

Date: Monday February 8th, 2021
Time: 3:00 p.m.
Place: Webex

PRESENT:**Board**

A. Law Director, Development Services
J. Adcock General Manager, Development, Buildings & Licensing
K. Mulji Director, Engineering Projects & Development Services
T. O'Donnell Assistant Director, Development Planning

Advisory Panel

M. Henderson Representative of the Design Professions (Urban Design Panel)

Regrets

P. Sihota Representative of the General Public
C. Karu Representative of the Development Industry
D. Pretto Representative of the Development Industry
N. Hayward Representative of the General Public
M. Cree-Smith Representative of the Design Professions
K. May Representative of the General Public
L. Shenkute Representative of the General Public

ALSO PRESENT:**City Staff:**

John Greer Assistant Director, Development Review Branch
John Turecki Civil Engineer, Major Projects
Kevin Spaans Development Planner, Urban Design & Development

2103 W Broadway - DP-2018-00488 – C3-A (COMPLETE APPLICATION)**Francl Architecture Inc.**

Walter Francl, Principal Architect, Francl Architecture Inc.
Daniel Dirscherl, Architect, Francl Architecture Inc.
Brent Toderian, TODERIAN UrbanWORKS
Joseph Fry, Principal Architect, Hapa Collective

Recording Secretary: M. Sem

1. MINUTES APPROVED

It was moved by Ms. Adcock and seconded by Ms. Mulji and was the decision of the Board to approve the minutes of the meeting on January 25th, 2021

2. BUSINESS ARISING FROM THE MINUTES

None.

3. 2103 W Broadway - DP-2018-00488 – C3-A (COMPLETE APPLICATION)

Applicant: Francl Architecture Inc.

Request: To develop an 11-storey mixed-use building containing retail along the ground floor and 79 dwelling units on levels 2 through 11; all over 2 levels of underground parking providing a total of 120 parking spaces having vehicular access from the lane. The applicants are proposing to purchase Heritage Amenity Shares to obtain a 10% density bonus.

Development Planner's Opening Comments

Mr. Kevin Spaans, Development Planner, presented the proposal and summarized the recommendations contained in the Staff Committee Report. The recommendation was for support of the application, subject to the conditions noted.

Mr. Kevin Spaans took questions from the Board and Panel members.

Applicant's Comments

Applicant began by giving a presentation on the proposed development and city guideline form.

Applicant approached the effective neighbours that were most impacted with the Francl Architect team at the start of the design process. The neighbourhood group provided feedback and shared their desire to protect their feeling of privacy and allow for greater spatial relief. Throughout the design process, applicant has taken this feedback seriously and the project presented today it is a result of collaborative effort

Applicant noted the slimmer smaller building performs better than the guideline massing from at least three major perspectives:

- First, it provides a much more neighbourly massing effect in terms of massing overlook, privacy protecting on the most affected neighbor.

- Second, it represents a better design approach that is very important and special intersection marking a station corner with what would be considered a modest total landmark. 11 storeys is taller than the guidelines, but still considered modest in the context of how we think ultimately the station area will develop over time in the context of the Broadway corridor. It is considered still a relatively junior size taller building in the context of what may evolve over time.
- Third, it enables a better streetscape design and an edge condition and supports that corner plaza; that supports both the site and the broader intersection not just a crossroads. It will present many opportunities.

This design is a product of somewhat is perceived to be a very unusual design collaboration between the developer and the neighbours.

Applicant noted the Broadway corridor program, the articulation is currently in development, and excited about the opportunity to work to make it a great street, enhance and improve the public realm. There are many opportunities for creative solutions such as pedestrianize the lane or walkway as opposed to a fully accessible through.

Applicant is very interested in further developing the corner presentation of the building as a landmark adjacent to a future station and future developments.

Applicant noted they are willing to work with Landscape Architects on addressing the Broadway frontage as well in terms of the landscaping treatment and commercial to articulate the commercial elements of each of the individual retail units. In addition, to further develop the public open space which is two storeys tall at the corner.

Applicant took questions from the Board and Panel members.

Comments from Speakers

Speaker 1, Mr. Brook, speaking on behalf of The Canvas Strata Council.

Mr. Brook noted the following:

- The Canvas Strata Council object this development application due to non-compliance with City policies and guidelines, primarily related to height.
- The proposed development is not in conformance with the Broadway and Arbutus policies and the Broadway 3-CA, 2000 block West 10th Avenue guidelines.
- The proposed 11-storey building with a height of 127 feet 120- 127 is not in conformance with either of these policies. 127 feet is 80% higher than the maximum recommended relaxation of
- Not sure why the applicant did not submit a preliminary development application to test have such a major 80% increase in height and exceeding voting policies and guidelines.

- Both the C-3A schedule and the Broadway-Arbutus policies both talk about 4.32 says that the board considers the intent of the schedule, all the applicable policies and guidelines adopted by Council was started with 70 feet. In addition, the Broadway-Arbutus policies in addition to the schedules talk about the height and built form, which say consider a height relaxation stuff to 70 feet or up to seven stories.
- Encourage the members of the development board refuse this application on the basis that there is no policy or guideline context within which to improve.

Speaker 2, Mr. Gaerdes, neighbour to the development

Mr. Gaerdes noted the following:

- In 2018 advised the applicant team that the height does not comply with the guidelines and invited them to provide a proposal that is within the guidelines.
- The development will affect the entire two blocks.
- Encourage the members of the development board refuse this application.

Speaker 3, Ms. McMeekin on behalf of Hansdowne Row (BCS 213) Strata Council and Owners

Ms. McMeekin noted the following:

- On February 6, 2021, information was received from Bastion advising certain unexpected COV conditions are being applied to Bastion's development permit.
- The Strata Council and owners were surprised and disappointed to receive this information and strongly disagree with these conditions, as they do not reflect the proposed design that has been the focus of years of collaboration between Bastion and Hansdowne Row.

Ms. McMeekin stated the following three items of concern:

1) The Department of Engineering is planning to open the existing laneway at the rear of our property. It is our understanding that city staff have stated that the decision to open the lane is not a result of Bastion's proposed project, but rather a decision by the Department of Engineering. We find this an extraordinary decision. There is no laneway on either the westerly block or the easterly block at this location. A laneway would not link to another lane and can serve no purpose other than to affect the safety and security of our families. It also means the wholesale destruction of the well-established very large trees that act as a buffer zone between a proposed high-rise and low scale neighbourhood housing behind it as well as sound mitigation against the inevitable noise from the planned bus loop and mass transit station.

2. We also understand that the Department of Engineering is requiring Bastion to remove the proposed new trees in the entry to their project off Arbutus Street. The intention was to use landscaping to soften the vehicle entrance and provide a sound and visual buffer from our backyards. This design intention is now being rejected and being replaced at the last minute with Engineering's desire to have a typical lane. A revision that offers no transition or sound

buffer protection. An act that seems contrary to the COV's often-stated desire for green space and thoughtful neighbourhood transition.

3. Lastly, we have been informed that the Department of Engineering is also requiring Bastion to remove the majority of their proposed new street trees along Arbutus and West Broadway due to purported conflicts with transportation requirements and bus stop infrastructure. We are again incredibly disappointed with this requirement. Bastion's plans were a great attempt to be responsible developers and add to the neighbourhood with their green upgrade to the streetscape. Their approach directly aligns with the published desire for the City of Vancouver to be a "Green" City. In addition, as we all know, there are plans in development to extend the Broadway line much further west out to UBC. When this happens, we are concerned that the bus loop will no longer be needed and the neighbourhood will be left with an unnecessary hardscape for generations to come.

Encourage the Development Permit Board to consider these concerns as a decision is made on this Development Permit.

Panel Opinion

Mr. Henderson noted the project is supported by UDP.

Board Discussion

Ms. O'Donnell noted her concern with treatment of the laneway and asked for clarification from Staff.

John Turecki, City of Vancouver Engineer noted in regards to the laneway treatment, the existing conditions is a dead end across from a future busy transit station. From an engineering perspective, do not like to see dead end lanes as it creates challenges for people trying to turn around within those lanes, creates congestion and does not provide the circulatory needs that the lanes can help to provide. When adding into the context of a changing neighborhood with significant transportation infrastructure coming online, looking at natural changes to parking regulations and curbside use along Broadway and the need to have that lane connection becomes even more important in this particular case, the density of this site as well contribute tribute to that need in some ways.

Ms. Mulji asked for clarification from Engineering regarding public realm and the limitations of the installation of the trees.

John Turecki, City of Vancouver Engineer noted currently Engineering is working alongside the Broadway Subway code and understanding what's the long term needs are going to be in terms of outside changes along Broadway. The biggest piece of infrastructure that will need to be

accommodated are air vents, that will serve the station located underneath this intersection and those take up a lot of the potential space that would have been for trees. The final location of those vents has not been determined at this point therefore, there could be an opportunity to put some trees but the conditions right now is to hold off, wait and see where that design work ends up to accommodate both air vents as well as local bus service .

Ms. Adcock asked for clarification from Engineering regarding the consistent messaging of the laneway.

John Turecki, City of Vancouver Engineer noted the messaging has only been with the applicant at this time.

Ms. O'Donnell acknowledged the Speakers, Applicants and Staff team.

Ms. O'Donnell noted the project does not comply with district guidelines and the project breaks the height limit of 70 feet; the intent to go beyond the 70 feet has not been met. The shadowing on the adjacent neighbour is also not an improvement.

Ms. O'Donnell is recommending resubmission of project.

Ms. Adcock acknowledged the Speakers, Applicants and Staff team.

Ms. Adcock would like to see more sensitivity to the additional height.

Ms. Adcock is recommending resubmission of project.

Ms. Mulji acknowledge the work of the design process.

Ms. Mulji noted her concern with the height.

Ms. Mulji is recommending resubmission of project.

The decision of the Board: THAT the Board Development Application – REFUSE - DP-2018-00488 – C3-A (COMPLETE APPLICATION), subject to the in accordance with the Staff Committee Report dated January 6, 2021.

4. Address: 2106 W 8th Ave – DP-2018-00490 – C3-A (COMPLETE APPLICATION)
Applicant: Francl Architecture Inc.
- Request: To develop a 3-storey multiple dwelling containing 5 dwelling units with a total of 10 parking spaces provided in the adjacent development, to the south, at 2103 West Broadway, having vehicular access from the lane.

Development Planner’s Opening Comments

Mr. Kevin Spaans, Development Planner noted the presentation for 2103 Broadway covers the details for this application.

Applicant’s Comments

Applicant noted this as a complimentary addition to the previous application, 2103 Broadway covers the details for this application.

It is essentially largely in compliance with the zoning for the site and is encumbered by additional requests from engineering for setbacks off Arbutus. It is another small stretch right away, which make it difficult to comply with some of the planning requests for additional landscaping, adding privacy to the front lawn. This is small and elegant, appropriate design solution.

Comments from Speakers

Speaker 1, Ms. Diana McMeekin on behalf of BCS 213 Strata Council supports this application. Ms. McMeekin noted it is a good transition to the family neighbourhood around the corner and appreciate how the applicant has dealt with the parking issues for the townhomes.

Panel Opinion

Mr. Henderson noted the project is supported by UDP.

Board Discussion

Ms. O’Donnell noted support for project.

Ms. Adcock noted support for project.

Ms. Mulji noted support for project.

The decision of the Board: THAT the Board Development Application – APPROVE - DP-2018-00490 – C3-A (COMPLETE APPLICATION), subject to the in accordance with the Staff Committee Report dated January 13, 2021

5. Other business

Discussion of proposed memo for the 219 Heritage covenant on 837 Beatty Street.