

Date: Monday, February 16, 2004
 Time: 3.00 p.m.
 Place: Committee Room No. 1, City Hall

PRESENT:**Board**

F. Scobie Director of Development Services (Chair)
 L. Beasley Co-Director of Planning
 J. Forbes-Roberts General Manager of Community Services
 D. Rudberg General Manager of Engineering Services

Advisory Panel

S. Lyon Representative of the Design Professions (Urban Design Panel)
 J. Hancock Representative of the Design Professions (excused 2055 Yukon and 600 Abbott)
 P. Kavanagh Representative of the Development Industry (present for 455 West 8th only)
 C. Henschel Representative of the General Public
 K. McNaney Representative of the General Public

Regrets

E. Mah Representative of the Development Industry
 D. Chung Representative of the General Public
 G. Chung Representative of the General Public

ALSO PRESENT:**City Staff:**

M.B. Rondeau Development Planner
 V. Potter Project Facilitator
 R.R. Segal Sr. Development Planner
 M. Mortensen Project Facilitator
 G. McGeough Heritage Planner
 T. Brunette Heritage Planner
 M. Thomson City Surveyor

455 West 8th Avenue

J. Smithson Brook Development Planning
 N. Baldwin Nigel Baldwin Architects
 R. Beechinor Grosvenor Canada Ltd.
 J. Durante Durante Kreuk

2055 Yukon Street

J. Hancock Hancock Bruckner Eng & Wright
 K. Maust Bastion Development Corp.

600 Abbott Street

J. Hancock Hancock Bruckner Eng & Wright
 H. Heuvaerts Hancock Bruckner Eng & Wright
 M. Bruckner Hancock Bruckner Eng & Wright
 J. Carney Henderson Land Holdings
 J. Durante Durante Kreuk

Clerk to the Board: C. Hubbard

1. MINUTES

In addition to some minor typographical corrections, Mr. Beasley requested the following amendments:

111 Alexander Street

p.10, Board Discussion, to add to the first sentence: *in regard to the applicant's efforts - not related to staff work;*

p.11, second paragraph, last line to read: *...well involve an independent facilitator, under the direction of the Project Facilitator, who is trusted by all parties;*

For clarification, Mr. Beasley noted that his comments on the public process and facilitation on this proposal might have been misunderstood by some people to imply that they were related to the staff role. Mr. Beasley stressed that his comments were related entirely to the efforts of the applicant, well before the development application was made. He added that staff had to deal with a difficult circumstance, which they handled very well.

It was moved by Mr. Beasley, seconded by Mr. Rudberg, and was the decision of the Board:

THAT the Minutes of the Development Permit Board and Advisory Panel Meeting of February 2, 2004 be approved as amended.

2. BUSINESS ARISING FROM THE MINUTES

None.

3. 455 WEST 8TH AVENUE - DE407357 - ZONE C-3A (COMPLETE AFTER PRELIMINARY)

Applicant: Grosvenor Canada Ltd.

Request: To construct a 6-storey mixed-use building comprised of three storeys of retail/ commercial, three stories of artist live/work, class A studios (92 units) and three and a partial fourth levels of underground parking.

Development Planner's Opening Comments

Mary Beth Rondeau, Development Planner, presented this complete application. It was approved in principle by the Board on May 12, 2003 and most of the issues were dealt with at that time. She briefly described the proposal and noted it has been scaled down considerably since the preliminary submission. One of the preliminary conditions was to restrict the amalgamation of the retail space to prevent a single "big box" retailer. This will be achieved by way of a ~~215~~ 219 covenant which has been agreed to by the applicant, as called for in condition A.1.5. In response to concerns expressed by the residential neighbours across the street in XL Lofts, adjustments will be made to the materials and lighting along 7th Avenue. Traffic was a major concern at the preliminary stage and the arrangements agreed to at that time are now proceeding, including modifications and additions to traffic signalling, and traffic calming measures. The number of proposed parking spaces was also a concern at the

preliminary stage. The number of parking stalls has now been reduced from 876 to 707, which is still 100 more than the minimum parking requirement for retail. However, staff support this because it would accommodate future conversion to uses such as drug store or fitness centre, which would be supported in this location. Views from the XL Lofts to the south was also an issue at the preliminary stage and the Board instructed that views should be improved for the 5th floor residents. Significant improvements have been made, and views have been improved for 3rd floor units and above. As well, the building has been set back on Yukon Street to improve views. Ms. Rondeau briefly summarized the public benefits of the proposal, which staff consider "earn" the requested height and density. These include: weather protection and street trees; an open plaza at the corner of 8th and Cambie; a 25 ft. pedestrian promenade setback on Cambie Street; high quality architectural building resolution; traffic and transportation contributions; sustainable building efforts; and provision of a unit for the artist residency program.

Ms. Rondeau briefly reviewed the recommended conditions of approval for this complete submission, as outlined in the Development Permit Staff Committee Report dated January 21, 2004. The recommendation is for approval, subject to these conditions. Staff consider the application meets or exceeds the preliminary conditions.

Questions/Discussion

In response to a question from Mr. Rudberg concerning the green roof, Ms. Rondeau explained that provision for sustainable building efforts is evolving in the development application process. Currently, there is a limit to what can be secured due to lack of Council policy. However, landscaping on the roof can be secured, including storm water retention. Mr. Beasley noted that Council has instructed the Planning Department to frame a definition of "green roofs" and this is underway. In the meantime, Planning supports any sustainability efforts that are offered by applicants.

Mr. Rudberg questioned the provision of public art as one of the methods of earning maximum density in the C-3A zone. Ms. Rondeau explained it is an art feature, without involvement in the City's Public Art program, where the Office of Cultural Affairs will work with the applicant to review selection of an artist and the proposed art endeavour. The process is less formal than the Public Art program but requires inclusion on the drawings so that it forms part of the development application documentation.

In response to a question from Mr. Beasley concerning the residential entries, which the Urban Design Panel recommended be strengthened in some way, Ms. Rondeau said staff were satisfied with the applicant's proposal in this respect. The Urban Design Panel had also questioned the proposed colour palette, which staff also concluded was best left to the applicant team.

Applicant's Comments

Nigel Baldwin, Architect, said they are satisfied with the recommendations of the Staff Committee and have no concerns with the conditions. In response to an earlier question from Mr. Scobie about the provision of disabled parking spaces, Mr. Baldwin said because this project is not a typical apartment building but townhouses above retail, with most of the units entered off half-level stairs, it is not anticipated there will be residents in wheelchairs. The required handicap parking spaces have therefore been located in the visitor portion of the residential parking, although this is being questioned by Engineering Services. With respect to the residential entrances, Mr. Baldwin explained the intent is that the lobby, about 14 ft. wide and 20 ft. high, together with the large stair shaft, will form the residential entry expression. Regarding the colour scheme of the project, Mr. Baldwin agreed the metal shown on the model is too dark but said he wished to retain the proposed dark concrete colour which he believes

makes the building seem smaller and quieter. Jane Durante, Landscape Architect, spoke briefly to the art feature, noting they have already had discussions with Cultural Affairs staff regarding their proposal for discouraging skateboarding but noting they would prefer to keep their original proposal, with some adjustments. Ms. Rondeau confirmed this would be satisfactory to staff.

Comments from other Speakers

Bruce Hinckley, local resident, expressed concern that many of the issues raised by the neighbours have not been addressed. They are very disappointed in the process, which he said has felt like a "done deal" from the beginning. The project is still too big and too bulky, with no meaningful green space at street level. He urged the Board to deny the application.

In response to a question from Mr. Beasley, the speaker said there are already a number of traffic and pedestrian conflicts in the neighbourhood, including loading conflicts on Yukon Street. Mr. Hinckley said they seriously question the wisdom of locating the bicycle route in this location, next to a 700-car parking garage. He also recommended there should be some green space away from the corner of Cambie Street.

Mike Thomson, City Surveyor, agreed there is a loading issue relating to oversized vehicles on the east side of Yukon Street that City staff are aware of and are working to address with the company concerned. Loading for the subject development will occur internally. With respect to concerns about the intersection of 8th and Cambie, Mr. Thomson noted that as a result of this development, in combination with the adjacent Canadian Tire redevelopment, there would be new traffic signals at 7th and Cambie and 7th and Yukon. It is not practical to have a signal at 8th and Cambie as well, noting that the primary access to this development is off 7th Avenue. Mr. Rudberg added the intent is to encourage access off 7th Avenue and minimize traffic impacts on 8th Avenue, keeping access to this site, as well as developments in the industrial area to the east, off 7th Avenue. With respect to the bikeway, Mr. Thomson said 7th Avenue has long been identified as the bikeway location. Ms. Rondeau added the number of crossings has been significantly reduced from the currently existing ten or eleven crossings to one on 7th and one on Yukon. The intent is that 8th Avenue is a residential and small retail oriented street. With respect to the provision of green space, Ms. Rondeau explained that a large green space is not typically sought on an urban site such as this. The landscaping proposal is in accordance with the guidelines and by-law.

In response to a question from Mr. Beasley about the bulkiness of this development compared to the XL Loft building to the south, Ms. Rondeau said the density and massing are very similar.

Linda McIntosh, resident of the XL Lofts, said they remain concerned about the massiveness of the proposal and the excessive amount of parking.

With respect to the density, Mr. Scobie noted the square footage of this development, relative to the size of the land, is no more than the XL Loft development relative to its site area.

Panel Opinion

Mr. Lyon advised this project was reviewed twice by the Urban Design Panel and it was supported on both occasions. He noted the form of development has been amended considerably since the preliminary submission, in particular with respect to the arrangement of the townhouses. The Panel thought the issues with respect to view impacts had been very well addressed, the latest arrangement having opened up the south end of the courtyard, improving both views for the neighbours as well as the livability of the units. The Panel unanimously supported the complete submission and generally considered it a very well detailed and

resolved project. With respect to the treatment of the residential entries, Mr. Lyon said he accepted the applicant's rationale, noting the stair towers go a long way to announcing the entrances. However, he suggested the Panel's comment was not so much about the size of the entrances but that they are somewhat buried in a long row of glass commercial frontage. There may be opportunity to give the residential entrance a different expression to distinguish it from the commercial. With regard to the colour scheme, Mr. Lyon said the Panel was not so much concerned about the shade of grey selected, rather that it could be a little overpowering in the residential portion because there is only one colour shown. The suggestion was that there might be opportunity to introduce a second colour, perhaps a variant of the grey.

Mr. Hancock said he had no difficulties with this scheme. Its organization is very good; the density is not excessive; the massing is well handled and it is below the maximum height. Traffic is well handled with entrances off 7th and Yukon, which is very appropriate. The scale is broken down quite nicely for a project of this size. Mr. Hancock said he liked the materials, and he agreed with Mr. Lyon's comments regarding the colour scheme, to perhaps introduce some variation. He recommended approval.

Mr. Kavanagh also recommended approval and said it is encouraging to see the response to the preliminary conditions.

Mr. McNaney said the development would increase the amenities in the area. He said he shared the concerns expressed about the conflict between the bicycle route and the large numbers of vehicles coming in and out of this development but was satisfied they could be addressed by Engineering. Mr. McNaney said he also shared the concern about the large amount of parking and he questioned whether this could be revisited, noting it will encourage people to drive. With respect to the process, Mr. McNaney commended the redesign and specific handling of the concerns of the XL Loft residents, particularly with respect to view impacts. He recommended approval with the recommended conditions.

Mr. Henschel noted there have been considerable changes to the scheme since the preliminary submission. It is a big improvement and is as much as the XL Loft residents could hope for with respect to mitigation of view impacts. Mr. Henschel said he believed handicap parking should be provided in the residential parking component. He also commented that the repetitive expression of the townhouses might be contributing to its somewhat massive appearance.

Board Discussion

Ms. Forbes-Roberts said she believes this project has gone a long way since the preliminary submission, noting the significant changes that have been made. She noted the applicant has agreed to provide the accessible parking as required by the City. Ms. Forbes-Roberts stated that approval of the application does not disregard the neighbours' concerns. There is zoning in place that, while conditional, does typically permit a bulk, form and density with which this application complies. The design has gone a long way to respond to some of the concerns, particularly with respect to view impacts. There is also substantial improvement to the streetscape. With respect to the residential entries, Ms. Forbes-Roberts said she was satisfied to leave this aspect of the project to the architect. She moved approval, with an additional condition dealing with the colour scheme.

Mr. Beasley commented that this project has gone through a very good evolution since the preliminary stage, noting he shared the concerns about the bulkiness of the building at that time. The applicant has clearly re-thought the scheme. With respect to the concerns expressed about the scale and bulk of the building, Mr. Beasley noted the facades have been broken down into a number of elements, almost like separate buildings, with variation not just

in materials but in height, setback and articulation. Regarding the size of the commercial units, he noted the applicant has agreed to a covenant which would prevent a "big box" retailer. He added it is encouraging to see the proposal for a food store in this location. With respect to the impact on the neighbours, Mr. Beasley noted the applicant has had a number of meetings with the neighbours and it is clear the scale and massing has been reduced to address their concerns. Mr. Beasley said he was also somewhat concerned about the parking but noted it is not accessed off 8th Avenue, which would have a much greater impact on the XL Loft residents. He agreed that access off 7th Avenue does not unacceptably compromise the bike route. Mr. Beasley strongly supported the green space being provided on the Cambie Street frontage, which is very appropriate. He said he was convinced it would be a quality green space that will be a major benefit to the neighbourhood. Mr. Beasley concurred with the architect's rationale with respect to the residential entries. However, with respect to the colour scheme, he said he was concerned about the treatment along the walkway between the residential units. He agreed it would be advisable to consider some way to diversify the colour in this location. Mr. Beasley noted it is rare to see an application that has responded so well to the issues and it is very supportable.

Responding to the concerns raised by the neighbours about the bulk and scale of this development, Mr. Beasley pointed out that if there were two sites and a lane on this block, the density would be very much the same as this proposal, which is comparable to the massing of the XL Loft building to the south. This is the density that is permitted in this area and which was achieved by the XL Lofts.

Mr. Rudberg said this project has evolved in response to the preliminary conditions and the concerns of the neighbours to the south. He noted that providing more at grade green space would have inevitably resulted in a higher building and greater view impacts.

Mr. Rudberg said he had a general concern about how development is occurring along the Cambie corridor, which is very automobile-oriented. This area will ultimately be a major transit centre at the intersection of two rapid transit lines (along Broadway and Cambie), which suggests that development that is more compatible with convenient transit access should be encouraged. Mr. Rudberg expressed the hope that as other sites in the area are redeveloped, projects will be achieved that are more compatible with the area's transit services.

Mr. Rudberg said he had no objections to the proposed art feature and agreed it is appropriate to require it; however, it should not become an automatic method of earning conditional height and density in the C-3A zone because there are other public benefits that need to be considered.

Mr. Scobie commented it is rewarding to see how far this applicant team has gone to respond to the preliminary conditions. It is refreshing to see that in many instances the conditions imposed by the Board were not only satisfied but went well beyond what was sought. He commended the architect and the developer.

Motion

It was moved by Ms. Forbes-Roberts and seconded by Mr. Beasley, and was the decision of the Board:

THAT the Board APPROVE Development Application No. 407357, in accordance with the Development Permit Staff Committee Report dated January 21, 2004, with the following amendment:

Add 1.4:

design development to vary the colour scheme, particularly along the upper exterior residential corridors;

Mr. Kavanagh left the meeting at 4.20 p.m. The Chair noted that Mr. Kavanagh has now completed his term on the Advisory Panel. Mr. Beasley expressed his appreciation for the advice provided by Mr. Kavanagh, which has been very consistent and thoughtful.

**4. 2055 YUKON STREET - DE407823 - ZONE C-3A
(COMPLETE APPLICATION)**

Applicant: Bastion Development Corp.

Request: (a) To construct a nine-storey (97.4 ft.) mixed-use building with commercial uses on the ground floor and 81 Class A, Artist Live/Work Studios in eight floors above, all over a 2 1/2 level underground parkade; and

(b) listing, rehabilitation and designation of the existing Nye Building (currently tenanted by Kirmack Collision Services).

Development Planner's Opening Comments

Mary Beth Rondeau, Development Planner, introduced this application to redevelop the entire block of 400 West 2nd Avenue at Yukon Street, noting it is two separate sites, one containing the Nye Building (occupied by Kirmack Collision) which will be retained and rehabilitated and will remain in the ownership of the Nye family. The proposal includes a single site covenant to allow the transfer of residual density from the Nye building to the remainder of the block. The Nye building is not currently listed on the Vancouver Heritage Register but staff and the Heritage Commission have concluded it could become a significant heritage resource and support is rehabilitation and designation.

The proposal for the adjoining site is retail and restaurant on the ground floor with artist live/work studios above, which is very supportable in this location directly adjacent to the industrial I-1 zone. The density of the Nye building is just over 1.0 FSR, which could potentially be redeveloped up to 3.0 FSR. The proposal is to transfer its residual density to the adjoining site, for a combined full block density of 3.0 FSR. This strategy is supported by staff. The massing has been well resolved given its very prominent location. The Cambie Street C-3A Guidelines suggest a height of 90 ft. and the proposal is to a maximum of 97 ft. Staff are satisfied that the height overage causes no additional view impacts, noting that views of City Hall are preserved. With respect to the Nye Building, the proposal is that Kirmack Collision will continue its tenancy. An environmental report is being sought with respect to odours from this use. In consideration of the long term potential for the Nye building to be converted to restaurant use, the applicant is being requested to provide seven parking stalls on the adjacent site to allow this to occur. The applicant is proposing sustainability to LEED certified level, and staff are requesting a checklist of the proposed sustainability measures. Storm water retention and a landscaped roof are being sought. Since the Nye building site was originally a gas station, removal of the storage tanks is being requested together with any necessary soil remediation.

With respect to the public realm, Ms. Rondeau noted the application achieves dedication of a 4 ft. building line on Yukon Street and a pedestrian plaza is proposed, containing three benches and small scale trees at the corner of Yukon and West 2nd Avenue. As well, a 5 ft. widening line along the entire length of West 2nd Avenue is being sought for the future enhancement of this street as a major thoroughfare when the development of South East False Creek occurs. Because this site is not standard depth, Engineering Services supports the projection of the parking underneath this widening line, which avoids the need for another level of underground parking. However, staff prefer that the building project above grade into the widening line only one structural bay (about 20 ft.) as called for in condition 1.7.

Staff consider a great number of public benefits have been achieved through this proposal: the rehabilitation, retention and designation of the Nye building; considerable open space including a plaza and ground plane improvements; sustainability features; dedication of a building line area along Yukon Street and right-of-way for the widening line on West 2nd Avenue; high quality materials and good resolution of the massing. The Staff Committee recommendation is for approval of the application, subject to the conditions contained in the report dated January 21, 2004.

Questions/Discussion

In response to a question from Mr. Beasley as to the impact of deleting the two bays currently intruding into the widening line, Ms. Rondeau explained that Engineering Services believes there is an alternative arrangement that would be just as efficient as the applicant's proposal with respect to the parking.

Mr. Rudberg noted this is a difficult location for residential use, being a major roadway and truck route and in close proximity to Cambie bridge. Ms. Rondeau advised the applicant is required to provide an acoustical report. She confirmed that staff are satisfied this location is suitable for artist live/work use. Mr. Rudberg questioned whether purchasers of units in locations such as this are given advice with respect to the industrial noises that are inherent in the neighbourhood. Ms. Rondeau said putting a covenant on title is no longer the practice. Mr. Rudberg expressed concern that people should be aware that when they buy into this site a certain amount of noise is a reality in this location.

Mr. Rudberg sought clarification with respect to the amount of density being requested. Ms. Rondeau explained that the density on the Bastion site alone is 3.89 FSR. In discussion, it was noted that dedications for road widening and building lines are not typically deducted from the calculation of FSR so the amount of square footage on that site (after the dedications) is likely equivalent to about 4.00 FSR. Ms. Rondeau confirmed that staff and the Urban Design Panel were satisfied with the massing resolution proposed for the site. Mr. Scobie noted there is no bonus density being given as compensation for the heritage retention and restoration of the Nye building.

Mr. Beasley sought clarification regarding materials. Kim Maust, Bastion Development Corp., advised the intent is that the Nye building will be restored to its original red brick colour (currently painted white). The grid on the Bastion site will be in chocolate brown brick, and the remainder will be concrete. Ms. Rondeau noted that staff propose to seek clear sealed architectural concrete on future applications but did not believe it was necessary for this application.

In response to a question from Ms. Forbes-Roberts regarding the seismic upgrading of the Nye building, Terry Brunette, Heritage Planner, explained the request for "Bolts Plus" upgrading is

somewhat loosely defined and the stipulation of a \$50,000 limit is to give the applicant some assurance in this respect.

In response to a question from Mr. Scobie regarding the purpose of the proposed widening line, Mr. Thomson agreed the Nye building would restrict the widening line. However, West 2nd Avenue has been identified as a future major transit route through the Visioning process in connection with Southeast False Creek. The intent is to improve the pedestrian realm from Cambie Bridge at least to Main Street and potentially through to the east side of the existing CN lands. Council has not yet specifically discussed the 5 ft. widening line but it has been achieved in a few minor projects between Cambie and Main Street.

The meeting adjourned at 5.05 p.m. for Ms. Forbes-Roberts and Mr. Rudberg to attend an emergency corporate management meeting (unrelated to the Development Permit Board). The meeting reconvened at 5.20 p.m.

Applicant's Comments

Jim Hancock, Architect, said they are generally happy with the conditions and will be pleased to meet them. With respect to noise, he confirmed they would comply with the recommendations of the acoustical report. He added they are through units, so ventilation can also be achieved from the rear. With respect to the proposed 5 ft. widening line, Mr. Hancock said there needs to be further discussion about the encroachment of the three bays. He noted they have prepared three alternative parking layouts. Unfortunately, the solution recommended by Engineering Services results in a loss of surface parking and necessitates another underground level to accommodate nine stalls, for an additional cost of about \$600,000. He said they have so far been unable to devise a scheme that allows them to bring the ramp in from the high side and into the P1 level without encroaching into the front area because there is a headroom issues that cannot be avoided. Mr. Hancock requested that the Board consider permitting them to retain above grade building in the widening line area for the three bays, not only for functional reasons but also because it is a better architectural solution.

With respect to materials, Mr. Hancock commented that sealed concrete is not supported by building envelope specialists. He advised they are flexible regarding the colour of the brick - it can either be matched or contrasted.

With respect to condition 1.7, Thomas Anielksi advised they conducted a very thorough study of the underground parking options and he suggested there might have been some miscommunication with Engineering Services. He explained the need to retain the encroachment of the three bays is not only an architectural gesture but is necessary to avoid the parking slab projecting above the sidewalk. This structural information has only been available in the last few weeks. Mr. Beasley expressed concern that it appears the development application drawings do not accurately reflect what can be built. Ms. Rondeau briefly explained staff's understanding of the situation. Further discussion ensued, and Mr. Hancock stressed they have a workable solution. Mr. Anielski confirmed that it would be possible to pull the three bays back and achieve an elevation of 6 inches above the current sidewalk level, at the lowest level, up to 2 ft. at the highest level. Mr. Rudberg said his understanding was that the issue of encroachment of the bays was identified several months ago and he expressed concern that the Board is faced with making decisions with conflicting information. In discussion, Mr. Hancock said he would prefer to be given the opportunity to find a solution without a deferral, and Mr. Thomson confirmed Engineering Services is prepared to work with the applicant to do so. Mr. Scobie noted that it could be returned to the Board if a solution is not reached. Ms. Maust said Bastion Development has a major concern about reconfiguring the ramp and requiring another level of underground parking.

Mr. Beasley raised a question with respect to the heritage restoration work, noting there is no Heritage Revitalization Agreement involved in this instance. Mr. Brunette explained that Heritage Planning has reviewed the applicant's outline specification and is satisfied the work will be completed. He agreed that condition A.1.11 could be clarified to ensure the work is consistent with the submitted outline specification and conservation drawings. Ms. Maust confirmed this would be acceptable to Bastion Development.

Comments from other Speakers

None.

Panel Opinion

Mr. Lyon advised this application was reviewed twice by the Urban Design Panel and supported on both occasions. The Panel was very supportive of the proposed massing of the building, noting it is an unusually shaped and challenging site. The Panel felt the way the applicant had resolved the building took full advantage of the site. The Panel had no concerns about the overall density or height. Mr. Lyon briefly reviewed the few minor concerns raised by the Panel, as outlined in the Panel minutes. With respect to the base of the building, Mr. Lyon said he agreed with the applicant that retaining the three bays is a more substantial gesture to the existing building whereas only one bay may appear token.

Mr. Henschel said he did not believe there should be any bays at all because it would be better to reveal the corner of the Nye building, even if it means having an external slab of concrete with a bench. He commented that this project could have benefited from a preliminary submission rather than complete, and more design development. Mr. Henschel encouraged the applicant to enhance the expression of the building. He stressed the importance of the additional parking spaces to allow for the future conversion of the Nye building to restaurant use.

Mr. McNaney strongly supported the historic preservation aspect of this proposal and agreed with the strategy of transferring the residual density. He was not so enthusiastic about the massing, particularly the eastern elevation. It currently looks very institutional and more could be done to improve it.

Board Discussion

Mr. Beasley commented that, in some respects, this application demonstrates the benefit of a preliminary submission in that not only is the basic parti settled but issues are identified that can be resolved before the complete application is made. It is not appropriate for the Board to find solutions during its deliberations, noting there are usually good design solutions that can be arrived at between staff and a good architectural team such as this one. Nevertheless, Mr. Beasley said he believes the basic parti of this proposal is right, noting that West 2nd Avenue is evolving into a much more positive urban place and this site is a transition to the adjacent industrial zone. He strongly supported saving the Nye building. It is a very small building but it has a big impact on the character of the street, noting the other side of this street will change dramatically with the development of Southeast False Creek.

Mr. Beasley said he believes the proposed widening line is essential because it will contribute to the creation of a great street which will have a lot more pedestrian orientation. He supported permitting the encroachment of the parking beneath the widening line but did not believe it should protrude above grade for more than one bay. He agreed with Mr. Henschel that it would be better if there were no intrusion at all so that the corner of the Nye building can be revealed. With respect to condition 1.7, Mr. Beasley said he was persuaded that this

architect can solve the problem while providing a good interface between the street oriented retail and the sidewalk.

Mr. Beasley said he did not believe the colours and materials have yet been adequately resolved. He said he believed more masonry would be appropriate, with the building massing broken down more by a better application of masonry on some portions of the building, not necessarily increasing the height of the grid.

Mr. Beasley moved approval with amendments to the conditions.

Mr. Rudberg seconded the motion and concurred with Mr. Beasley's comments and amendments, although commented he did have some concern about the amount of density on the site. He agreed there are potential solutions to deal with the ramping to the underground parking although noted there may be some difficulty given the limits indicated in conditions A.2.7 - A.2.9 which deal with the ramp. He acknowledged that it may be necessary to "push the limits" of some of these conditions in order to achieve a good design. However, it is essential that it also be a workable design.

Ms. Forbes-Roberts supported the resolution and was particularly appreciative of the preservation of the heritage building, not because it is good architecture but because it contributes to the sense of place, adding character to this area, which will change dramatically over the next ten years. With respect to the intrusion into the widening line, Ms. Forbes-Roberts agreed it would be preferable to have no intrusion. She also agreed with the comments concerning the need for greater articulation of the building.

Mr. Scobie pointed out that a widening line and a building line are significantly different in that only the building line has a legal status.

Motion

It was moved by Mr. Beasley and seconded by Mr. Rudberg, and was the decision of the Board:

THAT the Board APPROVE Development Application No. 407823, in accordance with the Development Permit Staff Committee Report dated January 21, 2004, with the following amendments:

Amend the second sentence of the **Note to Applicant** in 1.7 to read:

No more than a single structural bay of floor area beyond the Kirmac site (450 West 2nd, being Lots 1 to 4, Block 6, District Lot 302, Plan 5832) is acceptable; the balance of the floor area encroaching beyond into the right-of-way is to be deleted to allow for future enhanced public realm and road improvements;

Add 1.8:

design development for general refinement of materials and colour and consideration of more masonry;

Amend A.1.11 to add after "heritage building":

consistent with the submitted outline specifications and conservation drawings.

CARRIED UNANIMOUSLY

5. 600 ABBOTT STREET - DE408032 - ZONE CD-1
(COMPLETE APPLICATION)

Applicant: Hancock Bruckner Eng & Wright

Request: To construct a 25 storey residential tower (F1); a 31 storey residential tower (F2) and a 7-storey mid-rise building with retail at grade (Phase 1 of Sub Area 5 of International Village).

Development Planner's Opening Comments

Ralph Segal, Development Planner, presented this application and briefly reviewed the site context. He described the proposal and noted the above ground parking was anticipated at the rezoning stage. Staff are satisfied the maximum amount of underground parking (two levels) has been provided given the soil conditions on this site. Although not forming part of this application, the by-law also calls for community uses on this site: an elementary school, a daycare and a community space, to be provided by the developer. The timing for these facilities is triggered by the number of family units, and the by-law provides for interim uses until such time as these facilities proceed. The proposed interim use is a surface parking lot, involving exposed party walls that will require some temporary treatment.

Mr. Segal briefly reviewed the main design conditions relating to the subject market housing proposal and noted staff are confident they can be satisfactorily resolved. With respect to the family units, the Housing Centre has determined that to qualify as family units they must be contained within eight floors of an open space that can be overlooked. Including the family units in this proposal, the total number of family units to date in International Village is 139. The required total is 210 so that the final market phase will need to provide 71 family units to meet the by-law. When the number of family units reaches 174, the developer's obligation to provide the daycare and community space will be triggered. Condition A.1.19 calls for provision of a children's play area on the podium roof. The applicant is also requested to meet the by-law requirement for five loading bays.

In general, staff consider this proposal to be quite a handsome development. It generally complies with the CD-1 by-law and guidelines, and staff recommend approval, subject to the conditions contained in the Development Permit Staff Committee report dated February 9, 2004.

Questions/Discussion

Mr. Rudberg sought clarification concerning condition 1.10, noting it is possible the daycare could be developed independently from the school and community space. Mr. Segal confirmed the applicant has been requested to investigate that possibility.

Mr. Rudberg commented on the large amount of glazing in this development, noting the new energy code suggests the amount of glazing in residential buildings may be severely restricted in the future. Mr. Segal agreed there may be more stringent energy requirements in the future that can be handled in a variety of ways. Mr. Beasley also stressed that technological solutions will be sought to ensure residential developments have sufficient light access.

Mr. Beasley sought clarification regarding the interim use on this site. Mr. Segal advised the intent is to seek increased landscaping on the temporary parking lot, particularly around the edges and, to the extent possible, within the parking given it is above the underground parking area. Treatment of the exposed blank walls is also being sought. Mr. Segal also confirmed that the future facilities on the site will require separate development applications.

Regarding condition 1.10, Mr. Beasley questioned the rationale for including the involvement of the City Manager. Mr. Thomson explained the required legal agreement is rather complex and arises out of the rezoning which clearly anticipated the community facilities would have been occupied by now. There are therefore many decisions remaining that are under the control of the City Manager and discussions will be necessary to determine how the legal agreement will be finalized. In discussion, it was agreed to amend the wording of this condition.

In response to a concern expressed by Ms. Forbes-Roberts about the potential for graffiti during the interim use of the community facilities area, it was agreed to include a condition dealing with anti graffiti measures.

In response to a comment by Mr. Beasley that it might have been more appropriate for this proposal to have been a preliminary application in order to resolve all the issues, Mr. Segal advised staff were satisfied to process it as a complete application given the good response to the prescriptive formula set out in the CD-1 zoning and guidelines, and the high order of architectural resolution.

Prompted by a question from Mr. Scobie concerning disclosure of the future community facilities to residential purchasers in the development, Mr. Thomson said the agreement on title will clearly have to be referenced in the disclosure statement in the developer's marketing materials. Mr. Beasley noted a number of the units will be directly affected by the rooftops of the community facilities. In discussion, it was agreed it would be appropriate to add a condition of the development permit to alert initial and subsequent purchasers to the future development of these facilities.

Applicant's Comments

Jim Hancock, Architect, said they are generally able to comply with all the conditions recommended in the Staff Committee Report. Mr. Hancock explained they understand the school is unlikely to be built for at least six or seven years and they have been investigating a strategy to allow the daycare and community space to precede the school. Commenting on the more stringent energy requirements that may be required in the future, Martin Bruckner, Architect, said it would be possible to have up to 55 percent vision glass on this project and still maintain good livability for the units. With respect to the request for five loading spaces, he said their proposal is for three full size loading bays. They believe the retail component might be equally well served with one full size and perhaps two smaller spaces, noting there is only 10,000 sq.ft. of retail at grade and the shops will be fairly small. With respect to the units that will be affected by the child care centre, Mr. Hancock said they would be pleased to illustrate how they would function but the general intent is that the child care open space is behind the structure that accommodates the swimming pool, which provides a good buffer. In closing, Mr. Bruckner emphasized that this development will be a very beneficial addition to the neighbourhood.

Questions/Discussion

Ms. Forbes-Roberts expressed concern about the impact of limited public funds on the future community facilities and it is important to be clear to prospective buyers about the intent. As well, there is a need to be realistic about what can be afforded for these public facilities. In response to a question from Ms. Forbes-Roberts regarding the loading bays, Mr. Thomson advised that staff strongly recommended five spaces. However, he agreed there could be flexibility and staff would be satisfied with two full size residential loading bays, one for the school, one full size for the retail, plus a courier space or similar.

Mr. Beasley expressed a concern regarding the landscaping on the roof of the community facilities, noting the School Board will likely have limited funds for landscaping for its component. In discussion, Jim Carney, Henderson Land Holdings, agreed they would be prepared to put an amount of money in trust for the completion of the green space adjacent to the private market units in future when the school is completed. This will give purchasers assurance that they will achieve an amount of green, accessible roof area. Mr. Carney noted there is a legal obligation that requires Henderson to pay for additional costs incurred by the school in being located above the parkade. He added, it is also to Henderson's benefit to be able to promise buyers that the roof will be landscaped.

In response to a question from Mr. Henschel regarding the impact of Skytrain and the viaduct, Ms. Heuvaerts briefly described the sound attenuation measures proposed for the side of the building facing Skytrain and the viaduct.

In response to a question from Mr. McNaney regarding the ground level character around the site, Jane Durante, Landscape Architect, briefly described the periphery landscape plan, noting there is an interest in creating an environment where people accessing the park go through the entry feature. Mr. Segal added, the requested setback is intended to be used by the retail or restaurant uses, and there is also a condition seeking a second row of trees on Keefer Street. In response to a question from Mr. Beasley about the character of the shop fronts, Mr. Carney said they are considering the space for small professional offices. In discussion, it was noted condition A.1.8 requires compliance with the by-law with respect to grade level uses, which does not include professional offices. Mr. Segal confirmed the second floor parking level will be fully screened, in accordance with condition 1.1 (b).

Mr. Scobie sought clarification with respect to the parking spaces being provided for the future use of the community facilities. Mr. Thomson advised the intent is that they would be owned by the City until such time as the facilities are built.

In response to a question from Mr. Scobie regarding the comments of Processing Centre-Building and Fire & Rescue Services (Appendix C), Mr. Bruckner confirmed these have been reviewed and they are satisfied the issues can be addressed.

Comments from other Speakers

Judy Langdon, resident of the Europa building adjacent to this site, said she was very pleased to see this development proceeding. She noted a number of deficiencies that occurred with the Europa that she hoped would be addressed in this development. These included: vehicle washing facilities; visitor parking; an adequate number of elevators; loading bays; parkade access; air quality in the fitness centre; handicap access to the swimming pool; common area deficiencies; security; and the developer's disclosure statement.

Mr. Beasley sought clarification from staff on some of the issues raised by Ms. Langdon. Mr. Thomson explained the visitor parking is accessed through the commercial parking. This is fairly typical in mixed use developments particularly where the ratio of retail to residential is low. Disabled access to the amenities is now required by the Building By-law but this provision was not in place when the Europa was developed.

Panel Opinion

Mr. Lyon noted the Urban Design Panel reviewed this project on two occasions and did not support the initial submission. The main concerns related to vehicular access off Expo Boulevard, which was in direct conflict with the future school, the treatment of the commercial edge of the building, and the appearance of the second level of above ground

parking. Other concerns related to the brick and its application on the building. The Panel did discuss the amount of glass on the towers and the Panel now routinely questions consideration of orientation of the facades with respect to solar heat gain and how that might be reflected in the design. Mr. Lyon noted the applicant responded to the Panel's concerns in the revised submission. The Panel thought the project was very well handled in terms of its massing and location of the towers. Some concerns remained about the proposed brick pre-assembled panels and in this respect Mr. Lyon recommended an amendment to condition 1.1 to identify the lower streetwall buildings for conventional brick cladding. The Panel also raised a concern about the electrical transformer on the site at grade on Keefer Street side of the project. The Panel recommended its relocation away from the entrance. In discussion, Mr. Bruckner advised the matter is being discussed with BC Hydro for its removal or under grounding.

Mr. McNaney said it is good to see more housing in this area, which should provide much needed support for local economic activity. With respect to the design, Mr. McNaney said he did not find it an exceptional project and could see nothing that indicates the flavour of International Village. The lack of environmental energy consideration is also a concern given current expectations in this respect. While the City is unable to require LEED certification at this time, the applicant could have considered on-site storm water management or different energy techniques that would be of benefit to the future residents. Mr. McNaney said he was concerned about the street life in this area and urged that greater consideration be given to materials at pedestrian level.

Mr. Henschel said he liked the development because it is not highly composed and highly designed. The design development conditions will improve and enhance the project, especially to bring the brick down to the ground, which will link it more closely to Gastown and Chinatown. Mr. Henschel urged that consideration be given to lowering the viaduct, noting the next project in this neighbourhood will be severely impacted.

Board Discussion

With respect to the viaduct, Mr. Rudberg noted the City is beginning to be developed around the viaduct and it is almost an extension of the city street system. The issue remains unresolved at this time.

Mr. Rudberg moved approval of the application. He noted it reflects the zoning and guidelines for the site. While there are adjustments needed to the design treatment at grade, and issues are to be resolved with respect to the phasing and impact of the future community facilities, Mr. Rudberg said it appears to be progressing well and it will be good to see this site developed. With respect to the loading, Mr. Rudberg said he would support some relaxation of the retail loading space requirement.

Mr. Beasley commented that projects such as this are better if there is a preliminary application first, noting the large number of issues that have to be dealt with. He said he shared the concerns expressed about the community facilities but thought the two additional conditions on information and landscape would help, noting the anxiety is partly the impact of the facilities and partly the politics involved in obtaining approval for their construction. Mr. Beasley acknowledged the cooperativeness indicated by the applicant on this issue. He said he believed all the design conditions are essential and should lead to some significant improvements and a good response to the guidelines. He agreed it is very positive to see this site developed noting the very difficult situation that has existed for the local residents to date.

Ms. Forbes-Roberts agreed with the Board's comments, adding she was also very pleased to see this development proceed because having more residents is a key component to regenerating the neighbourhood. Mr. Scobie concurred.

Motion

It was moved by Mr. Rudberg and seconded by Mr. Beasley, and was the decision of the Board:

THAT the Board APPROVE Development Application No. 408032, in accordance with the Development Permit Staff Committee Report dated February 9, 2004, with the following amendments:

Amend the **Note to Applicant** in 1.1 (a) to add, after "brick cladding": *on the lower streetwall buildings*;

Amend 1.7 to add:
Including wall treatments to minimize graffiti;

Amend 1.10 to delete "in consultation with" after "City Manager";

Amend the **Note to Applicant** in 1.10 to add *one or both of* to the last sentence after "showing how";

Add 1.12:
consideration to remove the transformer at the intersection of Keefer Street and the park and place it underground on private property;

Add 1.13:
arrangements to be made to secure appropriate funds to provide accessible terraces for the private units adjacent to the future community facilities roofs, to be made available when these facilities are constructed, to the satisfaction of the Director of Planning and Director of Legal Services;

Amend the **Note to Applicant** A.1.7 to add *or equivalent arrangement*, after "Community Space facilities";

Add a new A.1.23 (and renumber the subsequent conditions):
design development to all accessible areas, both private and common, to provide hose bibs and other landscape amenities for their optimum utilization and maintenance;

Add A.1.29:
design development to reduce opportunities for graffiti;

Add B.2.7:
Arrangements to be illustrated to the satisfaction of the Director of Planning and Director of Legal Services that information will be made available to potential purchasers and downstream purchasers about the future community facilities.

CARRIED UNANIMOUSLY

6. OTHER BUSINESS

None.

There being no further business, the meeting adjourned at 8.15 p.m.

C. Hubbard
Clerk to the Board

F. Scobie
Chair

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