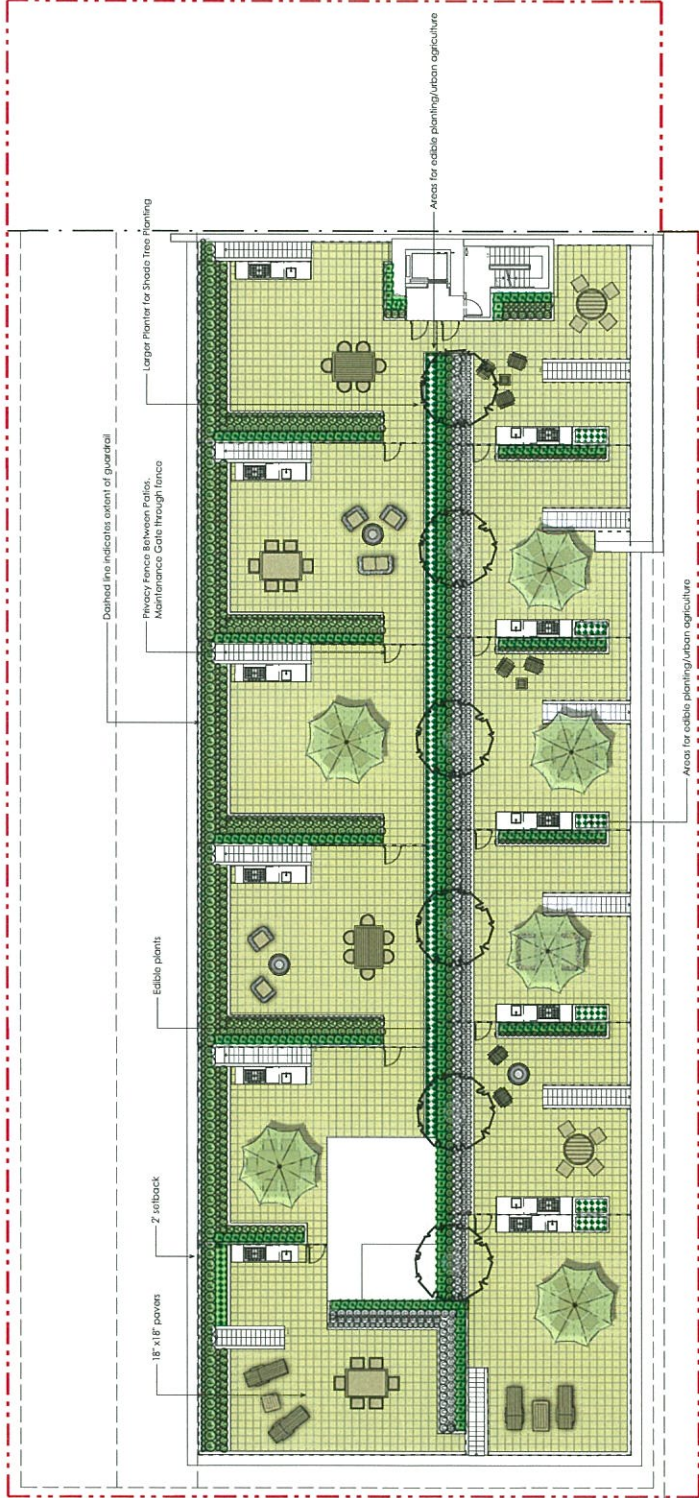
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**DUNEAR & 27TH**  
**Vancouver, BC**

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Checked by: AP  
Date: 11 JULY 2014  
Scale: 3/32" = 1'-0"  
Drawing File:

**Level 3 Landscape**  
**Concept**

Project No.:  
14049  
Sheet No.:

L-4



1. Aug 19/14  
Development Permit  
No. 14049  
Revisions:

Dunbar & 27th  
Vancouver, BC  
V6C 2K7  
064.654.4611  
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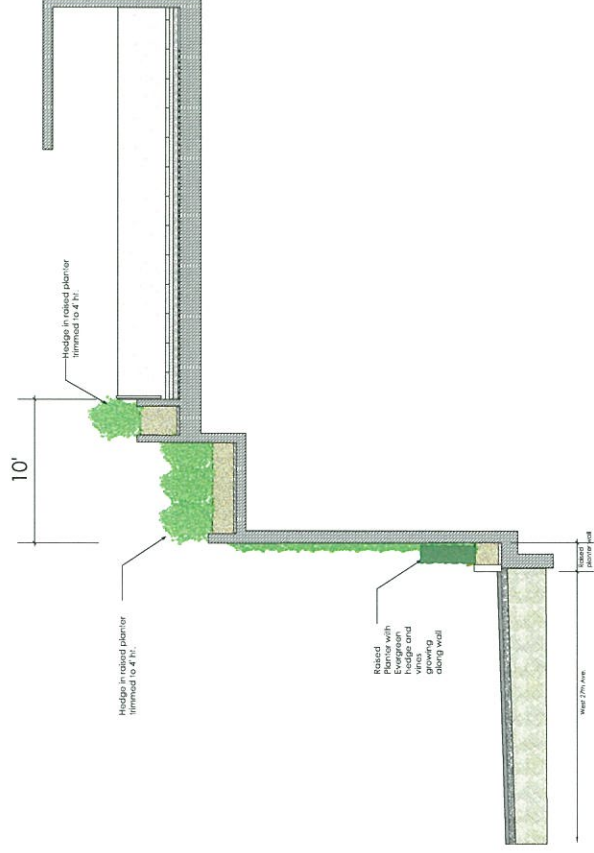
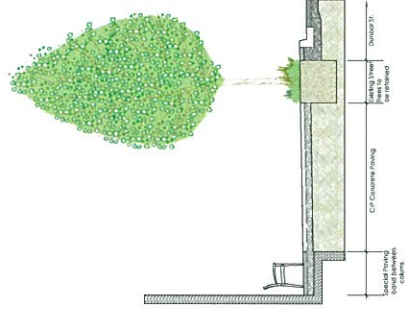
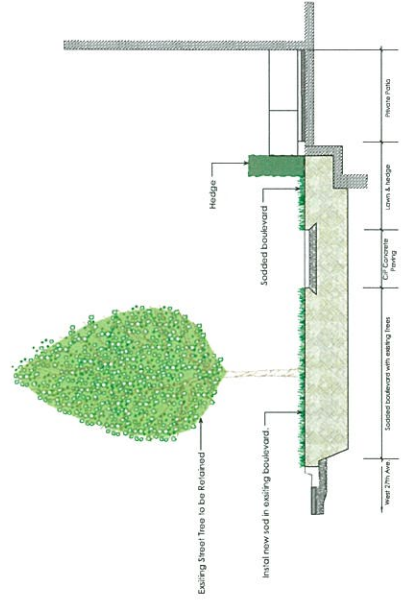
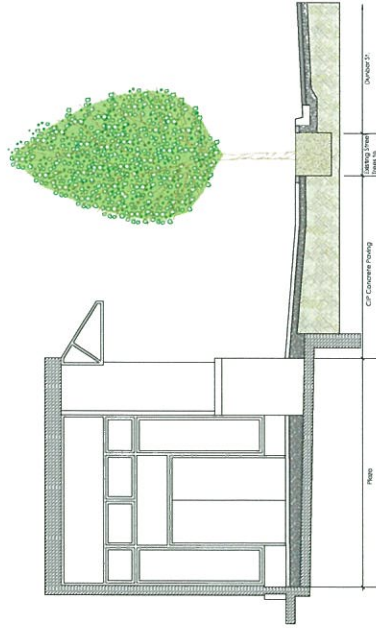
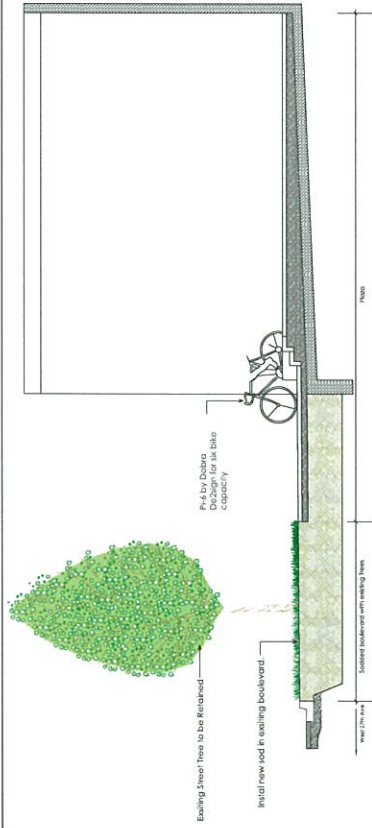
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**DUNBAR & 27TH**  
**Vancouver, BC**

Drawn by: MC  
Checked by: AP  
Date: 11 JULY 2014  
Scale: 3/32" = 1'-0"  
Drawing Title:

**Roof Landscape**  
**Concept**

Project No.:  
**14049**  
Sheet No.:

**L-5**



no.	date	Review
1	July 14	Review

**dk**  
Dunsmuir Kneale Ltd.  
100-1007 West 4th Avenue  
Vancouver, BC V6H 1T6  
Tel: 604-684-4611  
Fax: 604-684-4617  
www.dunsmuirkneale.com

**DUNBAR & 27TH**  
Vancouver, BC

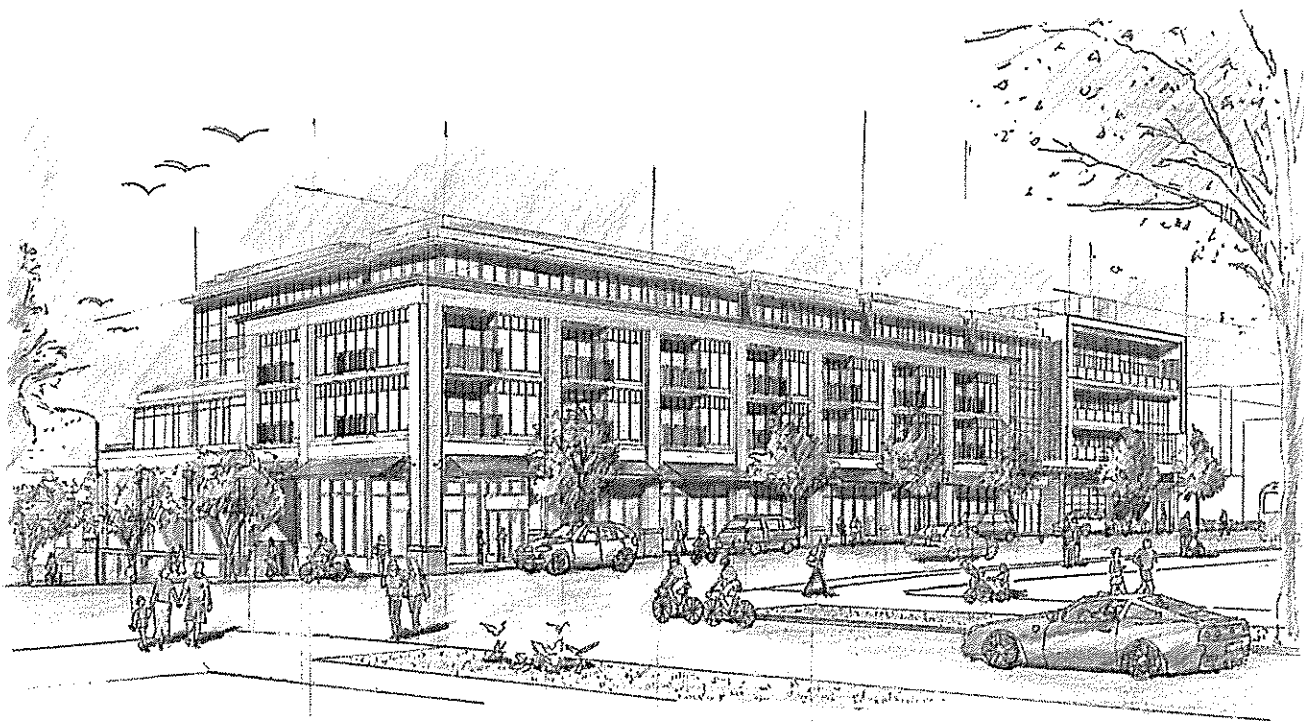
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**Level 1 Landscape**  
**Concept**

Project No:	14049
Sheet No:	

L-6



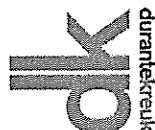


## DUNBAR & 27TH DESIGN RATIONALE

2014-08-19



IBI/ HB ARCHITECTS  
700-1285 West Pender Street  
Vancouver BC V6E 4B1 Canada  
tel 604 683 8797 fax 604 683 0492  
ibigroup.com



DUNBAR PARTNERSHIP

Appendix D ; page 1 of 3

# DUNBAR & 27TH

## DESIGN RATIONALE

### ARCHITECTURAL

The Dunbar and 27th project is a proposed four-storey mixed-use development located at the north-west corner of Dunbar and 27th Avenue. Respecting the community vision and zoning guidelines, this development will provide a total of 46 units, having a mix of relatively affordable one bedroom units and family oriented two and three bedroom units, and pedestrian oriented commercial uses at the street edge.

Currently, the site is largely occupied by single-storey retail stores with one being two-storeys. Our proposal does not include the bank building at the corner of Dunbar and 26th, while the remaining street frontage will be dedicated to the new and expanded location of Stong's Grocery and Buntain Insurance, both local businesses that will remain within the Dunbar neighbourhood. Compared to the existing streetscape, the sidewalk will be widened by setting back the proposed building. As to the corner at Dunbar and 27th, we will be introducing a plaza and a corner bulge to the sidewalk to improve the pedestrian realm.

Above the street level, we are proposing a variety of residential types ranging from one to three bedroom units. The entrance to the residential units will be on 27th Avenue, alongside three townhouses. From east to west—from the pedestrian plaza to the townhomes—the site makes a transition from the commercial activity on Dunbar to the single family homes beyond the lane on 27th Avenue. At the lane, the proposed building steps back away from the existing houses to create terraces and increased separation between all dwelling units. All parking and loading will be accessed from the lane and not directly from any streets.

The design inspiration came from the Dunbar Community Vision where it talks about preserving the village-like character of the community and making Dunbar Street more attractive for pedestrians and others. It also emphasizes the need for any new mixed used buildings to be less bulky and fit better with the current neighborhood.

As a result, the concept is to create a building with different volumes and not a single big box building. The massing has been shaped from three different volumes so that the building does not appear massive, but instead is in line with the scale of the neighbourhood. Each of these volumes has been further articulated with different materials and details to differentiate the facades. By using brick as the material, the southern volume is the grounding piece of which the other volumes connect to. The recess for the entry to the grocery store is the next volume which continues up and back along the highest level, creating a shorten façade from the street. Furthermore, the north portion of the building will change from brick to wood at the street level, and the residential units above will be framed so that they will be expressed as a unique form.



IBI / HB ARCHITECTS  
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ibigroup.com



DUNBAR PARTNERSHIP

Appendix D; page 2 of 3

# DUNBAR & 27TH

## DESIGN RATIONALE

### LANDSCAPE

Located in the commercial district of mid-Dunbar, the proposed development replaces outdated one and two storey commercial buildings with a new four-storey mixed use development that retains commercial uses along Dunbar, while adding residential units above. Furthermore, a single house along 27th Ave is replaced with three south facing townhouses at grade.

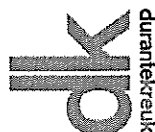
The new development presents an opportunity for a renewed streetscape. New concrete sidewalks are proposed for Dunbar, with score patterns that break up the concrete and provide a pedestrian scaled rhythm to the street. The existing street trees along Dunbar and 27th will be retained, as will the lampposts with hanging baskets, the benches and bike racks currently animating the public realm. To support and encourage public use, new benches will be provided inside the property line, as will bike racks at the main entries and high quality paving materials. The two main commercial entries are articulated with building columns that frame the entries, doors that are setback from the street and high quality paving materials to help define the entry.

Along 27th Ave, the three new townhouses have front doors that open directly onto 27th, with front patios and separate entries to keep with the residential character of 27th. Likewise, the approach at the lane is to provide a green façade to the building by adding landscape planters at the base of the building walls to support suckering vines that will help green up the lane.

Large private decks on level two face west with great sun exposure for the afternoon and evenings. Deep planters along the lane edge prevent overlook from the private terraces onto to the single-family lots below, as well as contribute additional greenery to the lane elevation. Finally, the roof is designed for private use, with planters and privacy screens providing privacy separation, and a continuous planter along the lane edge designed to prevent overlook of the units below and backyards of the single-family homes immediately adjacent to the project. Each private deck is supplied with an area available for urban agriculture, should the owner choose to use it. Additionally, fruit trees and edible plants will accompany the urban agriculture, providing seasonal interest and edible landscaping available to the owners. Finally, all plants will be selected for their drought tolerant properties, while all planters are to be fully irrigated using a high efficiency irrigation system to support plant growth while keeping water use to the minimum required.



IBI/ HB ARCHITECTS  
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DUNBAR PARTNERSHIP

Appendix D ; page 3 of 3

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## DUNBAR &amp; 27TH

4219, 4233, 4243, 4253, 4263, 4273, 4295 DUNBAR STREET



### DUNBAR & 27TH

Civic Address: 4219, 4223, 4243, 4253, 4263, 4273, 4286 DUNBAR STREET  
 LEGAL ADDRESS: ADJACENT LOT 16 AND LOTS 17 TO 22 INCLUSIVE ALL OF LOT 16, BLOCK 82 DISTRICT LOT 2027, NEW WESTMINSTER DISTRICT, PLAN 2006  
 ZONING: C-2  
 SITE DIMENSIONS: 130.07' (NORTH), 236.97' (EAST), 120.99' (SOUTH), 236.98' (WEST)  
 PROPOSED HEIGHT: FROM LEVEL 51 (208.75) 47'-6" (TO ROOF) / 48'-6" (TO FINISH) / 49'-6" (TO PARAPET)

### SITE AREA

BASE	FSR 2.5
SITE AREA	30,816
TOTAL FSR	77,030

### FOOTPRINT

Level	Elevation (ft)	Ft to Ft (ft)	Number of Units	Gross Floor Area (SF)	Exclusions (SF)	FSR AREA	FSR (COUNT)	FSR (RES)
ROOF	308.25			301	44	307		
4	346.58	9'-6"	12	17,307	362	17,307	16,001	
3	336.92	9'-6"	16	19,289	265	19,454	17,442	1.71
2	327.25	9'-6"	17	19,289	446	19,735	17,442	
1	308.75	16'-6"	5	1,237	368	1,605	3,346	0.54
				18,844	1,118	22,724	0.83	0.11
			60	725	1,426	1,915	2,191	0.87
				20,811	62,782	53,979	76,803	1.83

### PARKING COUNT

Bylaw	Area (SF & m2)	Calculations	City Required	Provided
421.13 RESIDENTIAL	61,876	1150 units x 0.6 stall = 69 stalls 216,748 m2 / 200 m2 = 28.74 stalls 31.20 stalls + 28.74 stalls = 59.94 stalls	69 Stalls	63 Stalls 2 MET. Stalls
425.1 METAL	725	1167 m2 / 100 m2 = 0.07 stall	1 Stall	2 Stalls
425.3 GROCERY STORE	20,811	1300 m2 / 100 m2 = 3 stalls 21,870 m2 - 300 m2 = 1575 m2 31,535 m2 / 100 m2 = 31.54 stalls 41.5 stalls + 17.75 stalls = 59.25 stalls	10 Bank 82 Stalls	10 Bank 66 Stalls
<b>TOTAL</b>			<b>148 Stalls</b>	<b>148 Stalls</b>

### BIKE COUNT

Bylaw	Requirements	Calculations	City Required	Provided
421.2 RESIDENTIAL	Class A: 1.25 stalls/unit Class B: 0.5 stalls/unit Class C: 1.0 stalls/unit	Class A: 50 units x 1.25 stall = 63.75 stalls Class B: 16 units x 0.5 stall = 8 stalls Class C: 1 unit x 1.0 stall = 1 stall	Class A: 63 Stalls Class B: 8 Stalls Class C: 1 Stall	Class A: 67 Stalls Class B: 8 Stalls Class C: 1 Stall
425.1 METAL	Class A: 1.0 stall / 500 m2 Class B: 0.5 stalls min.	Class A: 1942 m2 / 500 m2 = 3.88 stalls Class B: 1037 m2 - 300 m2 = 737 m2	Class A: 4 Stalls Class B: 6 Stalls	Class A: 4 Stalls Class B: 6 Stalls

### LOADING COUNT

Bylaw	Requirements	Calculations	City Required	Provided
52.1 RESIDENTIAL	Class A: NA Class B: NA < 100 units Class C: NA	Class A: NA Class B: NA Class C: NA	Class A: 0 Stalls Class B: 0 Stalls Class C: 0 Stalls	Class A: 0 Stalls Class B: 0 Stalls Class C: 0 Stalls
52.5 METAL	Class A: NA Class B: 1.0 stall / 500 m2 Class C: NA	Class A: NA Class B: 1937 m2 - 300 m2 = 1637 m2 Class C: NA	Class A: 0 Stalls Class B: 3 Stalls Class C: 0 Stalls	Class A: 0 Stalls Class B: 3 Stalls Class C: 0 Stalls

### STATISTICS

Level	Area (SF)	Area (m2)	Units	Stalls	Bikes	Loading
ROOF	307	28.4				
4	17,307	1601	12			
3	19,454	1801	16			
2	19,735	1821	17			
1	1,605	149	5			
<b>TOTAL</b>	<b>53,979</b>	<b>5000</b>	<b>60</b>	<b>148</b>	<b>148</b>	<b>148</b>

### PLAN

### SECTION

### DETAILS

### NOTES

1. The site is located in the City of Vancouver, British Columbia.
2. The site is zoned C-2.
3. The site is adjacent to Lot 16 and Lots 17 to 22 inclusive.
4. The site is adjacent to Dunbar Street and 27th Avenue.
5. The site is adjacent to the City of Vancouver.
6. The site is adjacent to the City of Vancouver.
7. The site is adjacent to the City of Vancouver.
8. The site is adjacent to the City of Vancouver.
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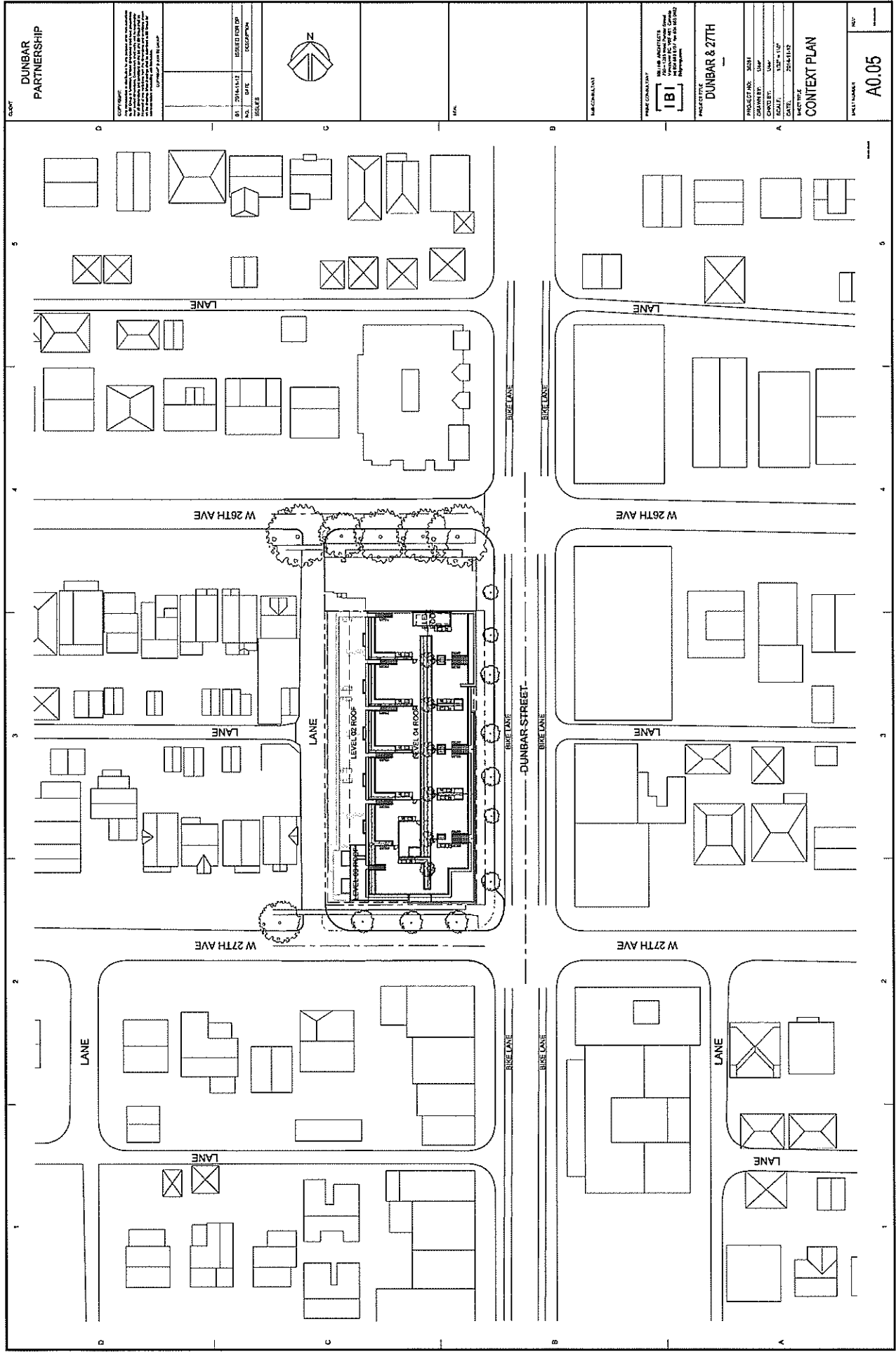
### APPENDIX

APPENDIX A: SITE AREA  
 APPENDIX B: FOOTPRINT  
 APPENDIX C: PARKING COUNT  
 APPENDIX D: BIKE COUNT  
 APPENDIX E: LOADING COUNT







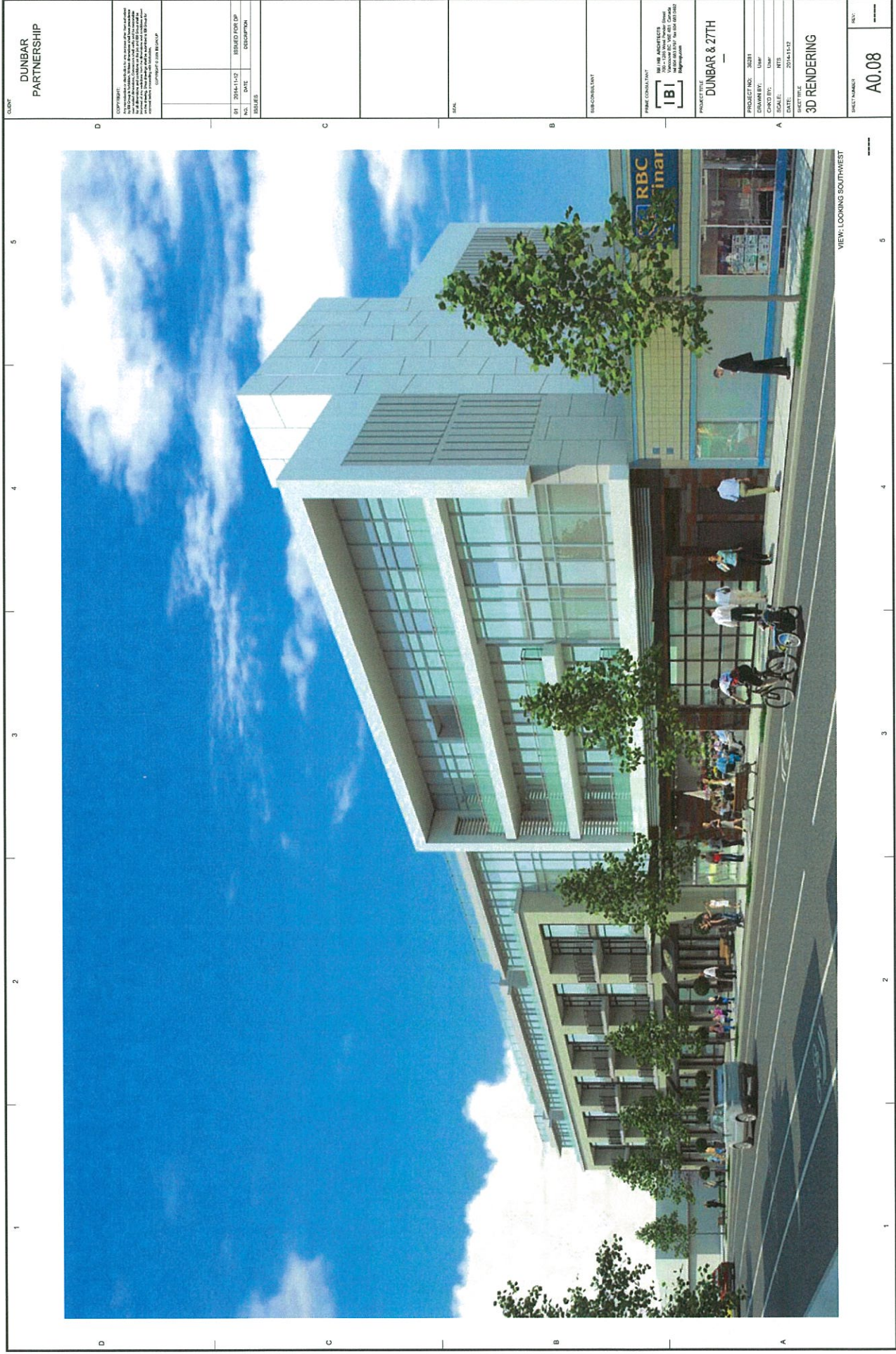






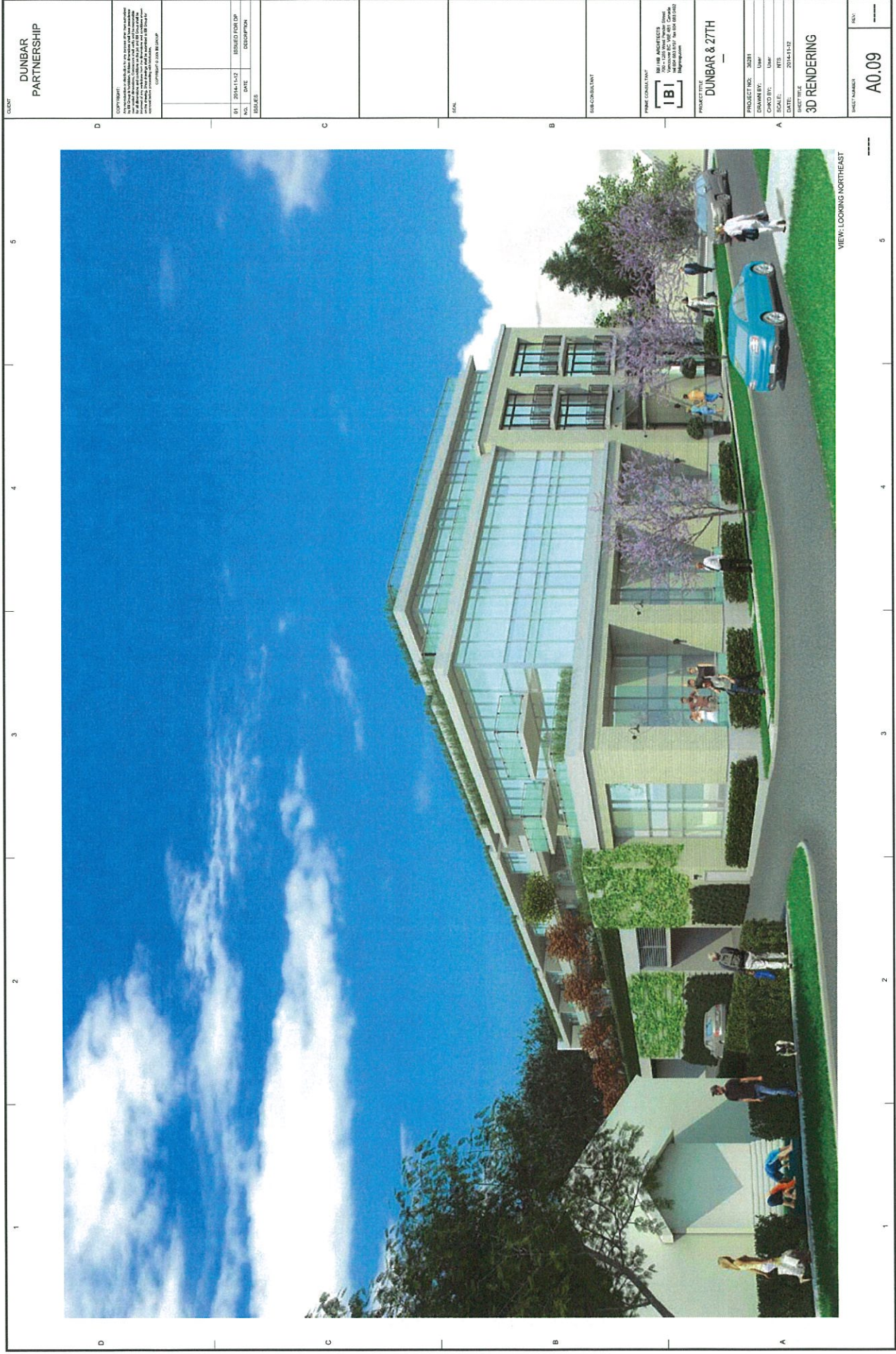






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3D RENDERING	
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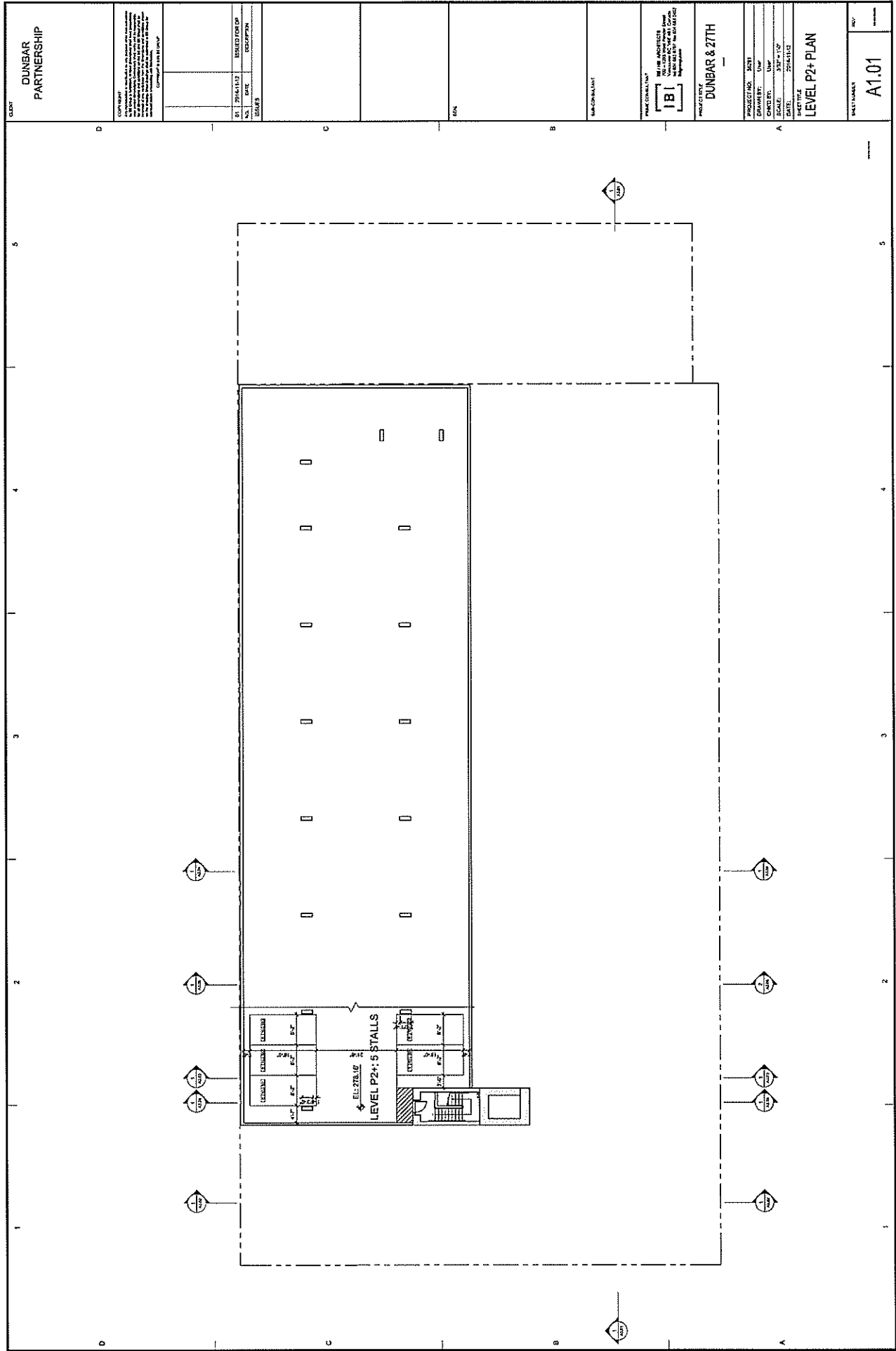












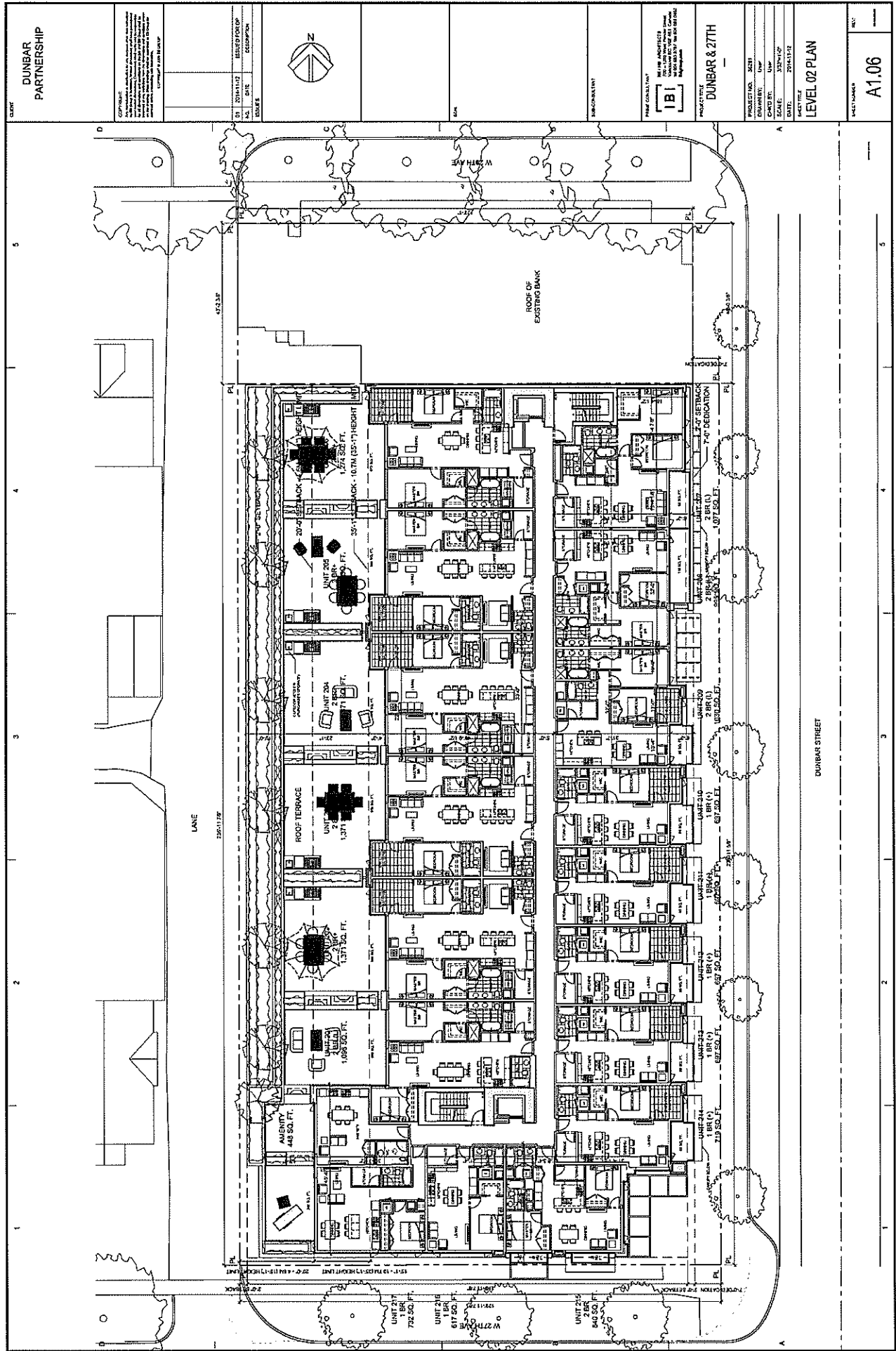




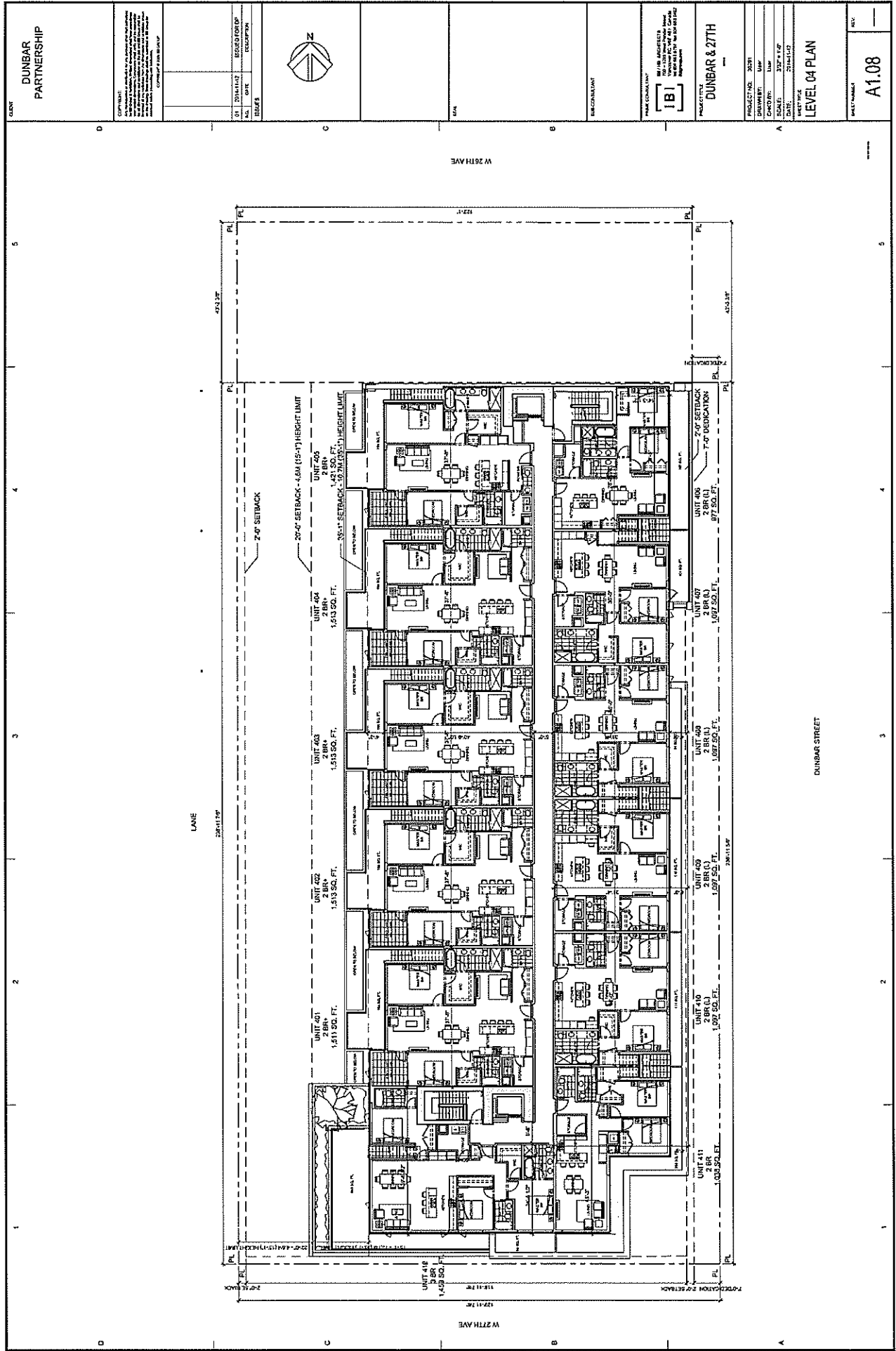


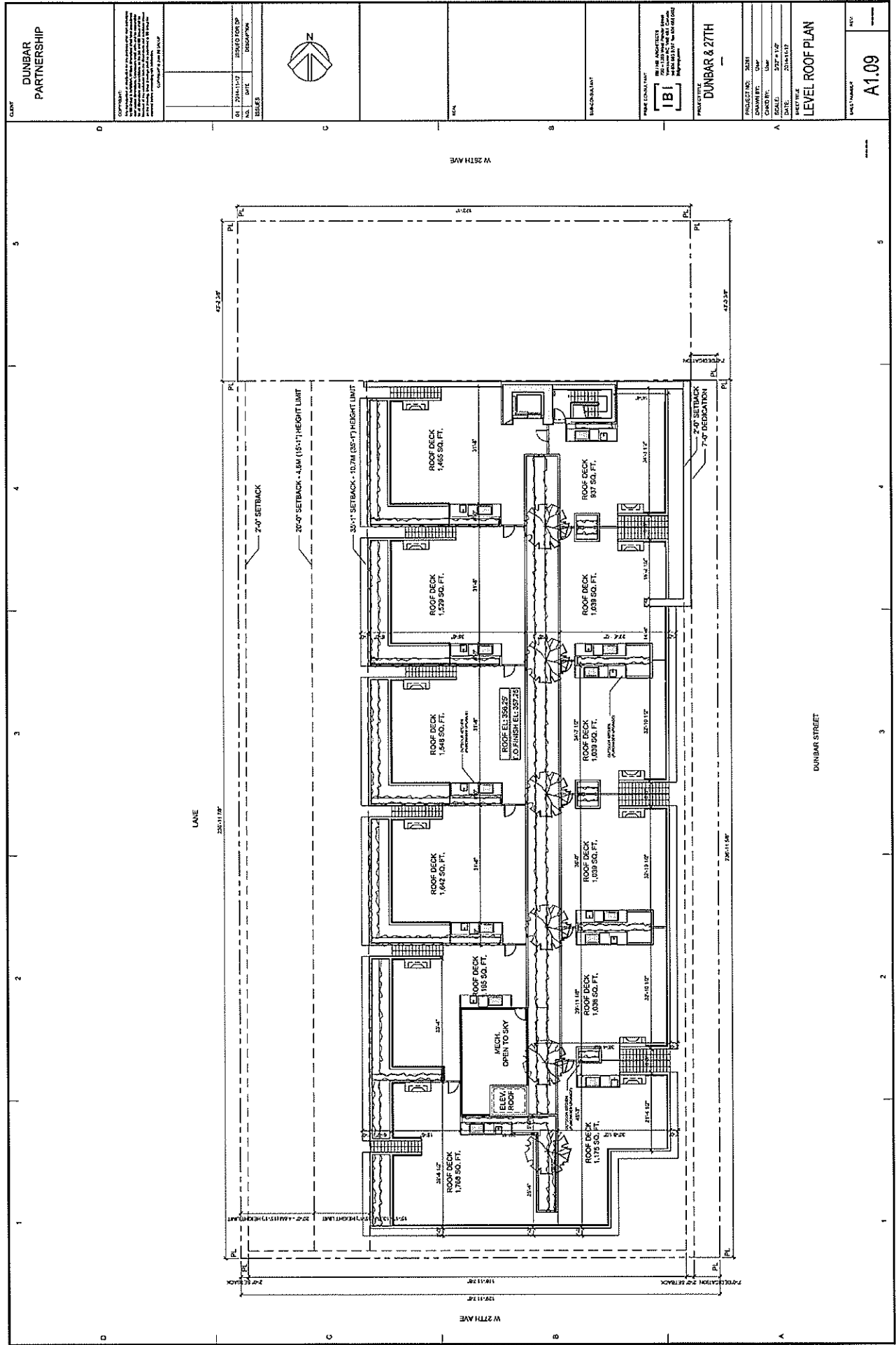






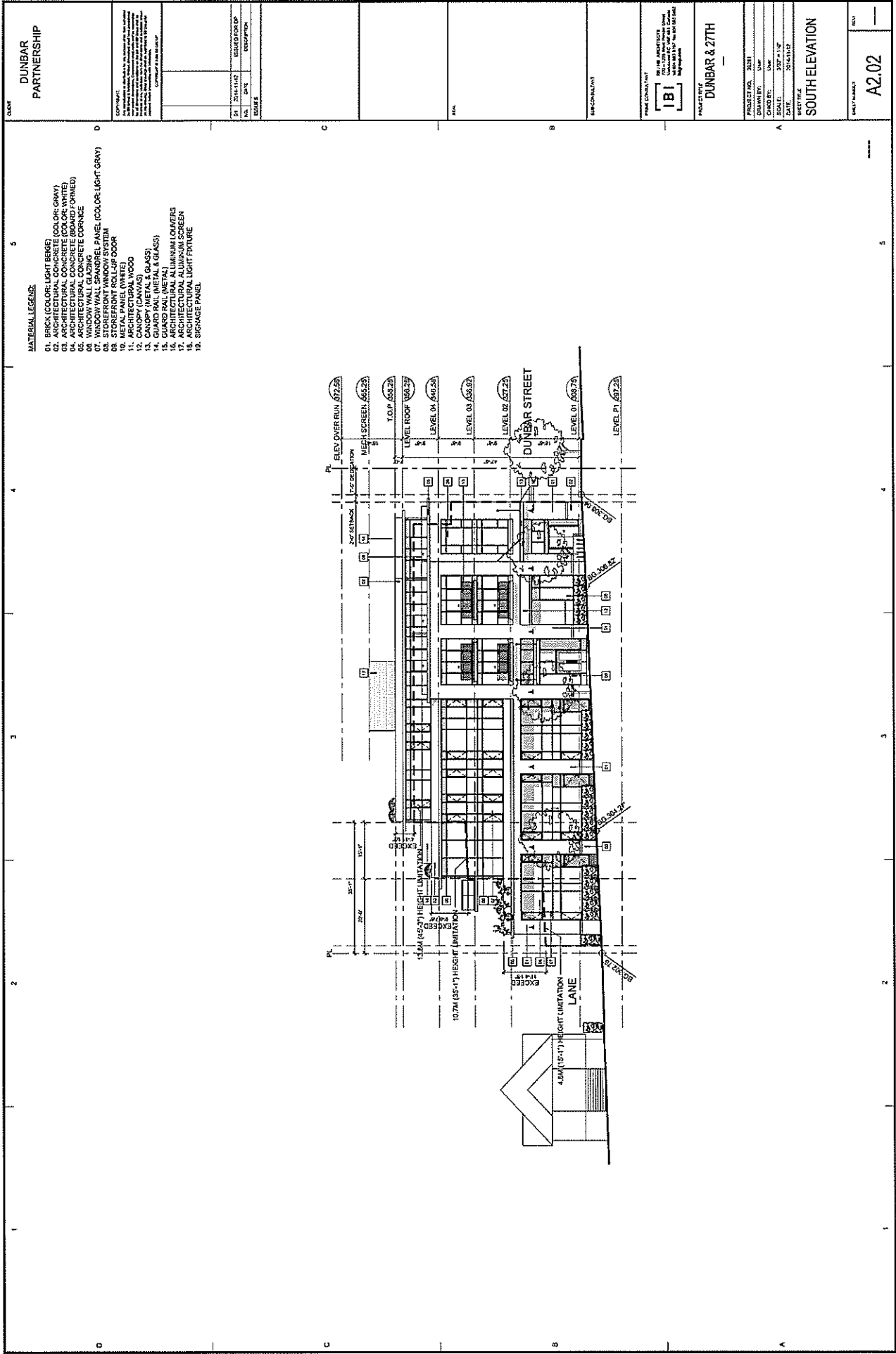


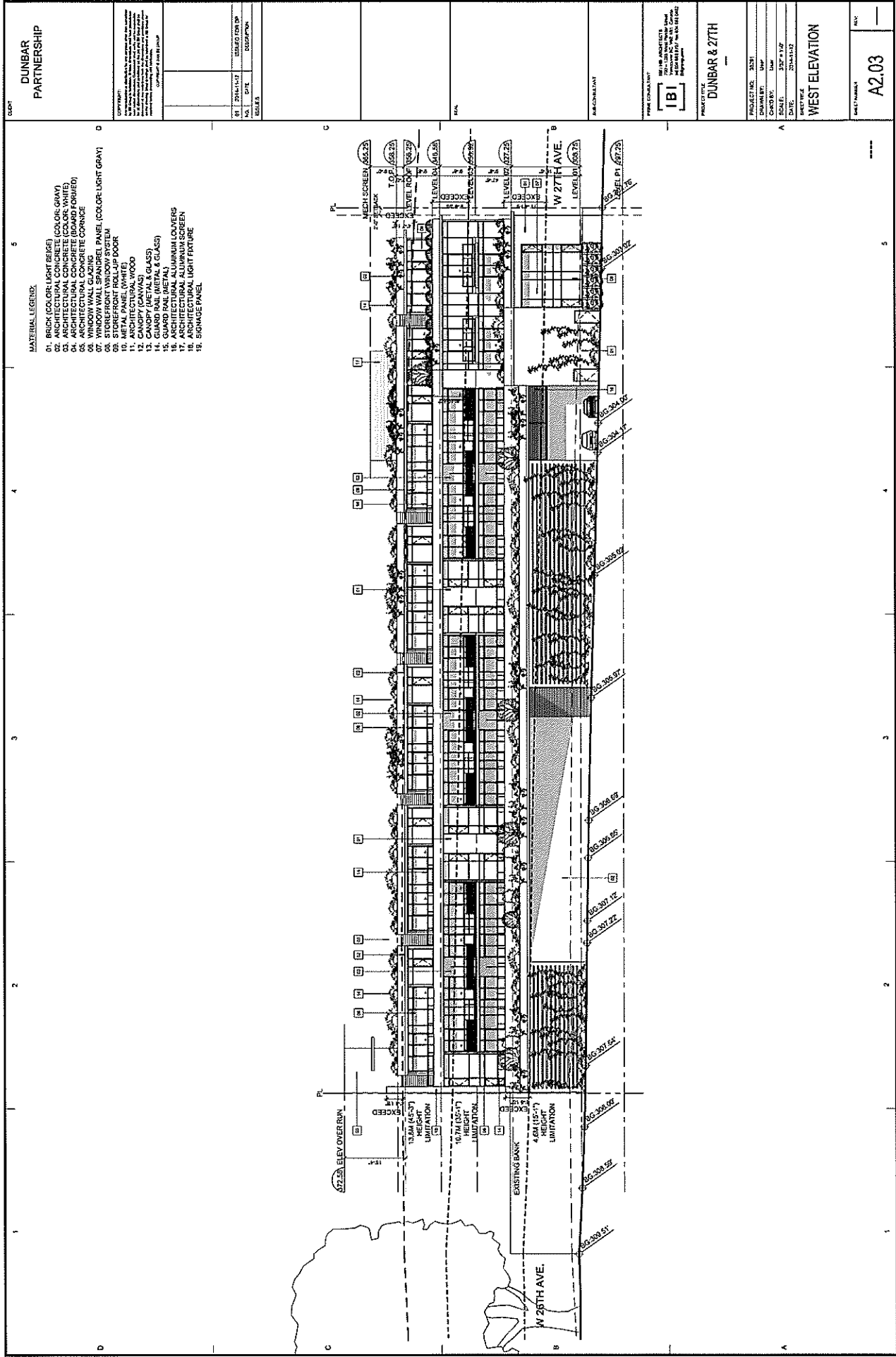


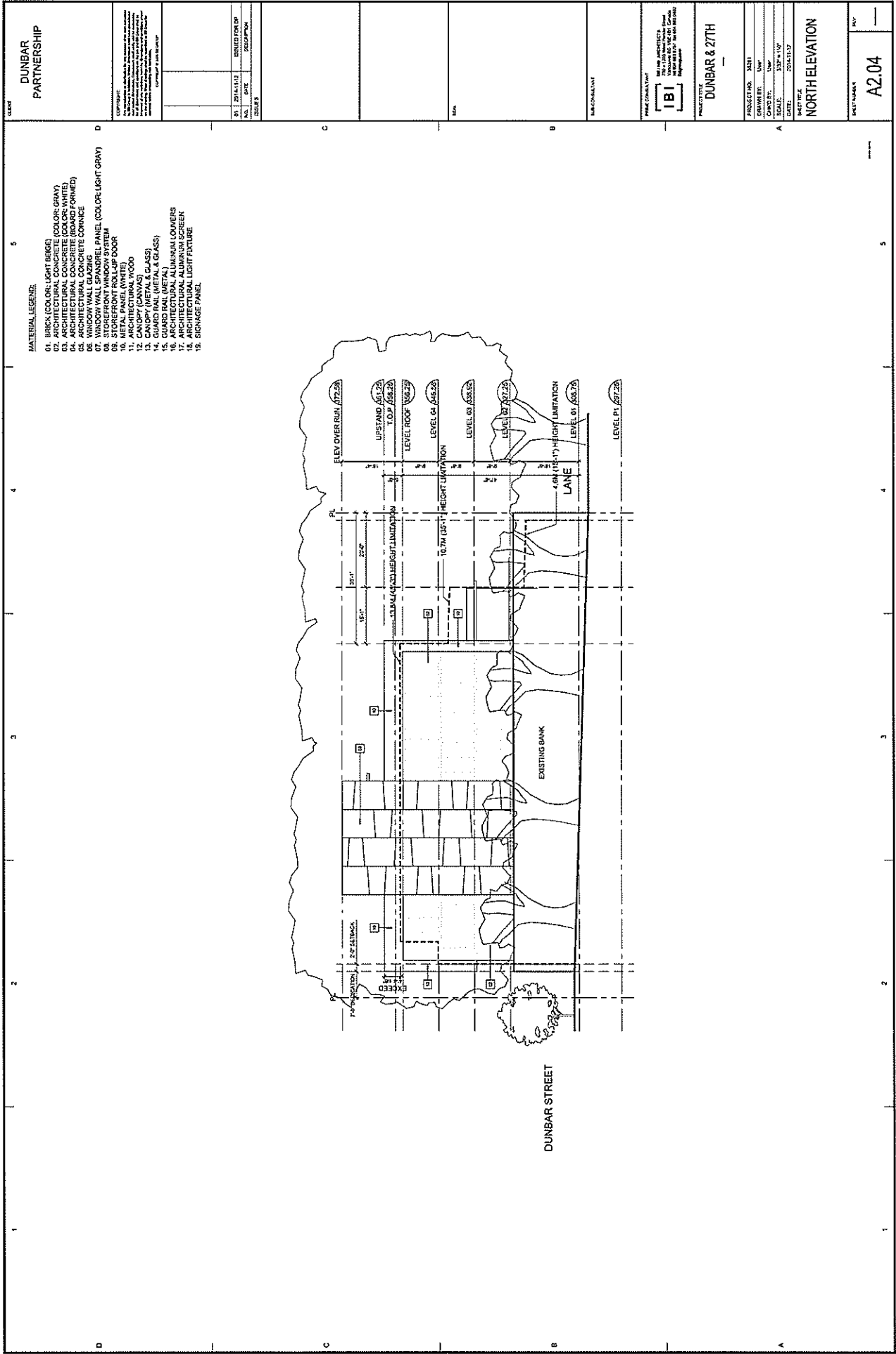


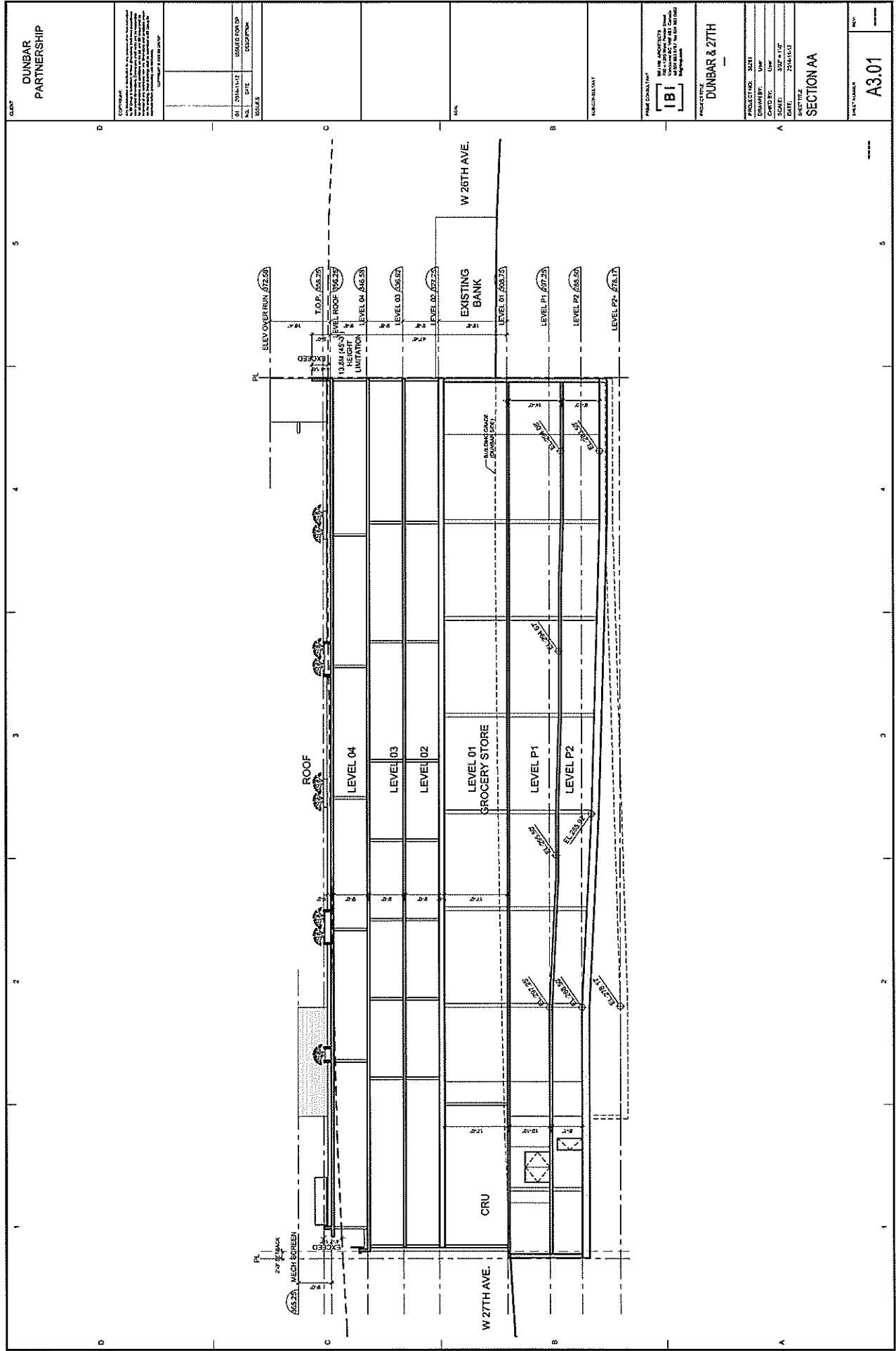












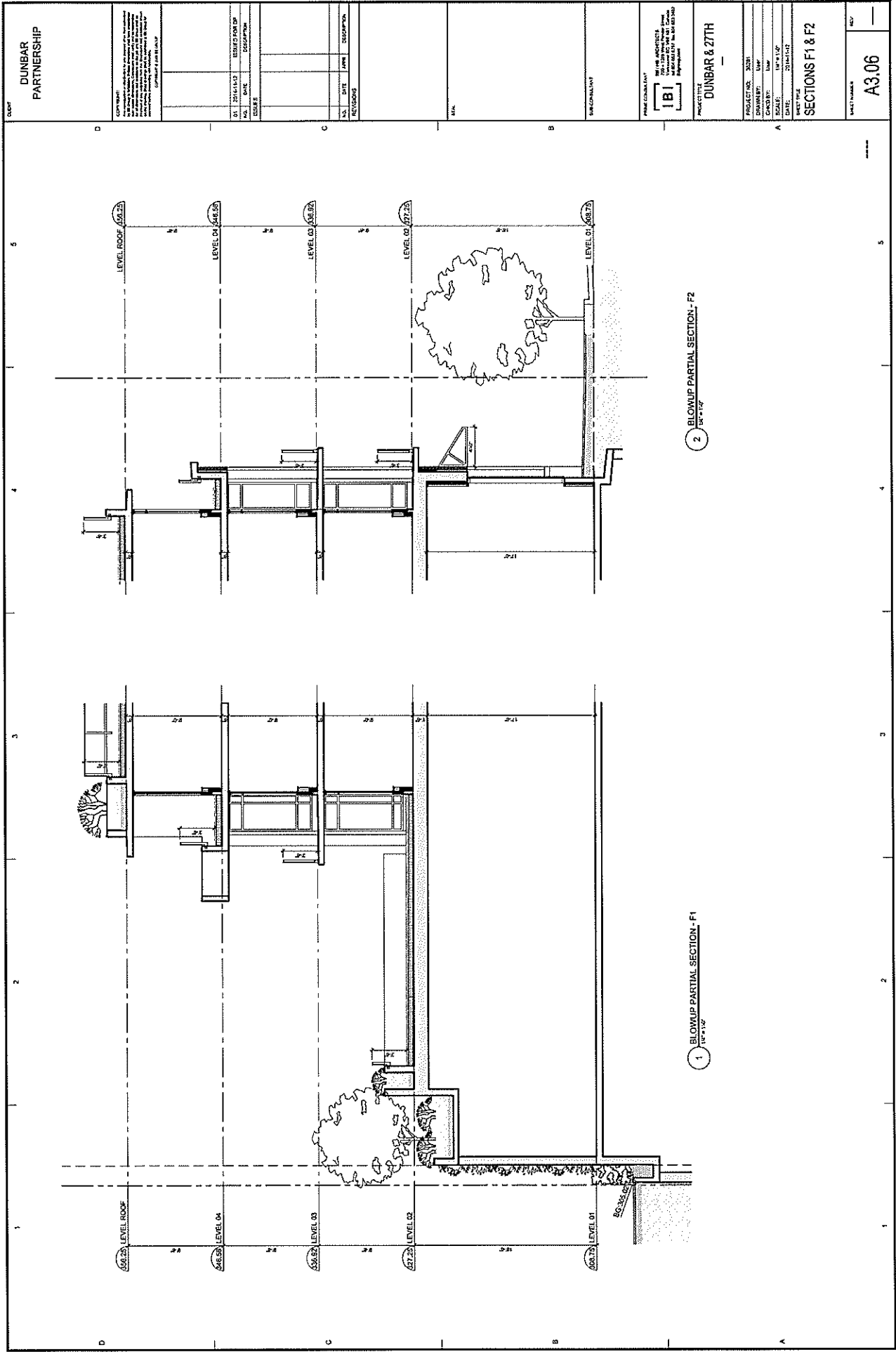












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A.040	SECTION C-C
A.050	SECTION D-D
A.060	SECTION E-E
A.070	SECTION F-F
A.080	SECTION G-G
A.090	SECTION H-H
A.100	SECTION I-I
A.110	SECTION J-J
A.120	SECTION K-K
A.130	SECTION L-L
A.140	SECTION M-M
A.150	SECTION N-N
A.160	SECTION O-O
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A.180	SECTION Q-Q
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A.310	SECTION DD-DD
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A.370	SECTION JJ-JJ
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A.390	SECTION LL-LL
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A.410	SECTION NN-NN
A.420	SECTION OO-OO
A.430	SECTION PP-PP
A.440	SECTION QQ-QQ
A.450	SECTION RR-RR
A.460	SECTION SS-SS
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A.480	SECTION UU-UU
A.490	SECTION VV-VV
A.500	SECTION WW-WW
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A.530	SECTION ZZ-ZZ
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A.690	SECTION PP-PP
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A.710	SECTION RR-RR
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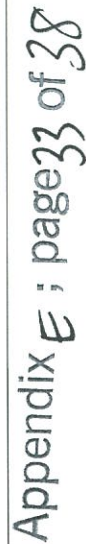


# DUNBAR & 27TH

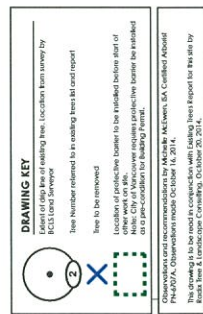
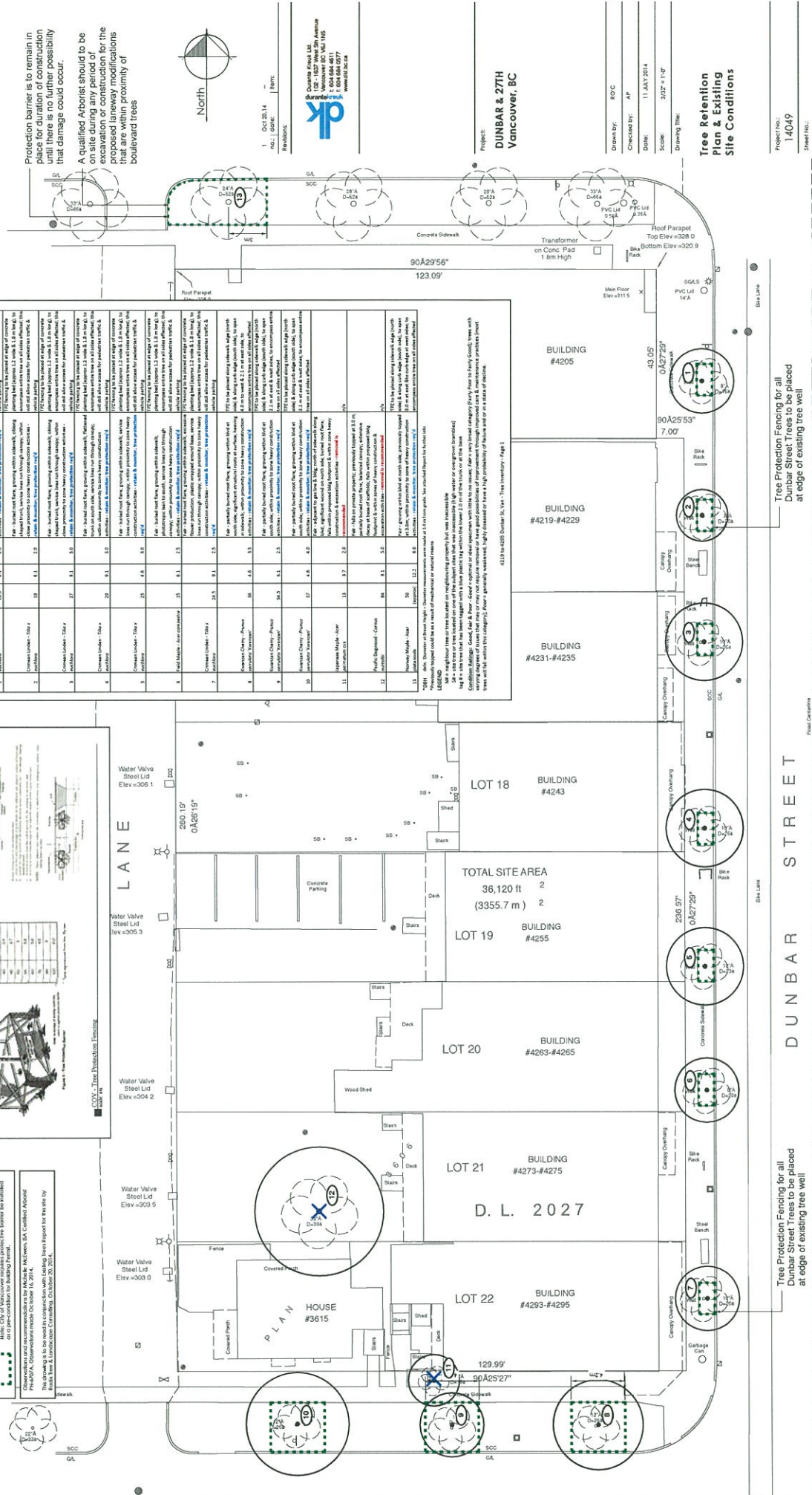
4219, 4233, 4243, 4253, 4263, 4273, 4295 DUNBAR STREET





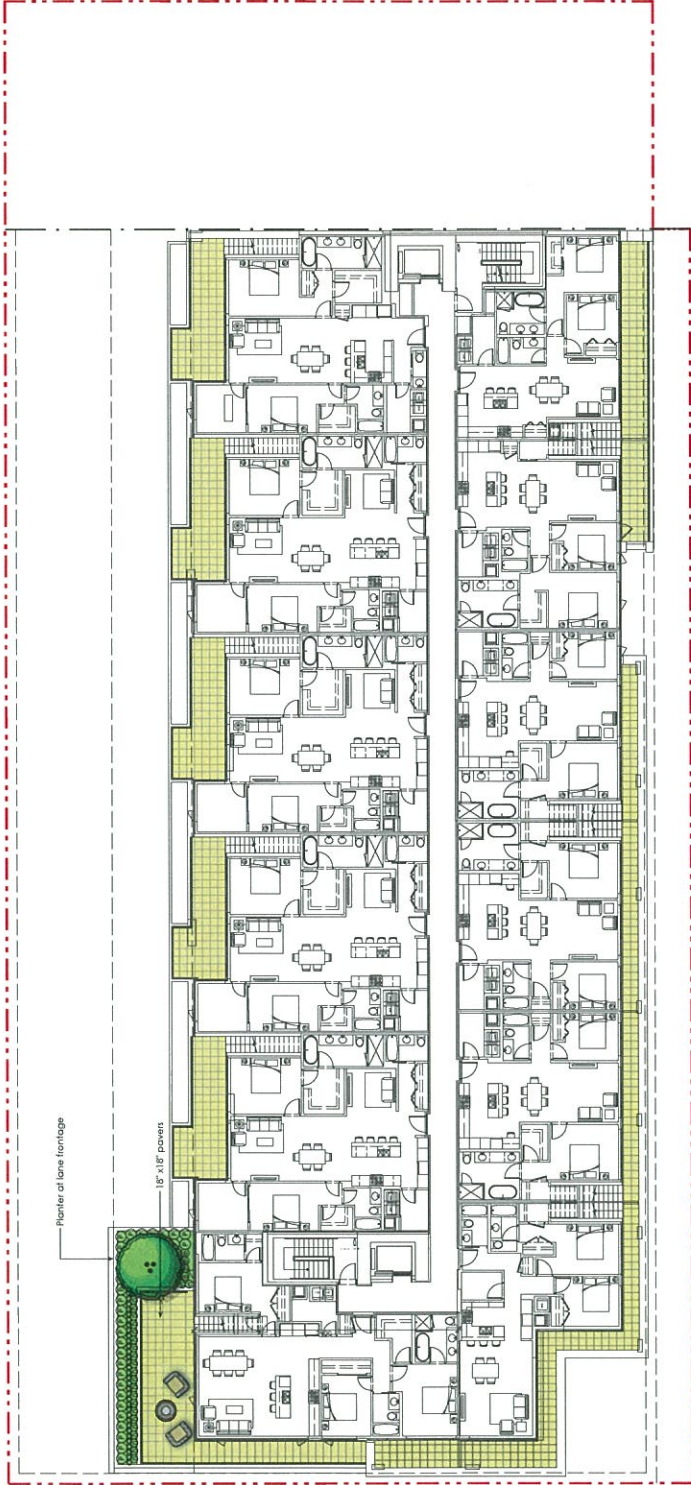




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1. Oct 20, 14  
no.: 14049  
Revision:

**durante**  
Durante Kruul Ltd.  
100 - 1027 West 41st Avenue  
Vancouver, BC V6L 1Y5  
604.684.4671  
www.durante.ca

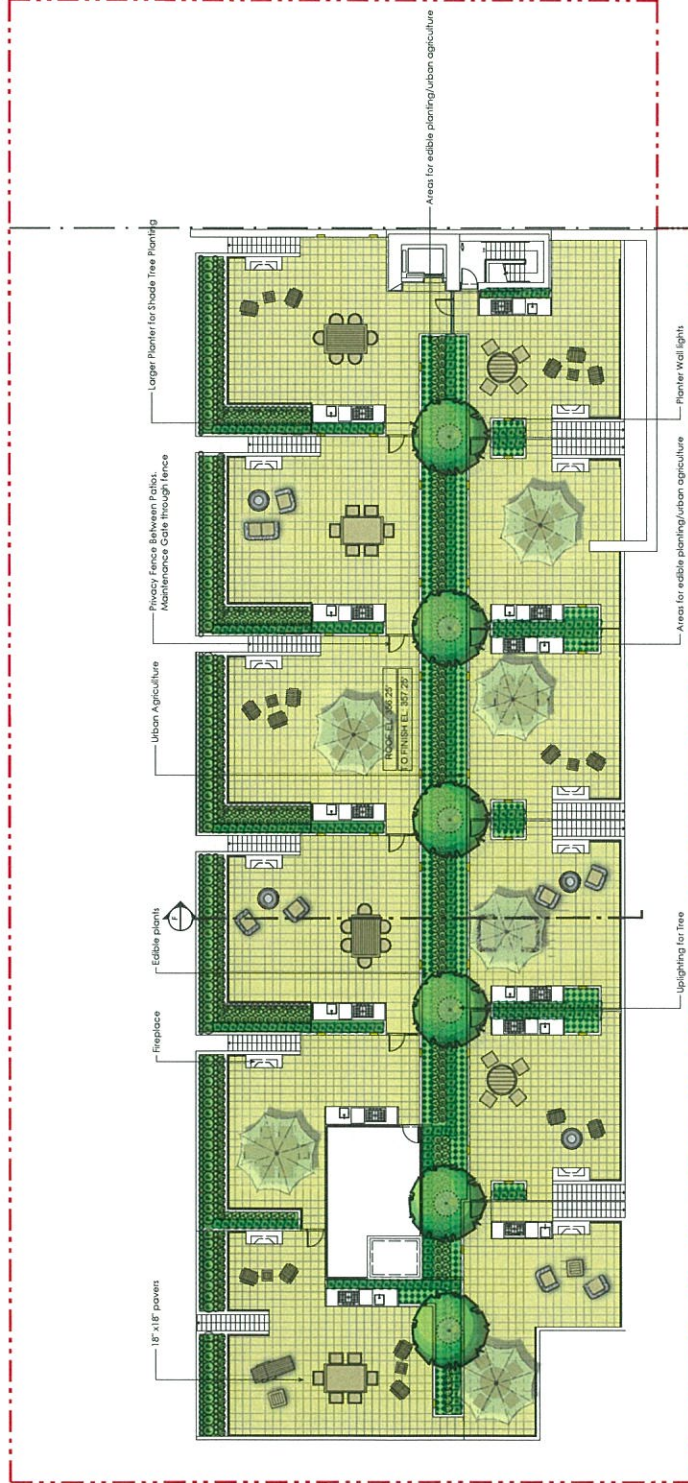
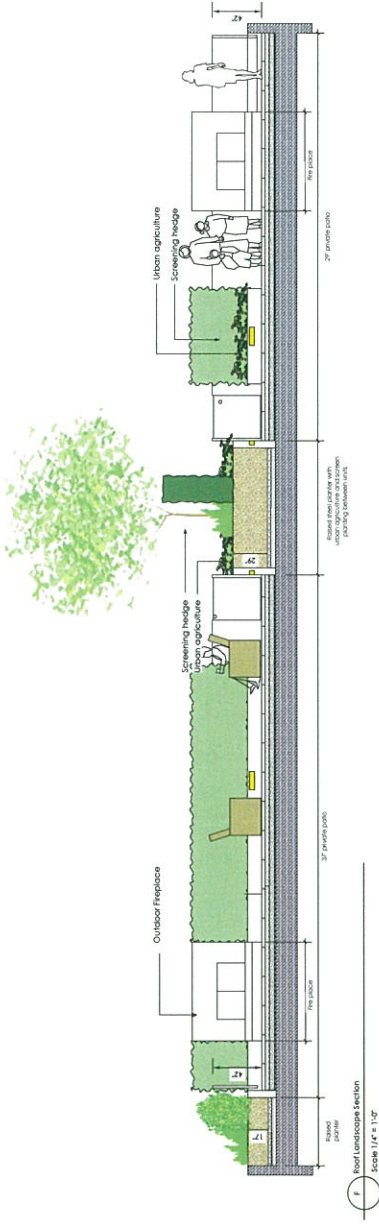
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**DUNBAR & 27TH**  
**Vancouver, BC**

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Checked by: AP  
Date: 11 JULY 2014  
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**Level 3 Landscape**  
**Concept**

Project No.:  
**14049**  
Sheet No.:  
**L-4**





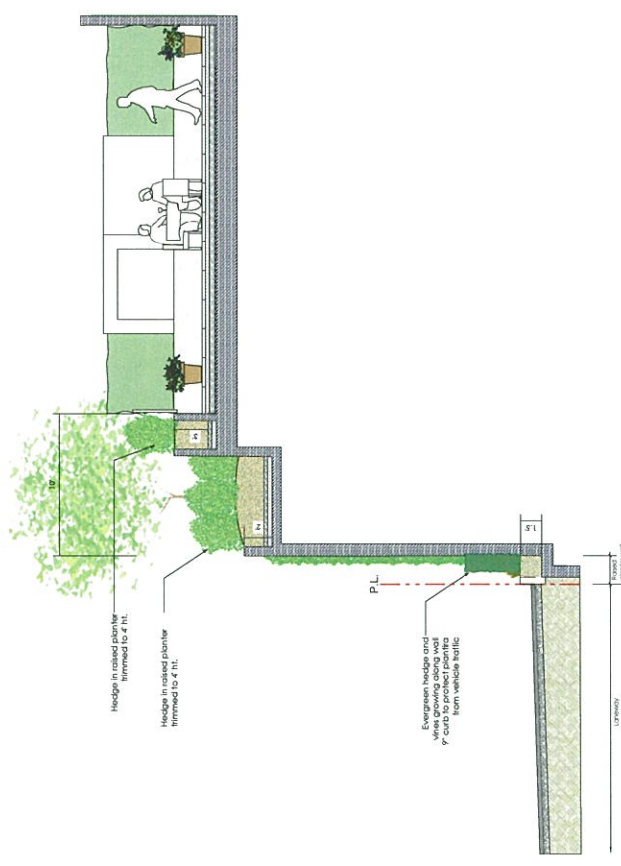
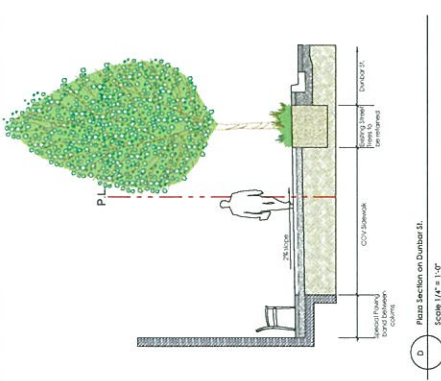
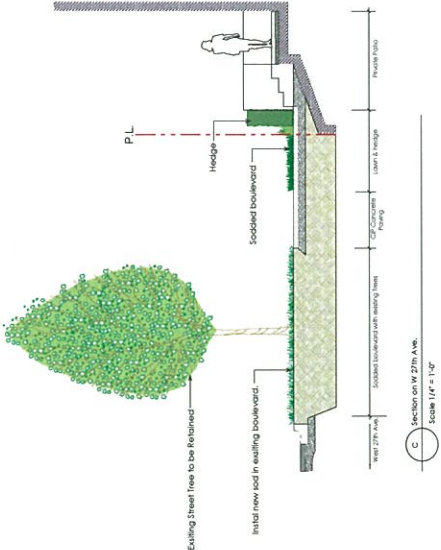
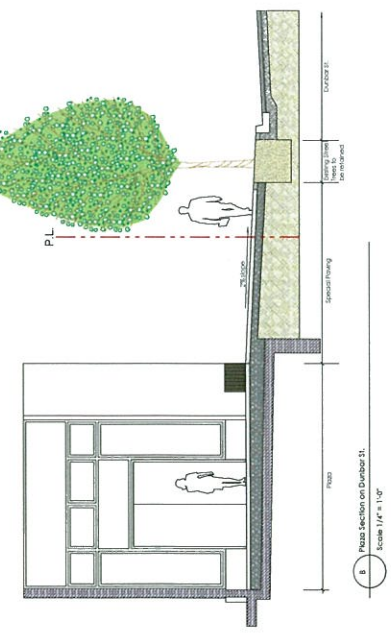
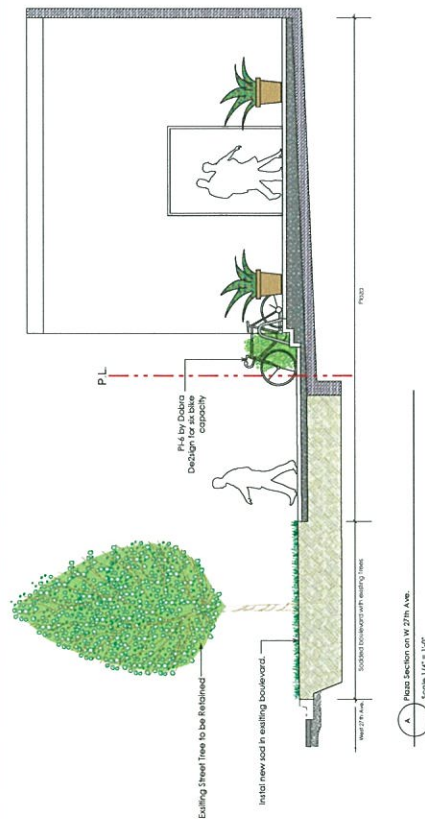
1. Oct 20 14  
no.: date: item:  
revision:  
Dunbar & 27th Ltd.  
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Project:  
**DUNBAR & 27TH**  
**Vancouver, BC**

Drawn By: RJC  
Checked By: AP  
Date: 11 JULY 2014  
Scale: 3/32\"/>

**Roof Landscape**  
**Concept**

Project No.:  
**14049**  
Sheet No.:  
**L-5**



1. JAMES H. Review  
NO. CODE: Item:  
Revisions:

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Drawn by: MC  
Checked by: AP  
Date: 11 JULY 2014  
Scale: 1/4" = 1'-0"

Drawing Title:  
**Landscape Sections**

Project No.:  
**14049**  
Sheet No.:

L-6