
89 Nelson Street (COMPLETE APPLICATION)
DE419255 - Zone CD-1

PC/BAB/LEB/MS/LM

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

**J. Greer (Chair), Development Services
*D. Autiero (Chair), Development Services
*M. Au, Development Services
M. Holm, Engineering Services
M. Roddis, Park Board
**D. Naundorf, Housing Policy

Also Present:

P. Cheng, Urban Design & Development Planning
B. Balantzyan, Development Services
M. So, Development Services

*September 23 DPSC Only

** October 7 DPSC Only

APPLICANT:

Francl Architecture
Attention:Walter Francl
1684 West 2nd Avenue
Vancouver, BC
V6J1H4

PROPERTY OWNER:

One West Holdings Ltd.
900 - 1095 West Pender Street
Vancouver, BC
V6E 2M6

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a 29 storey mixed use building consisting of one level of retail use and 28 storeys of residential use containing 588 dwelling units over four levels of underground parking having vehicular access from Expo Boulevard.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Engineering - Neighbourhood Energy Utility (NEU) condition

Appendix D Processing Centre - Building comments

Appendix E Plans and Elevations

Appendix F Applicant's Design Rationale

Appendix G Alternate Access Route Plan

● Issues:

1. Location of the proposed vehicular access to the underground parking garage, and its effect on the pedestrian experience along Expo Boulevard.
2. Architectural treatment to mitigate the building's scale, bulk and massing.
3. Interaction of ground floor retail with public realm.

- **Urban Design Panel: Support 4-1**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE419255 submitted, the plans and information forming a part thereof, thereby permitting the development of a 29 storey mixed use building consisting of one level of retail use and 28 storeys of residential use containing 588 dwelling units over four levels of underground parking having vehicular access from Expo Boulevard, subject to the following conditions:

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

- 1.1 design development to relocate the vehicular access to the underground parking garage further north, thereby achieving a more continuous retail frontage along Expo Boulevard (See Standard Condition A.2.1 and Appendix G);

Note to Applicant: This could be achieved by a reconfiguration of the existing Cambie Street Bridge off-ramp, relocating its juncture with Expo Boulevard further north and into a perpendicular intersection. This in turn would achieve the opportunity to relocate the parking ramp further north.

Further, as this reconfiguration will result in a more commodious sidewalk area for pedestrian life due south of the new intersection, a new landscape design to this public area should also be provided.

- 1.2 design development to address the human scale by articulating the overall massing of the building, through added variations in architectural expression, including but not limited to:

- i) the addition of colour and a selection of glazing and spandrel elements that are more transparent or lighter in tint than the proposed dark tints;
- ii) increased variations of balcony depths; exterior glazing locations; and floorplate edges, on a storey-by-storey basis, in order to enhance the curvilinear nature of the proposal, in both the horizontal and vertical dimensions;
- iii) further modulation of the large forms, with special attention to the east and west elevations which span over 300 ft. (91.4 m) in length;
- iv) the addition of smaller-scale elements that help to break down the repetition of the horizontal lines and shadows created by the extensive use of balconies; and
- v) consideration to integrate vegetation to the building expression as part of the solution to visually break down the overall massing, at the outdoor areas adjacent to the amenity spaces on Level 20.

Note to Applicant: Revised sample of glazing elements to satisfy Recommended Condition 1.2 (i) are to be submitted for approval.

- 1.3 provision of architectural detail drawings demonstrating a reinforcement of the curvilinear nature of the proposal, including the use of curved glass for balustrades and retail glazing in order to avoid a faceted reflection of light within the proposed curves;

Note to Applicant: The use of curved glass should be prioritized for the building portions where the radius of the curves is shortest and a faceted appearance would be most noticeable. This would primarily apply to the areas on or near the north and

south elevations, with added emphasis to the south elevation due to its high prominence when viewed from the length of Cambie Street Bridge and the south shore of False Creek.

- 1.4 design development to ensure a high-quality public realm treatment with a seamless transition from the public and private realm; and

Note to Applicant: High quality, special paving is expected on private property, the strategy should anticipate a seamless and compatible material transition from standard paving on city sidewalks (see Standard Condition A.1.30). Special paving on private property should be constructed to ensure long term stability and respect the principles of universal design. Further coordination will be needed with Engineering and Planning Staff. See also Standard Condition A.2.2.

- 1.5 design development to achieve a more unique character of the storefront elevations, including but not limited to:

- i) a revision to a more transparent glazing system along the ground floor;
- ii) design development to further articulate the continuous 6 ft. (1.8 m) tall exposed concrete fascia;
- iii) provision of continuous weather protection overall retail frontages;
- iv) a developed proposal for signage opportunities; and
- v) large-scaled typical details of the storefront design to demonstrate the above requirements, including glass samples to demonstrate increased transparency;

- 1.6 design development to the exterior walls facing the proposed 18-storey tall portal, to achieve a character that is consistent with the undulating and curvaceous nature of the building; and

- 1.7 provision of drawings clearly specifying that the building is to be constructed to meet the City's acoustic performance criteria to mitigate the impact of event noise on residential developments to achieve a target of 40 - 50 dBC for noise levels within dwelling units during events.

Note to Applicant: For this building, the Acoustic Report submitted by Brown Strachan Consultants and date stamped on June 25, 2015, recommends specific exterior façade upgrades to meet the performance criteria. Staff will be seeking confirmation of the acoustic performance prior to obtaining an occupancy permit. The following note to be added to the submitted drawings: "Glazing for all residential windows and doors should be 8 mm glass - 13 mm airspace - 6 mm glass (8-13-6 thermal glazing) rated OITC 33/STC 40, or the equivalent with the same acoustical ratings. Maximum pane size is 50 sq. ft. (4.65 m²)." See also Standard Condition A.1.16.

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

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size ¹	-	-	Irregular
Site Area ¹	-	-	54,573.0 sq. ft.
Floor Area ²	Commercial N/A Residential 397,439.0 sq. ft. All uses 418,085.0 sq. ft.	-	Commercial 20,646.0 sq. ft. Residential 397,435.0 sq. ft. Total 418,081.0 sq. ft.
FSR ²	All uses N/A	-	All uses 7.66
Balconies ³	Open 31,795.0 sq. ft. (max. 8% of residential area)	-	Open 47,088.0 sq. ft. (11.8% of residential area)
Amenity ⁴	Maximum 10,000.0 sq. ft.	-	Level 2 522.0 sq. ft. Level 19 3,615.0 sq. ft. Level 20 5,053.0 sq. ft. Total 9,190.0 sq. ft.
Residential Storage ⁵	Total 21,722.0 sq. ft.		Above base surface 20,010.0 sq. ft. Below base surface 4,096.0 sq. ft. Total 24,106.0 sq. ft.
Height ⁶	Top of roof slab 298.6 ft.	-	Top of roof slab 276.55 ft. Top of mechanical screen 282.83 ft.
Parking ⁷	Commercial 17 Residential no limit Visitor no limit Shared Vehicle no limit Small Car (25% of 277) max. 69	Commercial 13 Residential 264 Visitor 0 Shared Vehicle 0 Total (min.) 277 Disability 23	Commercial 17 Residential 444 Visitor 59 Shared Vehicle 4 Total 524 Small Car 113 Disability 25
Loading ⁸	-	Class A Class B Commercial 0 2 Residential 5 3 Total 5 5	Class A Class B Commercial 0 2 Residential 2 2 Total 2 4
Bicycle Parking ⁹	-	Class A Class B Commercial 4 6 Residential 735 6 Total 739 12	Class A Class B Commercial 4 6 Residential 735 6 Total 739 12
Dwelling Unit Area	-	Minimum 400.0 sq. ft.	Minimum 446.0 sq. ft.
Horizontal Angle of Daylight	-	Minimum 50°	Minimum 50°
Unit Type	-	-	Studio 0 One-bedroom 437 Two-bedroom 142 Three-bedroom 9 Total 588

Notes:

¹ **Note on Site Size and Site Area:** Site area is per submitted plans.

² **Note on Floor Area and FSR:** Density in this CD-1 Zone is not regulated by FSR but by limiting floor area.

³ **Note on Balconies:** Additional open balcony area is subject to Council approval of a text amendment to the CD-1 (593) By-law to increase maximum permitted floor area exclusion for balconies from the current 8% of residential floor area to 12%, and is addressed by Standard Condition A.1.4.

⁴ **Note on Amenity:** Amenity areas must not exceed the lesser of 20% of permitted floor area (83,617.0 sq. ft.) or 10,000.0 sq. ft., per CD-1 (593) By-law.

⁵ **Note on Residential Storage:** Additional residential storage area is subject to Council approval of a text amendment to the CD-1 (593) By-law to increase maximum permitted residential storage area below base surface, and is addressed by Standard Condition A.1.5.

⁶ **Note on Height:** The proposed development is well under the maximum building height permitted by the CD-1 (593) By-law. Confirmation has been received from the City's Planning Analyst that building height complies with the "Cambie St. to North Shore Mountains" View Cone affecting the site, including the height of the rooftop mechanical screen which has been designed to match the maximum angle permitted by the View Cones.

⁷ **Note on Parking:** The proposal contains ample parking and is not dependent on provision of Shared Vehicles and Shared Vehicle parking spaces to satisfy the parking requirement. Standard Condition A.1.17 seeks clarification and requires a covenant for any proposed Shared Vehicles. The proposed development exceeds number of maximum permitted small car parking spaces. Standard Condition A.1.20 seeks compliance.

⁸ **Note on Loading:** The proposal is deficient in the number of loading spaces. Engineering Services supports the relaxation of one Class B space subject to all Class A spaces being provided, the submission of a detailed loading management plan and registration of a shared use agreement for the Class B Loading spaces. See Standard Conditions A.1.23, A.2.12 and A.2.13.

⁹ **Note on Bicycle Parking:** Number of Class B bicycle spaces is inconsistent on the plans. Standard Condition A.1.26 seeks clarification.

• **Legal Description**

Lot: 352
False Creek
Plan: EPP44417

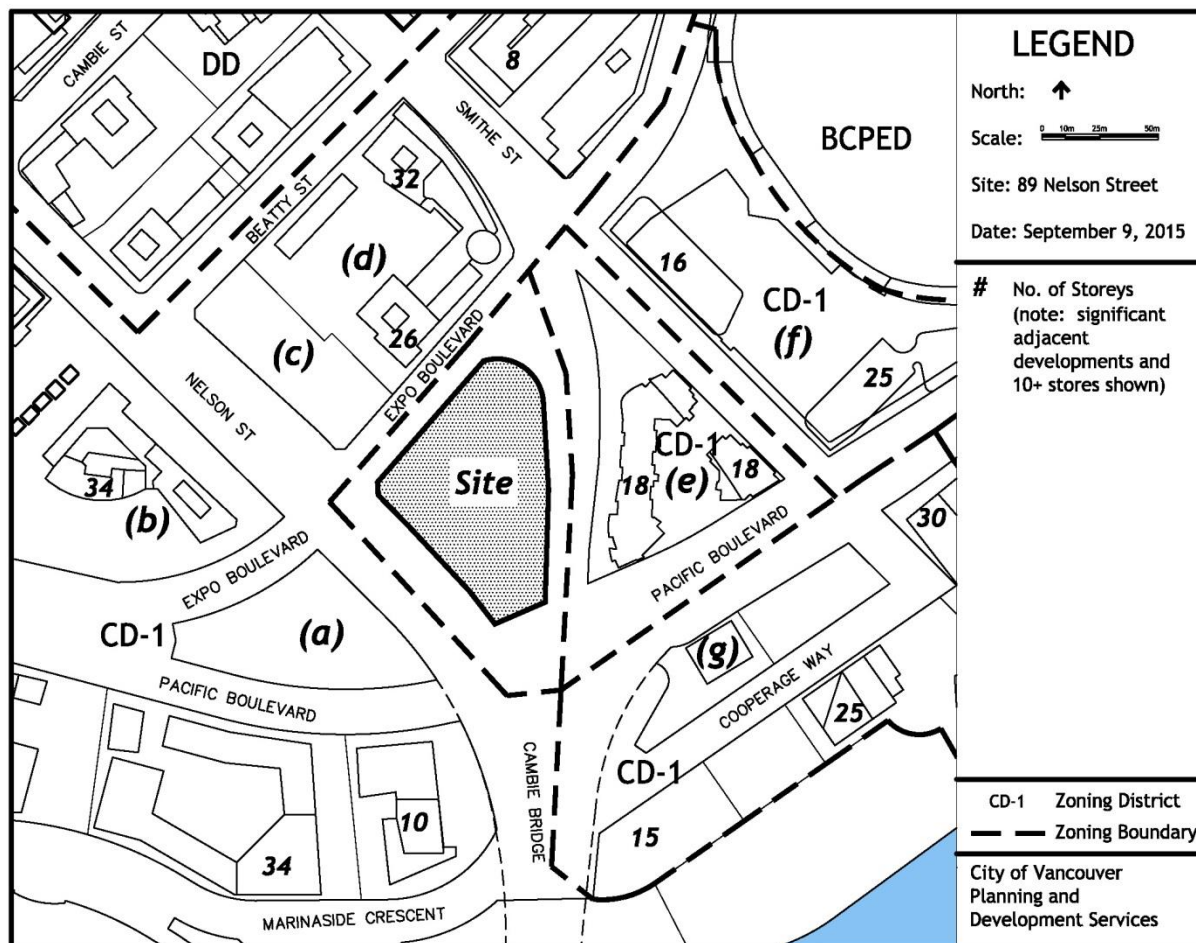
• **History of Application:**

15 06 25 Complete DE submitted
15 09 09 Urban Design Panel
15 09 23 Development Permit Staff Committee
15 10 09 Development Permit Staff Committee

• **Site:** The site is located on the north end of the Cambie Street Bridge and south of the BC Place Stadium. For the purpose of this report, the cardinal directions will be referred to in alignment with true North, rather than the previous reference in the rezoning report, with North being the direction of BC Place Stadium (Project North).

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

- (a) The 127 Society for Housing Site, 1050 Expo Boulevard, undeveloped site
- (b) Landmark 33, 1009 Expo Boulevard, 34-storey mixed-use building
- (c) 990 Beatty Street, undeveloped site
- (d) Max II, 939 Expo Boulevard, 26 and 32-storey mixed-use building
- (e) One Pacific, 68 Smithe Street, 18-storey mixed-use building
- (f) Vancouver Urban Resort, 39 Smithe, 16 and 25-storey mixed-use building
- (g) 900 Pacific Boulevard, temporary storage shed



• **Background:**

On December 2007, an application to rezone this site was received by staff.

On May 2014, City Council approved the rezoning application of this site to permit the development of two residential towers containing a total of 620 units above a podium of two floors of commercial uses. During the relative long period of time between the original submission date and Council approval, updated transportation policies had been approved, for which the original design had not taken into account. A series of new road dedications and building setbacks were determined by staff to be necessary for future plans of streetcar, bicycle and pedestrian infrastructure, and were required as conditions of approval of the CD-1 By-law. These requirements resulted in a smaller footprint in which the proposed form of development could be executed.

On August 2014, City staff commenced discussions with the applicant, One West Holdings Ltd. (“Concord”), for a Development Permit application under the approved CD-1 (593) By-law. Since the approval of the CD-1 By-law and after evaluating several design iterations, staff took into consideration the constraints of reduced site size and determined that a revised form of development, different from the one approved under the rezoning application, would be necessary in order to achieve the floor space permitted. Further, the revised form of development would also better respond to the urban design conditions of the CD-1 approval.

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

1. CD-1 By-law (No. 593)
2. View Protection Guidelines (View Cones 3.2.3, 9.1 and 9.2.2)
3. False Creek North Official Development Plan (2009) (FCN ODP)
4. Northeast False Creek Directions for the Future (2009)
5. Vancouver Noise Control By-Law (1989)

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

Use, Height and Density: The proposal conforms to all provisions concerning Use, Height and Density of the By-law, with the exception of the limitations on storage spaces and open balcony. Additional open balcony floor area and below-grade residential storage area is subject to Council approval of a text amendment to the CD-1 (593) By-law (See Standard Conditions A.1.4 and A.1.5, respectively).

Form of Development: The proposed Form of Development substantially differs from the approved CD-1, and is subject to Council approval of a Change in Form of Development (see Standard Condition A.1.1).

In the rezoning application, the Form of Development was comprised of two residential towers of 30 and 28 storeys with two floors of commercial development. The two towers were separated approximately 40 ft. from each other and were physically connected with three spanning elements of three storeys each; at storeys 8-10, 14-16 and 21-22, where residential floor space was located.

This Development Permit application introduces a wholly new building form, not yet seen in Vancouver, with a 29-storey building with a major bridging element located from the 18th storey upwards, resulting in a large open-air portal that is approximately 57 ft. (17.4 m) wide, free of supporting structural columns.

Staff recommend approval of this change in Form of Development to the Development Permit Board and to Council, due to its improved interface with the existing tower located across Expo Boulevard; its

improved response as seen from Cambie Street Bridge; and also due to the new site constraints placed on the site by staff since the rezoning application was made in 2007. Further, the proposed change satisfies a key vision principle for this area, as stated in the Northeast False Creek Directions for the Future policy, which is to “encourage distinctive and creative architecture that differentiates this waterfront from other waterfront areas that have relied predominantly on the tower and podium form...”. There are, however, conditions to this approval.

The site context is particularly atypical in the City of Vancouver. Being triangle-shaped and bordered by nearby bridge ramps on two sides and a major vehicular arterial on the third side, the site is also located in a prominent spot where its future development will be well-seen from the entire length of the Cambie Street Bridge from the south; from the south shore of False Creek; as well as from a large portion of Expo Boulevard from the west. As such, a uniquely-shaped building that responds to the macro-scale associated with its viewing from a distance and also from the higher velocities when viewed from automobiles travelling east on Expo Boulevard and north on the Cambie Street Bridge, has been encouraged by staff.

While staff considers the general change in Form of Development to have successfully addressed the macro-scale, staff are concerned with the current lack of design development of the proposal to address the finer scale as experienced from the pedestrian level, at mid- and close-ranges. This results in an overall experience of the building as somewhat stark, with particular concern to the repetitiveness of the continuous horizontal balconies. While it has been well-resolved as an interesting composition of forms when viewed from far away, the large forms should also be further modulated and articulated to provide an enriching visual interest when viewed from the middle and close-range distances. Further, the design development of construction details for the building components will present an opportunity to partially address this concern. Recommended Conditions 1.2 to 1.5 all contribute to the intent of requiring a finer-scaled resolution of the building design.

Continuous retail frontage and pedestrian amenity: The building design approved in the CD-1 By-law included a continuous retail frontage along Expo Boulevard, while the primary vehicular access to the underground parking ramp was located off Nelson Street. Due to updated requirements for a new Nelson Street bicycle lane since the rezoning application date, the parking ramp access was required to be relocated to Expo Boulevard in order to avoid potential conflicts with bicycle traffic.

The proposed ramp entrance/exit in this application, however, creates potential conflicts with pedestrian movement on the Expo boulevard sidewalk, while also breaking the retail frontage in the middle of the street block. Recommended Condition 1.1 and Standard Condition A.2.1 require shifting the ramp entrance/exit as far north as possible, thereby improving the comfort and safety of the pedestrian realm along an unbroken face on Expo Boulevard.

View Cone 3.2.3, 9.2.2 and 9.1: The proposal conforms to all three (3) view cone restrictions.

• **Response to Urban Design Rezoning Conditions of Approval:**

Not all conditions of the rezoning are included for discussion in this section. Only conditions with relevant or remaining issues are included below.

Rezoning Condition 3: Design Development to provide variety and interest to the architectural expression of the building(s) with high quality durable materials that will contribute to the character and quality of the area.

Applicant Response: High quality durable materials used for the project. (Architectural Concrete, Metal Cladding, Glass Spandrel, Window Wall and Curtain Wall Glazing)

Staff Assessment: Further design development is required to provide variety and interest to the architectural expression of the building. See Form of Development discussion above. Recommended Conditions 1.2 to 1.5 inclusively seek to improve the overall architectural quality.

Rezoning Condition 4: Design development to the tower's shape to create a less rigid curving form that responds better to the Cambie Bridge and provides a greater offset for the neighbouring residential tower across Expo Boulevard.

Applicant Response: New building shape responds better to the Cambie Bridge and neighbouring tower.

Staff Assessment: The proposed building presents building elevations that are significantly more dynamic and fluid, with variations in balcony depths to achieve a more sensuous and plastic form. Also, the proposed building achieves a further distancing from the neighbouring tower across from Expo Boulevard, while also presenting a building face that is oblique from the neighbouring building's southeast façade rather than directly facing it. This condition is considered by staff to be satisfied.

Rezoning Condition 5: Design development to the treatment of the public realm around and through the site to enhance pedestrian interest and amenity.

Applicant Response: Rich public realm provides interest for pedestrian.

Staff Assessment: While the public realm treatment has improved in comparison to the rezoning application, Recommended Condition 1.4 and Standard Conditions A.1.30 to A.1.32 inclusively requires further design development to the public realm.

Rezoning Condition 6: Design development to the various ground level storefronts, residential entries and other frontages to provide an active public realm interface with "eyes on the street".

Applicant Response: All sides of the development have an active interface with the public realm.

Staff Assessment: Recommended Condition 1.5 requires further design development to the storefront design, with special attention to establishing a unique architectural character and signage opportunities.

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

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

Applicant Response:

- a) The area under the bridge will be well lit and have good connectivity with the neighbouring

developments.

- b) All pathways have been clearly defined.
- c) Durable materials used at ground level and treated with anti-graffiti coating.
- d) Each user groups have been separated to provide security.
- e) See “c”

Staff Assessment: Carried over in Standard Condition A.1.39, with an added condition to address the design of the underground parking garage to address blind corners, bright lighting, glazing between circulation, residential and bicycle storage rooms, and white painting of all walls and columns (See Standard Condition A.1.40).

• **Conclusion:** The proposal contained in this complete Development Application has demonstrated an improvement in response to the site and contextual conditions in comparison to the design exhibited at the rezoning stage. Further recommendations of design development are contained in the prior-to conditions noted in Appendix A attached to this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on September 9, 2015, and provided the following comments:

EVALUATION: SUPPORT (4-1)

- **Introduction:** Paul Cheng, Development Planner, introduced the proposed building as a dramatic change in form of development from the design approved in the CD-1 By-Law. Planning has always envisioned a pedestrian thoroughfare through 3A/3B, but new vehicular accesses have also been proposed.

This is a unique, triangle-shaped site which is situated to allow prominence as a termination view when moving eastward along Pacific/Expo, or northward along the Cambie Bridge. It is bordered by two bridge ramps and a major arterial that serve as main access conduits to downtown Vancouver for motor vehicles, cyclists and pedestrians. The elevated nature of two of these roads inherently introduces a shift in scale that is different, and larger, than a more typical street block.

Some of the most notable viewpoints for this building are from the experience of the motorist. This includes the long approach when moving eastward along Expo Boulevard, which would imply a much quicker-paced experience of the building when approaching and passing by it. Similar to the experience of BC Place when driving by on the viaducts, the building needs only to communicate to those in cars on a large scale.

However, BC Place can also be considered a poor response to the slower modes of transportation such as cycling and walking. For the site in question, staff feel that the pedestrian and the cyclist experience should also be considered as equally important. These modes of transport imply a much slower pace of approach, and therefore challenges the building be more interactive throughout the pedestrian’s approach and for further consideration where stopping on the sidewalk to get a better look is a possibility.

From a distance, the proposal could be considered an interesting, well-balanced sculptural composition in space as it needs not relate to the human body. However, the perspective change as a person gets closer to the building should also be considered.

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

1. Since the project proposes a different Form of Development from what was approved in the CD-1, is the proposal an improved form of development for this site, taking into consideration the unique adjacencies of the site to major bridge and vehicular infrastructure?
 2. Does the proposal successfully achieve sufficient visual and architectural interest, in a sequence of changing scales, as one approaches it:
 - a. When moving eastward along Expo/Pacific; and
 - b. When moving northward along Cambie Bridge;
 3. Given the greater number of opportunities to view this building within an urban context, from a great variety of distances ranging from the directly-adjacent sidewalk to from the other side of False Creek, does the proposal achieve an architectural richness from all of these aspects? Factors to consider include, but are not limited to: modulation, changes in scale, cadence, materiality, colour, texture and light/shadow
 4. Please provide commentary on the proposed public realm through and around the site, as well as the interfacing of the building to the public realm.
- **Applicant's Introductory Comments:** The applicant team noted that they explored numerous options and felt this proposal was an appropriate solution for the idiosyncratic site.

This is an island site, and it stands as a discrete but coherent whole - an isolated triangle of the city. The perimeters of the site are odd bits of urban fabric which create an opportunity for doing something special.

The building's shape and sense of movement reference the surrounding streets and off-ramps. The undulation and flow of the building form and facades also reference the wind and water elements of the surrounding geography. The motion of the balcony skin is meant to capture the allegory that is the nature of Vancouver. The east of the building is a prow in the confluence of two streams of traffic, and references the height of an adjacent building. The protrusions and undulations bring a life to the building as one passes the building at grade.

Located in the joint between the two building masses spanning 60 ft. approx., the amenity spaces are in a premiere character location and are also opened up in an effort to allow the creation of a public art venue. The soffit of the amenity space will be illuminated and give the building glow in the evening.

The commercial space at the base fronts onto Expo and Nelson, as well as open onto an internal plaza. The lobbies also front onto this plaza. There is currently Engineering approval for a parking ramp off of Expo Boulevard; but there a pending request with Engineering to move this ramp further north to improve the ground plane organization and street frontages.

There is a requirement to meet LEED silver, which will be exceeded. The building will also be district energy ready. As well, all of the parking stalls in the building are electric vehicle charge-ready.

As this is a unique site, a unique approach has been taken with regards to landscaping. The design has been looked at in five layers, in order to create a strong unified place within the pedestrian realm. The floor is introduced first giving a general sense of form and massing. Patterning was then introduced to add a sense of flow to the site. The idea of glow is to illuminate the space and emphasize the mid-block movement through the site. Furnishings include kiosks allow enhancement of connectivity. The tree canopy provides a roof of texture and green within the space. Ceilings are important as they help to play up the public realm experience. The complexity of this attitude helps to make this an engaging and permeable site. Bike share space and a path also exist within the site.

The applicant team then took questions from the panel.

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

- Reconsider colour palette - especially in conjunction with overly dark neighbour (One Pacific)
- Design development needed to the retail base and lobbies to improve activation of the street and internal plaza.
- Design development of the portal in keeping with the design level of the whole building.
- Parts of the project seems to be too heavy and massive - a careful look is needed at the form to prevent it from looming.
- Detail is key to the successful development of the design.

- **Related Commentary:**

Form + Massing:

The panel noted that the building has a strong and dramatic architectural form. The building also has a refreshing simplicity compared to other buildings in the area, and is an improvement to other CD-1 forms. It fits in well with the urban fabric and surrounding areas, and successfully achieves visual interest.

While the rationale of the massing up against the bridge is understandable, attention needs to be paid to creating a hospitable environment in light of this.

Façade Treatment:

The façade treatment is a bit subtle and could use more modulation. Pumping up the balcony expressions would help this and create more beauty. Overall more detail is needed as the detail and quality of the balconies and overhangs will determine the delight of this building.

The portals appear sawn out of the mass with little attention to activation or detail. It needs to be brought up to the same quality and design level as the rest of the building.

Ground Plane Treatment:

The development of the ground plane is all flow with no eddies; people need to be gathered and engaged in the plaza spaces. Generally the design of the public realm is acceptable, but attention should be paid to how people will occupy it.

More thought should be given on how to make the lobby entrances more inviting.

Retail:

The continuous retail at grade as proposed is monotonous and needs to be developed to be more convincing, the street needs to be activated. Perhaps finer development is needed to activate the edges.

Attention needs to be paid to the colour so that the building seems joyful rather than oppressive.

The lighting on the floor is great and the glow against the building will look good. It is important not to over-complicate the lighting though, so as not to distract drivers going past at night. This area also suffers from overlighting at night (the stadium), so consideration should be given to light pollution measures

Applicant's Response: The applicants thanked the panel and noted that the comments were very perceptive, especially those about the portal.

ENGINEERING SERVICES

The application proposes a driveway entry on Expo Boulevard approximately mid-site. Balancing the desire for greater uninterrupted commercial frontage and sidewalks, an alternative proposal has been reviewed by staff that would move the entry closer to the Cambie Street Bridge off-ramp (see Recommended Condition 1.1 and Appendix G). Engineering staff have determined that in order to achieve the revised concept, improvements are required to the bridge off-ramp to ensure continued pedestrian safety, while not diminishing existing capacity. Standard Condition A.2.1 requires arrangements to facilitate the necessary changes to the bridge including monitoring of the existing structure.

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

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

HOUSING POLICY

The proposed development, includes a total of 151 units (25.6% of total) which may be suitable for families with children (comprised of 142 2-bedroom units and 9 3-bedroom units.) The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this site. Consistent with these guidelines multi-purpose amenity rooms are proposed on level 2 and level 19.

Design development is needed to the level 2 amenity room adjacent to the outdoor children's play area to improve its multi-functionality by adding a kitchenette and storage closet. Design development is needed to the proposed washroom to ensure that it is wheelchair accessible and to add a baby change table (See Standard Condition A.1.42).

Also consistent with the Guidelines a common outdoor amenity area is located adjacent to the 2nd floor amenity room, with common outdoor dining area which provides an opportunity for extended family and other social gatherings. This area also includes a children's play area with an array of landscape elements such as logs and stepping paths which provide opportunities for motor-skills developing and creative play opportunities for children.

Level 19 includes a large common multipurpose room with kitchen, and outdoor terrace, Level 20 includes a common fitness room, change rooms and pool.

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments, and seek the necessary supporting infrastructure. Opportunities for the provision of accessible garden plots exist on level 2. Design development is needed to include such garden plots along with the supporting infrastructure which encourages urban agricultural activity: tool storage, a potting bench, a compost bin for yard waste and to clarify hose bib locations (See Standard Condition A.1.43).

SOCIAL POLICY & PROJECTS

The Inner-City Local Employment and Procurement Agreement ensures that 10% of the employment during the construction of the building is sourced locally from innercity residents who experience barriers to employment. This agreement also ensures 10% of total project cost is procured locally from contractors who are qualified businesses. See Standard Condition A.1.44.

ENVIRONMENTAL PROTECTION BRANCH

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

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

PROCESSING CENTRE - BUILDING

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Processing Centre-Building staff.

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

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

NOTIFICATION

Two site signs were placed and installation verified on August 5, 2015. On August 7, 2015, 2615 notification postcards were sent to the neighbouring property owners advising them of the application and offering additional information on the City's website.

To date, a total of 22 written responses have been received. All respondents object to the proposal in its current form. Comments are summarized below:

Parking and Transportation: A number of respondents commented on the potential increase of traffic associated with this development. Noting other developments being constructed in the vicinity, concerns were expressed regarding with elimination of Terry Fox Way, all westbound traffic going to this site and other nearby developments located along the Smithe Extension, vehicles would need to travel through Nelson Street. These vehicles would also include the trucks heading to BC Place and Rogers Arena during special events. In addition to this, the proposal of two (2) entrances / exits to this development on Nelson Street would create more impact to traffic and parking on this street.

With regards to parking, concerns were expressed that insufficient number of parking spaces are proposed to service this site. Since the proposed number of parking spaces would not provide each unit a space, the overflow would end up on the streets. Comments regarding the additional vehicles in the area would add to the existing problem of insufficient street parking in the vicinity.

Staff Response:

This site is situated in downtown Vancouver, in close proximity to Yaletown, the Central Business District, the Seawall, and both the Canada Line and Expo Line SkyTrain routes. Although the site may generate a modest amount of traffic, it is anticipated that many trips will be taken via walking, cycling and transit.

Regarding access, the main vehicle entry for the site will be via Expo Boulevard. The two accesses along Nelson St only provide access for emergency vehicles and trucks, and as such are not expected to impact traffic along Nelson.

Regarding parking, studies have shown that vehicle ownership for sites in downtown Vancouver falls below one vehicle per unit, particularly those that are located close to frequent transit services. Limited overflow is anticipated, if any.

Design: Several respondents commented on the current proposal is significantly different from the Rezoning proposal. Many expressed preference to the previous proposal. Specific items identified include:

- The current proposal is a huge block which doesn't appear to be harmonious with the surrounding environment and other buildings;
- Although the density for this proposal is the same as the rezoning, the massing of this current proposal appears to be bigger and will block the views of current residents in the area; and
- This proposal seems to be longer and less colorful than the Rezoning. There's a fear that this building will be perceived as a wall along the bridge.

Other respondents indicated the preference to see more vegetation and a “green” building at the Gateway to the downtown. Suggestion of having the building set further back from the bridge and / or provide different heights to the building to create a more interesting skyline.

Some expressed support for the open space along Nelson Street, but would prefer to have the length of the building shorten or shifted towards Expo Boulevard to provide better sun exposure.

Staff Response:

Refer to the discussion in the Background section and the Response to Applicable By-laws and Guidelines, Form of Development. The proposal is considered an improved architectural response to the rezoning form of development, given the new site constraints for sidewalk, bicycle and streetcar infrastructure, but also taking into consideration the unique qualities of the site as a gateway site flanking the Cambie Street Bridge on the north side of False Creek. Also, the proposed building achieves a further distancing from the neighbouring tower across from Expo Boulevard, presenting a building face that is oblique from the neighbouring building’s southeast façade rather than directly facing it.

Height: Concerns were expressed regarding the overall height of the proposal. Several individuals requested the height to be reduced from 29 storeys to 28 storeys with view corridors to be provided between the buildings. Issues of privacy from the potential residents in this building looking into units of adjacent buildings were also expressed. Comments were also received regarding how the proposed height will affect the views of residents living in adjacent buildings.

Staff Response:

The proposed building presents building elevations that are significantly more dynamic and fluid, with variations in balcony depths to achieve a more sensuous and plastic form. Also, the proposed building achieves a further distancing from the neighbouring tower across from Expo Boulevard, while also presenting a building face that is oblique from the neighbouring building’s southeast façade rather than directly facing it.

Community Amenity: One individual commented that consideration should be given to provide for more public schools, daycares, community centres and parks with the increase population in the area.

Staff Response:

Planning staff had addressed these issues as part of the CD-1 rezoning process. Public benefits that have been derived during the rezoning process include a new Paddling Centre, a significant non-market housing site, recreational improvements to land beneath the Cambie Street Bridge, Seawall improvements and a Heritage Amenity Bank purchase.


With respect to the other community benefits, the North East False Creek plan accommodates a holistic approach to provide services including public schools, daycares and community centres.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of one (1) Class B loading. The Staff Committee supports the relaxations proposed.

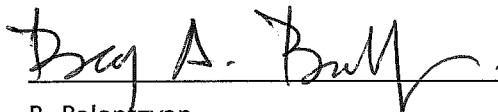
Staff Committee supports this proposal with the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



P. Cheng
Senior Development Planner



B. Balantzyan
Project Coordinator

Project Facilitator: M. So

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 The proposed form of development can and does become approved by City Council;

Note to Applicant: Council approval of the revised form of development shown at rezoning to currently proposal is required.

A.1.2 an additional fee is required for the Change to the Form of Development in the CD-1 District;

Note to Applicant: A fee will be required as per Section 16: Changes to Form of Development in CD-1 District in Appendix E of the Zoning and Development Free By-law No. 5585.

A.1.3 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, Director of Legal Services, and Chief Building Official for a Flood Plain Covenant prior to Building Permit issuance;

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

A.1.4 the applicant can and does obtain approval by Council for the amendment to the CD-1 By-law regarding an increase in the FSR exclusion of open balcony area from 8% to 12% of residential floor area;

A.1.5 the applicant can and does obtain approval by Council for the amendment to the CD-1 By-law regarding an increase of residential storage area;

A.1.6 consideration to apply a low-maintenance, intensive green roof above the 29th storey to mitigate urban heat island effect and storm to the municipal sewer system;

A.1.7 deletion of all references to proposed development under the Cambie Street Bridge off-ramp, or notation on plans confirming that: **“All proposed development under the Cambie Bridge off-ramp is for reference only and is not approved under this Development Permit. Development on City property requires separate approvals by the General Manager of Engineering Services”**;

Note to Applicant: Retail kiosks will not be supported. Proposed pavers are to be reviewed by Engineering Services. See also Standard Conditions A.1.30 and A.2.2.

A.1.8 clarification of proposed uses, noting the following:

- i. proposed commercial uses should be specified according to permitted uses defined in Section 2 - Definitions, of the Zoning and Development By-law; and

Note to Applicant: Only one use per space should be shown on the plans.

- ii. “Retail” should be noted as “Retail Store”;

A.1.9 provision of a vertical vent space through the podium rooftop to accommodate future proposed exhaust from the commercial level;

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

A.1.10 notation/clarification of the uses of all rooms/spaces, including the following:

- i. all balconies to be identified and noted on plans;
- ii. spaces above the residential lobbies shown on the floor plan of Levels 3-18;
- iii. proposed use of all amenity rooms/spaces, including details regarding type, finishing, equipment and/or furnishings;

Note to Applicant: In addition to their proposed use(s), all amenity rooms and spaces should be noted as “Amenity”.

A.1.11 detailed roof elevations for each roof level in the building, as related to the existing grades on site;

Note to Applicant: Elevations should include top of parapets, and low and high ends of the proposed rooftop mechanical screening.

A.1.12 provision of a minimum of 9.0 ft. (2.75 m) clear height under the sign band of the commercial units, and deletion of all references to the proposed signage, or notation on plans confirming that: “All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits”;

Note to Applicant: The height requirement does not apply to recessed sign bands which are flush with the storefront glazing. The Sign By-law Coordinator should be contacted at 604.873.7599 or 604.873.7772 for further information.

A.1.13 submission of an original, sealed copy of a survey plan of the site, verified by a British Columbia Land Surveyor, clearly indicating site area;

A.1.14 submission of an up-to-date copy of the City building grades plan;

A.1.15 submission of dimensioned details of wall types cross-referencing requested floor space exclusions on the FSR documents, and a letter from a Building Envelope professional recommending the proposed wall types, in accordance with City of Vancouver Planning - By-law Administration Bulletin entitled, “Floor Space Exclusion to Accommodate Improved Building Performance (Envelope and Thermal Insulation)”, is required;

A.1.16 submission of an acoustical consultant’s report which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria, to the satisfaction of the Director of Planning (see also Recommended Condition 1.7);

A.1.17 clarification of the need for Shared Vehicles and Shared Vehicle parking spaces, noting the following (see also Standard Condition A.2.9):

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

- ii. shared vehicles must be managed by a professional car-sharing organization and must be accessible at all times to members of the car-sharing organization who do not reside in the development. Security letters of credit are also required prior to issuance of the Development Permit;

A.1.18 compliance with Sections 4.8.1 and 4.8.2 - Size of Parking Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: All parking stall and manoeuvring aisle dimensions should be shown on the plans.

A.1.19 compliance with Sections 4.8.1 and 4.8.4 - Disability Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: A minimum of 7.5 ft. (2.3 m) unobstructed vertical clearance is required for a disability parking space and all entry points, manoeuvring aisles, and access ramps leading to the disability parking space. Compliance with required vertical clearances should be clearly demonstrated on the submitted plans.

A.1.20 compliance with Section 4.1.8 - Number of Small Car Spaces, of the Parking By-Law, to the satisfaction of the General Manager of Engineering Services, noting the following:

- i. the number of small car parking spaces on a site may not exceed 25% of the total parking spaces required for the site for all uses combined;
- ii. based on 277 required parking spaces, a maximum of 69 (25%) small car spaces are to be provided;

Note to Applicant: Submitted plans indicate 113 (41%) small car spaces being proposed.

A.1.21 provision of curbs in accordance with Section 4.8.9 - Curbs, of the Parking By-law, dimensioned and identified with notation on the floor plans, to the satisfaction of the General Manager of Engineering Services;

A.1.22 confirmation that at least 20 percent of all off-street residential parking spaces and 10 percent of commercial parking spaces will be available for charging of electric vehicles;

Note to Applicant: Although this is a Building By-law requirement under Part 10 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link:

<http://vancouver.ca/home-property-development/electric-vehicle-charging-requirements.aspx>

A.1.23 provision of a minimum of five (5) Class A and a minimum of four (4) Class B loading spaces in accordance with the Parking By-law, to the satisfaction of the General Manager of Engineering Services, noting the following:

Note to Applicant: Number and class of loading spaces designated for each use should be noted on the submitted plans. See also Standard Conditions A.2.10 and A.2.13.

A.1.24 provision of a minimum of 20% of Class A bicycle spaces as bicycle lockers, in accordance with Section 6.3.13A - Minimum Number of Bicycle Lockers, of the Parking By-law;

Note to Applicant: Of the 739 Class A bicycle spaces proposed, at least 148 must be bicycle lockers. Only 147 lockers are shown on the submitted plans.

A.1.25 clothing lockers for the commercial Class A bicycle spaces are to be identified, and proposed number noted on the plans;

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

A.1.26 clarification of proposed number of Class B bicycle spaces, noting the following:

- i. proposed number of Class B bicycle spaces does not match on the Architectural and Landscape Plans, as well as on the Project Statistics sheet on Drawing No. A001;
- ii. Class B bicycle spaces are to be shown, identified, and proposed number noted on the floor plan of Level 1, matching the Architectural Site Plan and Landscape Plans;

A.1.27 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;

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

A.1.28 provision of the following notations on the submitted plans:

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

A.1.29 confirmation of the building's sustainability performance in achieving LEED® silver equivalency, including at least three optimize energy performance points, one water efficiency point, and one storm water point;

Note to Applicant: Provide an updated LEED® checklist and sustainable design strategy outlining how the proposed points will be achieved, a letter of confirmation from an accredited professional confirming that the building has been designed to meet these goals. The checklist and strategy should be incorporated into the drawing set.

Standard Landscape Conditions

A.1.30 design development to the public spaces at the perimeter of the building;

Note to Applicant: The landscape design strategy should be informed by and connected to the project at 68 Smithe Street (5B East). Refer to the interim public realm plan for 39 Smithe Street and 68 Smithe Street. Surface materials to transition seamlessly from the site to city property and be compatible with adjacent sites (Refer to Recommended Condition 1.4).

A.1.31 design development to improve circulation and wayfinding through plaza areas;

Note to Applicant: Generally, pedestrian paths through the plaza should be a minimum of 6.56 ft. (2 m) wide and unobstructed. Furniture and benching are to be scaled accordingly. Provide enlarged design details that support wayfinding such as lighting, edge definition and transition materials.

A.1.32 design development to the tree planting strategy to maximize the long term health of trees;

Note to Applicant: A generous quantity of strategically located trees should be provided throughout the plaza and perimeter of the building. Where conflicts are noted between trees and adjacent uses, such as fire access, alternative options should be explored such as using columnar tree species and respecting required setbacks. Trees should be planted at grade by lowering the slab to allow for soil volumes for health and longevity. Where tree pits are preferred internal to the site, ensure that soil volumes are continuous and minimum of 4.92 ft. (1.5 m) wide and 3.28 ft. (1 m) deep per tree. At the perimeter, soil volumes can be created by angling down the ceiling of the underground parkade. Submit enlarged sections through the trees including root ball, soils, slab, surface paving and related furniture. The architectural plans should accurately illustrate details and locations of modified slab (plan view and section).

A.1.33 provision of sections and plan dimensions to verify upper level planter widths at 1.96 ft. (0.6 m) minimum width (inside planter dimension);

A.1.34 provision of enlarged, dimensioned architectural and landscape sections through trees and planted areas to the building perimeter at grade and the upper level amenity decks;

A.1.35 provision of a high efficiency irrigation system for planted areas and hose bibs to be provided for all private patios exceeding 100 sq. ft. (9.29 m²) in area;

Note to Applicant: Irrigation connections and hose bib locations to be depicted on the plans. The irrigation system design and installation system shall be in accordance with the Irrigation Industry of BC Standards and Guidelines. Notations to be added to the General Notes section of the landscape plan.

A.1.36 provision of large scale detailed elevations for all exterior landscape structures (typical);

Note to Applicant: These landscape structures include gazebos, trellis, railings, decorative and privacy screens, benches, planters (including urban agriculture), public art (where applicable), and childcare play features;

A.1.37 provision of a lighting plan;

Note to Applicant: The lighting plan should include details of lights, poles and standards. Exterior lighting to be low glares high efficiency and hardware consistent with the architectural palette of the building.

A.1.38 provision of new street trees adjacent to the development site, to be confirmed prior to the issuance of the building permit.

Note to Applicant: Contact Eileen Curran, Streets Engineering, ph: 604.871.6131 to confirm tree planting locations and Park Board, ph: 604.257.8587 for tree species selection and planting requirements. Provide a notation on the plan, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 ft. long and 18 inches in deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

Crime Prevention Through Environmental Design (CPTED)

A.1.39 design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for:

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

A.1.40 design development to discourage opportunities for mischief and to achieve a sense of well-being and security in the underground parking garage including:

- a) provision of bright lighting and white-painted floors, columns and ceilings;
- b) The addition of mirrors around blind corners;
- c) glazing or semi-transparent mesh screening between the circulation corridors and the bicycle parking rooms and storage rooms.

Housing Policy Conditions

A.1.41 design development to the 2nd floor common amenity room by adding counter, sink and storage space;

A.1.42 design development to the 2nd floor amenity room washroom to ensure that it is wheelchair accessible and to add a baby change table;

A.1.43 design development to the 2nd floor outdoor amenity area to include accessible garden plots and the infrastructure which supports urban agricultural activity by residents: tool storage, a potting bench, a compost bin for yard waste and to clarify hosebib locations; and

Social Policy and Projects Conditions

A.1.44 execution of an Inner-City Local Employment and Procurement Agreement for the construction of this building on this site to the satisfaction of the Director of Social Policy and the Director of Legal Services;

Note to Applicant: A Local Hiring Agreement ensures that 10% of the employment is sourced from residents who may experience barriers to employment, with emphasis on inner city

residents as defined in the agreement. This agreement will be for the construction period. Local procurement will be required for this proposal to ensure that 10% of the construction materials are purchased locally from qualified businesses.

A.2 Standard Engineering Conditions

- A.2.1 arrangements for the relocation of vehicular access to parkade generally as shown on Appendix G, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services (see also Recommended Condition 1.1 and Appendix G);

Note to Applicant: Analysis and evaluation of the impact of the relocation of the vehicular access to the existing Cambie St Bridge off-ramp and Bridge structure is required. For further clarity, conditions a) through e) will be delivered in a consolidated first deliverable and requirements f) and g) in a second deliverable; a piecemeal delivery will not be accepted for these conditions. Provision of the following is required:

- a) completion and provision of all necessary background studies, analysis and investigation of impacts to the existing Cambie Street Bridge structure;
- b) provision of structural design drawings for review and acceptance of proposed works;
- c) completion and provision of any new lighting and signal designs as required by changes to the existing traffic system;
- d) acknowledgement that any changes to the existing structure may require upgrades to ensure compliance with prevailing code;
- e) acknowledgement that all costs associated with the analysis, design and construction of this change shall be borne by the developer and that the existing Services Agreement for the site will be modified accordingly;
- f) provision of a Bridge/Structure Monitoring Plan;

Note to Applicant: The plan will meet the requirements described in detail in the Bridge or Structure Monitoring Requirements Adjacent to Excavation Sites document available from the Structures group. Contact Dan Walker at 604-873-7623 for more information.

- g) provision of a Maintenance Manual as described in detail in the Maintenance Manual Requirements document;

Note to Applicant: The manual will meet the requirements described in detail in the Maintenance Manual Requirements document available from the Structures group. Contact Dan Walker at 604-873-7623 for more information.

- h) provision of a geometric design and landscape plans that reflect the new ramp alignment and increased pedestrian area;
- i) removal of the upper portions of the building (Level 2 & up) that are located within the remainder portion of the bridge buffer Statutory-Right-of-Way (SRW) (BB1356725) or make arrangements for the modification to the bridge buffer SRW agreement to accommodate the portions of the encroaching building, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services;

Note to Applicant: Depending on the outcome of the proposed relocation of the Cambie Street Bridge off-ramp, the bridge buffer SRW may no longer be required, and maybe subsequently released, thereby nullifying the current building encroachment into the SRW.

- A.2.2 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review;

Note to Applicant: Streetscape Plans are to be revised to the satisfaction of the General Manager of Engineering Services to reflect revised geometric designs. If non-standard materials are proposed they are subject to review and approval by the City Engineer and may require additional provisions for long-term maintenance to the satisfaction of the Director of Legal Services.

- A.2.3 design and location of all crossings, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Submission of a crossing application is required.

- A.2.4 provision of 18.05 ft. (5.5 m) between the building and the curb face at the intersection of the Cambie Bridge off-ramp and Expo Boulevard to provide for more pedestrian space;

Note to Applicant: Proposed Class B bicycle racks in close proximity to retail entrances may needs to be relocated to provide adequate pedestrian space at the corner.

- A.2.5 provision of civil and street lighting design drawings to the satisfaction of the General Manager of Engineering Services prior to issuance of the development permit;

- A.2.6 provision of final building grades and corresponding design elevations at all entries;

- A.2.7 provision of a sketch plan as required by the Statutory Right of Way agreement CA4081563-70 that identifies the location of the Public Bike Share (PBS) Station near the intersection of Nelson Street and Pacific Blvd and meets the following criteria:

Size: At a minimum a 65.6 ft. x 13.1 ft. (20 m x 4 m) sized station should be accommodated. The station must be a continuous 65.6 ft. (20 m) block and cannot be broken up into multiple segments. The physical station with docked bicycles is 6.56 ft. (2 m) wide and has a required bicycle maneuvering zone of 6.56 ft. (2 m) for a total width of 13.1 ft. (4 m). The 6.56 ft. (2 m) maneuvering space may be shared with pedestrian space.

Location: The station should be located on private property while still clearly visible to the public with 24/7 public access and allowing easy access to the street.

Surface treatment: A hard surface is required with no utility access points within 0.5 ft. (150 mm). Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

Sun exposure: No vertical obstruction to maximize sun exposure as station operates on solar power. Station requires a minimum of 16.4 ft. (5 m) of unobstructed vertical clearance to the required solar tube. Ideally the station should receive 5 hours of direct sunlight a day.

Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

Note to Applicant: The location as shown is not supportable as it does not meet the requirements above.

- A.2.8 provision of two (2) dedicated elevators for access between street grade and bicycle parking rooms located on P1 to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: One elevator should be dimensioned to comfortably accommodate two (2) people with two (2) bicycles. The second should be a freight style elevator dimensioned to accommodate four (4) people and four (4) bicycles or a minimum of two (2) people with two (2) oversized bicycles including cargo bicycles or bicycles with trailers. They should have doors on both ends to allow bicycles to easily roll in from one end and roll out the other.

- A.2.9 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 the requirements of the Parking and Loading design Supplement:

- a) Relocate the Class B loading space from the dedicated portion of the 9.84 ft. (3 m) SRW required for bridge maintenance;
- b) Modify the parking entry and the underground parking layout to achieve a “left-in and left-out” condition for vehicle ingress and egress to the site;

Note to Applicant: modification to the area occupied by commercial parking spaces C Reg 6 and C Reg 7 to enable a one way inbound lane to connect to the “standard right side drive aisle is recommended. All vehicle movement beyond this point would continue along a standard 2-way drive aisle.

- c) Clarify and identify if any access controls are proposed for the upper section of the main parking ramp to facilitate visitor vehicle entry when the overhead security gate is shut;

Note to Applicant: An overhead activation device located on the driver side will be supportable.

- d) Modify the placement of the overhead security gate to ensure that a vehicle stopped while waiting for the gate to open is not obstructing any portion of the pedestrian sidewalk;
- e) Modify the bicycle parking to meet bylaw and design supplement requirements;

Note to Applicant: Bicycle room(s) must not contain more than 40 bicycle spaces except where the additional bicycle spaces are comprised of lockers.

- f) Modify access to the bicycle parking through the provision of automatic door openers on the doors providing access to all bicycle rooms; and
- g) Identify on the plans, with a line and arrow, the route intended to be used by cyclists to travel to and from the bicycle rooms to the building exterior at the street level.

Please contact Rob Waite of the Neighbourhood Parking and Transportation Branch at 604-873-7217 for more information.

- A.2.10 provision of a Loading Management Plan to the satisfaction of the General Manager of Engineering Services that:
- a) Describes the management of the loading spaces, including on-site loading manager(s) for each CRU and the residents;
 - b) Identifies the size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries;
 - c) Specifies the routing of the trucks from the arterial streets to and from the loading space;
 - d) Clarifies the largest truck that the loading space(s) are designed to accommodate and provide all vehicle dimensions;
 - e) Provides a letter confirming that any sale of the retail spaces or lease of the on-site retail spaces will include a clause restricting the size, type and length of truck which will be permitted to access the site; and
 - f) Identifies and labels the commercial and residential Class B loading spaces on the plans and on-site (refer to Standard Condition A.1.23).

A.2.11 provision of paint markings, delineators or other means satisfactory to the Director of Planning in consultation with the General Manager of Engineering Services to indicate the placement of the loading spaces;

A.2.12 provision of a notation on plans indicating 'Shared Residential and Commercial Loading' as per legal agreement;

A.2.13 arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for a shared use agreement for sharing of the Class B loading spaces between the retail and residential uses;

Note to Applicant: The shared use agreement should specify allocated days and time periods for shared use by residential vs. commercial units.

A.2.14 arrangements for payment-in-lieu of parking for the 48 required stadium parking stalls, as outlined in Covenant CA4081571;

Note to Applicant: This will require a report to Council and enactment of the amending by-law to the Parking By-Law prior to DE issuance. Payment of a \$500 application fee is required to begin the process. Contact Rob Waite at 604-873-7217 or by email at rob.waite@vancouver.ca for additional information.

A.2.15 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the design and development of a Bridge Monitoring Strategy;

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

- A.2.16 provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services;
- A.2.17 enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of [4] Shared Vehicle(s) and the provision and maintenance of [4] Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), [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 4 Shared Vehicle(s) 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(s) 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(s);
 - 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; and
 - 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: The intent of this condition is to support the Green Mobility Strategy (See Condition A.2.17). Shared vehicle spaces are required to be a minimum width of 9.5 ft. (2.9 m) and are currently non-compliant. A small car space is not permitted for a shared vehicle parking space.

- A.2.18 provision of a Sustainable Rainwater Management plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site;

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

- A.2.19 provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the complex;

Note to Applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering

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

A.2.20 clarify garbage pick-up operations;

Note to Applicant: 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.2.21 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 as shown on drawing A105 (Parking Level P1) is acceptable to the NEU Branch. The ETS room should maintain this location and dimensions in all future drawings. If changes to the dimensions or location of the ETS room are proposed, they must be reviewed and approved by the NEU Branch (See Appendix C for conditions).

A.2.22 General Manager of Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these facilities. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant is required to show details of how the site will be provided with all services being underground. We strongly recommend that BC Hydro be contacted at the earliest stage of this development to resolve any issues that can arise.

Note to Applicant: Provide confirmation from BC Hydro that the proposed vista room is adequate to serve the site and that a system vista is not required.

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

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

- Closure report (Completion of Remediation report and Summary of Site Conditions);
- Instrument of Approval for the applicable land use from the Ministry of Environment; and
- Ground Water and soils Management Procedures for this site.

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

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

or standards acceptable to the Ministry for the on-site and acceptable to the MoE and the City for the off-site contamination.

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated September 23, 2015. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **April 19, 2016**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.6 Details of swimming pools/hot tubs are to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction.
- B.1.7 The Addressing Coordinator advises that additional addresses will be required prior to issuance of the Building Permit, and unit numbers are to be assigned, e.g., 1st storey (100 series), 2nd storey (200 series) etc. A floor layout plan, including addressing and unit numbers, is to be submitted prior to Building Permit issuance and shown on drawings submitted with the Building Permit application. Janette Lachlan should be contacted at 604.873.7986 for information.

B.2 Conditions of Development Permit:

- B.2.1 All services, including telephone, television cables and electricity, shall be completely underground.
- B.2.2 Amenity areas consisting of 522.0 sq. ft. on Level 1, 3,615.0 sq. ft. Multi-purpose Room on Level 19, and 5,053.0 sq. ft. Pool/Gym on Level 20, excluded from the computation of the floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion.
Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or tenants of the building;
AND
Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.
- B.2.3 No enclosure of balconies is permissible for the life of the building.

- B.2.4 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.5 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
- B.2.6 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.7 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.8 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.2.9 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.2.10 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the Health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.

Engineering - Neighbourhood Energy Utility (NEU)

The following comments have been provided by the Neighbourhood Energy Utility Projects (Engineering) and have been identified requirements for the Rezoning approval by Council at a Public Hearing on June 10 and 11, 2014, that will need to be satisfied as part of the Building Application process:

Prior to issuance of the Building Permit:

1. 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.
2. 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 ft² 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 labeled.
3. 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.

Processing Centre- Building Comments

The following comments are based on the architectural drawings dated June 25, 2015 which have been submitted for the Development Application, DE419255. This is a cursory review in order to identify issues which might not comply with 2014 Vancouver Building By-law.

1. It is our understanding that the fire department was consulted in regards to the location and design of fire department access route, location(s) of FD access point(s), etc. Please note that the project has to comply with the requirements of 3.2.5. with respect to design of fire department access route, its proximity to a main building entrance(s), location of FD connection(s), etc.
2. Parkade levels: Confirm that a travel distance from any portion of floor area to at least one of the exits does not exceed 45m
3. Floor levels 19 and 20 (amenity levels) are served by a single exit (exit stair 3)*
4. Amenity space located on the 20th floor level shall be separated from the 19th floor level floor area below by 2 hr rated fire separation, or this arrangement could be considered a 2-level interconnected floor space.
5. Levels 22-29: Portion of public corridor between GL 22 and GL 18 appears to exceed 6m limit permitted for dead ended corridors*.
6. Green roof assembly will be required to comply with the requirements of 2014 VBBL 3.1.14.4.
7. The whole project might be considered a single building. In that case, fire alarm activation anywhere in the project should cause an alarm throughout the whole project. However, it is expected that the project will be divided into different areas and that an alarm in one portion of the project will not cause an audible fire alarm in all other areas in the building. This approach should be addressed as an alternative solution*.

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

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

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