
3699 MARINE WAY (COMPLETE APPLICATION)
DE418252 - ZONE CD-1

PStM/DL/LEB/MS/LM

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
R. The, Engineering Services
D. Naundorf, Housing Policy and Projects
M. Roddis, Park Board

Also Present:

P. St. Michel, Urban Design & Development Planning
D. Lee, Development Services
L. King, Development Services

APPLICANT:

Park Lane River District Development
Attention: Evan Allegretto
200 -1055 Dunsmuir Street
Vancouver, BC
V7X 1L5

PROPERTY OWNER:

EFL Properties LP
200 - 1055 Dunsmuir Street
Vancouver, BC
V7X 1L5

ARCHITECT:

Raymond Letkeman Architects Inc.
Attention: Raymond Letkeman
200-970 Homer Street
Vancouver, BC
V6B 2W7

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with two, six-storey multiple dwelling residential buildings containing a total of 273 dwelling units and one, two-storey amenity building over two levels of common underground parking.

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 Landscape Rationale

● **Issues:**

1. Massing, articulation and floor area
2. Expression and materiality

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

THAT the Board APPROVE Development Application No. DE418252 submitted, the plans and information forming a part thereof, thereby permitting the development of two, six-storey multiple dwelling residential buildings containing a total of 273 dwelling units and one, two-storey amenity building over two levels of common underground parking, subject to Council's approval of the Form of Development and 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 create a narrow glazed connection in the westerly Building B at the entry and carried through to the common courtyard, similar to that provided on the easterly Building A. This connection is to enhance the visual separation and articulation of the building components, to bring light and views to the entry and corridors, and to provide a direct and inviting connection for residents to the common courtyard and the amenity building;

Note to Applicant: Providing this connection will result in a reduction of floor space of approximately 4000 ft² to 236,412 ft² overall. Planning supports reallocation of this floor space to Parcel 20/21 as outlined in Response to Applicable By-laws and Guidelines, Density, and Built Form and Expression of this report.

- 1.2 design development to enhance the park fronting façade and landscape of the westerly building to take advantage of its location and recognize it as the front of the development presented on arrival at the site;

Note to Applicant: The Urban Design Panel noted that this façade needed more 'life and joy' brought to its expression. Design development should include heightened contrast and colour, and big balconies that extend both further in depth and horizontally along the face of the building. While taking advantage of the park frontage and views down the future park corridor, the balconies should be designed to provide improved passive solar performance in this west facing location. The relationship to the park should be seamless with the path at the same elevation as the finished grade of the park, unmarked with barriers, retaining walls or fencing. The path should be extended to serve the corner unit, and the patio at this corner should be significantly expanded and expressed as one of the 'grounding' elements of the site described in Condition 1.8.

- 1.3 design development to introduce a canted element at the SW corner of the west building, continuing the theme proposed for the gateway corner of Marine Way and Boundary Road;

Note to Applicant: The canted expression was well received by the Urban Design Panel and there was consensus that this expression would be an appropriate element to repeat at the primary corner of the west building. Introducing the glazed canted element should be designed in a manner that recognizes the solar exposure of the southwest corner and reduces solar gain through balconies and other design elements.

- 1.4 design development to provide deeper and wider balconies that take advantage of views and location, improve livability, provide sun shading, and strengthen the horizontality of the architectural expression as outlined in the East Fraser Lands Design Guidelines;
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Note to Applicant: The By-law provides for balcony exclusion up to 12% of the floor space to enhance both livability and solar performance. The current design proposes only 6.1% (1,358 m²).

- 1.5 design development to introduce bolder, lively colours and to provide greater contrast in the treatment of the elevations;

Note to Applicant: The Urban Design Panel referenced the previously approved buildings of the River District Town Square as appropriate examples.

- 1.6 design development to the detailing, colour and materiality of upper levels of the buildings to further differentiate and articulate the architectural expression;

Note to Applicant: Typically upper level step-backs would be sought to articulate the building form and reduce the visual impact of the massing of the upper level. Changes in colour, material, and window openings and patterning should be employed to differentiate the upper level while working within the challenges of six storey wood-frame construction.

- 1.7 design development to units adjacent to upper level terraces to provide useable roof deck areas at the 6th level enhancing livability and taking advantage of location and views;

- 1.8 design development to the base of the buildings to 'ground' them to the site and to integrate with the terraced landscape and retaining walls;

Note to Applicant: Stone should be introduced to key locations in the base of the buildings and along the edges of the ground level patios. Patio edges, retaining walls and landscape should be varied along the edge and interface of the building base and the slope, and larger south facing patios should be created. Underground parking structure should not be visible or exposed. Some modification and chamfering of the parking structure edge may be required to adjust the transitional slope design to accommodate the sidewalk dedication at the base of the slope (See Condition A.2.6). Consideration should also be given to extending the stone to key piers or other building features.

- 1.9 design development to introduce more wood elements as a theme and variation throughout the development;

Note to Applicant: Wood should be used in an urban expression as referenced in the precedent images in the submission booklet. Panel members in particular drew attention to the scale and repetition of the sun shading elements in the precedents.

- 1.10 design development to the landscape north of Building A to create a community of buildings linked by landscape;

Note to Applicant: A courtyard and common landscape should be created in this area linking the lobbies of both buildings through common gardens to the shared amenity and to each other.

- 1.11 design development to provide an enhanced path, set into the slope and landscape, providing stepped and terraced access from the amenity building heading southwest toward the Town Square; and

- 1.12 design development to ensure that the trees planted are of sufficient scale and density to create a green and forested entry to Vancouver from the outset.

Note to Applicant: Trees along the Marine and Boundary frontages should be a minimum height of 5 m for conifers, and 3.5 m or 8 cm caliper for deciduous trees.

- 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.
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• Technical Analysis:

	Technical Review for: 3699 Marine Way										DE418252		
	PERMITTED/REQUIRED						PROPOSED						
Site Size ¹							Irregular						
Site Area ¹							11299 m ²						
Use(s)							Residential						
FSR ²	Total			2.05 FSR			Total			1.98 FSR			
Floor Area ²	Park Precinct Total			62608 m ²			Total			22342 m ²			
	Parcel 43 Market Resid. Total			23155 m ²									
	Exclusions Total			5976 m ²			Exclusions Total			1902 m ²			
	Max. Open Balcony Area (12%)			2681 m ²			Open Balcony Area (6%)			1358 m ²			
	Max. Enclosed Balcony Area (4%)			295 m ²			Enclosed Balcony Area			0 m ²			
	Max. Amenity Area			3000 m ²			Amenity Area			544 m ²			
Height ³				61.50 m			Building A - Top of Roof Peak			26.35 m			
							Building B - Top of Roof Peak			25.65 m			
	# of Storeys			18			# of Storeys			6			
Parking ⁴	Residential						Residential						
	Minimum			312			Standard			278			
	Maximum			360			Disability (x2)			9			
	Disability			9			Small Car			75			
	Max. Small Car (25%)			78			Visitor						
	Visitor						Standard			28			
	Minimum			27			Small Car			3			
	Maximum			55			Disability (x2)			2			
	Shared-Vehicle			1			Shared-Vehicle			0			
	Visitor			3			Visitor			0			
	Residential - Minimum Total			312			Residential Total			362			
	Disability Total			9			Disability Total			9			
	Max. Small Car Total			78			Small Car Total			75			
	Maximum Total			360									
	Shared-Vehicle - Minimum Total			1			Shared-Vehicle Total			0			
Visitor - Minimum Total			30			Visitor Total			33				
Maximum Total			55										
Loading ⁵	Class		A	B	C		Class		A	B	C		
	Residential		0	1	0		Residential		0	1	0		
	Total		0	1	0		Total		0	1	0		
Bicycles ⁶	Class		A			B	Class		A			B	
	Horiz. (H)/Vert. (V)/Locker (L)		min H	max V	min L		Horiz. (H)/Vert. (V)/Locker (L)		H	V	L		
	Residential		171	102	68	12	Residential		342	0	0	6	
	Total		341			12	Total		342			6	
Unit Type ⁷							Studio		1				
							One-bedroom		110				
							Two-bedroom		147				
							Two-bedroom plus		15				
							Total		273				

¹ **Note on Size and Site Area:** The irregular site is one of three parcels within the Park Precinct; Sub-Area 2; defined by Boundary Road to the east, Marine Way to the south and west, and a closed lane to the north.

² **Note on FSR and Floor Area:** The total proposed FSR and Floor area are well under the maximum allowable as this is the first phase of development within the Park Precinct. Although Maximum Floor Area is specified in the CD-1 Bylaw, the figures provided under the "Permitted/Required" column are aggregate totals for both the entirety of the Park Precinct, as well as the individual total for Parcel 43; excluding the minimum Affordable Housing requirement of 8,680m² referenced in the Social Development Proposed Conditions of Bylaw Enactment. Maximum FSR is not specified in the CD-1 Bylaw and the value provided in the table under the "Permitted/Required" column is a function of dividing the maximum permitted floor area by the site area. It should be noted the figures provided under the "Proposed" column are for Parcel 43 only. The maximum 12% open balcony area is calculated from the gross residential floor area being provided, and the maximum 4% enclosed balcony area is calculated only from the dwelling units that front Marine Way and Boundary Road.

³ **Note on Height:** The proposal is well within the maximum permitted height as the original zoning anticipated an 18-storey tower with a maximum height of 61.50 m for this site.

⁴ **Note on Parking:** The proposal currently provides a surplus of 2 residential parking spaces above the maximum permitted total of 360 parking spaces. No shared-vehicle spaces have been provided and a minimum of 1 is required. Parking requirements for residential use are based on the unit number and floor areas. Standard Condition A.1.5 seeks a reduction in the maximum number of off-street parking spaces allowed for the residential use. See also Standard Condition A.2.4.

⁵ **Note on Loading:** 1 Class B Loading space is required and currently the drawings show a loading space on the Main Floor Plan, outside of the building. The size of this space should be confirmed and the location reviewed (See Standard Conditions A.1.6 and A.2.10).

⁶ **Note on Bicycles:** The minimum Class A bicycle space requirement is currently met, however the distribution of these spaces shall be in accordance with Section 6.3 of the Parking Bylaw. An additional 6 Class B bicycle spaces. See also Standard Conditions A.1.7 and A.1.1.

⁷ **Note on Unit Type:** A minimum of 35% of all dwelling units must be suitable for family housing and include two or more bedrooms; in compliance with the "High Density Housing for Families with Children Guidelines". This equates to a minimum requirement for 96 out of a total of 273 units to be two or more bedrooms. Currently there are 147 two-bedroom units provided.

• **Legal Description**

Lot: 35
District Lot: 330 & 331
Plan: EPP31354

• **History of Application:**

14 08 01 Complete DE submitted
14 12 17 Urban Design Panel
15 05 06 Urban Design Panel
15 05 15 Complete DE re-submission
15 08 26 Development Permit Staff Committee

• **Site:** The subject site is known as Parcel 43 within the Area 1 'Park Precinct' of East Fraser Lands (EFL), now commonly known as the 'River District'.

The River District is located in the SE corner of Vancouver between Kerr St. and Boundary Road, Marine Way and the Fraser River. North of the River District and Marine Way, the topography slopes upward to several existing townhouse developments, Champlain Heights, and Everett Crowley Park.

There are over 130 acres of land, and one mile of riverfront associated with the River District. Ultimately there will be over 25 acres of park, over 7 million sq. ft. of residential development, 250,000 sq. ft. of retail, a community centre, a school, and several childcare centres.

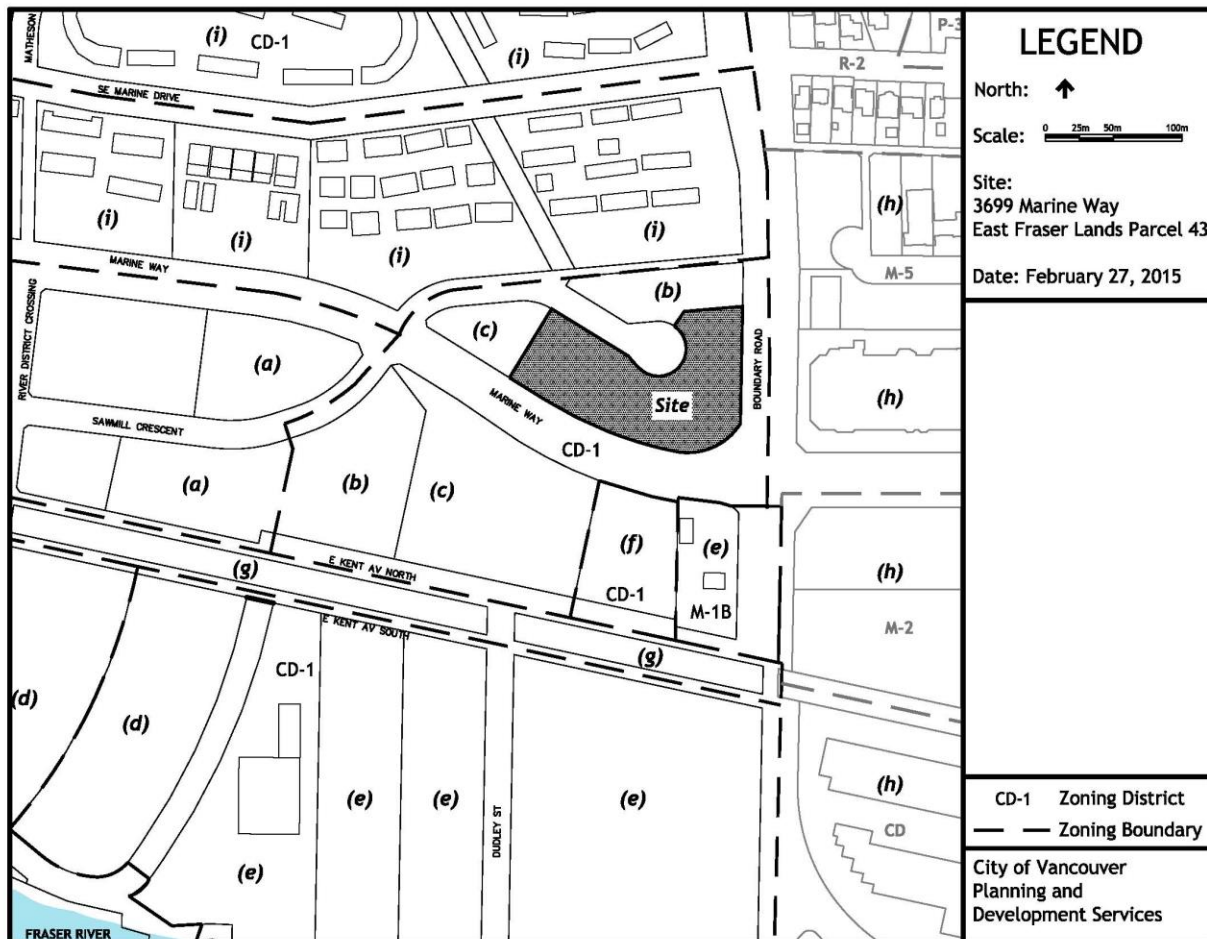
There are three residential neighbourhoods, shaped by two green corridors that extend back from the continuous public shoreline and Riverfront Park.

Development Permits for significant developments (Parcels 15, 16.1, 17, and 18.1) that will form the heart of the mixed use central neighbourhood were approved by the Development Permit Board in January of this year, and construction is anticipated to begin in 2016. Parcel 43 is located to the east of these 'Town Square' projects, on the north side of Marine Way at the foot of the slope up to Champlain Heights, adjacent to Boundary Road. Immediately to the west of Parcel 43 is a future park that is part of the future Avalon Park Corridor which will provide a visual and physical extension of green from the river to the uplands of Champlain Heights. An existing pedestrian connection to the uplands will link to the park. An extension of Sawmill Crescent, the east / west street that runs through the Town Square forms the northern edge of the park and the parcel, and terminates in a cul-de-sac. On the north side of the cul-de-sac are two parcels reserved for four storey affordable housing.

The site is an important gateway to Vancouver given its location right at Boundary Road and Marine Way. There is about 20 ft of grade change between the corner of Marine Way and Boundary Road and the grade level of the buildings, and the slope continues up to the north to existing townhouse developments on the rise above.

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

- (a) Future mixed-use developments in the Town Square precinct
 - (b) Future residential developments in the Park precinct
 - (c) Future park space including a lit synthetic turf field
 - (d) Future mixed-use development in the Waterfront precinct
 - (e) Future residential development and park identified in the East Fraser Lands ODP
 - (f) Potential school site
 - (g) CP Rail line
 - (h) Industrial development in Burnaby
 - (i) Existing town house developments
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• Background:

The proposed development is comprised of two six storey wood-frame all residential buildings, with an overall floor space of 240,492 sq. ft. (22,342 m²) and 273 units. The developer WesGroup intends to retain ownership and operate the buildings as market rental, however the City is not seeking to secure this tenure, and the buildings could become market condominiums in whole or part. A separate and centrally located amenity building of 5,860 sq. ft. (544 m²) is proposed to be shared by the two buildings.

At the time of rezoning, a quite different form of development was envisioned for the site, including a variety of building forms ranging from townhouses, five and six storey mid-rises, to an 18 storey tower. In the interests of improved affordability, and in further consideration of the scale of development north of SE Marine Drive, Planning supports a revised approach of six storey wood-frame. It should be noted that at the time of the rezoning, six storey wood frame was not yet allowed under the Vancouver Building By-law (VBBL), and as such was not specifically addressed in the EFL Design Guidelines and illustrative form of development.

The proposed development for Parcel 43 has been to the Urban Design Panel twice and has not received support. Staff have decided to advance the proposal to the Development Permit Board however, as the Urban Design Panel provided clear comment and advice that set direction for the design development conditions in this report. WesGroup and their architect have committed to a

fulsome response to the conditions, and Staff are confident that an appropriate development will result.

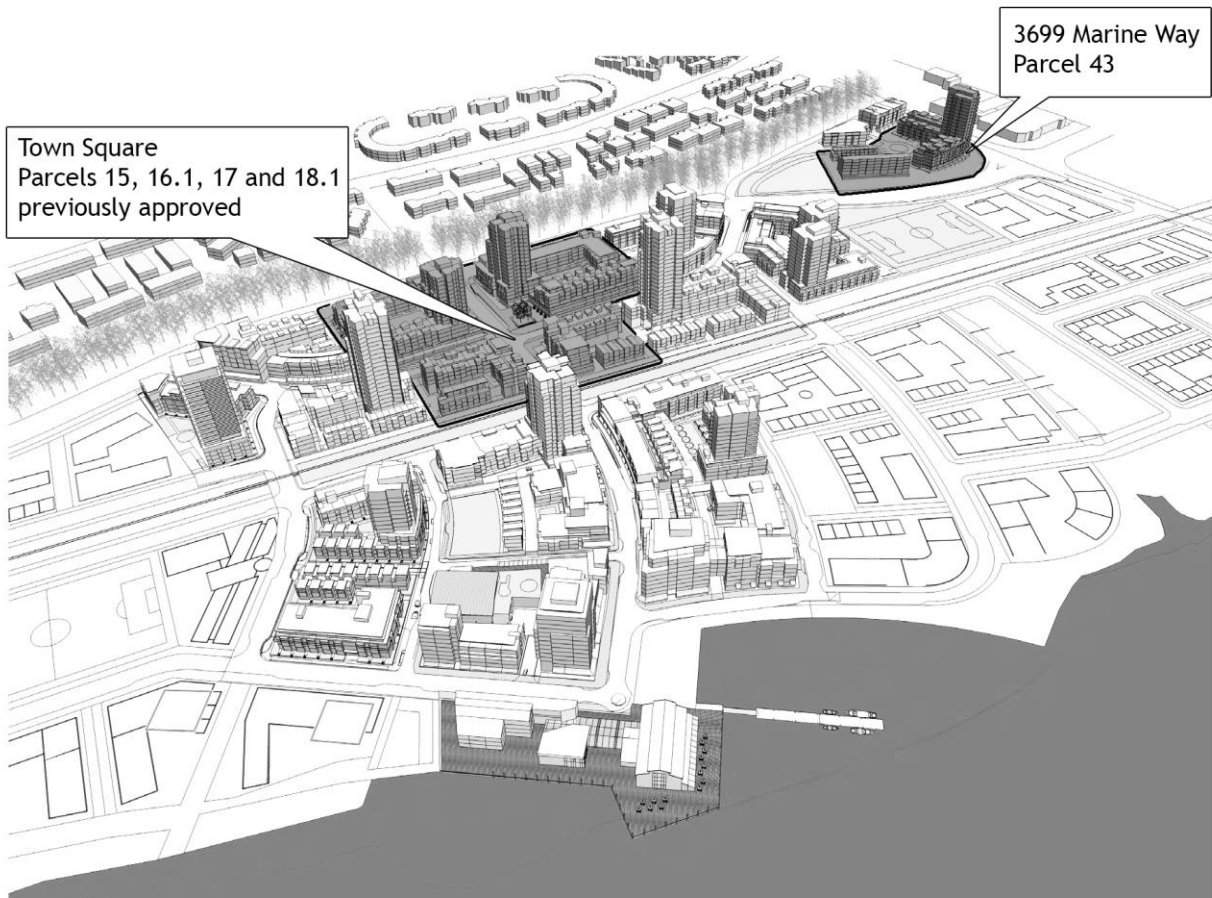


Figure 1: Illustrative Massing of Area One

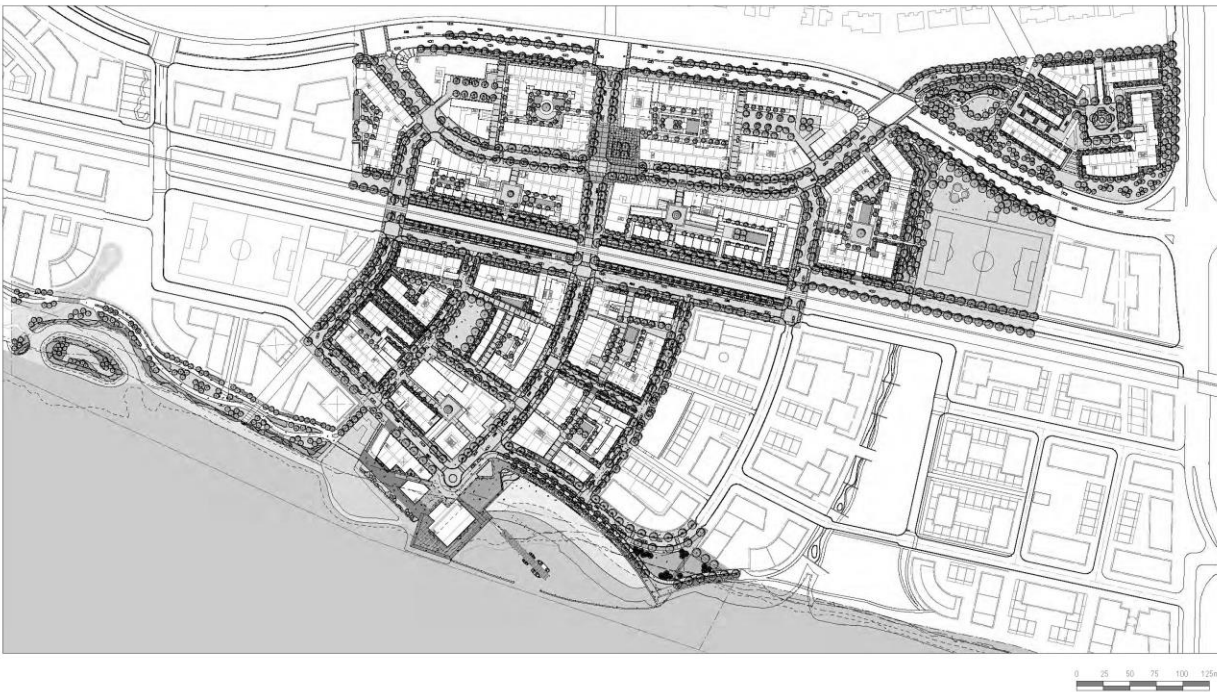


Figure 2: Illustrative Public Realm Plan Area One

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

1. **CD-1 (565) East Fraser Lands Area One, Park Precinct**

Uses: Multiple dwelling is a permitted use in the CD-1 zone.

Conditions of Use: The design and layout of at least 35% of the dwelling units must be suitable for family housing, include two or more bedrooms, and comply with Council's 'High Density Housing for Families with Children Guidelines'. At least 88 dwelling units must consist of affordable housing dwelling units.

Density: The overall floor space for all uses, combined, must not exceed 62,608 m² (673,929 sq. ft.). Amenity areas including day care facilities, recreation facilities, and meeting rooms must be excluded from computation of floor area to a maximum of 3,000 m² (32,292.8 sq. ft.).

Building Heights: The building height for Parcel 43 is not to exceed 18 storeys and 201.77 ft. (61.5 m). As per Section 6.2, if the uppermost level of the building consists of the upper floors of two storey dwelling units, does not exceed 40% of the floor area below it, and provides rooftop access to private outdoor space and usable roof area, it is not considered as a storey for the purposes of measuring building height.

2. **East Fraser Lands CD-1 Guidelines for Area One**

Comprehensive Guidelines were approved as part of the rezoning of Area One. They include public realm plans, site-wide sustainability strategies including rainwater management, shoreline biology, songbird strategy, public art plan, heritage statement of significance, illustrative built form and design characteristics for each development parcel, and architectural and landscape guidelines.

The Guidelines are organized in three main sections: Section A - Public Realm Plan, Section B - Built Form and Parcelization, and Section C - Character and Expression. The following summarizes relevant aspects of the Guidelines that apply to this site.

Section A - Public Realm Plan

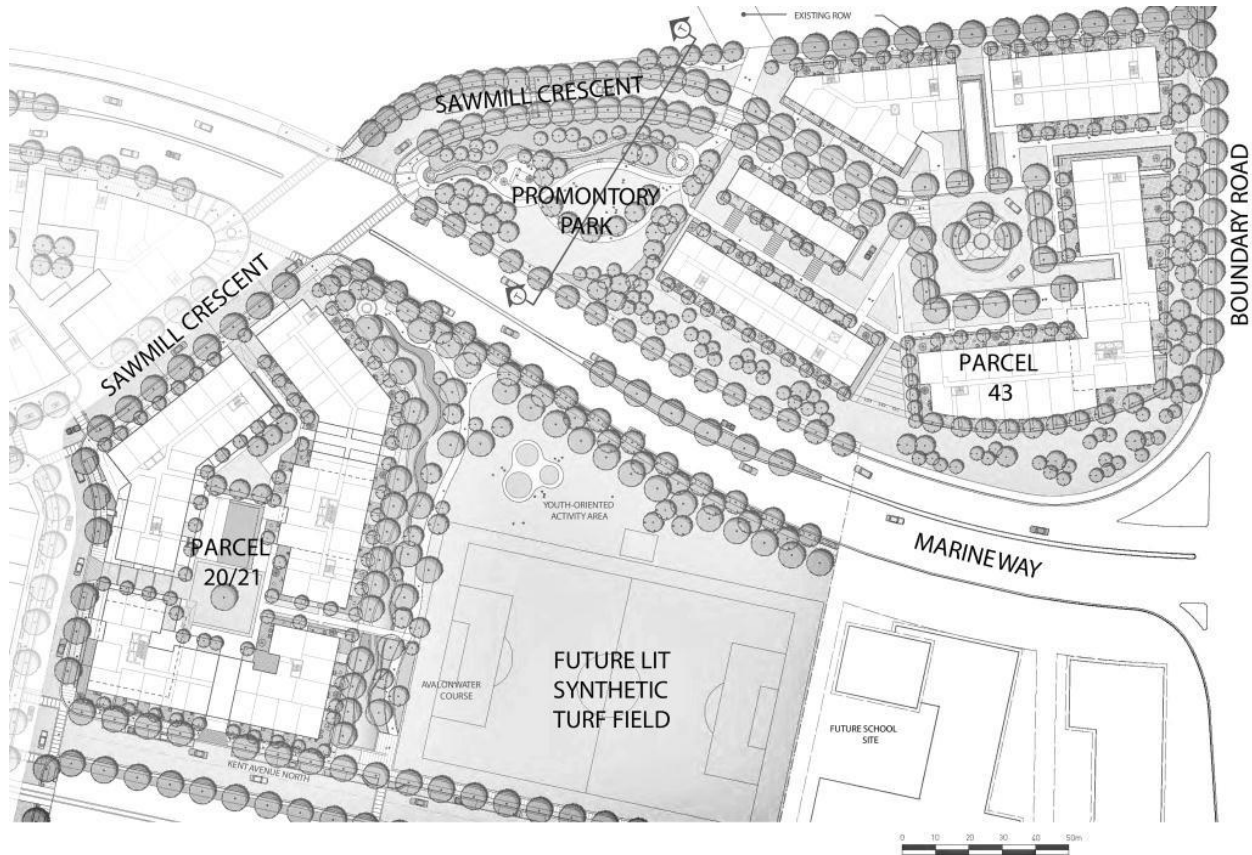


Figure 3: Illustrative Park Precinct Concept Plan from Design Guidelines

The Public Realm Plan Section 4.1 describes and illustrates a preliminary concept plan for the Park Precinct. Located on the western end of Parcel 43, the future Promontory Park creates a visual extension of the Avalon Park Corridor and enables a pedestrian connection between the existing upland areas and the River District. The park provides a view to the river and will be raised and terraced to enable a variety of activities including urban agriculture opportunities. On the south side of Marine Way, the Avalon Park Corridor will extend to the Fraser River. Directly across Parcel 43, a full sized lit synthetic turf field and field house are planned.

Section B: Built Form and Parcelization

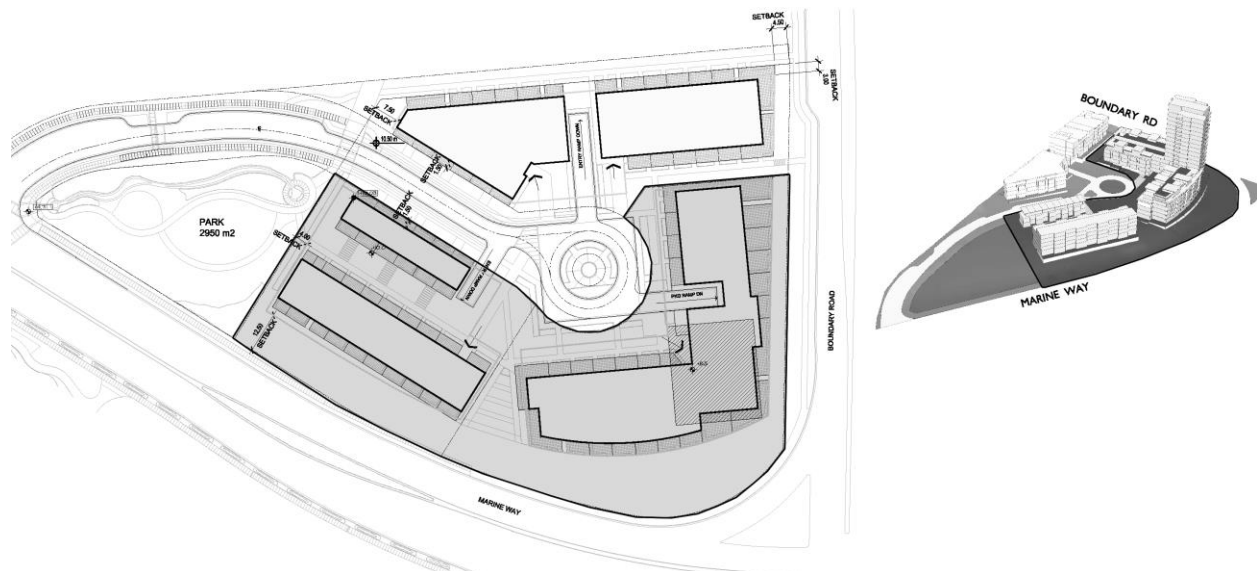


Figure 4: Illustrative Form and Development Parcel 43

The Guidelines contain an illustrative form of development for each parcel that demonstrates form and density. The guidelines state that the 3D illustrative built form is intended as a guide and modification will result from further design development during the development permit process. The guideline allocation of floor space for Parcel 43 is 342,680.3 sq. ft. (31,835 m²) of residential, of which 93,431 sq. ft. (8,680 m²) are reserved for affordable housing dwelling units. This allows 249,238 sq. ft. (23,155 m²) for the market residential proposed in this current development application. The guidelines note that floor space can be reallocated between parcels provided the intent of the guidelines is met.

In addition, the guidelines describe the Urban Design Role and Characteristics of each parcel, with Parcel 43 as follows:

Parcel 43 Urban Design Role:

- Gateway to Vancouver; low-rise and mid-rise perimeter buildings and a tower on the eastern end of the site create a strong edge at the SE corner following the sweeping curve of the property; the 18 storey tower at the SE corner marks this threshold in the distant view.

Parcel 43 Characteristics:

- On the southern edge of Parcel 43, a denser row of trees and landscaping provide a green edge that enhances the living environment of this residential parcel.
- Centering the composition of the parcel's buildings and the landscaping is a well-defined coherent open space buffered from Marine Way; the open space provides a quieter green outlook for the units around it; free of underground structure, it can accommodate trees of a generous scale.
- Access to the parcel extends from the intersection of Marine Way and Crescent, allowing easy pedestrian and vehicular crossing to and from the Town Square precinct.
- Crossover units in the westerly building along Marine Way provide views and quiet side for each dwelling.

Section C: Character and Expression

This section of the guidelines sets the direction for the architecture and landscape of the development parcels in EFL.

Section 1.0 - Historical Character sets the historical context of EFL. The historic aspects of the White Pine Mill, industrial installations and structures, and elements of the working river provide references for developing memorable architectural character for EFL. The guidelines direct that building design draw from these references and reflect them with a fresh contemporary west coast expression.

Section 2.0 - References the green building approach and compliance strategy for Area One, which includes targeting performance equivalent to LEED gold or Built Green Gold depending on building construction type.

Section 3.0 - Architecture begins with principles for Architectural Design, then provides guidelines for the various building typologies in Area One. Guidelines for multi-family residential buildings emphasize ground-orientation where appropriate, articulation of building frontages to mitigate scale and provide visual interest, and setbacks at upper floors to mitigate the scale of the streetwall. Interesting roof shapes are encouraged to enrich the overall texture and visual amenity of the development. Transparency and legibility of interior public spaces such as lobbies and amenity rooms is emphasized, providing visual connections between these spaces and the exterior. Reference is made to the simple, strong sculpting and clean expression of elements associated with northwest modernist design, and to the use of deep overhangs, extensive balconies, wall planes and selected areas of glazing to balance sustainable design and access to daylight and views. Upper level terraces and sculpting is encouraged to create architectural interest and contribute to skyline.

Guidance is provided regarding a palette of materials and elements that capture industrial, contemporary west coast, and riverine character and expression.

The following are the 10 Principles for Architectural Design:

1. Rich architectural diversity within a cohesive urban fabric.
2. An unique architecture that captures the history of the site.
3. A contemporary architecture with a high degree of livability and acknowledgement of place.
4. A legible sustainable architecture that addresses the social as well as the environmental aspects of building design.
5. An expressive and permeable architecture that enhances the legibility of the urban structure and facilitates connectivity of retail, residential and community facilities.
6. A distinctive character for each of the three precincts in Area 1.
7. An architecture that enhances the pedestrian experience and supports the walkability of the community.
8. Landscape treatments that give individual parcels their own identity while integrating them with the framework of the public realm.
9. An approach to lighting design that creates nighttime legibility to reinforce the distinctive character of precincts, public spaces and parcels and places priority on pedestrian comfort.
10. Integration of site-wide ecological initiatives.

With respect to landscape design, emphasis is placed on the public/private interface of residential frontages along the wide variety of street types in Area One, including direction regarding privacy and neighbourliness, usable outdoor space, changes in grade and visual connections. Further guidelines address the usability, visual enjoyment, and contribution to sustainability goals of common garden courts and roof gardens.

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



Figure 5: 3699 Marine Way - Parcel 43, view from corner of Marine Way and Boundary Road



Figure 6: 3699 Marine Way - Parcel 43, view of Amenity Building from Marine Way

- **Response to Urban Design and Landscape Rezoning Conditions of Approval:**

Uses: The proposed multi-family residential use and amenity space are consistent with the CD-1 By-law.

Conditions of Use: The proposal complies with the requirements for family oriented units with 15 three bed and 147 two bed units for a total of 60 % of units. Amenities and children's play areas proposed are consistent with the High Density Housing for Families with Children Guidelines. The proposed floor area reserves an allocation of 93,431 sq. ft. (8,680 m²) for a minimum of 88 affordable housing dwelling units as required in the CD-1 zoning and the legal agreements.

Density: The proposed floor space of 240,492 sq. ft. (22,342 m²) of residential is within the allocation of density in the guidelines, however, staff recommend that the floor area accommodated on the site be reduced to 236,412 sq.ft. (21,963 m²) to assist in addressing the design development conditions

intended to improve the articulation, legibility, and livability of the proposed development. This represents a further reduction in overall floorspace from the original guideline allocation for this parcel of 249,238 sq. ft. (23,155 m²).

Staff note that flexibility is built into the guidelines to allow some reallocation of floor space between parcels providing the intent of the guidelines is met. Staff believe that the 12,826 sq. ft (1,191 m²) to be reallocated can be readily accommodated within the variety of building types and heights and on Parcel 20/21, which is a part of the Park Precinct located on the south side of Marine Way adjacent to the Town Square precinct.

Building Heights:

The building heights and number of storeys comply with the CD-1 by-law. The proposed six storey form varies from the greater heights anticipated in the illustrative form of development and is supported by Planning as outlined in Built Form and Architectural Expression below.



Figure 7: 3699 Marine Way Site Plan 6 Storey wood frame configuration

Public Realm:

The site is located at a prominent location at the corner of Marine Way and Boundary. It is a 'gateway' site at a busy entry point to the City of Vancouver. The prominence of the site is accentuated by the approximately 20 ft. grade difference between Marine Way and the ground level of development. This grade change is generally consistent with what was anticipated at rezoning and is in part in response to the necessary grades for access in the termination of the new Sawmill Crescent that serves Parcel 43. The proposed landscape approach is to mitigate the grade change and enhance livability by heavily planting the slope with a variety of coniferous and deciduous trees, reinforced by large boulder retaining walls and seeded with wildflowers. The forested slopes will reinforce the green gateway to Vancouver. Gravel lined swales will collect water at the toe of the slope, directing water to an infiltration pond at the corner of Marine Way and Boundary Road. Recommended Condition 1.12

requires larger caliper trees in the interest of establishing this green gateway from the outset of the development.

An amenity building that serves both buildings is located centrally on the site along Marine Way. The lower level of the amenity building descends below the first level of the residential buildings creating an intermediate grade and transition to Marine Way. Recommended condition 1.11 seeks an enhanced path, with stepped and terraced access from amenity building heading southwest toward the River District Town Square, to facilitate pedestrian connectivity to local shopping.

The westerly building of the proposed development fronts onto a future park. The grading of the park will be raised to create a more useable flat area raised above Marine Way and its southern edge will be terraced and naturalized in a manner similar to the Marine Way edge of the proposed development. A path on the development site will provide access to ground level units that front onto the park.

Built Form and Architectural Expression:

At the time of rezoning, a quite different form of development was envisioned for the site, including a variety of building forms ranging from townhouses, five and six storey mid-rises, to an 18 storey tower. As development has proceeded in The River District, wood-frame developments have proven to be an economical and desirable housing choice, and WesGroup expressed an interest in proceeding with a six-storey wood-frame development as an alternate to the originally envisioned form of development. Staff support this direction in principle in the interests of improved affordability and variety of housing types available in the area. Staff also believe that reserving tower forms for the Town Square and the Waterfront Precincts will make for a more legible urban pattern and a better fit with the existing community on the north side of Marine Way.

As six storey wood frame was not yet allowed under the VBBL at the time of rezoning, it was not specifically addressed in the EFL Design Guidelines or in the illustrative form of development. However, general massing principles that anticipated concrete construction in buildings over four storeys spoke to a strategy of setting floors back at upper levels to help soften the massing and increase access to daylight. Interesting roof shapes are encouraged, as are deep overhangs and sloped planes. The guidelines also speak to articulation through recesses and projections.

While there is currently debate around the degree of articulation that can be accomplished on six storey wood-frame buildings, it is generally held that greater simplicity in the form of the building is desirable for envelope and structural performance. The proposed development has taken the approach of simplifying the structure keeping a full depth of floor plate through the section of the building without the upper level step-backs referenced in the guidelines. While staff believe this general approach to the massing can work, further changes are recommended as outlined later in this section to ensure an appropriate form and expression.

An application was first received on August 1, 2014, and was reviewed and not supported by the Urban Design Panel on December 17, 2014. The form of development at the time proposed a single architectural expression for the two L-shaped buildings, and a minimal degree of contrast and change in materials and colouration throughout. The proposed buildings are quite long, 268 ft. along the Boundary being the longest elevation.

Areas needing improvement included addressing what was described as unrelenting and homogenous massing and expression of the buildings, and better responding to this gateway site through reflecting the varied orientations of the buildings, improving sustainability and passive design response.

A revised application was received on May 14, 2015, and it is this application that is currently being considered by the Board. Key changes in the revised submission included breaking the buildings into components with varied architectural expression and colour, introducing varied roof heights and stepping at key ends of the buildings, and increasing overhangs, sunshades and balconies. A significant

break in the massing was introduced to Building A, the easterly building, through the introduction of a narrow, glazed, bridge section at the entry and elevator lobbies. This serves to articulate the buildings and improve the livability through the introduction of light and views to the circulation corridors. The proposed floor area was reduced to 22,342 m² (240,495.2 sq. ft.) to enable these moves. The corner feature of the building at Marine Way and Boundary Road was revised with a canted section of glazing extended outwards to the corner, large scale roof overhangs with cedar soffits, and enhanced passive solar performance through enlarged balconies and sun shading devices.

The revised application was reviewed by the Urban Design Panel on May 6, 2015, but did not receive their support. Aspects needing improvement included further addressing the massing, expression and materiality, and 'grounding' the building's relationship to the site. While not supported by the Urban Design Panel, Staff have decided to advance the proposal to the Development Permit Board as the Panel provided clear and consistent comment and specific advice that forms the basis of the design development conditions in this report. WesGroup and their architect have committed to a fulsome response to the conditions, and staff are confident that an appropriate development will result.

Recommended Condition 1.1 seeks design development to the westerly Building B to introduce a narrowed, glazed bridge section similar to that in Building A. This will articulate the massing, strengthen the expression of the building components, and improve the livability and legibility of the building. The transparency and views through the building will bring clarity to the circulation and provide a much improved access for residents to the south facing common courtyard and the amenity building. A further reduction and reallocation of floor space is needed to accomplish this move.

The park fronting elevation of Building B will be the most visible arriving at the development and travelling east along Marine Way, however it was thought by the panel to be lacking 'life and joy' and currently not responding to its advantageous location. Recommended Condition 1.2 asks for design development to enhance this building elevation through heightened contrast and colour, and larger balconies that extend both further in depth and horizontally along the face of the building. Further to this aim, Recommended Condition 1.3 recommends repeating the revised canted corner expression introduced to the corner of Marine Way and Boundary Road at the SW corner fronting the park.

In the interests of improved livability and passive solar response, Recommended Condition 1.4 looks to increase the depth and width of balconies, noting that 12% balconies are allowed and encouraged, whereas the current design proposes 6.1%. Expanding the balconies will also enhance the depth and articulation of the facades, as well as emphasize the horizontality of the buildings as called for in the design guidelines. Recommended Condition 1.7 requires design development to units adjacent to upper level terraces to provide useable roof deck areas at the 6th level enhancing livability and taking advantage of location and views.

Recommended Condition 1.5 requests the introduction of bolder, lively colours and to provide greater contrast in the treatment of the elevations, referencing the approach taken in the recently approved Town Square buildings. Recommended Condition 1.6 asks for design development to the detailing, colour and materiality of upper levels of the buildings. Typically upper level stepbacks would be sought to articulate the building form and reduce the visual impact of the massing of the upper level. Changes in colour, material, and window openings and patternings will assist in differentiating the upper level while working within the challenges of six storey wood-frame construction.

In response to Urban Design Panel concerns regarding the materiality of the buildings, Recommended Condition 1.9 looks for more use of wood, detailed with an urban expression, as theme and variation through key areas in the development including entries, lobbies, overhangs, and as sun shading elements. Recommended Condition 1.8 seeks to 'ground' the buildings to the site by introducing stone to the base, integrated with the terraced landscape and retaining walls. Additionally, ground level patios should be increased in size and greater variation introduced to the design of this edge and the interface with the site landscape. Stone should also be considered on key building piers.

The landscape design is generally well resolved, noting the earlier conditions regarding connections and relationships to the public realm. Additionally, Recommended Condition 1.10 looks to better link the buildings as a community through the creation of a courtyard and common landscape link from both building lobbies to the amenity building.

• **Conclusion:**

With revisions to address the design conditions aimed at improving massing, articulation, and materiality as outlined in this report, and including a reduction in floor area to assist in these improvements, staff are confident that an appropriate development will result. Staff support the changes from the preliminary form of development presented at Public Hearing and recommend approval of this development application subject to the conditions noted in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on December 17, 2014 and May 6, 2015, and provided the following comments:

EVALUATION: NON-SUPPORT (0-5) - December 17, 2014

- **Introduction:** Pat St. Michel, Development Planner, introduced the proposal for a site in the River District in the southeast corner of Vancouver between Marine Way and the Fraser River. Ms. St. Michel described the context noting that Parcel 43 is different in location and type from other recent River District projects. It is on the north side of Marine Way at the foot of a slope up to Champlain Heights, adjacent to Boundary Road. It is a roughly triangular area with a future park at the west end. The site is an important gateway to Vancouver given its location right at Boundary Road and Marine Way. There is approximately a 20 foot grade change between the corner of Marine Way and Boundary Road and the level of the buildings and as well the slope continues up to the north to existing townhouse developments on the rise above.

Ms. St. Michel mentioned that there is a park that is part of the future Avalon Park Corridor and provides a visual and physical extension of green from the river to the uplands of Champlain Heights. An existing pedestrian connection to the uplands will connect to this Avalon Park Corridor. An extension of Sawmill Crescent, the east/west street that runs through the Town Square forms the northern edge of the promontory park and the parcel and terminates in a cul-de-sac.

Ms. St. Michel noted that the proposal is all residential. Beyond the two buildings there will be two four storey buildings intended for affordable housing on the north side of the cul-de-sac. In the Area One Guidelines, an 18-storey tower, with a low-rise base was envisioned. Instead a change to a six storey wood-frame building is proposed, offering improved affordability of construction, and more appropriately reserving tower forms to locations with the mixed-use higher density town square and waterfront precincts of the central neighbourhood.

Ms. St. Michel noted that the proposal contains 280 residential rental units however the rental is not being secured by the City, so strata residential would be a possibility moving into the future. A separately expressed amenity building is proposed at the juncture between the two buildings that steps down a level with the slope. The proposal is generally consistent with the guideline version with respect to being set quite far back from Marine Way and raised above it in elevation. The current proposal is at one single level, which is about 2 meters higher than originally anticipated at the corner of Marine Way and Boundary Road in part due to more detailed work on the design of the street and cul-de-sac. There will be reconfiguring of grade around the site to transition to this

level, and the proposal is for a natural wooded frontage with trees planted at a substantial scale from the outset. Also, the park site will be re-graded to raise it above the level of Marine Way.

Ms. St. Michel described the architecture for the proposal noting that the building floorplate is carried consistently up through the six storeys due to the wood-frame construction and the building is articulated with roof forms at key locations and building projections outward from the frame. Materials include fibre cement panels and boarding, aluminum sun shades, glass and aluminum balcony rails and stained natural cedar soffits on feature roofs. As a wood-frame project in the River District, Built Green Gold equivalency is required.

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

Massing:

- The buildings have been articulated with roof-shapes, overhangs and projections and designed without step-backs or varied levels in the interests of the proposed six storey wood-frame construction. Does the Panel have any comments about this approach?
- Does the panel have any comment about the building length, particularly along Boundary Road?
- Finished floor elevations and response to the slope: Both buildings are set at a consistent elevation. Should there be some variation in response to the slope, or does the substantive landscaping proposed address this?

Colour and Materiality:

- Should there be greater variation between the two buildings and more distinct colouration?

Response to Guidelines:

- The guidelines ask that buildings draw from references to the working river and the saw mill industrial past of the site and express them in a contemporary way.

Gateway:

- Does the panel have any advice regarding the combined landscape and architectural approach to this gateway site to Vancouver?

Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Ray Letkeman, Architect, further described the proposal. He noted that they have established the floor elevations to improve livability in the units. The grade of Sawmill Crescent is the same grade as at Boundary Road and sets the floor elevation which they have taken through both buildings. As a result they are touching grade at the northeast corner and then the site slopes about 20 feet. They wanted to develop a green entry so there will be landscaping on the slope to make it an attractive gateway into the city. They increased the setbacks on Boundary Road to allow for a landscape buffer. He noted that they wanted to make the amenity building look like a pavilion. As well the entry to the underground parking, visitor parking and garbage pickup is kept in the centre of the space. The building will be a six storey wood framed building that will be covered in non-combustible cladding and they will be using cedar soffits. As well they are going to use wood and timber elements at the entry and as well some timbering on the amenity buildings. Mr. Letkeman described the architecture and mentioned that since it is a wood framed building, they needed to keep the expression as simple as possible. On the corner of Boundary Road and Marine Drive the building will have a window wall expression and they are planning a symbol or public art at the base of the building. Mr. Letkeman described the colour palette and noted that they are considering more contrast on the buildings.

Peter Kreuk, Landscape Architect, described the landscaping plans and mentioned that they wanted to be fairly natural along the outside edge which has a slope. As well they are using a rock stacked retaining wall system in order to create slopes that can be planted on and walk on it to maintain. As well it will extend into the park to help create terraces. On the corner they are

looking at having a sheet pile expression with potential for signage or public art. There will be a rain garden at the entry sequence. The south facing amenity patio will have urban agriculture, children's play, some open lawn as well as an outdoor kitchen space and outdoor fire pit. There will be a green roof on top of the amenity building. All the ground floor units have outdoor patio spaces which are separated and planted.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to address the unrelenting and homogenous massing and expression of the buildings.
 - Design development to better to respond to this gateway site and to reflect the varied orientations of the buildings, improving sustainability and passive design response.
 - Design development to improve the colour and material palette.
 - Design development to improve the livability of the proposal including the length of the internal corridors.
 - Design development to improve the expression visibility and circulation to the amenity building.
- **Related Commentary:** The Panel did not support the proposal as they thought the building was not taking advantage of the site.

The Panel agreed that the six storey wood-frame building was a supportable change from the high-rise building proposed in the rezoning. However they thought the massing was unrelenting and lacked interest. Several Panel members thought the massing could be broken up into smaller buildings to make it more appealing and/or that some building step backs, breaks, and jogs should be introduced. With respect to the roof shapes, overhangs and set back, the Panel did not think the proposal was taking the approach to the guidelines seriously. Several Panel members thought the guidelines regarding reflecting the industrial past of the main site might not be appropriate for this side of Marine Way and that it would make for a better project if the proposal reflected more of the Champlain Heights character. Concern was expressed at the lack of contextual response across marine Way and that the development should be designed with the three storey townhouse edge context in mind. Panel members felt that the proposed form of development was not a neighbourhood fit as designed.

The Panel had concerns with respect to the building's expression, and that it was not meeting the standards set in some of the recent River District buildings the panel had reviewed. They suggested that a change in materials might improve the expression and as well there could be an improvement in strength, contrast and variation of the colour palette. Greater variation between the buildings and components of the buildings is needed. The panel thought the design needed to give further consideration to its role as a gateway corner to Vancouver both with respect to the architecture and the landscape. The panel had some concerns with how signage would be incorporated and they also were not in support of the sheet pile expression. They thought it looked unfinished and lacked sophistication. One Panel member suggested adding a strong iconic element.

The Panel had an issue with the livability of the units noting that residents who have their units at the end of the corridor will have a long trip to the elevators. Some panel members thought separating the buildings or providing more elevators should be considered.

The Panel thought the amenity building needed some design development and in particular the expression could better celebrate the building with a stronger identity. As well some Panel members thought the circulation from the residential to the amenity space was unworkable and encouraged the applicant to find ways through the building to the amenity space.

The Panel thought the landscape edge along Marine Way and Boundary was supportable with one Panel member suggesting it could be even denser and more lush. However they thought a walkway along that edge was not viable given the amount of traffic. To create a decent walkway they thought there should be a boulevard which would mean encroaching back into the green space. As well they noted that given the runoff from the hill there would be a lot of water collecting in the area.

Most panel members thought the common floor elevation was supportable, considering the dense landscaping and treed response to the slope, but several thought that the building needed to respond to the slope in additional ways, such as stepping down and through some further articulation, perhaps removal of some units.

Regarding sustainability, it was mentioned that all four facades are being treated the same and that there should be an expression of passive elements to improve livability. It was noted that the south and west corners are all glass making the livability during the summer months difficult.

- **Applicant's Response:** Mr. Letkeman said he appreciated the comments from the Panel. He mentioned that they haven't spent a lot of time planning the sheet piling expression and still need to develop that expression. He agreed that the units would be more livable raised up with a landscape buffer. As well he appreciated the comments regarding the connectivity from the residential building to the amenity building. The building has been set up to break down the length of the corridor. As well he agreed that with the addition of more colour contrast they could liven up the elevations using accent colours.

Mr. Jarvis said he agreed with the comments regarding the colour and material palette. He noted that they are looking at the neighbourhood context. As well he mentioned that they do not want to break the building up into three separate building. He added that the Panel had good comments and they could work with them.

EVALUATION: NON-SUPPORT (1-7) - May 6, 2015

- **Introduction:** Pat St. Michel, Development Planner, introduced the proposal for a development application for Parcel 43 of the River District, or East Fraser Lands. It was the second review by the Panel as the proposal was seen in December of 2014 and did not receive support.

Ms. St. Michel gave a brief background of the River District and its context. The River District is located in the southeast corner of Vancouver between Kerr Street and Boundary Road, Marine Way and the Fraser River. North of the River District and Marine Way, the topography slopes upward to several existing townhouse developments, Champlain Heights and Everett Crowley Park. The River District was formerly industrial lands, the primary use of which was the White Pines Saw Mill that operated continuously from 1923 until it was shut down in 1999. There are over 130 acres of land and one mile of riverfront associated with the River District as well as over 25 acres of park and includes residential developments, retail, a community centre, school and several childcare centres. River District will be home to approximately 13,000 residents when it is built out.

Ms. St. Michel described the East Fraser Lands Guidelines noting that the East Fraserlands Design Guidelines was approved by Council at the time of rezoning. She mentioned that the Guidelines provide direction for the public realm, sustainability strategies as well as massing and allocation of densities and architectural expression. The proposal is required to achieve LEED™ Gold equivalency or Built Green Gold with Energuide score of 80.

Ms. St. Michel acknowledged that Parcel 43 is different in location and type from other recent River District projects. It is on the north side of Marine Way at the foot of a slope up to Champlain

Heights, adjacent to Boundary Road. It is a roughly triangular area with a future park at the west end. There is about 20 feet of grade change between the corner of Marine Way and Boundary Road and the level of the buildings and the slope continues up to the north to existing townhouse developments on the rise above. She noted the park is part of the future Avalon Park Corridor and provides a visual and physical extension of green from the river to the uplands of Champlain Heights. An existing pedestrian connection to the uplands will connect this Avalon Park corridor. An extension of Sawmill Crescent, the east/west street that runs through the Town Square, forms the northern edge of the promontory park and the parcel, and terminates in a cul-de-sac.

Ms. St. Michel mentioned that Parcel 43 is all residential. Beyond the buildings, there will be two 4-storey buildings intended for affordable housing on the north side of the cul-de-sac. She also mentioned that originally in the guidelines, an 18-storey tower, with a low-rise base was envisioned. The proposal now has been changed to a 6-storey wood-frame building making the units more affordable.

The proposal is for two rental buildings although the tenure is not being secured by the City. A separately expressed amenity building is proposed at the juncture between the two buildings and stepping down a level with the slope. Ms. St. Michel indicated that the proposal is generally consistent with the guideline version with respect to being set quite far back from Marine Way and raised above it in elevation. There will be reconfiguring at grade around the site to transition to this level and the proposal is for a natural wooded frontage with trees planted at a substantial scale. Also, the park site will be re-graded as well to raise it above the level of Marine Drive.

Ms. St. Michel noted that at the previous review, The Panel thought that in principle the 6-storey wood frame buildings were a supportable change from the Guidelines tower form, but that the massing as presented at the time was unrelenting and lacked interest. As well they thought the general landscape approach and common floor elevation was supportable with further consideration given to responding to the slope in other ways. The Panel also commented that the proposal should not seek to express the industrial past and working river aspects of the Guidelines, but rather could speak more to west coast contemporary architecture and perhaps Champlain Heights. She also described other aspects needing improvement that were mentioned by the Panel.

Advice from the Panel on the response to Key Aspects Needing Improvement as outlined in the previous Urban Design Panel minutes included:

- Design development to address the unrelenting and homogenous massing and expression of the buildings.
- Design development to better respond to this gateway site and to reflect the varied orientations of the buildings, improving sustainability and passive design response.
- Design Development to improve the colour and material palette.
- Design development to improve the livability of the proposal including the length of the internal corridors.
- Design development to improve the expression, visibility and circulation to the amenity building.

Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Ray Letkeman, Architect, further described the proposal noting that it is more closely associated with Champlain Heights than the River District but they wanted to introduce some of the sawmill characteristics of East Fraser Lands. The amenity building breaks up the landscape and becomes an important feature. They changed the amount of glazing on the amenity building and added a sloped roof. The building has been set back on Boundary Road to give more of a landscape foreground to the building. Mr. Letkeman said they worked hard at breaking down the massing on the buildings. They defined the massing with the use of colour and materials and as well they have recessed the windows to allow relief in the façade. Mr. Letkeman
-

mentioned that the connection to the common areas comes from each of the buildings. He also mentioned that they have tried to emphasize the entries and have canted the corners. He described the material and colour palette noting that they wanted to try and get some variations on the facades. Regarding sustainability, they have increased the balcony projections on the southern facades to reduce solar gain. Mr. Letkeman noted that a sidewalk has been added along Boundary Road.

Peter Kreuk, Landscape Architect, described the landscaping plans and mentioned that they are planning a rain garden to run down the slope with a pond on the corner. He noted that there is no public art planned for the site. They have added more pathways from the lower terrace of the amenity building that will tie into the trail system. Urban agriculture, children's play and open space and an outdoor gathering space are on the south facing terrace.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to ground the building's relationship to the site.
 - Design development to further address the overbearing and homogenous massing and expression;
 - Design development to break the massing into four components by introducing a glazed connection in Building B, similar to that in Building A;
 - Design development to introduce bolder, more lively materials and colours as in the rest of the River District Town Square;
 - Design development to bring more life and joy to the park face of the development, recognizing that this is a front, not a back of the development.
 - Design development to the southeast corner at the southwest park corner.
 - Design development to improve the materiality of the buildings as in the precedent examples.
 - Design development to expand the ground floor patios
 - Design development to ground the building's relationship to the site.
 - Design development to improve the expression of the amenity building.
- **Related Commentary:** The Panel did not support the proposal and thought there were a number of aspects that needed to be improved.

The Panel thought there was a fundamental difference in the site planning strategy in this application from all those across Marine Way which have continuous townhouses flanking the street. This proposal does not support the streetscape context which is a main flaw in its approach.

The Panel thought the buildings still had an unrelenting, homogenous massing and expression although they thought overall it was improved. The expression of the buildings as being composed of four components should be strengthened. They noted that Building A was the most successful in part because of the glazed link at the entry lobby. It was suggested by the Panel to add a break in the Building B similar to the break in Building A would assist with the expression of components as well as provide an opportunity for improved access to the courtyard. The Panel also thought that further consideration could be given to the courtyard landscape design on the eastern building, providing a linkage and relationship between the lobby entries, common courtyards and amenity building. They thought the canted expression at the southeast gateway corner was a successful element and should be repeated at the southwest corner of building B overlooking the park.

The panel thought greater depth should be introduced to the facades and that larger balconies should be introduced on the south and west facades to provide shade from the south and west sun, and to take advantage of the views the location offers.

The Panel thought that the least successful aspect was the elevation of the building on the park. More life and joy should be brought to this elevation, and it should be recognized that this is a front, not a back, as it is the prominent view for all arriving at the site.

Although the applicant had varied the colour palette and introduced greater contrast, the Panel thought the unrelenting amount of hardi panel was not working. The Panel thought the buildings would benefit from greater use of wood, and in particular, a smaller scale, more refined use of wood as in some of the precedent photos. Wood could be used in this way at the entries, amenities and at the corners of the buildings. As well they thought the colours could be bolder. The Panel agreed that the brown/grey tones in Building B lacked joy and suggested a different colour palette with enhanced contrast was needed. It was noted that there was little difference between some of the colour variations in the current palette. The Panel suggested looking to the bolder more lively colours of the River District Town Square buildings.

Several Panel members commented on the base of the buildings; that the buildings needed to be grounded in the site with a transition from site and landscape to building. Patios on the ground floor along the southern edge should be enlarged and variation along this edge could help with strengthening the expression of the base. One panel member expressed concern with the consistent roof datum, and suggested varying the elevation of the buildings as a means to help address this issue.

The Panel had no concerns regarding the long corridors and thought that daylighting at the ends and the middle had helped. They also thought the central lobby was well handled.

The Panel discussed the challenges of the site and of designing for its busy highway like location. Several members of the Panel thought the amenity building was in the wrong location given Marine Drive. They noted that there needed to be something to mitigate the traffic noise that would make the patio area more habitable. However, the chair noted that the amenity building was important in this location as a means to address the street and to remove all connection to Marine would not be good city building. It was suggested that pedestrian connections to Marine Drive from the amenity building should be enhanced. Several Panel members preferred the expression of the amenity building in the previous review.

The Panel supported the landscaping plans and agreed that the park like character improved the proposal. They also thought the grading and terracing as well as the amenity outdoor space and landscape treatment was well handled.

- **Applicant's Response:** Mr. Letkeman said he appreciated the comments. He said they would work with staff to improve the project. He mentioned that the amenity is a two storey space. The ground floor is a patio and the upper level has outdoor space on either side. At the moment there is no direct link to Marine Way but they could make a connection. He added that they had one originally. Mr. Letkeman said he agreed that the colour could be bolder but that they didn't want to make it a 2015 building if it would not age well.

ENGINEERING SERVICES

As the first of two development sites north of Marine Way, a Servicing Agreement requires the site to construct a new road and sidewalk as well as a signalized intersection which will help connect the development site with Marine Way, the waterfront, adjoining community, and future Town Square mixed-use area. Condition A.2.7 also requires sidewalks to be constructed along Marine Way and Boundary Road adjacent to the site. Engineering is satisfied that the proposed improvements provide sufficient access for future residents and will improve the pedestrian network overall.

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

LANDSCAPE

Staff are satisfied with the landscape response to the challenges and opportunities presented on this unique site. Best described as 'park-like' and pedestrian friendly, the landscape design incorporates themes of habitat enrichment and naturalized plantings in keeping with East Fraserlands policy. Grade oriented residential patios with shade trees are proposed at the building edges. A thoughtful network of formal and informal walkways will ensure that movement and connectivity is enhanced throughout the community. On the south side of Building B, there is a well programmed outdoor amenity space, including urban agriculture garden plots, a childplay area and outdoor kitchen dining facilities. The sloped land to the south and east edge of the site will be planted with large conifer trees interplanted with deciduous trees and meadow species that will create a naturalized setting. Rainwater management will be addressed through swales at the toe of the slope, directing water to an infiltration pond at the corner of Marine and Boundary. Rows of new street trees are proposed along Boundary Road, Marine Way and Sawmill Crescent. To the edge at the northwest corner, further attention will be needed to ensure that landscape treatment and tree planting is compatible with neighboring sites.

HOUSING POLICY & PROJECTS

HIGH DENSITY HOUSING FOR FAMILIES WITH CHILDREN

The two proposed six storey multiple dwellings at 3699 Marine Way include 147 two bedroom and 15 three bedroom units (a total of 162 units or 60 % of the total number of units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines therefore applicable to the plans for this development.

Consistent with the guidelines, a stand-alone ground level indoor amenity building with fitness room, meeting room and a multipurpose amenity room with kitchenette, washroom and storage closet is proposed adjacent to and with access to common outdoor amenity space. Design development is needed to the proposed washroom to confirm that it is wheelchair accessible and to add a baby change table (See Standard Condition A.1.20).

Also consistent with the guidelines, a proposed outdoor amenity area includes an outdoor kitchen and dining amenity area for family or other social gatherings. An open lawn and a children play area with landscape elements, including a lawn, boulders, and naturalized pathway, are also planned which provide a range of motor skills development and creative play opportunities for children.

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 new developments.

Consistent with these guidelines the common outdoor area includes accessible garden plots which can support urban agriculture activity. Design development is needed to include the infrastructure to support urban agricultural activity: compost bins, potting bench / tool storage chest and hose bib location(s) (see Standard Condition A.1.21).

PARK BOARD

There are two parks in the Park Precinct: one located on adjacent to this site (Promontory Park) and the other located to the east of Parcels 20 and 21 (Avalon Park North). As part of the negotiations during Rezoning, Promontory Park is to be delivered to the City pending the development of this site. The expectations prior to taking ownership of Promontory Park include:

- Tree Removals: All trees are to be removed from the land parcel and the stumps are to be cleared entirely;
- Grading: The site is to be graded to within 30 cm below the proposed finished grade outlined on the attached notional landscape plan; and
- Servicing: The site is to be fully serviced for future park amenities - this includes water, electrical and storm/sewer connections stubbed at the property line.

The landscaping shown in this application for the city park site is for illustrative purposes only (See Standard Condition A.1.19).

ENVIRONMENTAL PROTECTION BRANCH

The Environmental Protection Branch indicates that the Final Determination, dated September 4, 2007, for the lands located 3699 Marine Way was received. The lands identified are not a contaminated site. The information provided indicated that the site does not contain concentration of substances that exceed Contamination Site Regulation prescribed standards for residential land and urban park land soil use.

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

Two site signs were placed and their installation verified on November 19, 2014 for the original proposal and June 16, 2015 for the revised proposal. On November 17, 2014 and June 5, 2015, 1431 notification postcards were sent to the neighbouring property owners advising them on the application, and offering additional information on the City's website. As part of the neighbourhood notification process, an Open House event was held on December 8, 2014.

A total of approximately 20 people attended the Open House and 2 comment forms were received requesting for more public transit connections for this area.

To date, two written response has been received from our postcards / site signs notification. Comments received from the notification are summarized below:

Transportation: One respondent expressed concern with the lack of public transportation in this area.

Staff Response:

Staff continue to engage in discussions with Translink regarding the provision of improved transit facilities to the area. While no new transit is planned for the new roadway, the Town Square and surrounding area have been designed to accommodate future bus service. The provision of an improved intersection and pedestrian crossings will provide direct and convenient access to future shops, services, and potential transit facilities in the Town Square.

Trees: One respondent indicated distress of having such a large area of mature trees removed from the area. Further concerns were expressed regarding the affect this might have on the habitats of many wildlife species.

Staff Response:

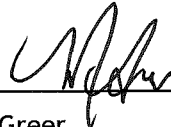
The retention of individual trees and groups of trees was tested during the preliminary review for the project. Unfortunately, tree retention was determined to be non-viable. Any remaining tree stands would be at high risk of blow down as a result of exposure to strong prevailing winds in winter. In addition, periodic reporting was required from the certified arborist to assess the viability of partial tree retention and certified wildlife biologist to inventory birds and nest sites. Biologist reports have confirmed no significant loss of active nesting sites associated with tree removal.

It is an important goal for the City of Vancouver to replenish the urban forest, wherever possible. Toward that goal, tree planting has been optimised throughout the site. A diversity of tree species will be provided, including large species native trees such as western red cedar, grand fir and big-leafed maple. The sloped land to the south and east edge of the site will be characterized by plantings of large conifers interplanted with deciduous trees and layered meadow species that will enhance habitat values. Rows of new street trees are proposed along Boundary Road, Marine Way and Sawmill Crescent. Trees planted in groups and linear rows, in combination with a hierarchy of open spaces in the greater landscape, will enhance availability of food and habitat for birds and other wildlife. In order to expedite the establishment of tree canopy, staff are requesting that replacement tree sizes exceed current standards (See Recommended Condition 1.12).

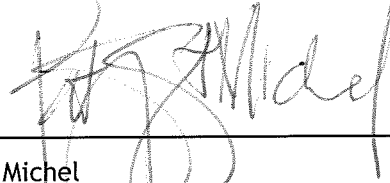
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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.

The Staff Committee acknowledges that the applicant team has committed to a fulsome response to Urban Design Panel comments and the conditions contained in this report and therefore supports this proposal.



For: J. Greer
Chair, Development Permit Staff Committee



P. St. Michel
Development Planner



D. Lee
Project Coordinator

Project Facilitator: M. So

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

- A.1.1 The proposed form of development can and does become approved by City Council;
- A.1.2 identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving Built Green Gold;

Note to Applicant: In addition to the Built Green checklists, provide a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. Both checklist and description should be incorporated into the drawing set and significant Built Green features detailed on the plans.

- A.1.3 completion of a report documenting EnerGuide model results and confirming that it meet a minimum EnerGuide score of 80;

Note to Applicant: The report results should be incorporated in the drawing set. A copy of the EnerGuide report (including both completed 'P' and 'N' files) will be required prior to issuance of an Occupancy Permit.

- A.1.4 completion of a compliance strategy and timeline that outlines the documentation process required to achieve Built Green Gold equivalency including reference to appropriate documentation at Building Permit and Occupancy Permit stages;
- A.1.5 compliance with Section 7 of the CD-1 Bylaw by reducing the total number of parking spaces to no more than 360 spaces;

Note to Applicant: Since all units are less than 112.5 m², the maximum number of parking spaces is calculated as 1 space per 65 m² of gross residential floor area; as per Section 7 of the CD-1 Bylaw.

- A.1.6 provision of size and dimensions for proposed loading space currently shown on the Main Floor Plan, outside the building;

Note to Applicant: Refer to Section 5.5 of the Parking Bylaw and ensure the loading space meets all sizing and design requirements (See Standard Condition A.2.10).

- A.1.7 compliance with Section 6 of the Parking Bylaw by ensuring the proper distribution of Class A bicycle spaces;

Note to Applicant: Although the minimum requirement for Class A bicycle spaces is met, they shall be distributed and labeled so that: a minimum of 171 spaces are horizontal, a maximum of 102 spaces are vertical, and a minimum of 68 spaces are in the form of a locker. Refer to Section 6.3 of the Parking Bylaw for all sizing and design requirements

- A.1.8 provision of a minimum of 12 Class B bicycle spaces;

Note to Applicant: See also Standard Condition A.2.10.

- A.1.9 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.1.10 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.11 written confirmation shall be submitted by the applicant that:
- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
 - adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
 - 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.1.12 provide larger scale details and information on key building components including canopies, screening elements, overhangs, projections, fences, gates etc.;

Standard Landscape Conditions

- A.1.13 clarification of naturalized habitat strategy on the planted slope areas;

Note to Applicant: It has been indicated in presentation material to date (Urban Design Panel) that the areas in between the trees on the slopes will be planted with a wildflower mixture to create a "meadow". There is a concern about the long term viability of the strategy when other options may be available such as establishing native forest groundcover. Consider adding other native species to increase the diversity of plantings in the open areas and as tree canopy understorey. A rationale should be provided to address the landscape strategy and details of planting and/or maintenance to be clearly noted on the landscape plans.

- A.1.14 design development to relocate the exit path along the northern property line shared with the adjacent parcel;

Note to Applicant: The SRW is to be located 1.5 m onto the subject property, and it can be anticipated that the path that serves the adjacent parcel will be located along the property line (See Standard Condition A.2.2). The exit path on the subject parcel should be redesigned to be located further south as it approaches Sawmill Crescent, providing a landscaped area between the paths on the two parcels.

- A.1.15 provision of a final tree removal/ protection plan;

Note to Applicant: To reflect the final phase of tree removals on site and any tree protection for offsite trees (for example, the management of trees to the north of Sawmill Crescent).

- A.1.16 further refinement of the landscape plan submission, as follows:

- (a) provision of an abbreviated plant/tree species acronym on the planting plan(s) specific to clarify plant species;
-

Note to Applicant: In addition to plant/tree symbols on the plant list, it is recommended to increase the font size of the plant symbols to improve clarity. Given the scale and importance of tree planting on this site, the abbreviated tree species acronym should be printed on or near the symbols on the landscape plan so that species and locations can be readily identified.

(b) provision of dimensions for all exterior hardscaped areas;

Note to Applicant: Examples of areas that require dimensions include patios, walkways, landings and stairs.

A.1.17 provision of an updated arborist report;

Note to Applicant: To reflect the development permit conditions and any related re-grading and construction phase work. The arborist should outline the extent of services and supervision necessary.

A.1.18 provision of a letter of assurance for arborist supervision and services;

Standard Park Board Condition

A.1.19 clearly indicate on plans, any landscaping shown for the City Park site is for illustrative purposes only;

Housing Policy and Projects Conditions

A.1.20 design development to the indoor amenity room to confirm the washroom is wheelchair accessible and to add a baby change table; and

A.1.21 design development of outdoor amenity area to include the infrastructure which supports gardening/urban agricultural activity by residents such as a tool storage closet/shed/chest, a potting bench, a compost bin for yard waste, and hose-bib location(s).

A.2 Standard Engineering Conditions

A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Statutory Right of Way over the north 1.5 m of the site adjacent to Lot 34 for utility purposes, in favour of the City are required;

Note to Applicant: Delete any portions of the building (including footings and roof) and trees from the SRW area (see SK-11.23 and L3). The 7th floor roof overhang may be considered with a minimum height requirement.

A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a revised Secondary Pathway Statutory Right of Way agreement to reflect the shifted location to accommodate the width for the utility Statutory Right of Way (see also Standard Condition A.2.1);

Note to Applicant: The proposed utility SRW spans this legal parcel and the parcel to the north and should coincide with the Secondary Pathway SRW. The agreement should be modified to provide for cost sharing between the neighbouring property owners.

- A.2.3 provision of building grades and design elevations at all entrances;
- A.2.4 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 1 Shared Vehicle and the provision and maintenance of 1 Shared Vehicle Parking Space for use exclusively by such Shared Vehicle, (with such parking spaces to be in addition to the minimum parking spaces required by the Parking Bylaw), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- (a) provide 1 Shared Vehicle to the development for a minimum period of 3 years;
 - (b) enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
 - (c) provide and maintain the Shared Vehicle Parking Space for use exclusively by such shared vehicles;
 - (d) make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space;
 - (e) provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
 - (f) registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions;
 - (g) provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy;

Note to Applicant: Shared vehicle spaces are required to be a minimum width of 2.9 m.

- A.2.5 provision of Neighbourhood Energy Connectivity to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The location of the Energy Transfer Station (ETS) room should be identified on the development permit plans prior to DE issuance. The ETS room should comply with the Neighbourhood Energy Connectivity Design Guidelines.

- A.2.6 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for dedication along Marine Way to achieve an improved pedestrian realm and sidewalk;

Note to Applicant: The minimum required width would be 3.5 m (1.35 m boulevard/1.8 m sidewalk/ 0.35 m back boulevard).

- A.2.7 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 requirements;
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- (a) delete proposed 2nd row of trees in the back boulevard on Sawmill Crescent;
- (b) provision of a 1.8 m sidewalk on Marine Way and on Boundary Road adjacent to the site;
- (c) provision of consistent landscape plans and section drawings relative to the sidewalk and front boulevard widths along Marine Way;

Note to Applicant: While the plans appear to indicate at 1.35 m front boulevard and 1.8 m sidewalk when scaled, the sections indicate a front boulevard width that ranges between 1.45 m and 0.85 m.

- (d) provision of a note indicating that everything within the street right-of-way of Road L (Sawmill Crescent) should be for reference only and the street improvements should be removed or shown as a half tone. Road L (Sawmill Crescent) and all related improvements to construct the road and all associated utilities and street improvements such as lighting, sidewalks, trees and sodded lawns were approved as a separate application;
- (e) provision of a Landscape Material Plan with clear differentiation of paving materials on plan and in the legend;

Note to Applicant: Materials such as paving have been incorporated into Planting Plans with no differentiation on the plans or in the legend between CIP concrete, sodded lawn and grass grid.

- (f) provision of a detailed Grading Plan and structural details of the boulder placement;
- (g) provision of tree root barriers to be located at the sidewalk edge rather than at the curb edge as shown;
- (h) provision of sodded lawn and trees for the traffic circle and deletion of the planting proposed;

Note to Applicant: The trees and lawn in the circle along with the infiltration plan have already been approved as part of the Road L (Sawmill Crescent) application.

- A.2.8 provision of a painted gore and signage at the top of the parking ramp, to reinforce the right-out only movement within the traffic circle;
- A.2.9 confirmation from the Vancouver Fire and Rescue Services (VFRS) that maneuvering shown on drawing SK12.1 for fire truck access is acceptable as it shows the fire truck mounting the concrete apron of the traffic circle;
- A.2.10 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The following items are required to meet provisions of the parking by-law and the parking and loading design supplement.

- (a) provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, within the parking areas and at all entrances;

Note to Applicant: Design elevations are missing on drawing SK 3.01 for the parking ramp and loading bay and additional design elevations are required within the parking levels to calculate

slopes and cross falls. The maximum slope and cross fall within the loading and parking areas is 5%.

- (b) provision of a Class B loading space with the required length and note dimensions on the plans;

Note to Applicant: The minimum length for a Class B loading space is 8.5 m and 7.3 m is shown on drawing L3. The loading space needs to be located completely on private property; otherwise trucks would encroach over the PL and block the sidewalk as shown on drawing SK12.1 (See Standard Condition A.1.6).

- (c) provision of 2.3 m of vertical clearance required for the disability parking beyond the last disability stalls on drawing SK2.02;

Note to Applicant: Extending the vertical clearance an additional 3.0 m along the maneuvering aisle would achieve this.

- (d) dimension all stall widths and columns that encroach into the parking spaces;
- (e) relocate the column at the bottom of the parking ramp to be clear of the maneuvering aisle on drawing SK11.03;

Note to Applicant: The column is located at elevation 4.09 m.

- (f) reconfiguration of the bike rack or provision of a Class B bicycle rack that can comfortably accommodate 6 bicycles from one side;

Note to Applicant: The rack as proposed on drawing SK 3.01 can only be accessed from one side and would need to be accessed from both sides to accommodate the 6 bicycles required under the By-law.

- (g) provision of automatic door openers on the doors providing access to the bicycle room(s);
- (h) provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside;

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

Please contact Dave Kim of the Neighbourhood Parking and Transportation Branch at 604-871-6279 for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://former.vancouver.ca/engsvcs/parking/admin/developers.htm>)

- A.2.11 delete portions of Building B canopy which encroach onto Sawmill Crescent, (See SK-4.01, 6.04 11.09);

Note to Applicant: Proposed canopy design does not appear to meet the Building By-law for canopies over City street.

- A.2.12 delete the gate-swings out over the Sawmill Crescent property line (L2);

- A.2.13 submission of a crossing application is required;
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Note to Applicant: Design and location of all crossings will be to the satisfaction of the General Manager of Engineering Services.

- A.2.14 provision of letter of credit to secure the Owner's works as listed in the Services Agreement CA3663329-34;

Note to Applicant: This parcel triggers substantial portions of the Owner's Works Listed in the EFL Area 1 Park Precinct Services Agreement, which include, but are not limited to, the following:

- (a) adjacent Road Works for Development Parcel 43A, Development 43B, Development 43C and Promontory;
 - (b) Boundary Pump Station and Sanitary Connection;
 - (c) traffic Signal and Left Turn Bay on Marine Way at Crescent Street East.
- A.2.15 arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for the maintenance of landscaping within the cul-de-sac island, and boulevards on Marine Way and Boundary Road;
- A.2.16 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 System Vista, 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. It is presumed with your consultation so far with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met. 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; and
- A.2.17 clarify garbage pick-up operations. Confirmation that a waste hauler can access and pick up from the location shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

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

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during subsurface work.
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B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **March 21, 2016**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.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 Detailed design of the building HVAC and mechanical heating and cooling system must be submitted to and approved by the General Manager of Engineering Services prior to issuance of building permit.
 - B.2.5 Confirmation, prior to issuance of building permit, that all heating equipment for all buildings comprising the development shall be centralized within one common mechanical room at parkade level, and that a dedicated space not less than 225 sq. ft. shall 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 labelled.
 - B.2.6 Completion of the Confirmation of Neighbourhood Energy Connectivity Requirements letter of assurance by the design engineer of record, prior to issuance of building permit, certifying that the mechanical design of all buildings within the development adheres to the Neighbourhood Energy Connectivity Standards - Design Guidelines.
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- B.2.7 Prior to issuance of building permit for any assessable building, the Owner will pay to the City in cash the amount equal to 100 % of the cost of public art attributable to such assessable building to be applied to the City in accordance with the River District Public Art Fund Agreement.
- B.2.8 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.9 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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