
95 EAST 1ST AVENUE (COMPLETE APPLICATION)
DE418872 - Pending Zone CD-1

PC/JMB/AEM/AW/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
M. Holm, Engineering Services
M. Roddis, Parks

Also Present:

P. Cheng, Urban Design & Development Planning
J. Bosnjak, Development Services
A. Wroblewski, Development Services
A. Maness, Urban Design & Development Planning
M. Schouls, Facilities
K. Mulji, Engineering Services
M. Vernooy, Housing Policy

APPLICANT:

Concert Properties
Attention: Kate Sunderland Ratzlaff
9th Floor - 1190 Hornby Street
Vancouver, BC
V6Z 2K8

PROPERTY OWNER:

Concert Properties
Attention: Kate Sunderland Ratzlaff
9th Floor - 1190 Hornby Street
Vancouver, BC
V6Z 2K8

EXECUTIVE SUMMARY

- **Proposal:** To develop the site with a 15 storey multiple dwelling building (Non-market affordable rental - City Owned) containing 135 units, all over two levels of underground parking, having vehicular access from the proposed Pullman Porter Street.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

Appendix E Landscape plans

● **Issues:**

1. Livability for the studio and 1-bedroom dwelling units.
2. Access to the public spaces located due north.
3. Usability and direct access of the daycare outdoor play spaces.
4. Activation of the public spaces directly adjacent to Railspur Mews.

- **Urban Design Panel: Support (6-1)**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE418872 submitted, the plans and information forming a part thereof, thereby permitting the development of a 15 storey city owned, non-market affordable multiple dwelling building containing 135 dwelling units with 2 ground floor units suitable for childcare, over 2 levels of underground parking, subject to the enactment of the CD-1 by-law and Council's approval of the form of development, and the following conditions:

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

1.1 design development to improve the livability of the dwelling units by providing:

- i. an increase to the proposed typical floor-to-floor heights from 8'-8" to 9'-4", thereby achieving a higher ceiling height of 8'-6";
- ii. for the proposed studio and 1-bedroom dwelling units, a dedicated private open space in the form of a balcony OR by providing a Juliette balcony which permits a substantial amount of open air flow and natural light;
- iii. compliance with Section 10.21 - Dwelling Units, of the Zoning and Development By-law;

Note to Applicant: Studio units are shown to be less than 320 square feet. Unit measurements are taken from inside wall to inside wall and exclude storage rooms. All studio units are affected in this proposal.

1.2 design development to improve the access and usability of the outdoor play areas of the proposed family daycare units, by providing:

- i. transparent weather protection, constructed with a tempered laminated glass and a minimum depth of 8 feet, in order to maximize the periods during which these spaces can be enjoyed;
- ii. a direct access from East 1st Avenue to the outdoor spaces incorporating a pedestrian drop-off/pick-up access off the East 1st Avenue sidewalk, while also achieving a level of security by providing lockable gates in the path of travel; and
- iii. design development to provide a 5' high non-climbable fence on the outdoor space.

1.3 design development to the portion of outdoor space that directly interfaces with Railspur Mews, in order to increase the utility of this public space, with further seating opportunities, activities and hard/soft landscaping that are sensitive to the cultural and sustainable features of this area, as presented in the SEFC Public Realm Plan;

1.4 consideration to provide a formal and open access route from the entrance lobby to the public spaces located due north of the building (Railspur Mews and Plaza). As such, the outdoors should be viewable from the proposed circulation corridor that leads north from the elevator core;

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

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Area ¹			Overall 279,253 sq. ft. Sub-Area 1 20,088 sq. ft.
Floor Area	104,927 sq. ft.		104,580 sq. ft.
Balconies	12,550 sq. ft.		Open 7,093 sq. ft.
Amenity	10,000 sq. ft.		1,607 sq. ft.
Height ²	145.51 ft.		Top of Parapet Wall 136.57 sq. ft. Top of Elevator Machine/Stair 143.91 sq. ft.
Parking ³	Residential 144 Visitor 20 Small Car (25% max.) 17	Residential (Total req.) 69 Disability 5 Visitor 10	Residential (Building 1) Standard 38 Small Car 14 Disability 6 Visitor 10 Car Share 2 Total 70 Incl. Bonus 38 14 11 10 2 75
Bicycle Parking		Class A 169 Class B 6 Residential	Class A 169 Class B 6 Residential
Loading ⁴		Class A 0 Class B 1 Total	Class A 0 Class B 0 Total
Unit Type		- 50% of Dwelling Units must include two or more bedrooms; - minimum of 68 dwelling units to be two or more bedroom;	Studio 35 One-bedroom 27 Two-bedroom 43 Three-bedroom 28 DC 2 Bed 1 DC 3 Bed 1 Total 135 Two-bed or more 73 (54%)

¹ **Note on Site Area:** The proposed site area is based on the properties comprised of Parcel Area 3A and 3B of the South East False Creek: Official Development Plan. This parcel has six sub-areas to which this application relates to sub-area 1.

² **Note on Height:** This proposal does not encroach into the View Cone 3: Queen Elizabeth to the Downtown skyline and North Shore Mountains.

³ **Note on Parking:** Standard Condition A.1.10 requires the removal of one shared vehicle space. Shared vehicles required as part of the accepted Green Mobility Strategy are not eligible for the shared vehicle incentive under section 3.2.2 of the Parking By-Law.

⁴ **Note on Loading:** Standard Condition A.1.9 addresses Section 5 - Loading of the Parking By-law. See Engineering Commentary also. Engineering is in support of a relaxation from 1 Class B required, to 2 Class A provided underground.

• **Legal Description**

Lot 307, except: Part on Plan BCP207721,
False Creek, PlanBCP20720;
Lot 1, Block E, DL 200A, Plan 12958;
Lot 5, Except Part in Reference Plan 17723
Now Road, Block E, DL 200A, Plan 12958

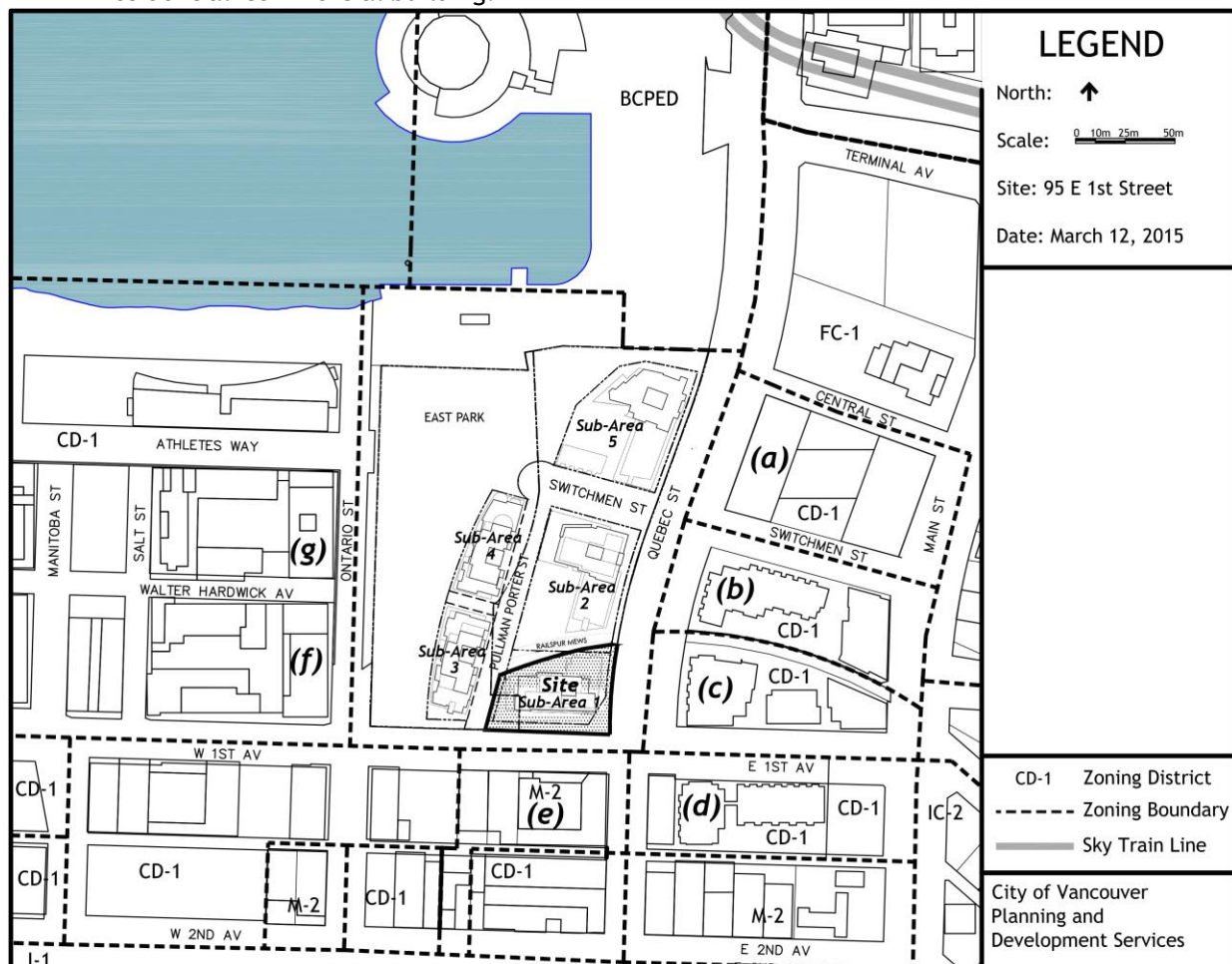
• **History of Application:**

15 02 25 Complete DE submitted
15 05 06 Urban Design Panel
15 05 20 Development Permit Staff Committee

• **Site:** The site is located in Southeast False Creek and is bound by Ontario, West 1st Avenue, Quebec Street and the waterfront walkway. A ground subdivision will create an independent parcel of land separated from building 2 by Railspur mews (SRW) with a new proposed Pullman Porter Street to the West with Quebec and East 1st Avenue to the East and South respectively.

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

- (a) Central, 1618 Quebec Street - 18-storey mixed-use residential/office building
- (b) Lido, 110 Switchmen Street - 19-storey mixed-use residential/commercial building
- (c) Block 100, 111 East 1st Avenue - 15-storey mixed-use residential/commercial building
- (d) Meccanica, 108 East 1st Avenue - 12-storey residential building
- (e) Mario's Gelato, 88 East 1st Avenue - 4-storey ice-cream manufacturing plant.
- (f) Sails (Village on False Creek), 1661 Ontario Street - 12-storey mixed use residential/commercial building
- (g) Kayak (Village on False Creek), 1633 Ontario Street - 11-storey mixed-use residential/commercial building.



• **Background:**

On June 10, 2014, City Council approved an application to rezone a consolidated set properties from M-2 to CD-1 (Comprehensive Development) District to allow 58,020 s.m. (624,525 sq. ft.) of residential development in five separate buildings. This rezoning was done in accordance to the Southeast False Creek Official Development Plan, and includes a 9,748 s.m. (104,925 sq. ft.) non-market affordable housing building as a major component of the public benefits derived from this and other rezonings within the Southeast False Creek precinct. Buildings 2 to 5 within the rezoning area, are to be entirely composed of market residential use.

This application follows the site rezoning with a proposal for the non-market affordable housing building (Building 1). A separate Development Permit application for a market housing building (otherwise known as building 2 at 1661 Quebec) was approved, with conditions, by the Development Permit Board on March 23rd, 2015. As a condition of the rezoning, the non-market affordable rental housing component (Building 1) must be delivered to the City prior to the awarding of an Occupancy Permit for Buildings 3, 4 or 5.

This 15 storey building will provide 135 units having a fixed gross buildable area of 113,000 sq. ft. plus associated parking. With provision of this affordable housing building, the proposal exceeds the ODP requirement for a minimum of 133 units, and will deliver 22% of the overall residential units proposed in the rezoning of Areas 3A and 3B combined. The proposed unit mix is 35 studio, 27 one-bedroom, 43 two-bedroom, and 28 three-bedroom units, exceeding the required 50% of units as family housing. Preliminary work on the income mix and associated rent revenue indicates the affordable housing site would meet both the Affordable and Modest Market housing requirements of the SEFC ODP while ensuring the long-term viability of the project. The City will seek to include a portion of units renting at the shelter rate of BC Income Assistance. However, the extent to which shelter rate units can be delivered will depend upon the availability of funding from other sources (e.g. Provincial rent supplements, BC Housing and/or non-profit partner equity contributions etc.).

As part of this application, the outdoor spaces directly adjacent to a major public space known as Railspur Mews are contemplated. While the design and execution of Railspur Mews is encompassed in the Development Permit Application for Building 2, the property for Building 1 directly interfaces with Railspur Mews.

City staff have required that child daycare facilities be integrated in the programming of this building, in the form of two dwelling units located on the ground floor, which have been specifically designed to be suitable for family daycare.

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

Pending CD-1 By-law (approved June 10th, 2014) - The CD-1 By-law sets limits to building height and density for this particular sub-area, as well as delineate urban design requirements of the proposal, including building setbacks and general interfaces between the private and public spaces. Furthermore, Design Development Rezoning Conditions were included to address Urban Design deficiencies that were identified in the Rezoning application.

Southeast False Creek Public Realm Plan (July 20, 2006) - The SEFC Public Realm Plan outlines the requirements for a specialized treatment of the public realm, evoking the cultural history of the area as well as the sustainability features within the neighbourhood. Specialized paving treatment, street furniture, lighting standards and historical references are expected to be incorporated within the public realm treatment of this CD-1 area.

Southeast False Creek Private Lands - Public Realm Enrichment Guidelines - The SEFC Private Lands - Public Realm Enrichment Guidelines further outline the public realm requirements to the Private

Lands within SEFC (outside of the Athlete's Village). Historical references to the area through public art or the provision of historical artifacts are required, as well as customized street furniture and paving patterns.

Southeast False Creek Design Guidelines for Additional Penthouse Storeys (July 20, 2010) - Following the development of the Olympic Village in 2010, Council recognized an opportunity for the developers of the privately owned lands within SEFC to contribute further towards public benefits (e.g. Housing affordability, heritage), and directed staff to develop a policy approach for increases in building height. The resulting policy supports up to two additional partial penthouse storeys, and commensurate density, on buildings in certain areas within SEFC. These additional storeys are subject to urban design analysis to ensure a minimization of impact on the public and private realms.

Southeast False Creek Official Development Plan (SEFC ODP) - The SEFC ODP envisioned the transformation of underutilized industrial waterfront land into a high-density, predominantly residential neighbourhood, demonstrating the City's ability to move significantly towards more sustainable development practices. It seeks to encourage vitality, livability, diversity, and cultural richness in a manner that respects the history and context of the area.

Southeast False Creek Green Building Strategy (adopted July 2004 and amended July 2008) - This policy provides a green building strategy for Southeast False Creek, requiring the achievement of a minimum baseline of environmental performance in all facets of building design and construction. This strategy applies to all medium and high density residential, mixed-use, commercial, institutional, and industrial developments in SEFC. This includes connectivity to the existing Neighbourhood Energy Utility and a sustainability strategy that will demonstrate how the project will earn LEED Gold certification.

Childcare Design Guidelines (adopted February 1993) - These guidelines provide specific design criteria for daycares spaces in a Rezoning or Development Permit application. The intent of the guidelines is to create safe and secure urban childcare facilities that provide a range of opportunities for the social, intellectual and physical development of children.

Zoning and Development By-Law 3575 - The general section of this By-Law provides regulations on minimum dwelling-unit sizes, as well as provisions for a relaxation of this minimum based on the overall livability achieved in the design of the dwelling units (Section 10.21).

High-Density Housing for Families with Children Guidelines - These guidelines apply for any development that proposes a density that is 75 dwelling units per hectare or higher. The guidelines delineate the required provisions of child-friendly areas, including indoor and outdoor amenity spaces, outdoor play areas, minimum dimensions for balconies and access to daylight.

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

Once the Recommended Conditions of Approval and the Standard Conditions in Appendix A are satisfied, the proposal will conform to the regulations delineated in the CD-1 By-Law with respect to allowable Use, Building Height and Density.

Livability for the proposed Studio and 1-Bedroom dwelling units: While the larger units are proposed to be equipped with outdoor balconies, the smaller units are not. When considering the everyday needs of an apartment dweller, supplying a direct access to an outdoor space greatly increases the livability of the dwelling by providing: a place for outside sitting; interactions with the public realm; outdoor food preparation (barbeques); as well as increasing direct access to fresh air and natural light. While staff prefer the supply of private balconies for these smaller dwelling units, Recommended Condition 1.1 offers some flexibility to the applicant by also considering a Juliette balcony condition if the provision of a balcony is financially not viable.

Further to improving livability, staff are recommending a relaxation of the minimum suite size from 37 s.m. (398 sq. ft.) to 29.7 s.m. 320 (sq. ft.). As per Section 10.21.2 of the Zoning and Development By-Law, the Development Permit Board may grant this relaxation for dwelling units that are classified as Social, Market Rental or Non-Market Affordable Housing. The consideration of this relaxation should be take into account the overall livability in the design of these dwelling units. Noting that finished ceilings that are higher than the standard 8 ft. will enhance natural light access, air circulation and the overall psychological comfort of inhabiting a higher space. Staff are therefore recommending the relaxation of the minimum dwelling unit size with the fulfillment of Recommended Condition 1.1, which calls for an increase in the ceiling heights to 8'-6", and requires a redesign of the smallest dwelling units to attain the minimum 320 sq. ft. suite size.

Direct formal access to Railspur Mews: While the current proposal does provide a direct access to Railspur Mews, Railspur Plaza and the nearby seawall located due north, staff consider this access route to be rather circuitous and discouraging in its use. Instead, Recommended Condition 1.4 looks for a design revision that will supply a more formal access to and from this major public space, by being situated so that the interior route is well-sized, more direct and with the outdoors viewable from the entrance lobby.

Design of the family daycare units: In order to maximize the usability of the outdoor spaces for the daycare units, Recommended Condition 1.2 requires the provision of tempered glass canopies to cover a large portion of the play space. These canopies will render this portion of play space more useable during rainy periods, while also adding protection against any objects accidentally dropped from the residential dwelling units located directly above.

Recommended Condition 1.2 also requires a secure and direct access from East 1st Avenue to the outdoor spaces. This will facilitate emergency exiting, while also facilitating pedestrian drop-off and pickup of children by offering a more direct link than the alternative of having to enter the interior of the building through the entrance lobby.

Outdoor Landscaping against Railspur Mews: A significant public amenity in the rezoning area is the provision of Railspur Mews and an accompanying public plaza located due north of the subject site. Since this site directly interfaces with this public amenity, the yard space located against Railspur Mews presents an opportunity to contribute to the overall utility and amenity of this area, by improving the landscaping features that would reflect the history, culture and sustainability features of this area. As such, Recommended Condition 1.3 looks for a design revision of these yards from grassy berms to a stronger landscaping design, which will offer greater opportunities of interaction through public seating and elements that are consistent with the public realm treatment of Southeast False Creek.

Response to applicable Design Development Rezoning Conditions:

Rezoning Condition A.(b).2:	Design development to the orientation of the public plaza located at northwest corner of Quebec and 1st Avenue off Building 1 ("Artefact Plaza"), so that the main orientation is in an East-West direction with its main frontage off 1 st Avenue, in order to maximize afternoon sun access, a street interface with calmer vehicular traffic patterns, and to provide further clearance from the future streetcar route.
Applicant Response:	The applicant has provided enhanced public spaces off East 1 st Avenue, with seating opportunities and paved areas.
<u>Staff Assessment:</u>	Staff have reviewed the proposed treatment and consider this rezoning condition to be satisfactorily fulfilled.

Rezoning Condition A.(b).3:	Design development to incorporate all vehicular access ramps into underground parking garages be architecturally integrated with a building, thereby reducing their visual impact as experienced from the public realm.
Applicant Response:	The applicant has provided some trellis work over the exposed parking ramp.
<u>Staff Assessment:</u>	In the review of the vehicular access ramp, staff note the exceptional constraints of this site in light of the programme. As such, staff recognize that for Building 1, the provision of an architecturally-integrated vehicular access ramp cannot be achieved without sacrificing the provision of a few dwelling units. Nevertheless, Standard Condition A.1.3 requires further design development on the treatment of the parking ramp, in order to minimize its visual impact on the surrounding public realm.

Rezoning Condition A.(b).5:	Design development to the proposed building setbacks from property lines to conform with setbacks listed in the 3A/3B Design Guidelines, in order to support sufficient area for private patios, private porches, private overhead balconies, public sidewalks, enhanced landscape treatments and other urban design considerations.
Applicant Response:	The applicant has provided the required building setbacks.
<u>Staff Assessment:</u>	This condition has been satisfied.

• **Conclusion:**

Staff consider this development proposal to be generally well-resolved. Staff recommend approval of this project with conditions contained in this report.

URBAN DESIGN PANEL

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

EVALUATION: SUPPORT (6-1)

- **Introduction:** Paul Cheng, Development Planner, introduced the proposal for a parcel in South East False Creek. Mr. Cheng gave an overview of the rezoning for the area and mentioned that there was going to be a subdivision with the Park Board having ownership of park land next to False Creek. The site has a large public realm component involving Railspur Mews which is a historic piece of railroad track. Also there is going to be two new streets: Switchman Street and Pullman Porter. There is also a pedestrian walk-through and a small public plaza. The proposal is going to be a City owned turnkey Social Housing building and operated by a non-profit society. Mr. Cheng noted that the flood plain elevations are a little higher so there is a change in elevation between the first floor and the street level. On the corner is planned for the future streetcar line that will be returning from Quebec Street to East 1st Avenue. As a result, City Staff did ask for more space to

be considered at the corner and at the front of the building. He added that they will be looking for an industrial style with interlocking components and solar shading. Mr. Cheng provided some background regarding the increase in the height with penthouse storeys noting that the two extra penthouse floor can be considered when looking at issues such as shadowing and overlook. Mr. Cheng added that the 2-bedroom and 3-bedroom units all have large open balconies but the studio and 2-bedroom don't have any private outdoor space. However, there are a number of common outdoor amenity spaces.

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

1. Commentary on the overall site planning of the proposal including the interface between the private and the public realm and the quality of the proposed public spaces.
2. Commentary on the proposed architectural character and its response to the general principles in the Design Guidelines.
3. Do the proposed penthouse storeys create a legible and architectural "finish" to the top of the building, while also minimizing impact with respect to shadowing and overall building mass?
4. Taking into consideration that semi-private outdoor amenity spaces are provided on the 6th and 14th storeys, is there nevertheless a need for a private outdoor space for each of the studio and one-bedroom dwelling units?

Mr. Cheng took questions from the Panel.

- **Applicant's Introductory Comments:** Richard Stout, Architect, further described the proposal noting that it has a tight site but will have its own parking and services. They have tried to fit the building on the site and follow the form of development guidelines. They are providing a plaza at the corners of the building and green space on the northeast corner. Mr. Stout described the architecture and mentioned that they wanted to deal with the mass of the building and articulate and slim down the building as much as possible. The face is oriented to Quebec Street and they created some low brick masses to bookend the building and then a high spine that focuses on the corner and rises in a slender tower. On the south side is an open elevation that is a clean and modern design. The east face contrasts with the low 5-storey mass which is of solid brick in a dark colour. The low form helps the building to step down to the public realm. He described the colour palette noting the greys and strong white and black colours. Mr. Stout mentioned that the family units primarily face south and have big balconies and solar shades. On the north on the 6th floor is outdoor space plus on the upper level there is urban gardens.

Peter Kreuk, Landscape Architect, described the landscaping plans noting that the public realm is still evolving. He mentioned that they have been working on Pullman Porter and is closer to a typical street with a double row of trees on either side. They have kept landscaping close to the building to that it can change and involve. The idea is to have some outdoor seating in different areas and as well on the ground floor, there are two large outdoor patio spaces that are actually are family run daycare spaces. On Railspur Mews there will be railway tracks with a grassy area and granite sets. The double row of trees also carries through. The indoor amenity opens to outdoor space on the north with kids play and outdoor seating. There is a green roof planned for the top of the building.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Consider improving the entrance expression;
 - Design development to positively connect the lobby to park space to the north;
 - Consider improving the expression of the north face of the building;
 - Consider strengthening the lobby connection to Railspur Mews;

- Consider providing balconies or Juliette balconies for the small studio and 1-bedroom apartments;
- Take advantage of north views and proximity to recreation.
- **Related Commentary:** The Panel supported the proposal and appreciated the level of care and attention that had gone into the project while continuing the legacy of providing affordable housing.

The Panel had some concerns regarding the overall site planning of the proposal. They thought all the pieces were there but it seemed that the entrances were understated and small. They wanted to see a better way to bridge how one gets to the public spaces from inside the building.

The Panel thought the proposed architectural character responded to the general principles in the Design Guidelines. They agreed that the colours were bold and the building was functional and well proportioned. The Panel thought the north façade needed some work noting that it was the weakest part of the building. The other sides have sun shades and balconies that help add details and refinement to the expression.

A couple of Panel members thought the proposed penthouse storeys should be set back further to improve the finish of the building.

With respect to the amenity spaces, some of the Panel thought there should be more community amenity space. Some Panel members thought it was a lost opportunity to not add benches on the verge of the sidewalk, a place where it is attached to the main use of the building. This would claim the public space as more semi-public. Also in the courtyard the front feels semi-public and it was suggested that even the office spaces could have patios to help provide useful outdoor space. They also thought that the connection from the lobby to Railspur Mews needed to be strengthened.

The Panel thought that although there was communal outdoor space for each of the studio and one-bedroom units, a small Juliette balcony could be provided that would capitalize on the livability of those units.

- **Applicant's Response:** Mr. Stout thanked the Panel for their comments and said they had touched on the areas that they have been thinking about. He added that they have shifted the main entrance more than once to try and open it up but will revisit those elements. He agreed that there was work to do on the north face.

ENGINEERING SERVICES

During the rezoning process, loading was originally anticipated to be located on Pullman Porter Street. After the first technical review of the building setbacks and street design, it has become apparent that alternative solutions are required. Further, because the programming of the building includes an on-site operator, it allows for unique loading management opportunities not normally available to residential buildings. Engineering generally supports a relaxation and the removal of the Class B loading space, currently proposed on the proposed Pullman Porter Street, with the provision of 2 Class A loading spaces to be located in the P1 parking level. These Class A loading spaces should be located close to the elevators, and could also function as visitor parking when not being used for loading. Should the street be required to load and unload large moving trucks, a Temporary Loading Permit for Pullman Porter may be requested for this purpose.

Engineering also supports daycare pick-up and drop-off located in the allocated visitor parking on P1 with the provision that there is a painted warning strip across the drive aisle and the stalls are signed as reserved for daycare use for specified times, operationally acceptable to the daycare units. (see

Standard Condition A.1.6). This condition is similar to other successful daycare pick-up and drop-off such as at Elsie Roy Elementary.

The provision of six shared vehicles within the CD-1 boundaries is a requirement of the accepted Green Mobility Strategy intended to encourage alternatives to private automobile use and ownership. The proposal shows two shared vehicles located within this building. Given the unique operating model for this non-market affordable housing building, staff are recommending that the number of shared vehicles included in this application be equal to one, which represents its proportional share based on all buildings proposed within the CD-1 boundaries. With the expectation that the shared vehicle space will be relocated to a future building, Standard Condition A.1.10 requires the removal of the additional shared vehicle space.

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The recommendations for Crime Prevention Through Environmental Design are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

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

HOUSING POLICY & PROJECTS / SOCIAL POLICY & PROJECTS

High density housing for families with children guidelines

The proposed 15 storey building includes a total of 73 units with two or more bedrooms (53% of the total number of units - comprised of 43 two-bedroom units and 28 three-bedroom units) which may be suitable for families with children.

Consistent with the High Density Housing for Families with Children Guidelines, a 6th floor indoor amenity room with kitchenette, storage closet and accessible washroom is proposed adjacent to and with access to common outdoor amenity space. Design development is needed to the accessible washroom to add a baby change table. (see Standard Condition A.1.36)

Also consistent with the guidelines, a proposed outdoor amenity area on level 6 includes a children's play area with artificial turf, and landscape elements, logs and boulders, sand pit, and play hut, which provide a range of motor development skills and creative play opportunities. Consideration should be given to using natural soft surfaces such as lawn, sand, pea gravel or fibar rather than artificial surfaces (see Standard Condition A.1.37)

Urban agriculture

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in new developments.

Consistent with the Guidelines, plans for level 14 include urban agriculture plots which can support urban agriculture activity along with the supporting infrastructure of tool shed and compost bins.

Design development to the urban agriculture plots is needed to show hosebib location(s) and to make more of the plots universally (wheelchair) accessible. (see Standard Condition A.1.38)

NOTIFICATION

On April 30, 2015, 1005 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. A site sign was also installed on site to notify the public of this development proposal.

At the time of the writing of this report, no comments have been received.

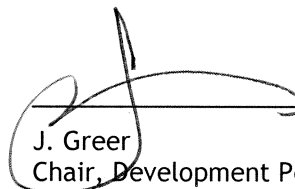
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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.

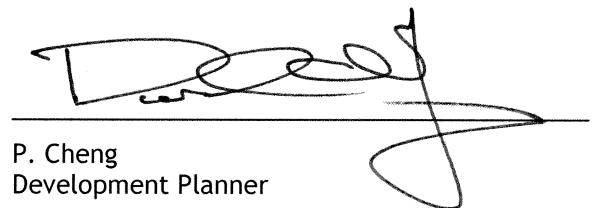
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of Section 5 - Off-street Loading requirements of one class B space to be located on site. The Staff Committee supports the relaxations proposed.


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



J. Greer
Chair, Development Permit Staff Committee



P. Cheng
Development Planner



J. Bosnjak
Project Coordinator

Project Facilitator: A. Wroblewski

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 the pending CD-1 By-law can and does become enacted by City Council;

A.1.2 the proposed form of development can and does become approved by City Council;

A.1.3 design development to the proposed parking ramp treatment to add visual amenity by: improving on the proposed trellis design; adding in creeping vines on the trellis; and by adding a textured treatment to the walls against the ramp by lining it with brick or a customized poured concrete pattern;

A.1.4 design development to the north elevation to increase the level of physical articulation;

Note to Applicant: This condition can work in conjunction with Recommended Condition 1.1.ii.

A.1.5 provision of Architectural section drawings through landscaped areas to demonstrate adequate planting depth;

Note to Applicant: The condition is to be coordinated with Standard Landscape Conditions A.1.25 & A.1.26.

A.1.6 provision of the required on-site drop-off and staff parking spaces for the daycare use.

Note to Applicant: Visitor spaces V4, V5, V6 will also function as pick-up and drop-off for the daycare. Reserved staff parking spaces can be designated on the plans in the residential parking beyond the security gate; this does affect the parking calculations.

A.1.7 provision of signage to dedicate parking spaces V4, V5, V6 for childcare drop off only from 7:30-9:30 am and 3:30-6:00pm;

A.1.8 provision of safety zone painting on the parkade surface behind stalls V4, V5, V6 and as a crosswalk over the drive aisle to the lobby door;

A.1.9 provision of 2 Class A loading spaces;

Note to Applicant: A relaxation of the required 1 Class B off-street loading space requirement is supported if 2 Class A spaces are provided in the P1 parking level. This is consistent with the site's overall loading strategy and Pullman Porter Street design. These loading spaces can be reserved through the building manager and also function as visitor parking when not being used for loading. These spaces should be located close to the elevators in the two spaces currently designated as car share.

A.1.10 deletion of one car share space, and relocate the other to V1;

A.1.11 provision of bulk storage for each unit as per the City of Vancouver's Bulk Storage Bulletin;

Note to Applicant: Storage units can be located within the suite or provided below grade. Relocation of the required residential storage to the underground parking levels may result in a reconfiguration of the parking layout.

- A.1.12 provision of any proposed amenity space on the plans, including details regarding type, finishing, equipment and/or furnishings;
- A.1.13 provision of building grades and existing/finished elevations on site plan;
- A.1.14 provision of revised kitchen layouts to increase cabinetry for all 2 and 3 bedroom units;
- A.1.15 provision of upper cabinets to be added above the sink to all units with kitchens that have a sink counter against a wall;
- A.1.16 confirmation all required service rooms are provided, including:
- i. equipment storage room; and
 - ii. separate lockable janitor closet with floor sink, etc. as per Design Guidelines;
- A.1.17 provision of updated Energy model;
- Note to Applicant:** This is to be coordinated with report dated May 5, 2015;
- A.1.18 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.19 written confirmation shall be submitted by the applicant that:
- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations; and
 - mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;
- A.1.20 deletion of all references to the proposed signage, or notation on plans confirming that: "All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner assumes responsibility to achieve compliance with the Sign By-law and to obtain the required sign permits";

Note to Applicant: The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

- A.1.21 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

Standard Landscape Conditions

- A.1.22 design development to the public realm treatment as per the Southeast False Creek Public Realm Plan;

Note to Applicant: Granite sets and planted boulevards are a required part of the public realm treatments.

- A.1.23 design development to expand programming of the urban agriculture area on Level 14 for shared common use, including planters or plots with edible plants;

Note to Applicant: The necessary supporting infrastructure, such as tool storage, hose bibs and a potting bench should be provided. (see Standard Condition A.1.38) The design should reference the Urban Agriculture Guidelines for the Private Realm and should maximize sunlight, integrate into the overall landscape design, and provide universal access.

- A.1.24 provision of improved sustainability by including substantial edible plants, in addition to urban agriculture plots;

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design.

- A.1.25 provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including paving, furnishings, historical features, planters on structures, benches, fences, gates, arbours and trellises, and other features;

Note to Applicant: Details should confirm adherence to the SEFC Public Realm Enrichment Guide and Public realm Plan. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees into future maturity. Planting details should confirm the use of soil cells or structural soil for tree plantings on grade.

- A.1.26 provision of sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces;

Note to Applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

- A.1.27 new proposed street trees should be coordinated with Engineering and Park Board and the addition of the standard note regarding street trees: "Final species, quantity and spacing to the approval of City Engineer and the Park Board. Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species";

- A.1.28 provision of a high-efficiency automatic irrigation system for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade;

- A.1.29 consideration to replace the artificial turf on Level 6 with true soft landscape;

Crime Prevention Through Environmental Design (CPTED)

- A.1.30 provision of a Landscape Lighting Plan for security purposes;

Note to Applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

- A.1.31 clarification of security provisions for the tenants of the building;

Note to Applicant: Intercoms are to be provided at grade at the south and west entries entry. In the parkade, intercoms are to be installed at both security gates and lobby entrance.

A.1.32 design development in the underground P1 and P2 levels to maximize the sightlines between circulation corridors, the parkade area and enclosed rooms such as bicycle storage areas, by providing transparent glazing in doors and walls and mirrors around corners wherever possible;

A.1.33 design development to improve security and visibility in underground in accordance with section 4.12 of the parking by-law and by painting the walls and ceiling of the parking garage white;

Sustainability

A.1.34 provision of space heating and domestic hot water energy monitors for all units in the project.

Note to Applicant: Drawings should reflect the integration of this unit energy monitoring equipment into the building design. The intent of this condition is enable fair apportionment of energy use to the units based on each unit's actual energy utilization so as to create energy awareness and encourage conservation behaviors;

A.1.35 identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold, including a minimum of 63 points in the LEED® rating system, and, specifically, a minimum of 6 points under Optimize Energy Performance;

Note to applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project are also required under the policy.

Social Planning/Housing Centre/ Cultural Affairs

A.1.36 design development to the indoor amenity washroom to add a baby change table;

A.1.37 consideration to use of natural soft surfaces such as sand, pea gravel or fibar rather than artificial surfaces;

A.1.38 design development to the urban agriculture plots to show hosebib location(s) and to make more of the plots universally (wheelchair) accessible;

A.2 Standard Engineering Conditions

A.2.1 subdivision of Lot 307, Except: Part on Plan BCP20721, False Creek, Plan BCP20720; Lot 1, Block E, DL 200A, Plan 12958; and Lot 5, Except Part in Reference Plan 17723 Now Road, Block E, DL 200A and 2037, Plan 12958, to create the development site;

A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an encroachment agreement for the planters and benches on the new road dedication area at the SE corner of the site;

A.2.3 provision of civil and street and lane lighting design drawings to the satisfaction of the General Manager of Engineering Services for Quebec Street, 1st Avenue, Pullman Porter Street and Switchmen Street;

Note to Applicant: Drawings are to include the provision of protected bike lanes, concrete sidewalks and boulevards on E 1st Avenue and Quebec Street.

- A.2.4 provision of final building grades and corresponding design elevations at all entries;
- A.2.5 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance the Shared Vehicle.
- i. provide 1 Shared Vehicle to the development for a minimum period of 3 years;
 - ii. enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
 - iii. provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
 - iv. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
 - v. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions.
- A.2.6 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
- i. remove all markings and notes on drawings showing on-street loading and drop-off spaces on the new N-S laneway;

Note to Applicant: Engineering does not support the on-street loading shown and any provision of on-street drop-off spaces will be reviewed by the City independent of the DE process and is not guaranteed.
 - ii. provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside;

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.
 - iii. provision of all of the required Class A bicycle parking spaces to be located on P1 with 'stairs free' access;

Note to Applicant: Consider ramping down from elevation 0' to -1'7" within the bike rooms to eliminate the stairs.
 - iv. relocate the enterphone for stopped vehicles to be clear of the sidewalk;

Note to Applicant: Locating the enterphone approximately 8' (2.4m) further down the ramp would achieve this.
 - v. provision of a bicycle wheel ramp for the stairs outside the main entrance on 1st Avenue;
 - vi. provision of modifications of the parking ramp design to address the following:
-

- a) the slope must not exceed 10% for the first 20' from the property line. The slope on the north side of the ramp calculates at 11.5%, using the design elevations shown;
- b) provision of improved section drawings A4.01, A4.02 and A4.04 noting the 2.3m minimum vertical clearance on the parking ramp and at all O/H gates;
- c) provision of a 20' width for all O/H gates and note on plans;
- d) provision of design elevations on both sides of the parking ramp at all breakpoints, and at all entrances.

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

A.2.7 provision of a streetscape design plan as a separate application, and to the satisfaction of the General Manager of Engineering Services and the Director of Planning, in keeping with the SEFC Public Realm Enhancement Guidelines, noting the following:

- i. deletion of all landscape on street rights-of-way in front boulevards, bulges and tree bases etc. as shown on drawing L2;
- ii. provision of sodded lawn in the front boulevards with street trees;
- iii. provision of decorative tree grates at the base of the trees in the plaza;
- iv. provision of concrete in the bulge at the intersection of 1st and Pullman Porter Street complete with bike racks;
- v. deletion of the planting proposed along the retaining wall in the plaza at the corner of 1st and Quebec and relocation of the benches against the wall.

Note to Applicant: As proposed, with planting against the wall and benches in front of the planting there is only 3'-0" of space to walk between the bench and the planting under the trees along people's diagonal desire line for walking across the corner;

- vi. deletion of the single row of planting (Butterfly Lavender) proposed between the wall and 'L' shaped bench on 1st Avenue on private property.

Note to Applicant: The proposed planting will grow and make the bench unusable;

- vii. deletion of Butterfly Lavender and provision of low growing groundcover such as Common Bearberry in the planters along Pullman Porter.

Note to Applicant: The sidewalk space is already limited and the lavender will encroach into the sidewalk;

- viii. provision of a planter wall of a maximum height of 24" along the sidewalk on Pullman Porter Street.

Note to Applicant: The applicant has proposed a 36" wall which given the limited sidewalk space will make walking along the street uncomfortable;

Note to Applicant: If non-standard materials are proposed they are subject to review and approval by the City Engineer and may require additional provisions for long-term maintenance to the satisfaction of the Director of Legal Services. This includes maintenance of the landscape in the back boulevard directly adjacent the site and sodded lawn areas in Railspr Mews that are outside the site boundaries.

A.2.8 clarify garbage pick-up operations;

Note to Applicant: Confirmation that a waste hauler can access and pick up from the location shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

A.2.9 confirmation that the waste management plan for the building meets the requirements of the previously approved Solid d Waste Diversion Strategy for the site;

A.2.10 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connecting to and securing adequate space for the SEFC NEU;

Note to Applicant: The Agreements to include the provision to grant the operator of the SEFC NEU access to the building(s) mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation, on such terms and conditions as may be reasonably required by the Applicant.

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 **December 15, 2015**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
 - B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
 - B.2.5 **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.**
 - B.2.6 No enclosure of balconies is permissible for the life of the building.
 - B.2.7 Amenity areas/common residential storage spaces excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion. Access and availability of the use of all amenity facilities
-

located in this project shall be made to all residents, occupants and/or commercial tenants of the building; AND

Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.

- B.2.8 Detailed design of the HVAC and mechanical heating system, including any provisions for waste heat recovery and reuse, must be reviewed and approved by the General Manager of Engineering Services prior to issuance of building permit.

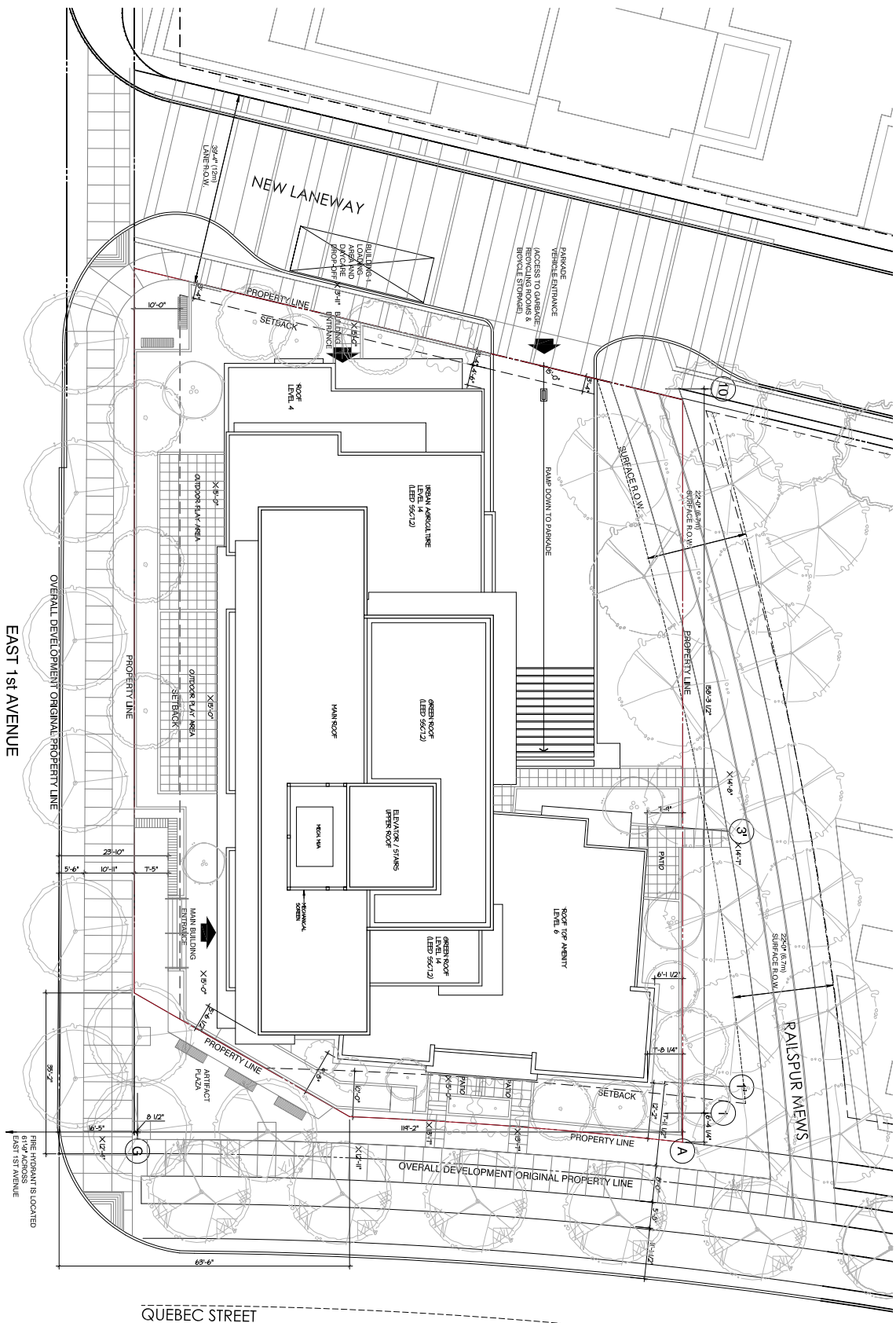
Note to Applicant: The applicant shall refer to the Energy Utility System By-law (9552) and NEU Developer Document (2014) for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the mechanical design.

- B.2.9 Provision of a dedicated room in a location suitable for connecting to the NEU distribution piping for each Energy Transfer Station that is required for servicing the development as to the satisfaction of the General Manager of Engineering Services prior to issuance of building permit.

Note to Applicant: The NEU room must be in reasonable proximity to the NEU pre-service location on 1st Avenue. The proposed NEU room location is too far to the east and must be relocated.

QUEBEC + 1ST BUILDING 1 - Vancouver BC

CONCERT PROPERTIES



Civic ADDRESS:
96 1ST AVENUE EAST, VANCOUVER, BRITISH COLUMBIA
LEGAL DESCRIPTION:
LOT 1, BLOCK E, DISTRICT LOT 3000, PLAN 13968

SITE PLAN

A1.01



3/2/2014
10:45 AM
2015 FEBRUARY 25
P:\A213198 - Concert - Quebec & 1st

QUEBEC + 1ST BUILDING 1 - Vancouver BC

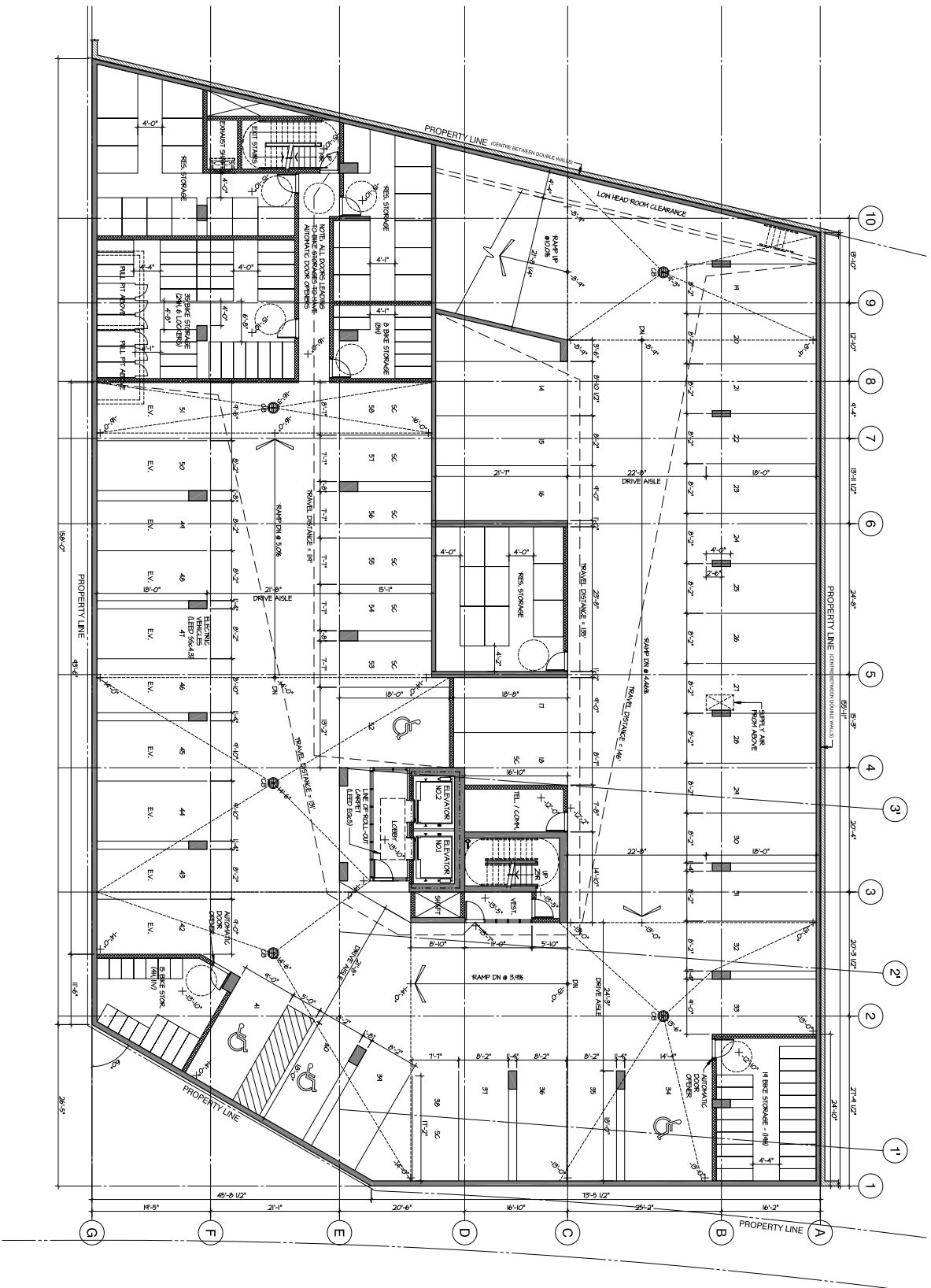
CONCERT PROPERTIES

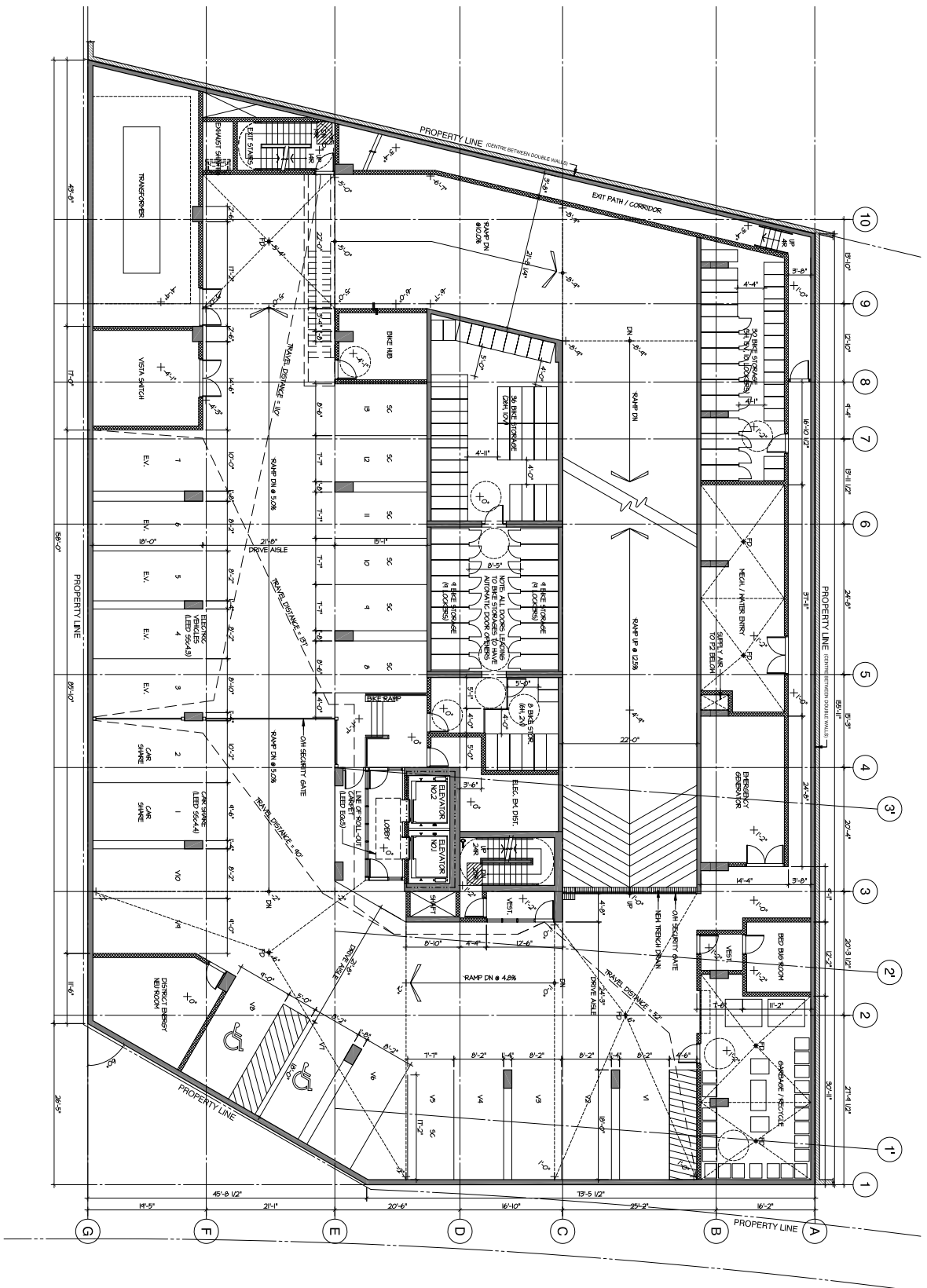
PARKING LEVEL P2



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QUEBEC + 1ST BUILDING 1 - Vancouver BC

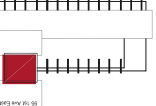
CONCERT PROPERTIES

PARKING LEVEL P1



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2015 FEBRUARY 25
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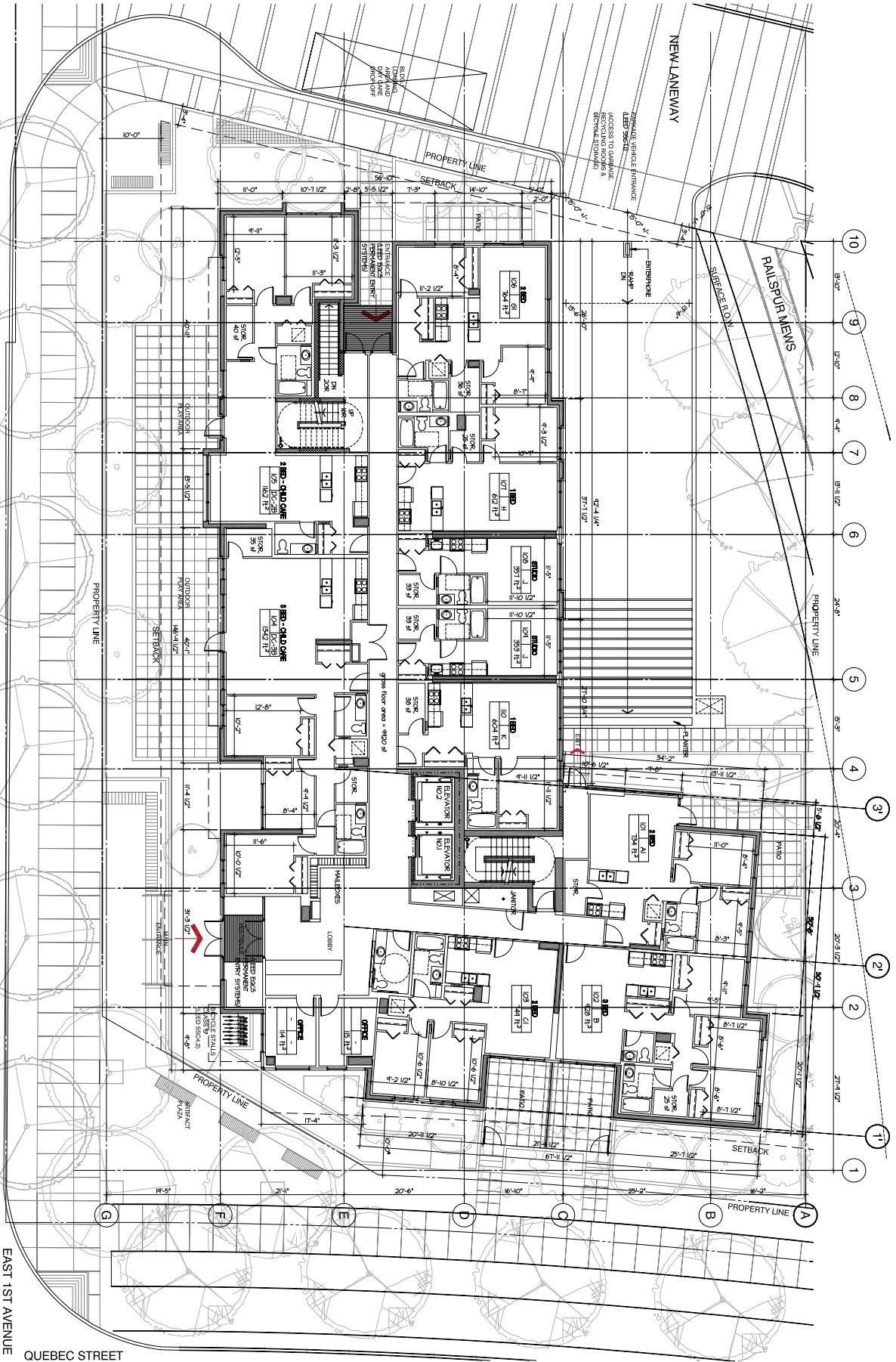


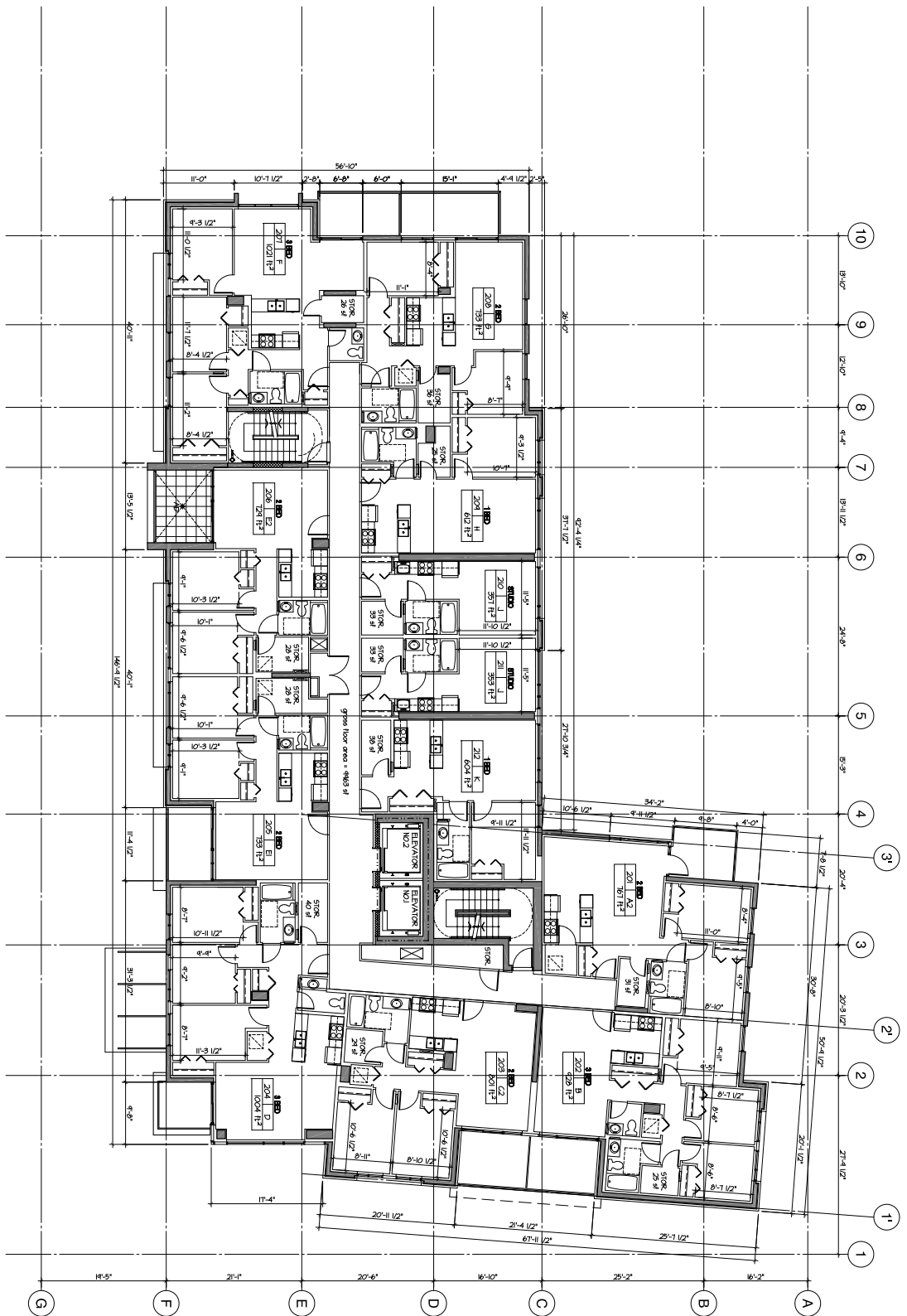
QUEBEC + 1ST BUILDING 1 - Vancouver BC
CONCERT PROPERTIES

LEVEL 1 FLOOR PLAN
EAST 1ST AVENUE

100' - 11' 0" / 30.48 m
15' - 0" / 4.57 m
2015 FEBRUARY 25
P:\A2\3188 - Concert - Quebec & 1st Ave

A2.03





QUEBEC + 1ST BUILDING 1 - Vancouver BC

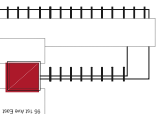
CONCERT PROPERTIES

LEVEL 2 FLOOR PLAN



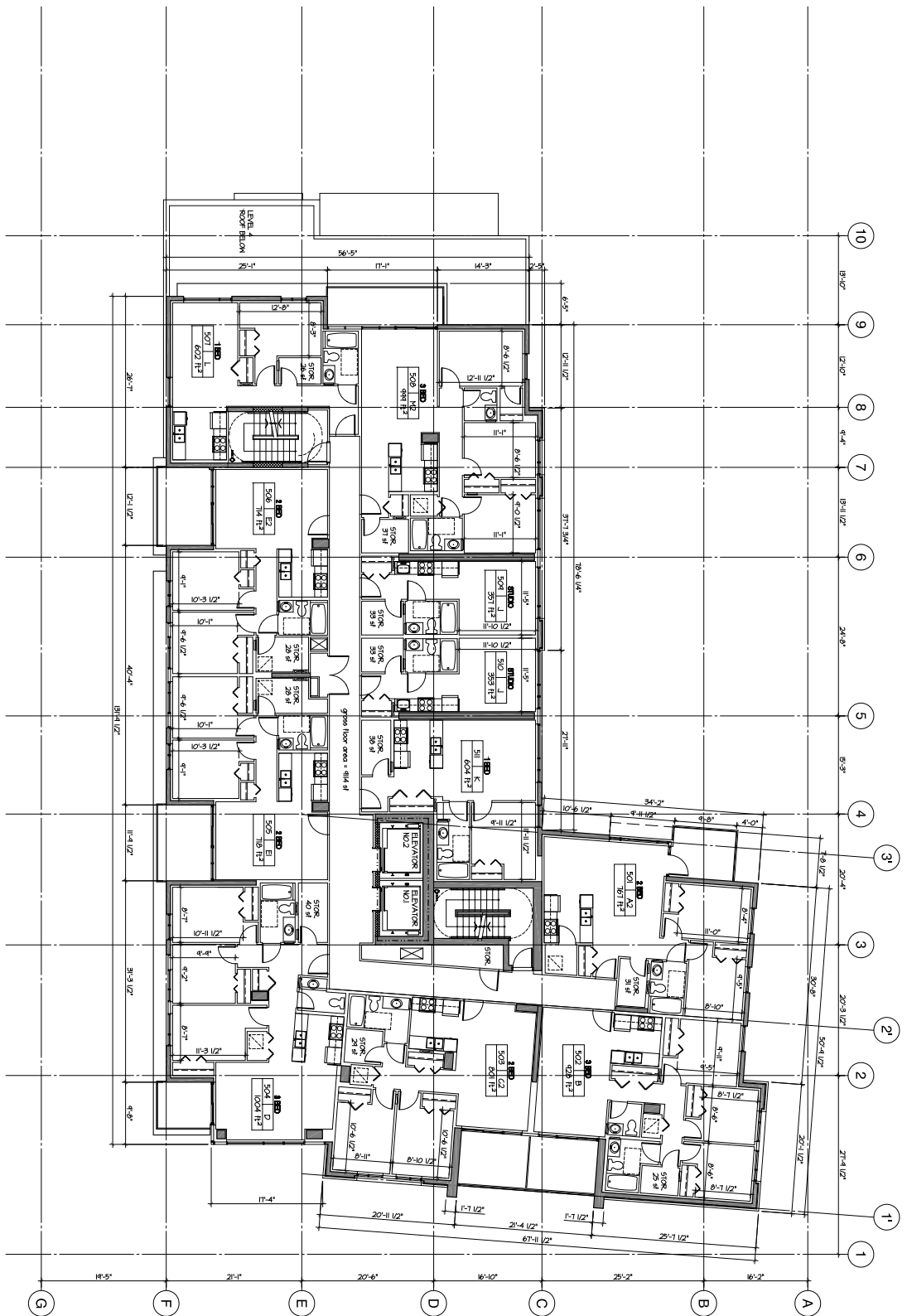
1001-1002
2015 FEBRUARY 25
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QUEBEC + 1ST BUILDING 1 - Vancouver BC

LEVEL 5 FLOOR PLAN

CONCERT PROPERTIES

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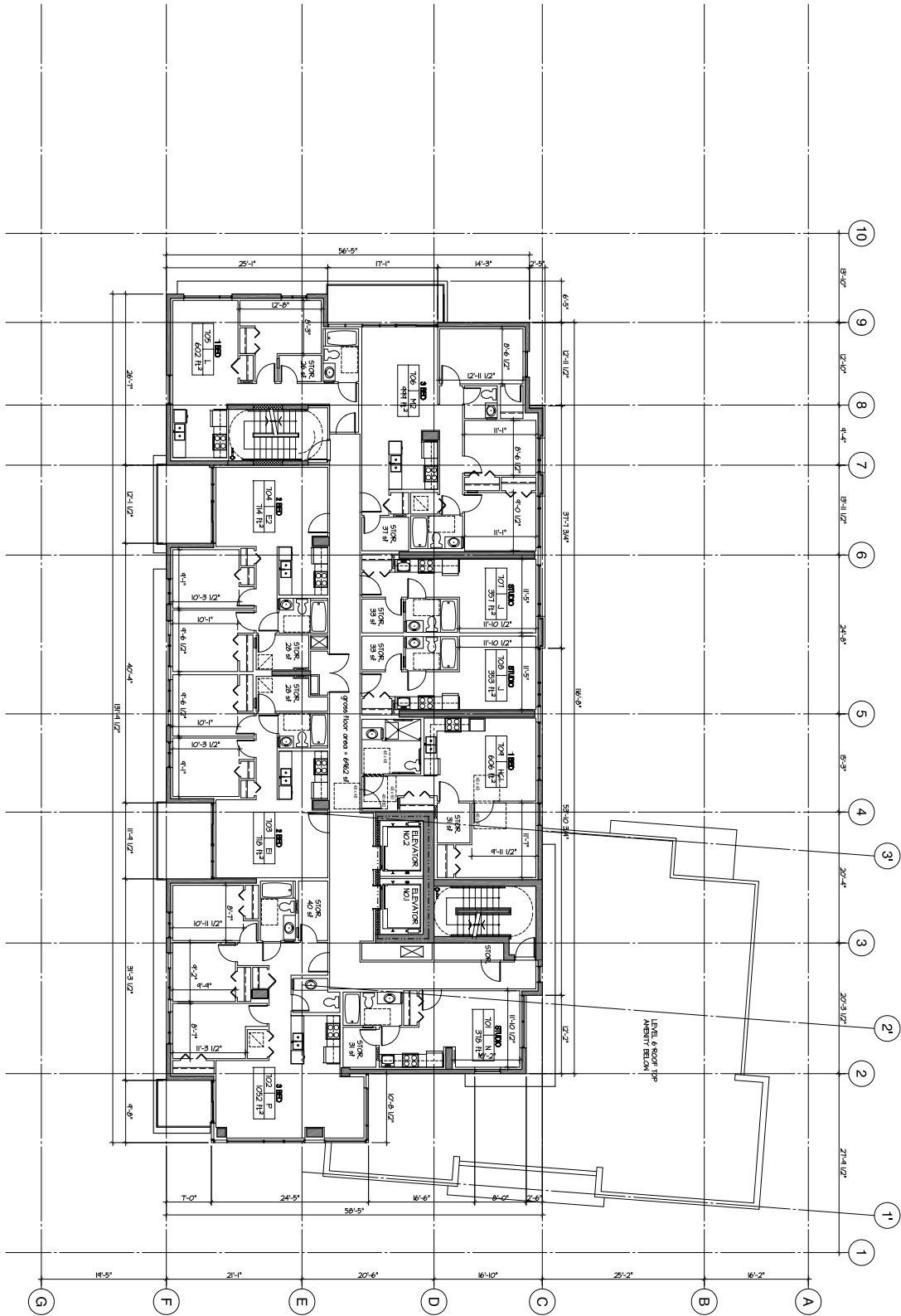
QUEBEC + 1ST BUILDING 1 - Vancouver BC
CONCERT PROPERTIES

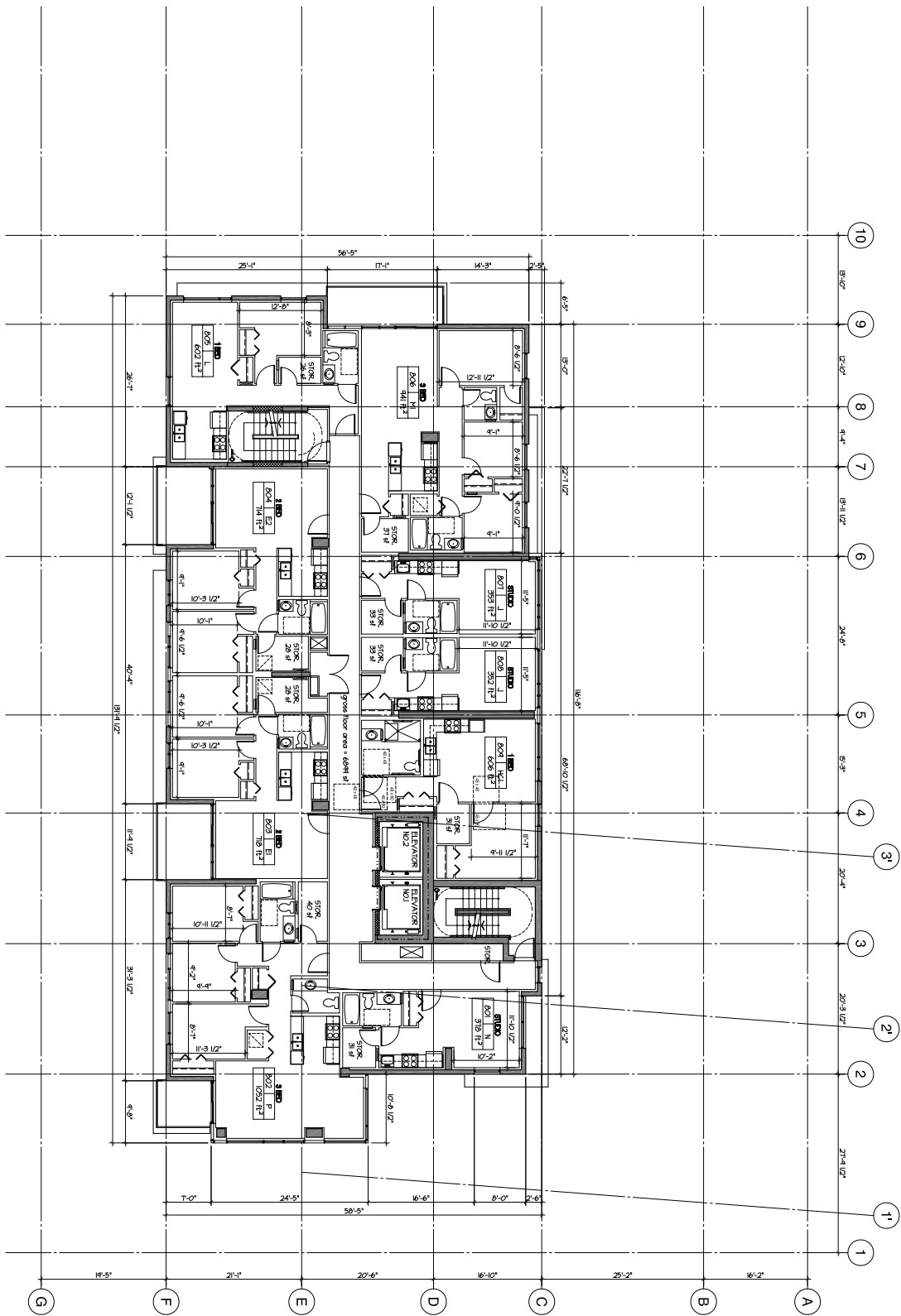
LEVEL 7 FLOOR PLAN



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2015 FEBRUARY 25
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A2.09





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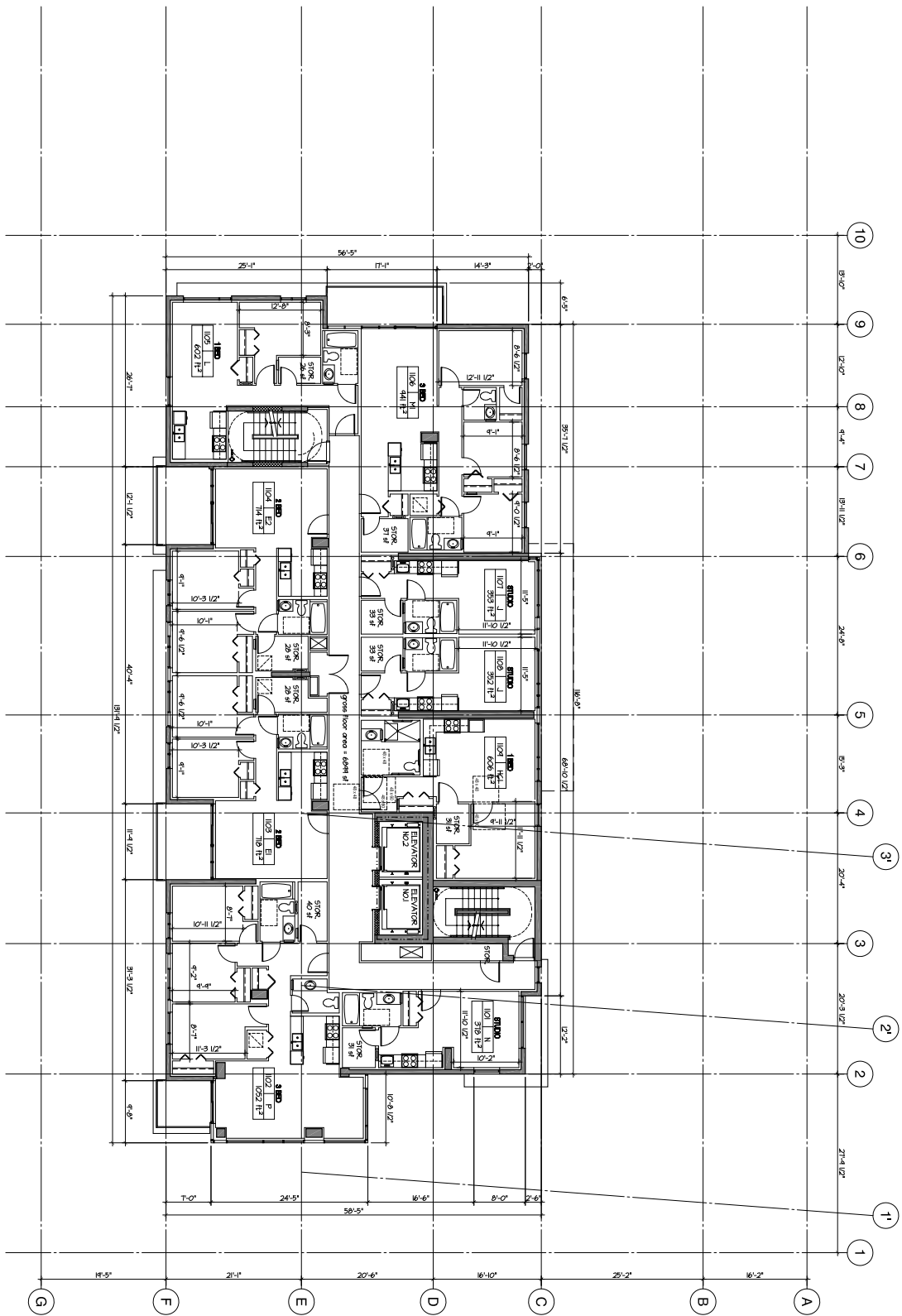
LEVEL 8-10 FLOOR PLANS

CONCERT PROPERTIES



1001-1104
2015 FEBRUARY 25
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A2.10



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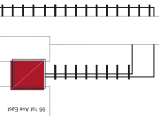
LEVEL 11-13 FLOOR PLANS

CONCERT PROPERTIES



1001-1101
2015 FEBRUARY 25
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A2.11





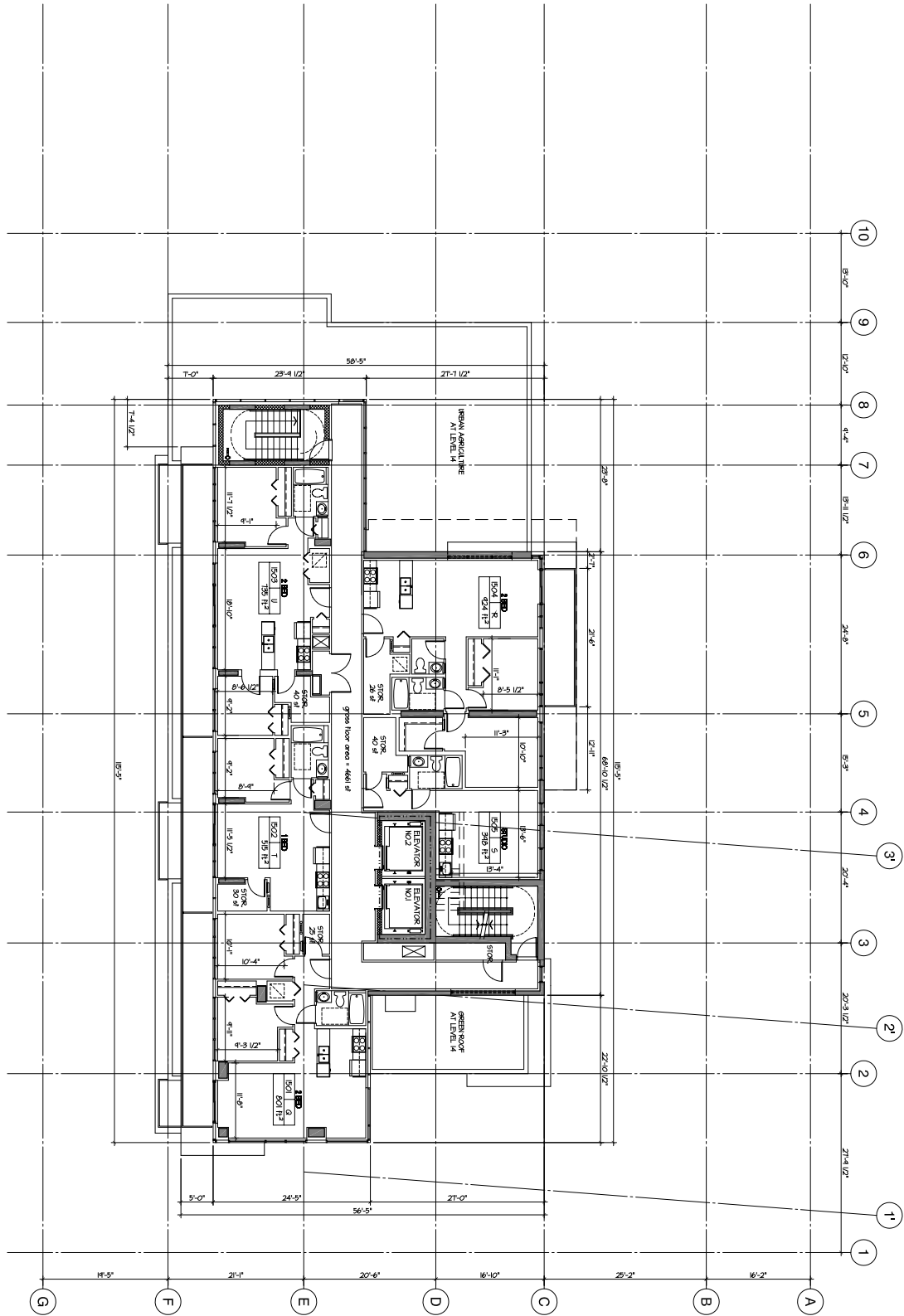
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CONCERT PROPERTIES

LEVEL 15 FLOOR PLAN

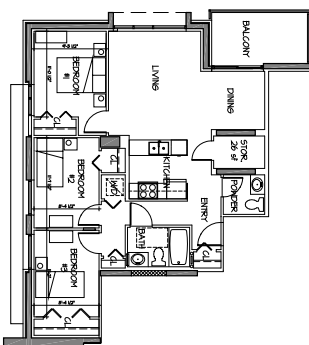
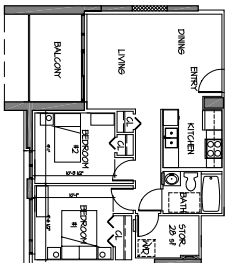
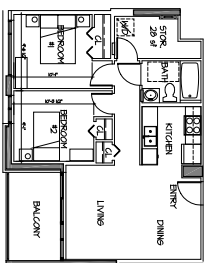
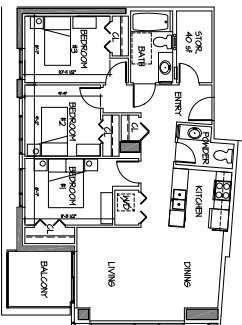
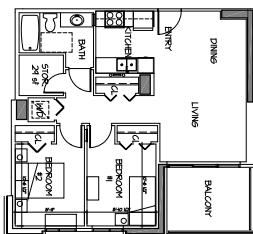
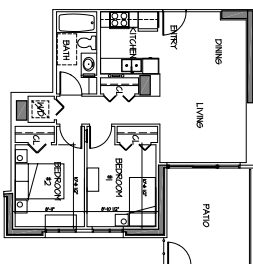
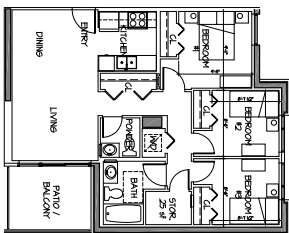
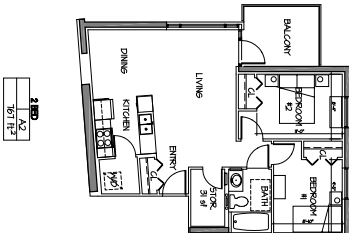
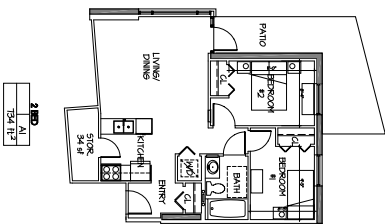


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2015 FEBRUARY 25
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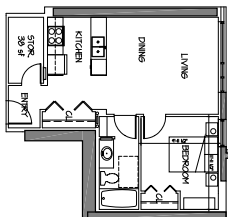
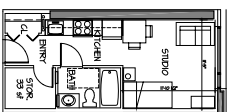
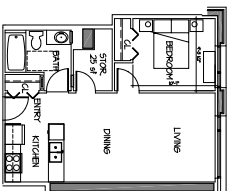
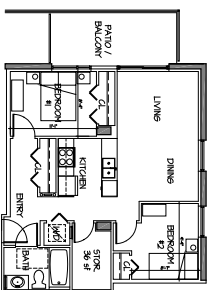


1BD
D
1004 sq ft

1BD
E
751 sq ft

2BD
E2
729 sq ft

1BD
F
721 sq ft



1BD
D
759 sq ft

1BD
H
612 sq ft

1BD
J
597 sq ft

1BD
K
604 sq ft

QUEBEC + 1ST BUILDING 1 - Vancouver BC

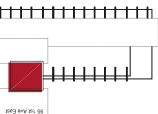
CONCERT PROPERTIES

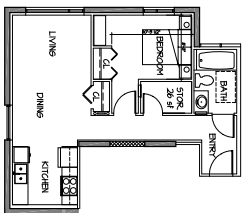
UNIT PLANS



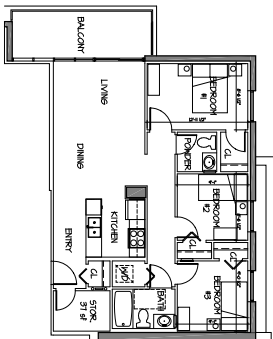
1001-1104
1001-1104
2015 FEBRUARY 25
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A2.15

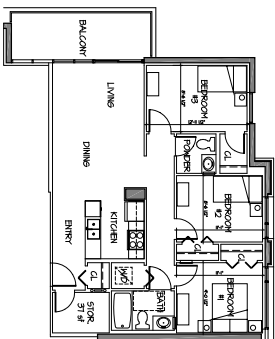




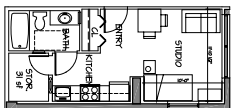
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L
602 sq ft



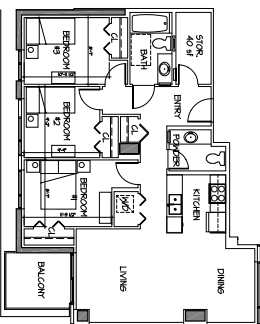
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HI
441 sq ft



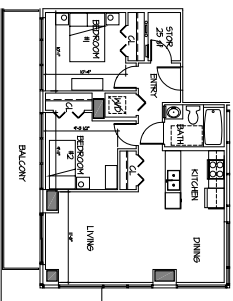
180
K2
494 sq ft



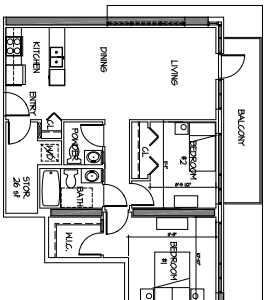
180
N
379 sq ft



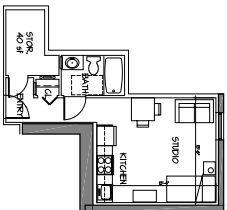
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P
622 sq ft



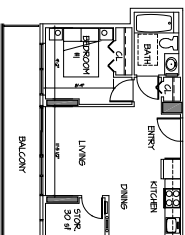
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Q
601 sq ft



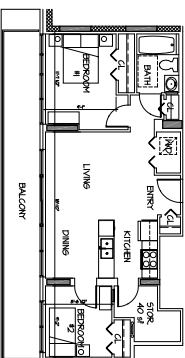
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U
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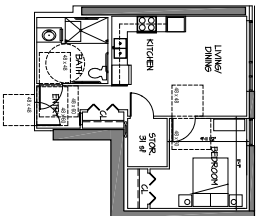
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V
345 sq ft



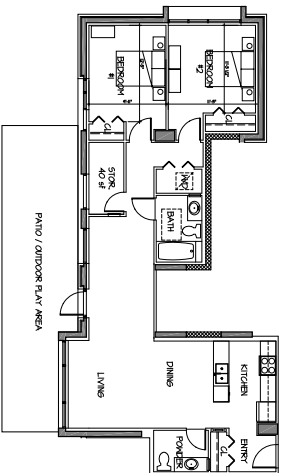
180
W
515 sq ft



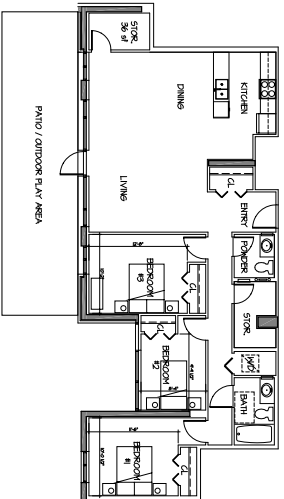
180
X
759 sq ft



180
Y
605 sq ft



180 - Q4LO ONE
Q4-2B
160 sq ft



180 - Q4LO ONE
Q4-2B
154 sq ft

QUEBEC + 1ST BUILDING 1 - Vancouver BC

CONCERT PROPERTIES

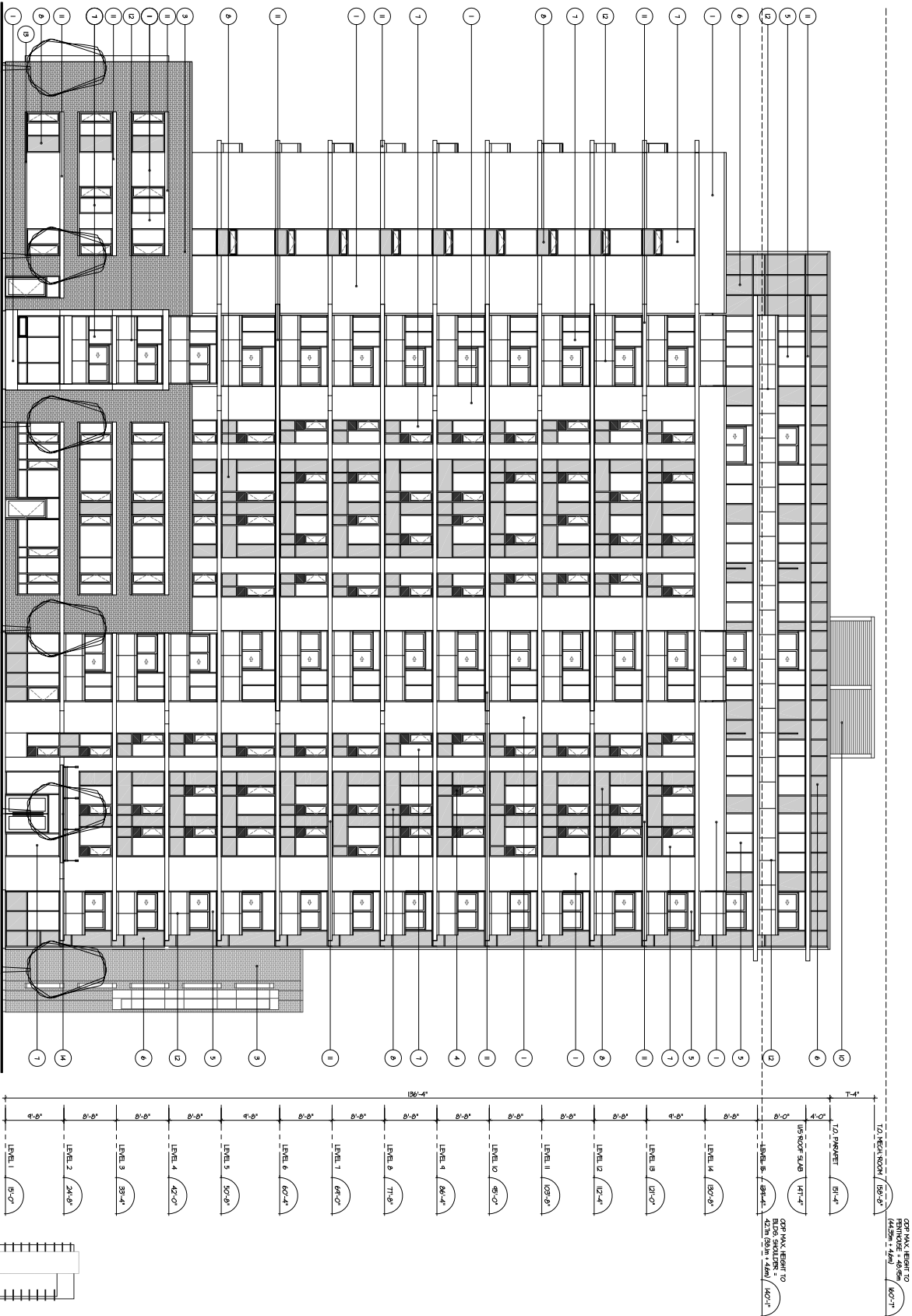
UNIT PLANS



187-1104
187-1104
2015 FEBRUARY 25
P:\A21918 - Concert - Quebec & 1st Bldg

A2.16

MATERIAL LEGEND	
1	PAINTED CONCRETE - GP HIGH BUSH
2	PAINTED CONCRETE - GP SLATTE
3	BRICK - REDDY
4	COLORADO ACCEENT GLASS - ALUMIN
5	ALUMINUM WINDOW WALL - CONCRETEAL
6	ALUMINUM WINDOW WALL - SILVER
7	ALUMINUM WINDOW WALL - SILVER
8	ALUMINUM WINDOW WALL - SILVER
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74	ALUMINUM WINDOW WALL - SILVER
75	ALUMINUM WINDOW WALL - SILVER
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97	ALUMINUM WINDOW WALL - SILVER
98	ALUMINUM WINDOW WALL - SILVER
99	ALUMINUM WINDOW WALL - SILVER
100	ALUMINUM WINDOW WALL - SILVER



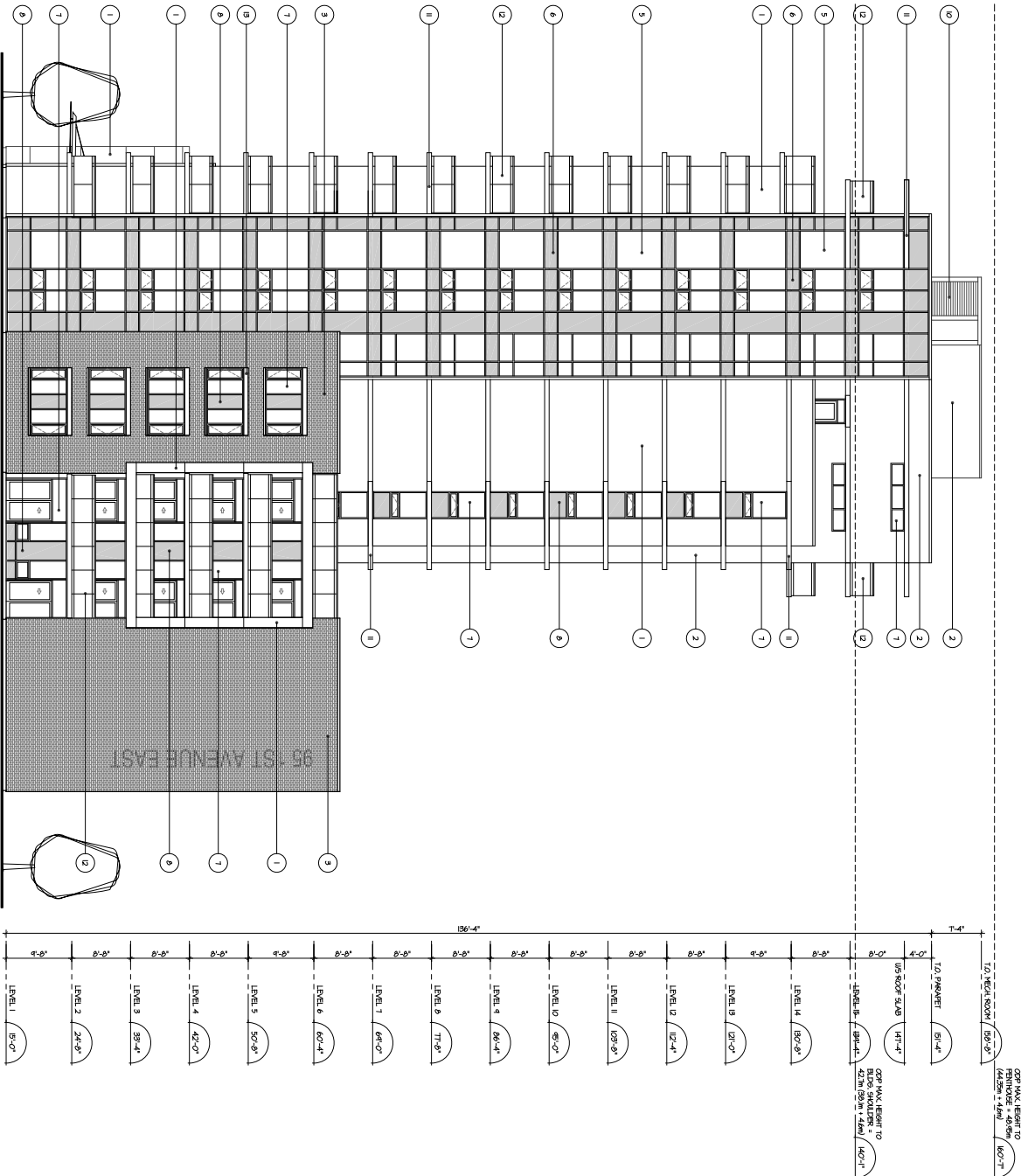
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SOUTH ELEVATION

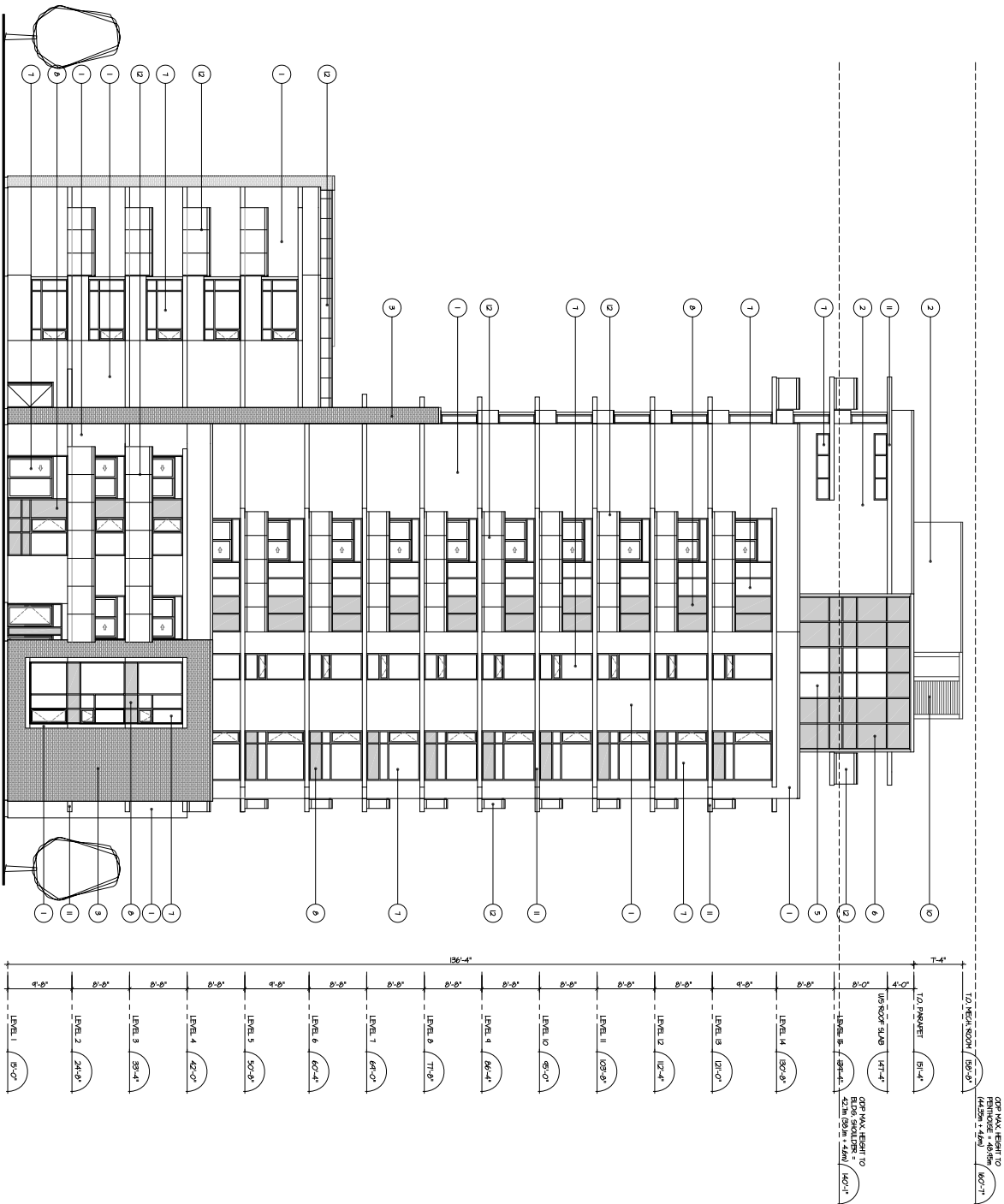
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MATERIAL LEGEND	
1	PAINTED CONCRETE - GRAY/WH BRICK
2	PAINTED CONCRETE - GR/BEANTLE
3	BRICK - RED/WT
4	COLORFUL ACCENT GLASS - ALBERN
5	ALUMINUM WINDOW WALL - CHARCOAL ON CLEAR LOWE DOUBLE GLAZING
6	ALUMINUM GRANITE PANEL - CHARCOAL
7	ALUMINUM WINDOW WALL - SILVER ON CLEAR LOWE DOUBLE GLAZING
8	ALUMINUM GRANITE PANEL - SILVER
9	LANDSCAPE CONCRETE WALL SANDCAST FINISH ON CLEAR SEALER
10	ALUMINUM MECHANICAL LOUVER - SILVER
11	CONCRETE TERRACE / BALCONY ON TRAFFIC DECK COATING
12	ALUMINUM AND GLASS GROUNDWALL
13	PRE-CAST CONCRETE SILL AND HEADER
14	METAL AND GLASS CANOPY



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WEST ELEVATION

CONCERT PROPERTIES



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DESIGN RATIONALE

01 Introduction

Building 1 is part of a Comprehensive CD-1 rezoning for Parcels 3A and 3B in the Southeast False Creek (SEFC) area. This application contains a proposal for Building 1, a rental building that will be City-owned and operated. Phase 1 includes Building 1 and Building 2. This application only pertains to Building 1, as Building 2 is under a separate Development Application.

Also included in this application is the underground parkade serving only Building 1.

Building 1 sits on the prominent Northwest corner of Quebec Street and First Avenue and extends in an L-shaped footprint and massing to create a street-wall extending along both streets. The result is a building that has a strong corner presence, wraps the southeast corner of the sub Area 1 and helps define a pedestrian oriented courtyard and pathway system leading northward toward the public False Creek seawall and park system.

It is important to note that this building will provide needed rental housing for individuals and families with an emphasis on delivering affordable high quality residences in this very desirable location.

02 Existing Policy Context

This proposal closely follows the guidelines established in the CD-1 Rezoning Bylaw, Green Building Strategy for SEFC, the SEFC Public Realm Plan, the City of Vancouver Housing Design and Development Guidelines, the City Energy Utility System Bylaw, and other official policy strategies:

- High Density Housing for Families with Children Guidelines and,
- SEFC Design Guidelines for Additional Penthouse Stories.

03 Relevance to Rezoning Proposal Criteria

The building follows the location, massing, height and access linkages as established in the CD-1 Rezoning criteria for the form of development. Its massing elements rise upward from low elements on the western leg and the north leg to a slender 15 story tower oriented east/west with its elevated entry facade facing 1st Avenue East. The western 3 story mass is lower to establish an open, pedestrian scale at the entrance to the laneway on First Avenue, while the northern 5 story mass is intended to relate to the adjacent Building 2 in scale, townhouse frontages and exterior cladding materials. It creates a lower and more appropriate scale along the pedestrian Fallsport Mews walkway between Buildings 1 and 2.

04 Site Description

The site is rectangular in shape and is bordered by Quebec Street to the East, Fallsport Mews to the North, the new Laneway to the West, and First Avenue to the South. Directly South and East from First Avenue and Quebec Street are new mixed-use high rise residential developments.

05 Use, Density and Parking

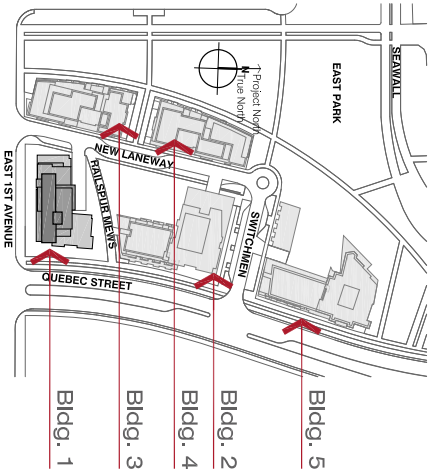
Building 1 is a residential building that helps fulfill a need for family and affordable rental housing in this area per the City's mandate. A benefit, in addition to the outdoor terraces, amenity rooms, and green roofs on the building is the provision of 2 child care residential suites, located at grade along First Avenue with their own fenced large patios for children's outdoor play space.

Parking is provided for 68 cars, including 10 electric vehicles. This area is designed to be a pedestrian precinct so there are a number of very accessible alternate forms of transportation steps from the site. These include skytrain, major bus routes, bike routes, and some of Vancouver's best walkways.

The building has 135 suites composed of studios, 1 bed, 2 bed, and 3 bed units. The site area is 20,088sf and the gross building area is 112,999sf just below the maximum for this parcel. The height is 136ft 4in, or 15 stories, the maximum allowed in the CD-1 Bylaw. It is important to note that over 50% of the residences are 2 and 3 bedroom suites to accommodate families.

Balcony area of 6553 sqft is within the allowable limit as is the in-suite storage, indoor amenity area, green roof area, urban agriculture requirements and bicycle storage requirements are all met.

The parking ramp is accessed from the new Laneway to the west and is tucked behind the building on its north side, as per the Rezoning Form of Development Guidelines. The parkade serves only this building.



Materials + Colour Palette

Brick is used to define and enhance the podium level while concrete, painted a soft bright warm grey, is used for the overall tower massing. The main volume is tall and slender using Charcoal window wall and black spandrel glass to organize and orientate the elements.



QUEBEC + 1ST BUILDING 1 - Vancouver BC

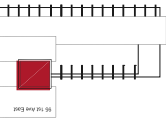
CONCERT PROPERTIES

DESIGN RATIONALE



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PROJECT 108 - Concert, Quebec & 1st Ave

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DESIGN RATIONALE continued

06 Form and Height

The building is 15 stories in height and follows the Form of Development Guidelines, as noted in the CQ-1 Bylaw, for height limit measured from the new Flood Construction level datum of 4.6m geodetic. The building has an L-shaped massing around the Quebec Street and First Avenue corner and steps up to a slender tower with an east/west orientation at its upper levels.

The building is composed of horizontal planes and window bands accented by sunscreen eyebrows on the south facade. On the northeast and west, the facades are a composition of brick volumes and concrete vertical massings with horizontal reveals, colour variations, and groupings of vertical and punched windows.

The main element that helps to organize the form of this building is the tall charcoal coloured frame and glass bay that wraps up from the east facade, ties into the recessed two penthouse floors, and returns down the west facade to the top of level 13 as a bay of windows again. This frame is meant to orient the tower in an east/west direction, express the building as a tall, slender, simple statement, and define the building's front face on the corner of Quebec. It also responds to the SEFC Design Guidelines for additional Penthouse Storeys.

07 Architectural Expression

The main building material is concrete and is to be painted in light colours using white and warm grey, with accent and scale provided by silver windows. Black brick is incorporated into the lower elements with feature large white concrete frames projecting from the dark volumes. These box forms and brick material are also reflected in Building 2, our northern neighbour.

The large frame wrapping the building is the boldest expression of the building and is meant to appear more glassy and articulated in contrast to the bulk of the various concrete masses of the building. The black colour of this frame ties in contrast to the concrete colours, while relating to the black brick elements at the base. This skeletal form that lightens the building and makes it read as a series of narrow planes will be carried into the glass and steel balcony rails.

The total palette of black, white, and warm grey, accented by silver metals to typical windows and guardrails, will be further brightened by incorporating alumn coloured window glazing accents.

08 Public Realm and Amenity

The intent of the public realm is to create a vibrant pedestrian precinct that relates to the active waterfront of False Creek and the festive contemporary environment that is BC Place and Science World, with their bright colours, lights, and Skytrain running through, and Olympic Village with its plaza, shops and community centre just to the west.

Building 1 of the Phase 1 site is located in a new public realm that is bounded by a new pedestrian and vehicular laneway on the west that intersects with the new pedestrian only Rialspur Mews on the north.

The railroad environment will also wrap the east and south edges of our Building 1 site with a land dedication for a future streetcar along Quebec and First Avenue. The corner of this intersection will also develop a pedestrian plaza fronting the Building 1 entrance and surrounding this district.

Lastly, the building respects all setback requirements and height requirements that result in low rise building masses at the pedestrian links through the site for more openness to light and a comfortable scale.

09 Sustainability

Green initiatives are a mandate of this development. Building 1 will be designed to target LEED gold Certification. Initial percentage of glazing openings to 40% or less, uses operable windows, will be tied into District Energy supply, will feature sunshade eyebrows on the south and west, and will have a high performance envelope to comply with ASHRAE requirements including increased roof insulation, and better exterior wall design.

The site is designed to maximize green open space and pedestrian circulation. Roof tops are active roof terraces with urban agriculture decks. Buildings are high density and located on the eastern portion of the site to leave a large public park on the western half of the site. Landscape will be local or adaptive for drought tolerance and minimal initial irrigation.

Parking has been set at 88 stalls to serve the 135 units. Public transit options are steps away and major bike routes are provided around the site. The parking also provides 15 electric vehicle charging stations and 169 spaces for bike storage.

Recycling initiatives are carried through the entire construction process and a recycling room is provided within the building.



01 perspective view of South East elevation

CONTEXT PLAN AERIAL PHOTOS

Image 01 Aerial Perspective

The overall site area consists of 279,253 sq.ft. and the size of the lot allows for opportunity to develop the site with the five buildings with a clear and integrated concept.

Image 02 Aerial Plan

Building 1 site area consists of 20,088 sq. ft. (1,866.2 sm) of the overall site. Located on the edge of Southeast False Creek, access to transit, parks, water and retail/commercial resources are very accessible.



02 View looking down onto False Creek



01 View looking North towards False Creek

Site Building 1

Overall Site Buildings 1,2,3,4,5 + Park

Overall Site/Proposed Site

Approved Project/Under Construction/Recently Completed

Future Development Per ODP

Existing Development

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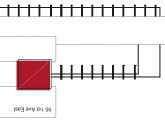
CONCERT PROPERTIES

CONTEXT PLAN AERIAL PHOTOS



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CONTEXT PLAN - OVERALL SITE PLAN

The master planning of the overall site allowed for several opportunities to access nature via courtyards and pathways that connect to the East Park, a 1.1 Ha of green space lined with trees, orchard, children's play area and a viewing berm to view over the seawall towards False Creek.

For Building 1 access to nature occurs on Level 6 which features a children's play area, seating and Level 14 for urban agriculture. The outdoor amenity space will overlook the tree lined Radspur Mews with views extending North towards the water.

- Site - Building 1
- Outline of Underground Parking
- ➡ Underground Parking Entrance
- Loading Spaces on Laneway
- ⑧ Building Height (Storeys)



01 View looking towards the site from the seawall in False Creek Village



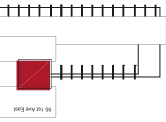
CONTEXT PLAN - OVERALL SITE PLAN

QUEBEC + 1ST BUILDING 1 - Vancouver BC

CONCERT PROPERTIES



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CONTEXT

Surrounding Development

The building is a tower with lower massing elements that address the pedestrian realm around the site. The building massing is set in the southeast area of the site to reinforce the corner of First and Quebec, while allowing the northwest corner to become part of the internal public courtyard that will be enclosed by the proposed 5 buildings of this overall site.

The urban corner of First and Quebec features a tall slender corner frame & glass element to define the building front at the Quebec Street corner. The building entrance is set at the base of a tall concrete bay facing First Avenue and accessed from the plaza via a generous entry staircase. Lower brick masses are developed to relate to pedestrian realm that is planned for this area. The pedestrian realm on the north side of the building is defined by towers in park neighborhood featuring green spaces, in keeping with the approved rezoning of area 3A.3B, and is careful to follow the form of development guidelines within the rezoning area detailing, special paving, pedestrian linkages, and an active recreational water front.

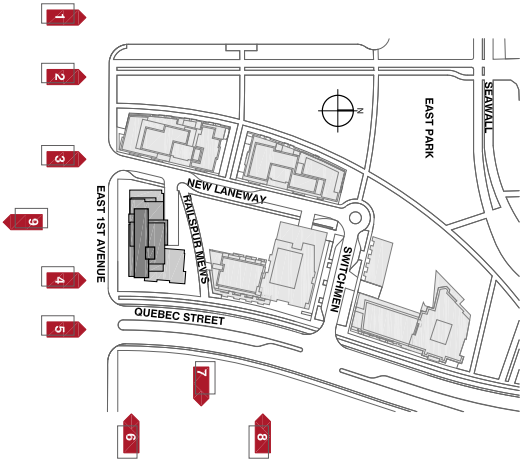


Image 1 Ontario Street + East 1st Avenue - South West Corner



Image 2 Ontario Street + East 1st Avenue - South East Corner

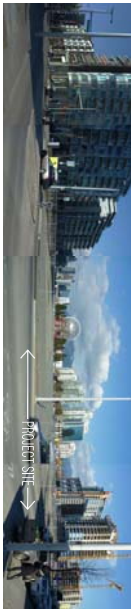


Image 3 First Avenue - Facing North



Image 4 Quebec Street + East 1st Avenue - South West Corner



Image 9 East 1st Avenue - Facing South



Image 5 Quebec Street + East 1st Avenue - South East Corner



Image 6 Quebec Street + East 1st Avenue - North East Corner



Image 7 Quebec Street - Facing East

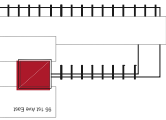


Image 8 Quebec Street - Facing West

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CONCERT PROPERTIES

CONTEXT PHOTOS



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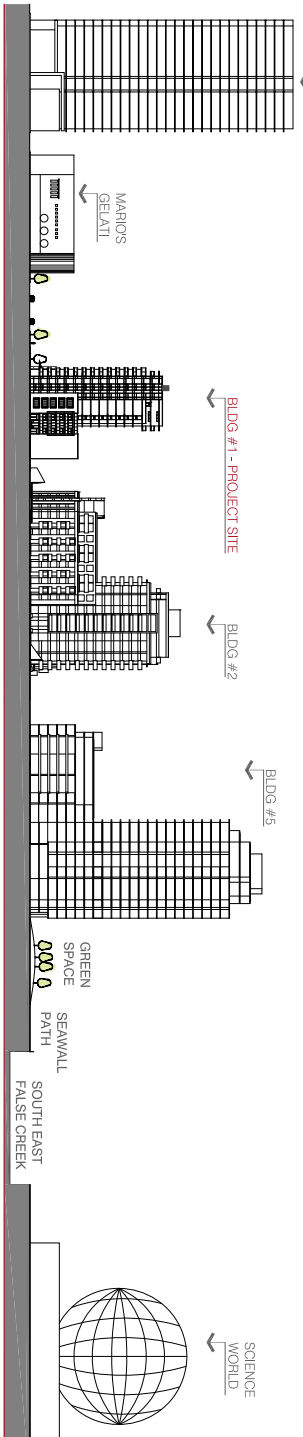
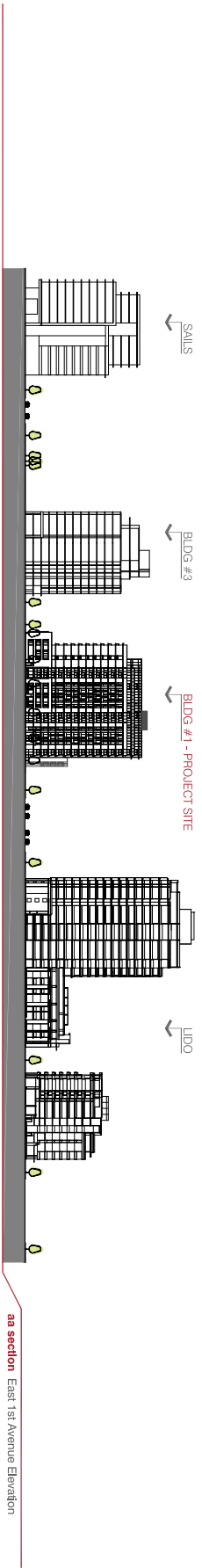
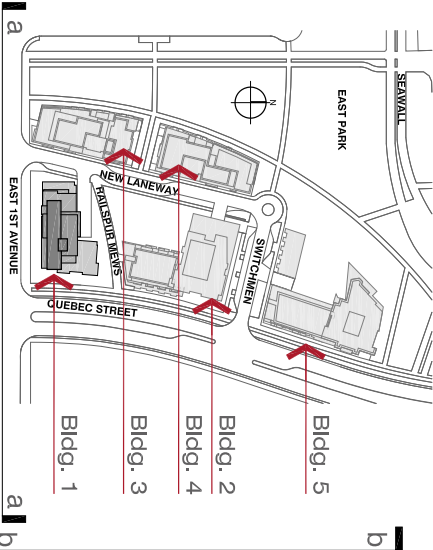
STREETSCAPES

aa First Avenue Streetscape Analysis

First Avenue is in transition with new towers proposed and towers under construction to the east and west of this site. Our 15 storey building follows the area plan that transitions from a 19 storey existing tower east of area 3A/3B. The long facade of this tower design fronts First Avenue but allows for a small horizontal 3 storey expression to from the proposed pedestrian orientated new laneway along the south and west facades.

bb Quebec Street Streetscape Analysis

Building 1 is composed of elements that address the various influences of Quebec Street. It is a tower in keeping with our neighbors lining the Quebec Corridor. However, it is a small tower with its slender form facade set back slightly to open more space at the corner and to allow our 5 storey brick form to dominate our site on Quebec Street. This massing reduces the scale of the project appropriately to relate to the scale of our neighbors to the north and south Building 2 and Mario's Gelati respectively.



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CONCERT PROPERTIES

STREETSCAPE aa/bb



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SHADOW ANALYSIS

March 20 Spring Equinox + June 21st Summer Solstice



10:00 AM March 20th Spring Equinox



12:00 AM March 20th Spring Equinox



2:00 AM March 20th Spring Equinox



10:00 AM June 21st Summer Solstice



12:00 AM June 21st Summer Solstice



2:00 AM June 21st Summer Solstice



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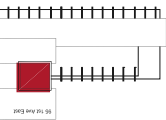
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SHADOW ANALYSIS



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LANDSCAPE DESIGN RATIONALE

The intent of the landscape design is to provide residents with a highly livable environment in an urban context and to root the building in its surroundings with a high quality public realm treatment which responds to its rail yard historical context.

Higher up on the building, there are a series of rooftops. Each of these spaces is designed to respond to its context and adjacent building use.

01 Ground Level

At the corner of Quebec and 1st Ave., a new public Plaza creates a space for the residents of the building to congregate.

The entry walk to the lobby will include stone pavers that will support the strong architectural statement at the entry. Further west on 1st Ave., raised level childcare units with patios have planters, privacy hedges and trees that buffer the busy sidewalk from the outdoor play areas. The sidewalk along 1st Ave., will have newly planted boulevard street trees and planting underneath, creating a buffer between the sidewalk and the road.

Approaching the new Laneway, the public walkway cuts across the corner through a small garden featuring benches, grass and planting. Granite sets line the edge of the sidewalk as you move north where there is a side entrance to the building. A raised planter along the property line allows for extensive planting areas to soften the interface between public and private realm.

To the north side of the building, Rialspur mews allows for public access. The railway tracks running down the center of the walkway ties in the history of the Railway Yard District.

02 Level 6 Amenity Patio

At level 6, the landscape is designed for a number of functions. There are spaces created for families will small children to play around a Children's Play Area and large Sand Pit. These are connected by some raised planters, which have seating spaces looking onto the playing areas. The amenity patio allows space for residents to socialize with their neighbors and has been situated to take advantage of iconic views to the north and east.

03 Level 14 Urban Agriculture

At level 14, the outdoor amenity consists of a raised Urban Agriculture. There is a small amenity patio at the entrance of the space that will allow those in wheel chairs to be able to access plots along the edges. Large concrete pavers in the urban agriculture brings residents to the different plots and also to the compost bins and tool shed where residents will be able to store gardening equipment.

04 Roof Level

Large areas of the non accessible roofs will be planted with a low profile green roof to help with storm water management.

05 Sustainability

The landscape will utilize a high efficiency irrigation system and plants that are drought tolerant in order to reduce the use of potable water. Shade trees and planting have been maximized to reduce the amount of constructive surfaces that heat up and contribute to the heat island effect. Soil depths of 18 - 30" on the outdoor decks will slow storm water runoff.

public lighting



layers of planting



native grasses



shade trees



homage to history



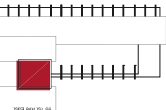
drought tolerant



QUEBEC + 1ST BUILDING 1 - Vancouver BC

CONCERT PROPERTIES

LANDSCAPE DESIGN RATIONALE



SUSTAINABILITY

Sustainable Strategy Narrative

This narrative highlights how the strategies contained in the Becoming Sustainable Large Development Strategy report have been incorporated into the design of Building 1.

The LEED scorecard reference building features and elements on plans and elevations that will contribute to the building's sustainability performance in achieving LEED Gold.

01 Sustainable Site

Specific sustainable design elements have been incorporated into the plan and will continue to be a focal point during development.

- Building siting strategy that maximizes relationships to streets and plaza at Quebec and 1st.
- A leased ground plane to learn to meet road construction level requirements as part of the City's Climate Change Adaptation Strategy.
- Maximization of the green space at specific levels of the building, from main floor terrace gardens to urban agriculture on level 14 and a green roof.

Passive building design elements include:

- Strategic placement of operable windows to promote ventilation and reduce/eliminate cooling loads;
- Space planning that incorporates shallow unit designs to maximize the use of daylight and reduce energy usage;
- Reduction in window wall ratio in appropriate locations;
- Utilization of high quality building envelope and glazing;
- Balcony projections and overhanging eaves on south and west facing facades to reduce mid-summer sun penetration, while taking advantage of winter sun exposure at lower angles.

02 Access to Nature Plan

This building, part of the larger site at Quebec and 1st, meets the Greenest City's walkability target of access to nature, with Creekside Park immediately to the north, and Southeast False Creek (SEFC) Park less than a 5 minute walk from the site (approximately 350m) on the west side of The Village on False Creek.

The Quebec and 1st larger development will increase the neighbourhood's access to nature through the provision of an amenity area and a green roof. The amenity area will be a landscaped plaza with seating, a water feature, and a public art installation. The green roof will be a multi-level green roof with a variety of plant species, including native plants, and a variety of uses, including a community garden, a rooftop terrace, and a public art installation. The City of Vancouver Board of Parks and Recreation will determine the final program with appropriate public consultation.

At the building level, access to nature is being met with the inclusion of both ground floor and rooftop common amenity gardens. For Building 1 this urban agriculture is located on level 14 and level 6 features a children's play area. Further, a green roof provides greenery for residents to look upon while also providing habitat value.

03 Sustainable Food Systems

- Urban Agriculture will be provided on level 14. This includes agriculture plots for residents. The urban agriculture amenity will include areas dedicated to food storage, compost bins (to divert garden plot waste stream), a potting bench and a source of potable water. These plots help improve the resiliency of local food production, facilitate neighbour social interaction and contribute to healthy living.
- Edible Landscaping will be integrated where possible into the overall planting. Where practical, landscape selection will favour plants that also provide food; including fruit bearing bushes that will serve as both ornamental and functional assets.
- Food composting is provided on site. This building includes garbage, recycling and compost separation containers.

04 Green Mobility

The building and overall site is well-located for walking, cycling and transit use, and could eventually be served by the city's future rapid transit network. The building has been designed with a strong influence in attracting new residents who want to decrease the number of vehicle trips required in their everyday activities.

Pedestrian amenities have been designed to permeate the site and align with the neighbouring street and walkway connections to the West and East. These connections will form an important component in knitting together the Southwest False Creek parcels, especially with the new developments to the east of Quebec Street.

The City of Vancouver Parking Bylaw for the provision of bicycle parking spaces is being met by Building 1. Class-A spaces allow for long-term storage and are located in the underground parkade and in close proximity to the elevators. Class-B spaces are for short-term parking and are located at grade near the building entrance.

A Blue Hub room has been incorporated into the P1 parking level of Building 1. The room will accommodate a workshop including a workbench, built-in air compressor and dedicated storage for bike low riders. The Blue Hub room will support travel by bicycle by making repairs and maintenance easier, as well as provide a social area for cyclists. Doors into bicycle storage areas will have automatic openers.

The Quebec and 1st site and Building 1 is well connected to transit with SkyTrain (Expo and Millennium Line via Main Street Science World Station), Canada Line and bus routes (6 routes providing connections across the City). One of the main priorities of the Green Mobility Plan is to improve pedestrian linkages around the site to access these stations and bus stops. Concert Properties has provided parking in accordance with required vehicle parking rates of the Southeast False Creek Neighbourhood Plan. Electrical charging outlets will be provided for 20% of the parking spaces to accommodate electric vehicles.

Concert Properties has a letter of intent with Zipcar to provide six shared vehicles across the Quebec and 1st development. Two of these car-share spaces will be provided in the underground parking facility of Building 1.

05 Rainwater Management

The existing larger site is effectively flat and consists of paved and gravel parking areas. There are no buildings on site. The pervious gravel parking area is approximately 10% of the site with the remaining site being impervious asphalt parking. The proposed site will be split: the west side becoming additional park area attached to Creekside Park and the east side being a mix of affordable and market housing in mid-rise buildings with underground parking.

The Rainwater Management Plan for the larger site continues to be developed to ensure that the post-development rate and volume of stormwater runoff is less than or equal to the pre-development 2-year 24 hour storm. Further, 50% of the average runoff volume will be treated to remove at least 90% of Total Suspended Solids (TSS).

Incorporating a green roof is a strategy being incorporated into the design of Building 1 to ensure these targets are met. Stormwater will be directed to mechanical filtration systems maintaining continuous positive treatment of Total Suspended Solids (TSS) as well as free oils, heavy metals and nutrients that attach to the sediment. Systems will be selected to remove a high level and wide variety of stormwater pollutants.

These strategies are designed to remove a large portion of any remaining pollutants and suspended solids before runoff is conveyed from the site.

06 Zero Waste Planning

During construction, strategies such as minimal packaging, prevention of weather damage to materials on-site, and efficient use of materials will be implemented. The project is targeting LEED Gold, which includes a requirement for construction waste management that requires diversion of at least 75% of construction waste from landfill or incineration.

The design of the recycling and waste room has been developed in conjunction with Waste Management.

Concert Properties and Waste Management have tried to make the process simple to encourage recycling. Instead of using compactors Waste Management have proposed a smaller garbage container and provision of sufficient totes to receive the appropriately sorted waste.

On site composting has been included in the landscaping design with compost bins provided in the various common areas. These measures will further reduce the volume of waste leaving the site.

The Zero Waste Plan for Building 1 will be administered by city building staff.

07 Affordable Housing

The Southeast False Creek neighbourhood is intended to attract a diverse spectrum of residents and to accommodate a wide range of lifestyles with varying affordability thresholds including young singles, couples, families and retirees. The proposed development is designed to provide a mix of unit types, from studio and one bedroom units to larger two and three bedroom units, as well as ground oriented townhomes.

Building 1 is a 135 unit non-market rental housing project, to be owned by the City of Vancouver.

In keeping with the City of Vancouver's High-Density Housing for Families with Children Guidelines and the requirements of the Southeast False Creek Official Development Plan, a minimum of 35% of the market housing and 50% of the non-market housing will include 2 or more bedrooms. For Building 1, 54% of the units will be 2 bedrooms or larger.

08 Low Carbon

Building 1 will be incorporated into the existing Neighbourhood Energy Utility serving the Olympic Village, other new residential developments, Science World and the Great Northern Way campus.

09 LEED Gold

The strategies being explored continue to be developed through an integrated design process. The project is on track to achieve LEED Gold certification with 66 points currently targeted. This gives the project a buffer over the LEED Gold threshold should any credits be deemed unattainable during the build phases of the certification process. Throughout design development, a number of other LEED credits will continue to be evaluated for environmental benefit and quickly with this project. Based on a preliminary design development, the final selection of targeted credits may be different than those indicated in the draft scorecard (refer to A4.15).

Building 1 is registered with the Canada Green Building Council.

QUEBEC + 1ST BUILDING 1 - Vancouver BC

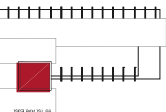
CONCERT PROPERTIES

SUSTAINABILITY



A4.13-15
2015 FEBRUARY 25
P:\A4.13-15 - Concert - Quebec & 1st\CD0

A0.14



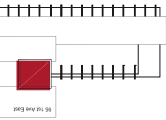
[illegible]

Question	SD Possible Points	Notes
1. Water Efficiency		
1.1 Water Use Reduction	Required	Water efficient fixtures are provided (i.e. shower stalls)
2. Water Efficient Landscaping	2, 4 (high efficiency irrigation system or the equivalent with water-conserving practices)	
3. Water Efficient Construction	2 (no exception)	
4. Water Efficient Fixtures are provided (i.e. shower stalls)	2, 4 (water efficient fixtures are provided (i.e. shower stalls))	

[illegible]

CONCERT PROPERTIES

LEED SCORECARD

[illegible][illegible][illegible]

		Notes
4	Regional Priority	of National Interest
5	ENL - Economic Enabling	
6	ENL 1 - Regional Enabling ENL1	Building Capacity: May not be developed for implementation.
7	ENL 2 - Regional Enabling ENL2	
8	ENL 3 - Regional Enabling ENL3	ENL2: ENL2 will be used.
9	ENL 4 - Regional Enabling ENL4	ENL3: ENL3 will be used.
10	ENL 5 - Regional Enabling ENL5	ENL4: ENL4 will be used.
11	ENL 6 - Regional Enabling ENL6	ENL5: ENL5 will be used.
12	ENL 7 - Regional Enabling ENL7	ENL6: ENL6 will be used.
13	ENL 8 - Regional Enabling ENL8	ENL7: ENL7 will be used.
14	ENL 9 - Regional Enabling ENL9	ENL8: ENL8 will be used.
15	ENL 10 - Regional Enabling ENL10	ENL9: ENL9 will be used.
16	ENL 11 - Regional Enabling ENL11	ENL10: ENL10 will be used.
17	ENL 12 - Regional Enabling ENL12	ENL11: ENL11 will be used.
18	ENL 13 - Regional Enabling ENL13	ENL12: ENL12 will be used.
19	ENL 14 - Regional Enabling ENL14	ENL13: ENL13 will be used.
20	ENL 15 - Regional Enabling ENL15	ENL14: ENL14 will be used.
21	ENL 16 - Regional Enabling ENL16	ENL15: ENL15 will be used.
22	ENL 17 - Regional Enabling ENL17	ENL16: ENL16 will be used.
23	ENL 18 - Regional Enabling ENL18	ENL17: ENL17 will be used.
24	ENL 19 - Regional Enabling ENL19	ENL18: ENL18 will be used.
25	ENL 20 - Regional Enabling ENL20	ENL19: ENL19 will be used.
26	ENL 21 - Regional Enabling ENL21	ENL20: ENL20 will be used.
27	ENL 22 - Regional Enabling ENL22	ENL21: ENL21 will be used.
28	ENL 23 - Regional Enabling ENL23	ENL22: ENL22 will be used.
29	ENL 24 - Regional Enabling ENL24	ENL23: ENL23 will be used.
30	ENL 25 - Regional Enabling ENL25	ENL24: ENL24 will be used.
31	ENL 26 - Regional Enabling ENL26	ENL25: ENL25 will be used.
32	ENL 27 - Regional Enabling ENL27	ENL26: ENL26 will be used.
33	ENL 28 - Regional Enabling ENL28	ENL27: ENL27 will be used.
34	ENL 29 - Regional Enabling ENL29	ENL28: ENL28 will be used.
35	ENL 30 - Regional Enabling ENL30	ENL29: ENL29 will be used.
36	ENL 31 - Regional Enabling ENL31	ENL30: ENL30 will be used.
37	ENL 32 - Regional Enabling ENL32	ENL31: ENL31 will be used.
38	ENL 33 - Regional Enabling ENL33	ENL32: ENL32 will be used.
39	ENL 34 - Regional Enabling ENL34	ENL33: ENL33 will be used.
40	ENL 35 - Regional Enabling ENL35	ENL34: ENL34 will be used.
41	ENL 36 - Regional Enabling ENL36	ENL35: ENL35 will be used.
42	ENL 37 - Regional Enabling ENL37	ENL36: ENL36 will be used.
43	ENL 38 - Regional Enabling ENL38	ENL37: ENL37 will be used.
44	ENL 39 - Regional Enabling ENL39	ENL38: ENL38 will be used.
45	ENL 40 - Regional Enabling ENL40	ENL39: ENL39 will be used.
46	ENL 41 - Regional Enabling ENL41	ENL40: ENL40 will be used.
47	ENL 42 - Regional Enabling ENL42	ENL41: ENL41 will be used.
48	ENL 43 - Regional Enabling ENL43	ENL42: ENL42 will be used.
49	ENL 44 - Regional Enabling ENL44	ENL43: ENL43 will be used.
50	ENL 45 - Regional Enabling ENL45	ENL44: ENL44 will be used.
51	ENL 46 - Regional Enabling ENL46	ENL45: ENL45 will be used.
52	ENL 47 - Regional Enabling ENL47	ENL46: ENL46 will be used.
53	ENL 48 - Regional Enabling ENL48	ENL47: ENL47 will be used.
54	ENL 49 - Regional Enabling ENL49	ENL48: ENL48 will be used.
55	ENL 50 - Regional Enabling ENL50	ENL49: ENL49 will be used.
56	ENL 51 - Regional Enabling ENL51	ENL50: ENL50 will be used.
57	ENL 52 - Regional Enabling ENL52	ENL51: ENL51 will be used.
58	ENL 53 - Regional Enabling ENL53	ENL52: ENL52 will be used.
59	ENL 54 - Regional Enabling ENL54	ENL53: ENL53 will be used.
60	ENL 55 - Regional Enabling ENL55	ENL54: ENL54 will be used.
61	ENL 56 - Regional Enabling ENL56	ENL55: ENL55 will be used.
62	ENL 57 - Regional Enabling ENL57	ENL56: ENL56 will be used.
63	ENL 58 - Regional Enabling ENL58	ENL57: ENL57 will be used.
64	ENL 59 - Regional Enabling ENL59	ENL58: ENL58 will be used.
65	ENL 60 - Regional Enabling ENL60	ENL59: ENL59 will be used.
66	ENL 61 - Regional Enabling ENL61	ENL60: ENL60 will be used.
67	ENL 62 - Regional Enabling ENL62	ENL61: ENL61 will be used.
68	ENL 63 - Regional Enabling ENL63	ENL62: ENL62 will be used.
69	ENL 64 - Regional Enabling ENL64	ENL63: ENL63 will be used.
70	ENL 65 - Regional Enabling ENL65	ENL64: ENL64 will be used.
71	ENL 66 - Regional Enabling ENL66	ENL65: ENL65 will be used.
72	ENL 67 - Regional Enabling ENL67	ENL66: ENL66 will be used.
73	ENL 68 - Regional Enabling ENL68	ENL67: ENL67 will be used.
74	ENL 69 - Regional Enabling ENL69	ENL68: ENL68 will be used.
75	ENL 70 - Regional Enabling ENL70	ENL69: ENL69 will be used.
76	ENL 71 - Regional Enabling ENL71	ENL70: ENL70 will be used.
77	ENL 72 - Regional Enabling ENL72	ENL71: ENL71 will be used.
78	ENL 73 - Regional Enabling ENL73	ENL72: ENL72 will be used.
79	ENL 74 - Regional Enabling ENL74	ENL73: ENL73 will be used.
80	ENL 75 - Regional Enabling ENL75	ENL74: ENL74 will be used.
81	ENL 76 - Regional Enabling ENL76	ENL75: ENL75 will be used.
82	ENL 77 - Regional Enabling ENL77	ENL76: ENL76 will be used.
83	ENL 78 - Regional Enabling ENL78	ENL77: ENL77 will be used.
84	ENL 79 - Regional Enabling ENL79	ENL78: ENL78 will be used.
85	ENL 80 - Regional Enabling ENL80	ENL79: ENL79 will be used.
86	ENL 81 - Regional Enabling ENL81	ENL80: ENL80 will be used.
87	ENL 82 - Regional Enabling ENL82	ENL81: ENL81 will be used.
88	ENL 83 - Regional Enabling ENL83	ENL82: ENL82 will be used.
89	ENL 84 - Regional Enabling ENL84	ENL83: ENL83 will be used.
90	ENL 85 - Regional Enabling ENL85	ENL84: ENL84 will be used.
91	ENL 86 - Regional Enabling ENL86	ENL85: ENL85 will be used.
92	ENL 87 - Regional Enabling ENL87	ENL86: ENL86 will be used.
93	ENL 88 - Regional Enabling ENL88	ENL87: ENL87 will be used.
94	ENL 89 - Regional Enabling ENL89	ENL88: ENL88 will be used.
95	ENL 90 - Regional Enabling ENL90	ENL89: ENL89 will be used.
96	ENL 91 - Regional Enabling ENL91	ENL90: ENL90 will be used.
97	ENL 92 - Regional Enabling ENL92	ENL91: ENL91 will be used.
98	ENL 93 - Regional Enabling ENL93	ENL92: ENL92 will be used.
99	ENL 94 - Regional Enabling ENL94	ENL93: ENL93 will be used.
100	ENL 95 - Regional Enabling ENL95	ENL94: ENL94 will be used.

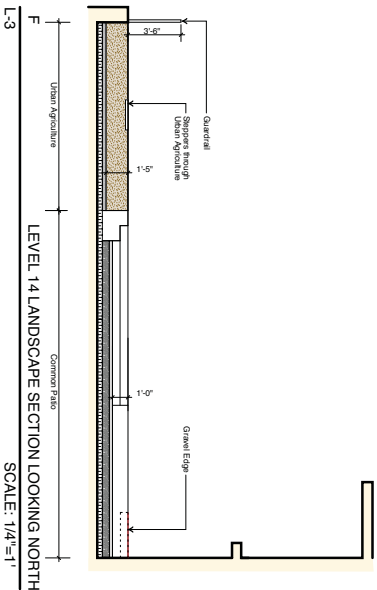
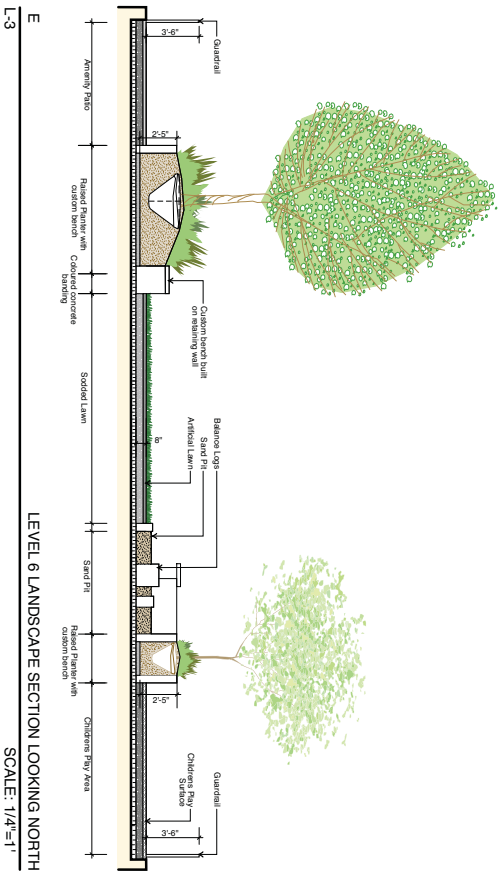


OVERALL LANDSCAPE PLAN

East 1st Avenue Looking West. A landscape architectural plan view showing a sidewalk, street, and various plantings. The sidewalk includes a "Rearranging wall with parking" and a "Sodded Lawn". The street features a "Structural Soil under sidewalk" and a "Planting Street Tree". A "PL" label is present near the top right. Dimensions include "11.0'" and "3'-6\"". A scale bar at the bottom indicates "SCALE: 1/4\"=1'".

[illegible]

LANDSCAPE SECTIONS



QUEBEC AVE + 1ST BUILDING 1 -Vancouver BC

LANDSCAPE SECTIONS

CONCERT PROPERTIES

1/4" = 1'-0"
#131076 2015 JAN 22
CONCERT - QUEBEC AVE