
137 Keefer Street (COMPLETE APPLICATION)
DP-2017-00379 (formerly DE418195)

PC/DL/TT/

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Joseph, Engineering Services

Also Present:

P. Cheng, Planning, Urban Design and Sustainability
D. Lee, Development Services
T. Tenney, Development Services

APPLICANT:

Calvin Radom
James Schouw & Associates
252 East Pender Street
Vancouver, BC
V6A 1T7

PROPERTY OWNER:

137 Keefer Street Corp
4556 Marine Drive
West Vancouver, BC
V7W 2N9

EXECUTIVE SUMMARY

- **Proposal:** To develop a 9-storey, 14-unit multiple dwelling building with retail on the main floor.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

- **Issues:**

1. The requirement for a side-yard relaxation to allow a light well in order to conform to the requirements of 4.5.2 in the HA-1 and HA-1A Districts Schedule, while also establishing a more neighbourly response to an existing lightwell in an adjacent development to the west at 133 Keefer Street.

- **Urban Design Panel: Non-Support (2-4)**

- **Chinatown Historic Area Planning Committee: Support with Recommendations**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2017-00379 submitted, the plans and information forming a part thereof, thereby permitting the development of a 9-storey, 14-unit multiple dwelling building with retail on the main floor, subject to the following conditions:

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

- 1.1 design development to the proposed north light well located against the west property line, to achieve the minimum setback of 3.0 m (10 ft.) from the existing neighbouring building, as required in section 4.5.2 of the HA-1 and HA-1A Districts Schedule. Given that the neighbouring building has balcony balustrades and windows located 4'-6" from the shared property line, the proposed setback of 4'-2" from the shared property line must be increased to 5'-6".

Note to Applicant: Increasing the setback of the proposed light well would also ensure an improvement in privacy for the existing light well on the neighbouring heritage building located against the shared west property line. The proposed south light well located on the same property line, does not have windows directly facing the existing neighbouring building and does not require an increased setback.

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:

		<i>Technical Review for:</i> 137 Keefer Street				DE418195				
		PERMITTED/REQUIRED				PROPOSED				
Site Size		8 m x 37 m								
Site Area		283 m ²								
Use(s)		Residential/Retail								
FSR ¹						Total 8.90 FSR				
Floor Area ¹						Residential 2110 m ²				
						Retail 412 m ²				
						Total 2522 m ²				
Height		27.40 m				Top of roof parapet 26.75 m				
Setbacks ²		Lightwell 3.00 m				Lightwell 2.40 m				
Parking ³	Residential Uses					Residential/Retail Uses				
	<i>Minimum</i>	10				<i>Standard</i> 9				
	<i>Disability</i>	1				<i>Disability</i> 1				
	<i>Max. Small Car (25%)</i>	3				<i>Small Car</i> 1				
	Retail Uses									
	<i>Minimum</i>	1								
	<i>Disability</i>	0								
	<i>Max. Small Car (25%)</i>	0								
	Residential Uses Total	10				Residential Uses Total 10				
	Retail Uses Total	1				Retail Uses Total 1				
Total	11				Total 11					
Disability Total	1				Disability Total 1					
Max. Small Car Total	3				Small Car Total 1					
Loading ⁴	Class	A	B	C		Class	A	B	C	
	<i>Residential</i>	0	0	0		<i>Residential</i>	0	0	0	
	<i>Retail</i>	0	1	0		<i>Retail</i>	0	0	0	
	Total	0	1	0		Total	0	0	0	
Bicycles ⁵	Class	A			B	Class	A			B
		Min	Max	Min			Min	Max	Min	
		H	V	L			H	V	L	
	<i>Residential</i>	9	5	4	0	<i>Residential</i>	4	8	10	0
	<i>Retail</i>	0	0	0	0	<i>Retail</i>	0	0	0	0
Total	18			0	Total	22			0	
Unit Type						One-bedroom	12			
						Two-bedroom	2			
						Total	14			

Notes:

¹ **Note on FSR/Floor Area:** There is no maximum FSR in HA-1A and the value provided in the table is simply for reference and is a product of dividing the proposed floor area by the site area.

² **Note on Setbacks:** Typically, no side yard setback is permitted in HA-1A, but may be permitted for the purposes of creating a light well. If there are windows looking directly into the light well, then a set back minimum of 3.0 m from the nearest obstruction is required. Design Condition 1.1 seeks the provision of this minimum setback for this lightwell located along the west property line, which coincides with an existing light well and balconies on the adjacent building located at 133 Keefer Street.

³ **Note on Parking:** As permitted in the Parking by-Law, the required 11 parking spaces may also be provided through a secured off-site Covenant, or through payment in-lieu.

⁴ **Note on Loading:** There is no loading requirement for the residential portion of this application. As for the 412m² of Retail area located on the Underground, Level 1, and Mezzanine Level; 1 Class B loading space is required. The Director of Planning is supportive of the relaxation of this 1 Class B loading space based on the direct conflict a loading space would have with the proposed strategy to satisfy the requirements for off-street parking on this narrow site.

⁵ **Note on Bicycles:** There is currently a shortage of Horizontal Bicycle spaces, but an overage in the number of Bicycle lockers which is supportable.

• **Legal Description**

Lot: 17
 Block: 15
 District Lot: 196
 Plan: VAP184

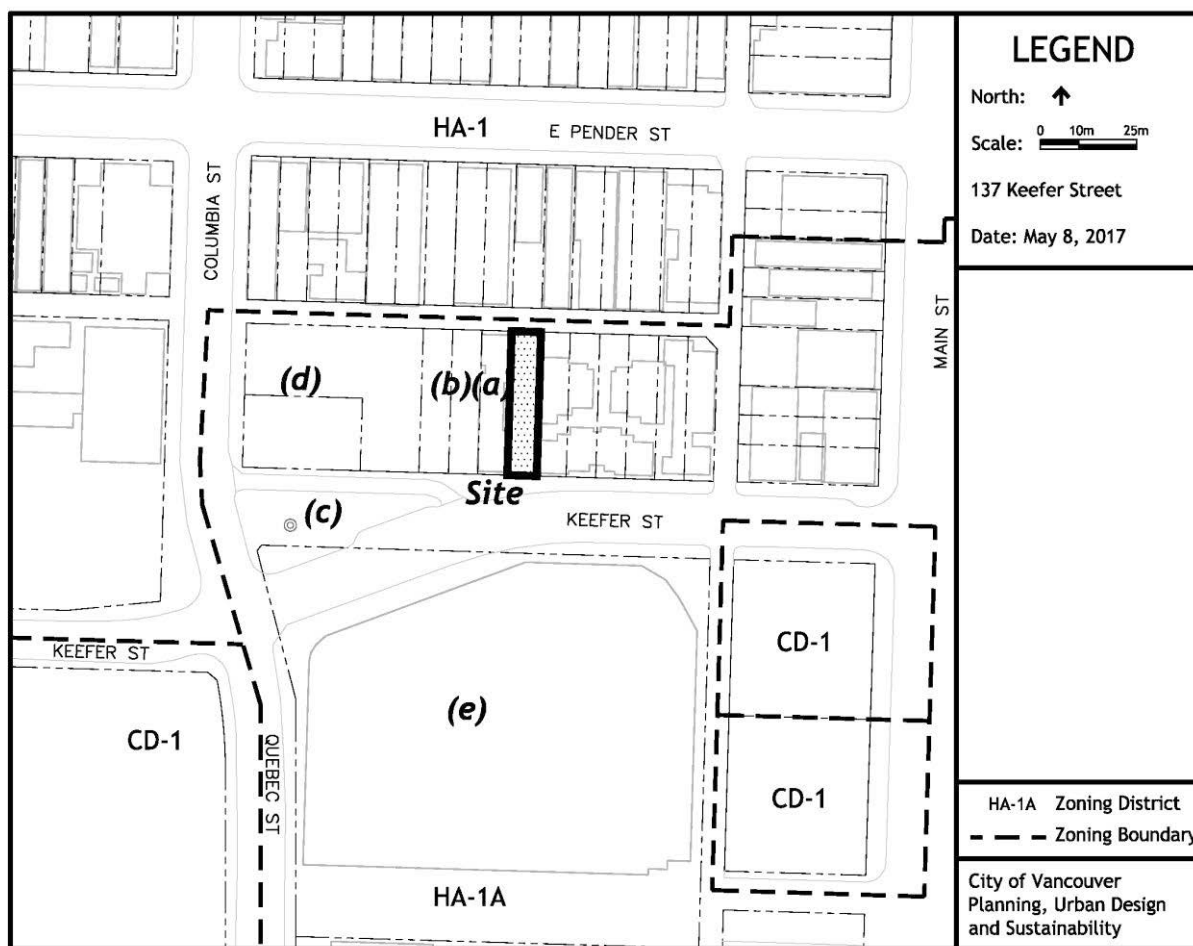
• **History of Application:**

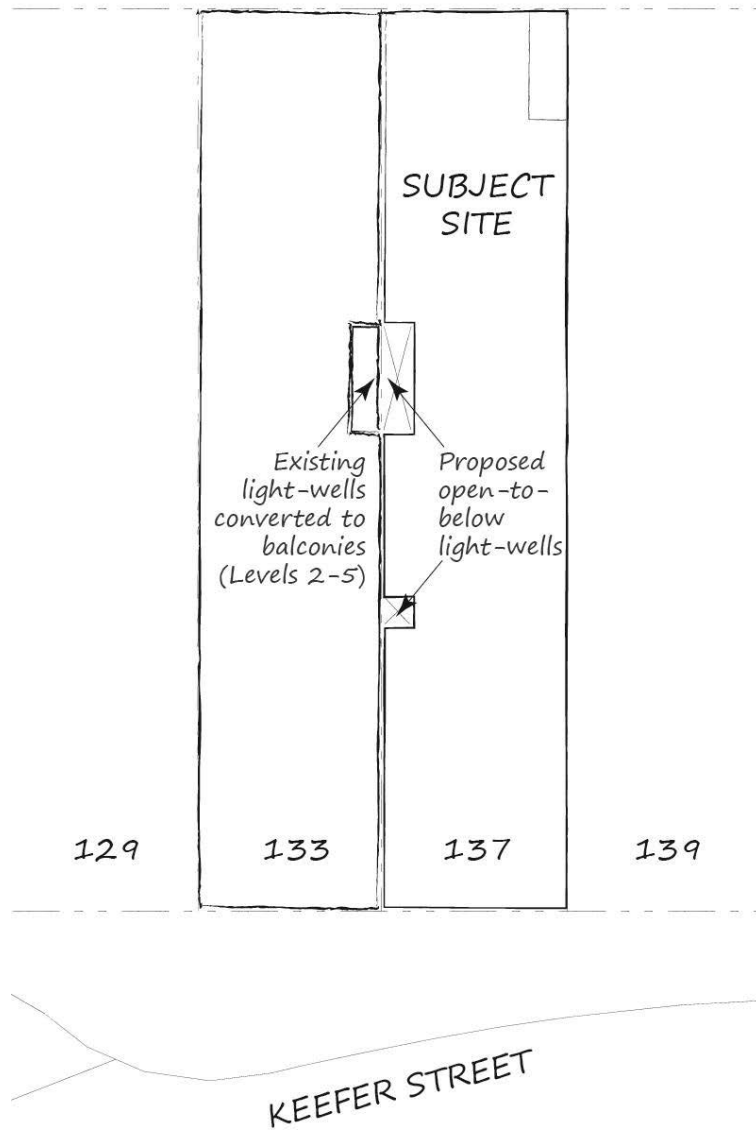
07 17 2014 Complete DP submitted
 09 10 2014 Urban Design Panel

• **Site:** The site is located on the north side of Keefer Street, mid-block between Columbia Street and Main Street. It maintains a frontage along Keefer Street of 25 feet and extends 122 feet in length, with access to a rear lane. The site is located in the HA-1A Zoning District (Chinatown Historic Area) and is regulated by both the HA-1A District Schedule and the HA-1A Design Guidelines.

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

- a) The Keefer - 133 Keefer Street: 5-storey mixed-use building
- b) 129 Keefer Street: 50'X122' surface parking lot
- c) Memorial Square
- d) 544 Columbia Street and 105 Keefer Street: 150'X122' surface parking lot
- e) Chinatown EasyPark - 180 Keefer Street: 5-storey parkade





• Background:

On January 4th, 2010, City Council adopted the recommendation to increase the Outright allowable Building height in HA-1A from 70 ft. to 90 ft., as part of the Historic Area Height Review. While this Planning review affirmed that the future of Chinatown's prevailing building height was a mid-rise typology, this moderate increase in Outright building height was intended to support and enhance existing policy objectives of revitalization through residential intensification; and encouraging small incremental lot development.

On July 17, 2014, a Development Permit application was submitted for 137 Keefer Street; a 25 ft. x 122 ft. lot that had been utilized as a surface parking lot for a long period of time. This application was the third application for a property of this size under the revised HA-1A District Schedule, proposing to build up to the full 90 ft. that is an Outright Height limit.

At the conclusion of the review process, an approval with conditions was issued on behalf of the Director of Planning on November 4th 2014. At present, the conditions have yet to be completely satisfied.

In early 2017, it was brought to staff's attention that a particular relaxation pertaining to sideyards for lightwells was not technically in conformance with the regulations. Furthermore, this relaxation could only be permitted by the Development Permit Board and not solely by the Director of Planning.

Staff is bringing this application to the Development Permit Board seeking the approval of the recommended Standard Conditions in Appendix A, and also design condition 1.1 to permit a sideyard setback for the light well as mentioned above, as well as for a smaller light well; both located along the west property line.

• Applicable By-laws and Guidelines:**• HA-1 and HA-1A Districts Schedule (Chinatown Historic Area)**

The intent of this District Schedule for new development is to provide basic development controls that regulate land uses and building form. In HA-1A, the maximum 90 ft. Height and Dwelling Uses are Outright allowances for which the Development Permit Board or the Director of Planning would not exercise a discretionary decision-making process.

In section 4.17, however, an overarching regulation stipulates that all new buildings require the approval of the Development Permit Board or the Director of Planning, provided that he first considers the following:

- (a) the intent of this Schedule and all applicable policies and guidelines adopted by Council;
- (b) the submission of any advisory group, property owner or tenant; and
- (c) the effect of new visible exterior surfaces on the architectural and historically significant characteristics of the existing building on site or adjacent buildings.

The maximum building height of 90 ft. is therefore an entitlement for a new development, but the emulation of that height with respect to the resulting mass, form and density, is subject to discretionary approval by the Development Permit Board or the Director of Planning, who considers the contextual "fit" and the advice and concerns heard from the public and applicable advisory committees.

A relaxation to the required 0 ft. setbacks for sideyards to achieve a lightwell can only be approved by the Development Permit Board. Furthermore, where windows are proposed to face the side property line, these windows are required to be set back a minimum distance of 3.0 m (10 ft.) from the property line.

- **Guidelines for New Development Adjacent to Hotels and Rooming Houses (With Windows or Light wells Near Interior Property Lines)**

This guideline provides design expectations that should be primarily applied to developments that neighbour existing Hotels and Rooming Houses (Single Room Occupancy), in order to ensure that existing single-room dwellings can maintain a minimum standard of access to light and ventilation. The primary focus of these guidelines is for existing small, single-room living accommodations with windows that only face a light well condition.

The guidelines also provide consideration for existing neighbouring multiple dwellings, stating that light wells serving secondary rooms or corridors within the entire dwelling unit may be given lower priority.

- **Chinatown HA-1A Design Guidelines**

The intent of these guidelines is to encourage new development that is responsive to the Chinatown community's established cultural and historic identity. It provides an architectural context to which new development is expected to be compatible in architectural expression. Furthermore, the guidelines provide general standards of livability for new developments.

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

The application proposes two light wells against the western property line, both of which require permission from the Development Permit Board for approval. The first light well located furthest south is small in plan, with two windows that are not facing the property line and therefore do not require an uninterrupted distance of 10 ft..

The second, northerly-situated light well is aligned in direct physical correspondence to an existing light well located on the neighbouring property at 133 Keefer. This light well for 133 Keefer has been converted into balconies, for some of the storeys, through a previously-approved Heritage Revitalization Agreement. These balconies, and their corresponding windows, have enjoyed an incidental open view over the subject site for many years due to the lack of development on the subject site. There are, however, no easements or covenants on title of the subject site to guarantee the open views from these balconies. As such, a development on the subject site is not required to provide any building setbacks whatsoever from the shared side property line.

Despite the absence of any obligation to address the access to light, views and ventilation for the neighbouring site's east-facing windows, the application nevertheless provided a modicum of neighbourliness to these windows by providing a light well to directly face these balconies instead of a multi-storey party wall condition on the property line. This light well proposed a 4'-2" setback from the side property line, with windows directly facing the property line and the existing balconies of the neighbouring building.

In the assessment of this proposed light well, staff have considered the intentions of the Guidelines for New Development Adjacent to Hotels and Rooming Houses, and the existing layouts of the dwelling units in neighbouring 133 Keefer. It has been noted that the dwelling units in 133 Keefer are large and

equipped with multiple rooms and spaces, and multiple aspects for views, light and ventilation. Each dwelling unit has other opportunities for views southward onto Keefer Street as well as views to the service lane northwards. As such, while it is recognized that a new development on the subject site would negatively affect the east-facing balconies and windows, the resulting livability of these existing dwelling units is still considered of a high calibre and well above the minimum standards of acceptability in the context of Vancouver's Chinatown, where zero-lot line development is historically prevalent and expected. Staff, therefore, consider that the proposed light well with a sideyard setback of 4'-2" is an acceptable attempt to lessen the impact of the subject site's development on the east-facing windows of 133 Keefer Street.

Although a 4'-2" setback is considered adequate in terms of neighbourliness, Article 4.5.2 of the applicable district schedule nevertheless stipulates that when there are proposed windows facing the side property line, such windows must be set back a minimum distance of 10 ft. from the nearest obstruction on a neighbouring site. Staff interpret this requirement as a means of establishing a minimum standard of light and ventilation for any new lightwell in a new development. Staff are also cognizant that requiring a minimal distance of 10 ft. would also provide an incidental benefit of enhanced privacy for the existing east-facing windows of the dwelling units located in 133 Keefer. Given that the existing balcony balustrades or windows in 133 Keefer are located a distance of 4'-6" from the shared property line, the required setback for the proposed north light well, in order to achieve the required 10 ft. distance, amounts to 5'-6".

Staff therefore recommend approval of Design Condition 1.1 in order to comply with this regulation, which would result in an increase of the proposed 4'-2" setback to a minimum distance of 5'-6".

- **Conclusion:**

Staff recommend approval of this application with recommended conditions.

Chinatown Historic Area Planning Commission

The Chinatown Historic Area Planning Commission reviewed this application on September 9th, 2014, and provided the following comments:

137 Keefer Street DE418195

Zlatan Jankovic, Heritage Planner, provided introductory comments on the application to develop the site located in HA-1A area of Chinatown.

Paul Cheng, Senior Development Planner, provided an overview of the proposed development. The proposal is generally compliant with HA-1A zoning district requirements and there are no zoning variances; however there is a rear setback relaxation being requested. Staff believes that the livability of the neighbouring building would be compromised only slightly with the relaxation of the rear yard setback.

Dave Hamming, Stantec Architecture Ltd., noted several of the key design details of the application, intended to respond to the context of the Chinatown neighbourhood.

James Shaw, developer and designer, spoke to the parking configuration as well as considerations given to the "Chinatown Character and Advice to Developers and Architects" short paper prepared by the Vancouver Chinatown Revitalization Committee.

Kelly Ip arrived and quorum was attained at 6:25 p.m.

The project team and staff received comments and responded to various questions related to the proposal.

MOVED by Clinton McDougall
AND SECONDED by Mike Newall

That the Chinatown Historic Area Planning Committee generally supports the proposal for the development application at 137 Keefer Street (DE418195), and recommends that further consideration be given to the following:

- a) the scale and materiality of the arch on the front façade, to be more compatible with the Chinatown character;
- b) further design development of the treatment of the side façades; and
- c) the proposed relaxation of the rear yard setback, to avoid affecting livability of the residential units across the lane.

CARRIED UNANIMOUSLY

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on September 10, 2014, and provided the following comments:

EVALUATION: NON-SUPPORT (2-4)

- **Introduction:** Paul Cheng, Development Planner, introduced the proposal for a development in Chinatown. The proposal is for a 90 foot building in the HA-1A zone. Mr. Cheng noted that in 2011, the Planning Department revised the HA-1A zone. This was a result of the Historic Area Height Review Study which looked at the zoning of Gastown and Chinatown and parts of the Downtown Eastside around Victory Square where revitalization could be encouraged in these areas through development. What resulted was an increase in building height which was once 70 feet maximum to 90 feet maximum. He added that there were also some challenges with the 25 foot wide lot topology. The parking bylaw required a certain amount of parking which was basically impossible to land on that size lot. The parking bylaw was revised and furthermore the extra height and density was permitted. Mr. Cheng described the proposal noting that it is midblock on Keefer Street between Columbia and Main Streets. As well he described the context for the area noting that there are a few empty lots in this block as well as some historical buildings. He also noted that there has been some rezonings in Chinatown recently that allowed up to 150 feet in height.

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

- 1) The HA-1A District Schedule requires a rear yard setback of 23 feet for all residential uses. The reasons for this setback are: a) to insure a standard of livability for dwelling units with only one viewing aspect towards the lane and; b) to insure a certain amount of openness for the service lane, which are intended for animated pedestrian-oriented uses. A relaxation may be permissible if the proposal involves a courtyard typology, or if the proposal is in an existing building. Given the particular site context, does this proposal warrant a relaxation to the required rear yard setback?
- 2) Provide commentary on the overall architectural design of the proposal, given the Chinatown context.

- 3) Does this proposal impose an undue hardship on the livability of the existing adjacent dwelling units at 133 Keefer Street, with respect to the existing light-wells?

Mr. Cheng took questions from the Panel.

- **Applicant's Introductory Comments:** Doug Hamming, Architect, mentioned that the proposal emerged from an interest in the challenge of a 25 foot wide lot in a heritage neighbourhood. He noted that there is retail at the base with residential above. The pediment line of the retail reflects the existing retail along the street. The suites are open concept living and will be defined by the furniture rather than by walls and dividers. The top floor is divided in half with a penthouse with living accommodations on one floor and sleeping accommodations above and then a roof garden. The parking will be accessed by a mechanical "cross parker system". The advantage of this system is that the floor space required to install the machinery is small which helps to reduce the costs and still accommodate parking on the site. The expression is a modern interpretation paying homage to the vibrant colours and materials found elsewhere in Chinatown. The retail units are expressed by a canopy and then there is a laneway access to the centre to the building. Mr. Hamming mentioned that landscaping is essentially a set of roof gardens that are accessed privately. Regarding the setback, he added that they feel the suites are more livable if they are pushed out to the edge of the property line. He added that they feel the proposal is a transition building for the area.

James Schouw, Architect, described the proposal and mentioned that Keefer Street is a main pedestrian arterial connection from Strathcona and for people living in the area. He noted that the SkyTrain Station is close to the site. They wanted to make the site practical to build something and to lend some interest to Chinatown. He added that it is important to have retail on the site since there is so much pedestrian traffic on the street. Mr. Schouw said they wanted to keep the materials light and reflective as possible.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to improve the building's overall expression to fit the area's context;
 - Provide an argument as to how the additional FSR is a benefit to the community;
 - Design development to mitigate the height in relationship to the adjacent building;
 - Provide a clear illustration and assessment of how the building impacts the existing light wells in the building next door;
 - Consider locating off-site parking in order to address issues with the lane elevation;
 - Design development to simplify the expression of the building.
- **Related Commentary:** The Panel did not support the proposal as they thought the expression did not fit the context for the area. They felt that the proposal did not respect the buildings and the context in which it will sit.

The Panel was mixed when it came to the issue of the rear setbacks. Some were in full support of a setback while others found it unacceptable if there were to be more development across the lane and a number who suggested other alternatives including a daylight angle that would be a way to determine what kind of setback should be allowed. It is important to note that one of the comments was about the 20% increase in FSR and the Panel felt the question as to the benefit provided to the community to justify the additional FSR was not answered. The Panel members questioned as to whether the proposal was earning that FSR.

The Panel had a lot of commentary on the architectural character of the proposal. There were a number of comments regarding how the materiality, colour and form of the proposal were

incongruous with the context. Even those Panel members, who found the building to be attractive, didn't necessarily feel it was appropriate for the historic district. There were comments regarding the fact that the proposal was synonymous with gentrification. It does speak to the fact that the image the building portrays is one that is going to set a tone that this is perhaps more upscale. Overall, with respect to the character, some of the Panel members felt there may be a lack of authenticity while other Panel members thought it might not be appropriate to the context.

The overall mass was discussed by the Panel members and they thought there needed to be a little more respect to the overall massing of the district and the building's immediate neighbours. Some Panel members objected to the height and its relationship to the adjacent building and some objected to the parapet which has a larger presence than what some would like to see. Some panel members questioned the subdivision of the Keefer façade, creating a form that has no typological reference. Other Panel members felt that the contextual response was strong enough or appropriate enough. This included the recessed balconies and an appropriate sawtooth form.

Regarding whether or not there is an undue hardship on the livability of the existing adjacent dwelling most of the Panel members thought there wasn't an issue although some did feel that there was some hardship. It was noted that there wasn't anything in the package that described the adjacent spaces in any form and as well the model does not describe it. They felt that it was impossible for the Panel to comment on that issue as a result.

The proposed unit layouts were presented as "lofts" but were drawn as enclosed bedrooms, with awkward connections at the exterior walls. Design development is recommended.

The Panel thought the parking on the lane made it challenging to animate the lane and it was suggested that the applicant find parking off site for the residents in the building. If parking was not relocated, the proposed approach to the lane as described was not successful and would need design development.

- **Applicant's Response:** Mr. Zhu said that they had presented the proposal to the Chinatown Historical Area Planning Committee and they supported the architectural expression.

ENGINEERING SERVICES

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

BUILDING REVIEW BRANCH

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 Building Review Branch 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 C attached to this report.

NOTIFICATION

On September 18, 2014, a sign was erected on the site outlining the proposed development permit application. On September 22, 2014, 58 notification postcards were sent to neighbouring property owners advising them of the application.

A total of nine emails were received providing comments and concerns regarding the application.

The issues raised include:

- Proposed height and scale of the building;
- Impact to adjacent building (133 Keefer Street) including loss of privacy and light on roof deck and side light wells.

Following the decision that this application would need to be heard by the Development Permit Board, additional notification took place to update neighbouring property owners. On April 18, 2017, 50 notification postcards were sent to neighbouring property owners, and those who had responded to the original notification, advising them that this application would be heard by the Development Permit Board and provided opportunities for review of the application posted on the City's Development Applications website and submission of comments.

Two emails were received in response to that notification requesting information regarding speaking at the Development Permit Board.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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

With respect to the decision by the Development Permit Board, the application:

requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

It also requires the Board to consider a By-law relaxation, per Section 4.5.2 of the HA-1 and HA-1A District Schedule. The Staff Committee:

supports the relaxations proposed.



J. Greer
Chair, Development Permit Staff Committee



P. Cheng
Development Planner



D. Lee,
Supervisor, Development Review Branch

Project Facilitator: T. Tenney

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 significant design development to provide a rear yard setback as follows:

- i. a minimum 3'3" setback from the rear property line for the ground level;
- ii. for storeys L2 to L7 inclusive, a minimum 23'0" setback from the rear property line for the easternmost 10' of the building;
- iii. for storeys L8 and L9, a minimum setback of 23'0" from the rear property line for the entire width of the building;

Note to Applicant: Open balconies may project into these required setbacks by no more than 6'-0" in depth.

A.1.2 significant design development to the front lower façade, in order to reduce the visual scale and the legibility of the storefront facade that would be more in keeping with the HA-1A design guidelines, in the following ways:

- i. The introduction of a major horizontal cornice line between the ground floor retail component and the residential component located at the elevation of the L2 floor slab;
- ii. The provision of articulated clerestory windows, to be located directly below the cornice line mentioned in Condition 1.2(i);

Note to Applicant: The proposed archway located above the second storey floor elevation may be retained if a mitigating cornice element serves to reduce the overall scale of the portal, while also responding to the established scale of the neighbouring building.

A.1.3 design development to the principal front façade cornice located at the level 8 floor elevation, to ensure it becomes a primary building cornice while the cornice located at the roof level above level 9, visually reads as subordinate, secondary and less prominent;

Note to Applicant: This condition ensures that the scale of the streetscape as well as the historic saw-tooth street profile is effectively emulated.

A.1.4 significant design development to reinforce the historical 25' wide development pattern in this part of Chinatown, by extending the major façade across the entire width of the site;

Note to Applicant: The stone masonry pilasters being located at the extremities of the site's edges are a critical element in the Chinatown. This proposal shows one of the pilasters located within the lot width rather on the extremity, which leaves a non-descriptive glazed vertical slot as a portion of the front façade. This pilaster must be relocated to the easternmost edge of the property. The main entrance to the residential lobby should be incorporated alongside the storefront design, within the overall frame of the pilasters.

A.1.5 a significant upgrade to the proposed cladding material of the pilasters for storeys 3 to 9 inclusive, from painted concrete to brick or stone masonry;

A.1.6 large-scale detail drawing of the proposed balcony balustrades, which are to be built from either cast iron or pressed metal;

Note to Applicant: The proposed balustrades show a rich intricacy that offsets the otherwise minimalist approach in the main body of the upper facades. Since the main body of the façade lacks the articulated window frames, sashes, headers and sills which would present a visually-rich façade, the intricacy of the balustrade design must be retained and elaborated.

A.1.7 large-scale detail drawings (in plan, section and elevation) of all proposed cornices and the storefront design;

Note to Applicant: If the arch remains as an integral part of the façade design, provide a detail drawing showing curved slabs of marble to act as the soffit of the arch, thereby avoiding a faceted approach of straight linear pieces to achieve the curved nature of the archway.

A.1.8 design development to accommodate all garbage and recycling storage within the building. See also related Engineering Condition A.2.6;

A.1.9 significant design development to the exposed western party wall to create an amenable interface with the inhabited roof deck of the neighbouring building;

Note to Applicant: A green wall of planted vines or other vegetation would mitigate against the overall scale and size of this party wall.

A.1.10 design development to add more visual interest to the eastern party wall;

Note to Applicant: As party wall is anticipated to eventually be covered due to future development of the neighbouring site located due east, a more temporary treatment is anticipated.

A.1.11 provision of a large-scale detail of the proposed cloth awning on the front elevation, noting that it is manually retractable and showing a minimum cantilevering extension from the building of 8'0";

A.1.12 compliance with Section 4.6 - Rear Yard and Setback;

Note to Applicant: Please see related Standard Condition A.1.1.

A.1.13 compliance with bulletin "Bulk Storage - Residential Developments" for multiple dwellings;

Note to Applicant: A minimum of 5.7 m² of bulk storage is required for each dwelling unit in a conditional multiple dwelling building.

A.1.14 provision of City building grades, existing and finished grades to be shown on the site plan including around the perimeter of buildings;

- A.1.15 provision of more information regarding bicycle storage spaces. See also related Engineering Condition 1.24;

Note to Applicant: Refer to Section 6.3, Parking By-Law #6059, Class A Bicycle Spaces.

- A.1.16 provision of clarification of extent of enclosed areas, areas beneath roofs/trellises/etc. and area marked “generator” for the top floor;

Note to Applicant: Details, elevations and/or sections should be provided of all built structure intended for the roof deck for the top floor.

Standard Landscape Conditions:

- A.1.17 provision of detailed landscape plans prepared by a professional landscape designer or landscape architecture firm;

Note to Applicant: The submitted landscape plans are schematic in nature. The revised plans will need to provide additional labeling and details of materials, heights, dimensions and related clarifications. This should include sections through the Chinese rock garden, the free standing planters and the decking area.

- A.1.18 provision of details for the programming of the upper roof deck;

Note to Applicant: There is a significant proportion of space dedicated to rock garden at the expense of accessible outdoor open space. A fully detailed written program should be provided to further the understanding of the function and meaning of rock garden. Additional landscape plan details should be provided. Consideration should be given to reducing the size of the rock garden to allow for additional accessible open space.

- A.1.19 provision of large scale elevations of all landscape related entry gates;

Note to Applicant: for example, there is a steel entry gate proposed on sheet A212.

- A.1.20 addition of larger planters for a variety of trees;

Note to Applicant: Fruit trees and shade trees should be integrated into the design.

- A.1.21 provision of individual hose bibs and high efficiency irrigation for all planted areas;

Note to Applicant: A highly visible written specification should be added to the site plan and landscape plan.

- A.1.22 provision of City building grades, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: An application for building grades must be made at Engineering Services. The proposed height cannot be confirmed until the building grades have been received. This may require further design development/conditions should this reveal non-compliance with Section 4.3 - Height.

A.1.23 provision of an application for a Development Permit on 129 Keefer Street for the purposes of confirming and securing 11 off-site parking spaces for 137 Keefer Street - DP-2017-00379.

A.2.0 Standard Engineering Services conditions:

A.2.1 deletion of small sill encroachments on to City land and Keefer Street (Sheet A400 - 2nd Level);

A.2.2 clarification of the provision of required commercial parking on-site and whether it is the applicant's intention to seek a waiver of commercial parking through payment-in-lieu of parking;

Note to Applicant: if payment-in-lieu of parking will be pursued, make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

A.2.3 provision of a standard bicycle storage layout which does not require side access into horizontal lockers;

Note to Applicant: lockers H13- H20 do not meet the standards set in the Parking By-law for layout and access into these spaces.

A.2.4 provision of design elevations clearly noted at break point(s) and notation of the length of ramp at the specified slope for the main parking ramp entry;

A.2.5 provision of full public realm plan in accordance with the Chinatown public realm treatment on Keefer Street. Please forward a copy of the landscape plan directly to Engineering for review; and

A.2.6 clarification of garbage and recycling storage provisions.

A.2.7 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, by which 129 Keefer Street must grant a restrictive covenant under Section 219 of the Land Title Act, for 11 parking spaces to be reserved exclusively for the off-site use of the owners, occupants, and invitees of the development site on 137 Keefer Street under DE418195.

A.2.8 provision of a copy of a current title search for the parcel of land involved in the development site and a copy of easement and indemnity agreement (255584M) is required;

A.2.9 provision of a study from a Transportation consultant to review, analyze and provide assurances in regards to the following:

- i. detailed analysis of the proposed automated mechanical parking system including the maximum operating time required to park a vehicle or return a vehicle to grade, the range of size and type of vehicles that can be accommodated by the system, and any impacts to the public realm including the longest length of time a vehicle must stop in the lane waiting to access the parking elevator;

- ii. analysis of the adequacy of the passenger elevator to accommodate bicycle users, without excessive delay, and to analyze the impact and delay to residents with whom the elevators are shared;
 - iii. ensure the ability of a vehicle to be turned so that it will exit the elevator out to the lane in a forward direction, or otherwise make recommendations to enable the safe exit of vehicles from the elevator backing into the lane;
 - iv. advise on the adequacy of a 9'6" opening at the building line in the lane for vehicle ingress and egress;
- A.2.10 provision of a letter from the BC Safety Authority confirming their preliminary approval of the proposed parking elevator and seeking their advice on the minimum dimensions acceptable for such a device;
- Note to Applicant:** Engineering Transportation is seeking a minimum 10' wide elevator platform to ensure adequate space for persons to exiting from the vehicle. If this cannot be achieved, provide an explanation why and clarify the maximum width that can be.
- A.2.11 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of a Vehicle Elevator agreement;
- A.2.12 compliance, to the satisfaction of the General Manager of Engineering Services, that all utility services are to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch;
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B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(November 1, 2017)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.3 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
 - B.2.4 **This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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