
2758 PRINCE EDWARD (COMPLETE APPLICATION)
DE410898 - ZONE C-3A

DM/BM/MW/AH/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

B. Boons (Chair), Development Services
M. Thomson, Engineering Services
L. Gayman, Real Estate Services
C. Tapp, Social Planning
R. Whitlock, Housing Centre
T. Driessen, Vancouver Park Board

Also Present:

D. Morgan, Urban Design & Development Planning
B. Mah, Development Services
A. Higginson, Development Services

APPLICANT:

Linda Baker
Linda Baker Architect Inc.
5897 Marine Drive
West Vancouver, BC
V7W 2S1

PROPERTY OWNER:

0771252 B.C. Ltd.
#925 - 1200 West 73rd Avenue
Vancouver, BC
V6P 6G6

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a nine-storey multiple dwelling containing 103 units, over three and one-half levels of underground parking to serve both this development and the adjacent Howard Johnson Plaza Hotel.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

● **Issues:**

1. Ground-oriented townhouses

- **Urban Design Panel: Support**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE410898 as submitted, the plans and information forming a part thereof, thereby permitting the development of a nine-storey residential development containing 103 dwelling units, over three and one-half levels of underground parking, subject to the following conditions:

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

- 1.1 design development to improve the livability and variety of dwelling units along 11th Avenue, providing ground oriented townhouses, suitable for families;

Note to Applicant: Provide a minimum of four (4) ground-oriented townhouses, along 11th Avenue. The units should have a minimum of two (2) bedrooms and be designed in accordance with the High Density Living for Families with Children Guidelines. (See discussion on page 11)

- 1.2 design development to improve and provide clarification to the public realm in the following manner, to the satisfaction of the General Manager of Engineering Services:

- design development to the landscape and special treatment of the street-end of Prince Edward Street to address the location of, and access to, below-grade utilities in Prince Edward Street, the future road realignment of 12th Avenue and the existing driveway crossing to the Howard Johnson Plaza Hotel;

Note to Applicant: Prince Edward Street contains numerous below-grade utility services requiring periodic access. Removal of the proposed trees located within Prince Edward Street and along the future 12th Avenue road realignment is required. Simplify the landscaping and special treatment to achieve a more consistent public realm treatment, considering ease of long term maintenance and repair. The existing driveway crossing to the Howard Johnson Plaza Hotel is to be retained and integrated with the proposed cul-de-sac. (See also Standard Condition A.2.6, noting in particular the requirement for an encroachment agreement for all special treatment.)

- relocation of the existing Telus kiosk at the southeast corner of 11th Avenue and Prince Edward Street to minimize its visual impact in the public realm; and

Note to Applicant: In consultation with Engineering Services and Telus, find an alternative location on-site, combining with on site utility services if possible. If the kiosk cannot be relocated, then other options, including metal screening and landscape treatment should be explored.

- design development to provide pedestrian lighting along 11th Avenue and confirmation on the drawings that the Wellness Walkway is to City Wellness Walkway standards

- 1.3 design development of the proposed art feature concept in consultation with the Office of Cultural Affairs, to establish a budget and art selection process, relocating the art feature on-site and with specific notation on the drawings;

- 1.4 provision of an Operations Management Plan (OMP) for the hotel portion of the parking garage; and

Note to Applicant: The OMP should address hours of operation, access and exiting procedures, noise, safety and security issues, in order to minimize potential conflicts with the residential use. (See also Standard Condition A.2.9)

- 1.5 consideration to further enhance the building's response to site orientation, in particular, the west elevation.

Note to Applicant: Consider for example, the use of vertical solar shading devices, external blinds and spandrel glass, to improve the building's solar performance and augment the low-"e" glass. (See also, Standard Condition A.1.13)

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

• Technical Analysis:

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size	-	-	irregular
Site Area	-	-	27,210 sq. ft.
FSR	Outright 1.00 Conditional 3.00	-	3.00
Floor Area	Outright 27,210 sq. ft. Conditional 81,630 sq. ft.	-	81,600 sq. ft.
Balconies	Open 6,528 sq. ft.	-	Open 4,725 sq. ft.
Height ¹	Outright 30.2 ft. Conditional discretionary	-	Top of Main Parapet Wall 93 ft. Top of Mechanical Room 101 ft.
Rear Yard and Setback ²	-	15 ft.	11 ft.
Horizontal Angle of Daylight ³	-	50° / 78.7 ft. 70° / 78.7 ft.	37.5° (unit 408)
Parking ⁴	- Small Car (25% max.) 45	87 + 97 (hotel) = 184 Disability Spaces 5	Residential Standard 68 Small Car 15 Disability 3 Disability Bonus <u>1</u> Subtotal 87 Hotel Standard 63 Small Car 28 Disability 3 Disability Bonus <u>3</u> Subtotal 97 Total 87 + 97 = 184 spaces Small car spaces 6 Disability spaces 6
Bicycle Parking	-	Class A 129 Class B 6	Class A 130 Class B 6
Loading	-	Class A n/r Class B 1	Class A nil Class B 1
Amenity	10,764 sq. ft.	-	5,961 sq. ft.
Unit Type	-	-	1 - studio 61 - one-bedroom 13 - one-bedroom loft 1 - one-bedroom + den <u>27</u> - two-bedroom 103 units total

¹**Note on Height:** Pursuant to Section 4.3.2 of the C-3A District Schedule, the Development Permit Board may permit an increase in the building height beyond 30.2 ft. to an unspecified maximum. Pursuant to Section 10.11.1 of the Zoning and Development By-law, the height of the building is measured to the top of the mechanical room due to its width exceeding one-third of the building as measured on the north and south elevations. The Main Street C-3A Guidelines suggest a height that matches significant older buildings in the area, up to six storeys and

70 ft. in height. Staff support the extra height requested on the basis of an improved urban form and compatible response to the surrounding context. (See discussion on page 10)

²**Note on Rear Yard and Setback:** Pursuant to Section 4.6.2 of the C-3A District Schedule, any portion of a building containing residential uses must be set back 15 ft. from the rear property line. An exit stair from the residential portion of the underground parking garage is shown projecting into the rear yard setback. Staff recommend a relaxation of this rear setback as permitted under the hardship provisions of Section 3.2.4 of the Zoning and Development By-Law." (See discussion on page 11.)

³**Note on Horizontal Angle of Daylight:** A privacy screen limits the horizontal angle of daylight from the bedroom of Unit 408. Standard Condition A.1.1 seeks an increase in the horizontal angle of daylight to comply with the required minimum angle of 50°.

⁴**Note on Parking:** Under Covenant BW82789, 97 off-street parking spaces must be provided on the subject site for the Howard Johnson Plaza Hotel located at 395 Kingsway, immediately west of the site. These spaces would be located in the south half of the proposed underground parking garage, physically separated from the secured residential parking and accessed from Prince Edward Street. As the existing surface (hotel) parking will be lost during construction, arrangements must be made by the "Parking Lands Owner", pursuant to the agreement, to provide alternate acceptable parking for the duration. (See Standard Engineering Condition A.2.9 and Engineering Services commentary on page 16.)

• Technical Analysis - Main Street C-3A Guidelines:

	RECOMMENDED	PROPOSED
Section 2.8 Noise	Proper acoustical design of any residential units is essential in new construction near noisy traffic arterials.	The building setback, massing and landscape treatment is intended to mitigate noise along 12 th Avenue. A 12 ft.-wide landscape setback in addition to an approximately 22 ft. (6.7 m) road dedication is proposed along 12 th Avenue. See discussion regarding the road dedication on page 15. The upper massing is setback 40 ft. from the property line along 12 th Avenue. An acoustical report which refers to the specific decibel limits stated in the Guidelines is required. See Standard Condition A.3.1.
Section 3 Uses	Generally, mixed-use development is to be encouraged in the Main Street and Broadway area.	Retail/mixed-use is not considered appropriate for this predominately residential site, located one block to the east of the commercial precinct of Kingsway.
Section 4.3 Height	New development should be built to a height that matches existing significant older buildings up to six storeys, 70.2 ft. (21.4 m) in height.	The proposed mechanical penthouse has a height of 101 ft. and the main roof parapet has a height of 93 ft., higher than the suggested guideline height of 70.2 ft. Staff support the proposed height on the basis that it reinforces the core and geographical highpoint of the Broadway/Main Street commercial precinct, does not negatively impact adjacent development and is consistent with existing and recent development in this area. See discussion on page 10.
Section 4.4 Front Yard	The setback guidelines refer primarily to commercial developments. However, the Guidelines encourage consistency between individual buildings in order that pedestrians are presented with a continuous environment.	The proposed landscaped setbacks are consistent with adjacent residential developments and are well resolved.
Section 4.9 Off-Street Parking and Loading	On-site parking and loading should be provided at the rear of buildings with the access from the lane.	On-site underground parking for the residential use is accessed from the lane and for the hotel from Prince Edward Street, directly across from the hotel entrance. Staff supports the hotel parking location/access for reasons of improved functionality and safety. Staff recommend submission of an operations management plan for the hotel parking. Condition 1.4. See discussion on page 13.
Section 8 Landscaping	New street trees to be planted along street frontages in agreement with the City Engineer.	Street trees and landscaping have been proposed along all street frontages. A landscape amenity and special treatment has been proposed at the street-end of Prince Edward Street, adjacent to 12 th Avenue. See discussion on page 12, Condition 1.2 and Standard Condition A.2.6.

• **Legal Description**

Lot: A
D.L.: 264A
Plan: BCP 921

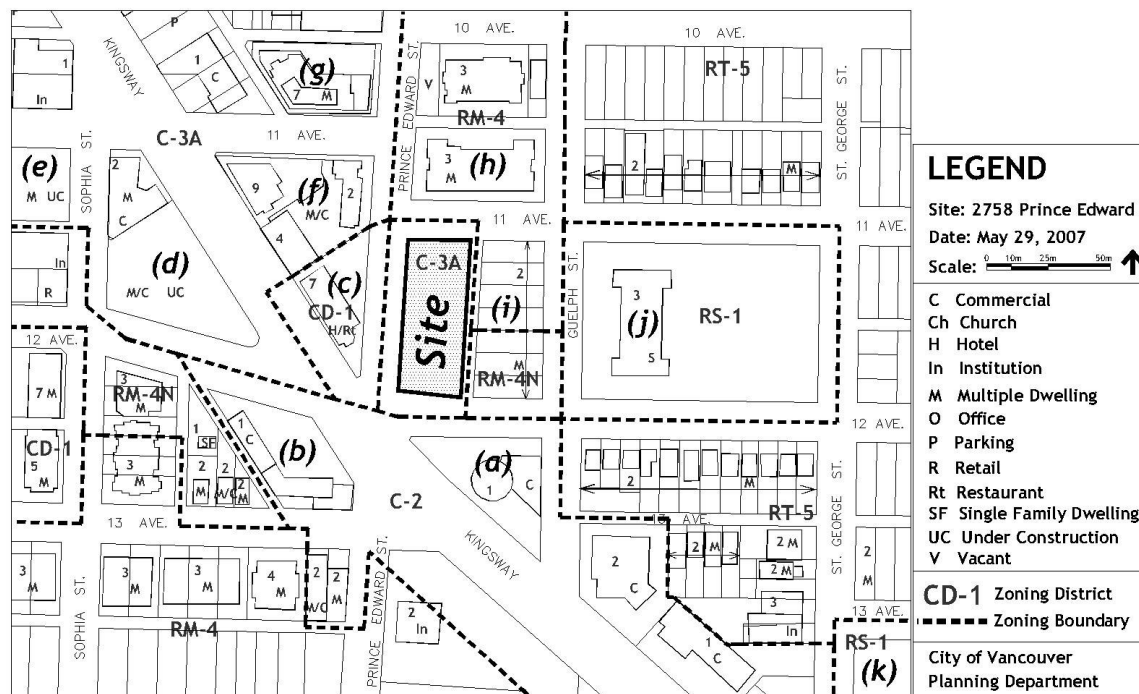
• **History of Application:**

06 11 22 Complete DE submitted
07 01 17 Urban Design Panel - Non-support
07 04 13 Revised Submission Received
07 05 23 Urban Design Panel - Support
07 06 18 Development Permit Staff Committee

• **Site:** The site is located to the east of the intersection of Kingsway and 12th Avenue. It encompasses a half city block; bounded by Prince Edward Street, 11th Avenue, the lane and 12th Avenue. The site is currently used as a surface parking lot for the adjacent Howard Johnson Plaza Hotel at 395 Kingsway (formerly operated as the Biltmore Hotel). The off-site parking is secured through a legal agreement and will be accommodated within the proposed new development. There are three driveway crossings and two billboards presently on the site. Across the lane to the east are seven residential buildings. A development application (DE411382) proposing 28 townhouse units has recently been made for that site.

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

- (a) 401 Kingsway - Regency Toyota - Vehicle Dealership
- (b) 392 Kingsway - Jiffy Lube/Speedy Glass
- (c) 395 Kingsway - Howard Johnson Plaza Hotel - 7 storeys, 79 ft.
- (d) 350 Kingsway - "Stella" - Vehicle Dealership/Residential - 13 storeys, 127 ft., under construction
- (e) 298 East 11th Avenue - "The Sophia" - Residential - 8 storeys, 83 ft., under construction
- (f) 301 Kingsway - "The Uno" - Retail/Residential - 11 storeys, 99 ft.
- (g) 351 East 11th - "The Soma" - Residential - 6.5 storeys, 70 ft.
- (h) 425 East 11th Avenue - Residential - 3 storeys
- (i) 2700 Block Guelph Street - RM-4/ RM-4N site - DE411382, in process
- (j) 2740 St. George Street - Nightingale Elementary School
- (k) 555 Kingsway - Robson Park



• **Background:** At the enquiry stage, staff advised the applicant team that building heights up to approximately 90 feet could be considered, providing that issues of scale and massing were well resolved, in consideration of the urban design objectives that would be achieved and the other similar height development which have been approved in the area. Staff recommended ground-oriented, low-rise townhouse forms within a landscaped setback along the street frontages to improve compatibility with the adjacent smaller scale residential context and other similar recent townhouse developments on Prince Edward Street.

The application as submitted in late 2006, was presented to the Urban Design Panel on January 17, 2007 and did not receive their support. The Panel cited concerns regarding the upper massing, livability, materiality and proposed public realm treatment. The applicant team undertook a significant redesign to address both staff's and the Panel's concerns. The revised submission was reported to the Urban Design Panel on May 23, 2007, where it received unanimous support.

The intersection at Prince Edward Street and 12th Avenue is not open to vehicle traffic and Engineering Services staff have advised that it likely to remain closed to through-traffic, given its proximity to the intersection of 12th Avenue and Kingsway. As a result, the applicant has proposed special treatment for this street end. In addition, an approximately 22 ft. (6.7 m) -wide road dedication along 12th Avenue is required for the future realignment of 12th Avenue. See Condition 1.2, Standard Condition A.2.8 and discussion under Engineering Services on page 15.

This site is the third of three properties formerly owned by the owners of the Howard Johnson Plaza Hotel property to be brought forward for redevelopment. Projects at 301 Kingsway (DE407882) and 351 East 11th Avenue (DE407567) were both approved by the Development Permit Board in 2003, have been constructed and are now occupied. Both of these projects have included an enhanced public realm around their sites. It is expected that the subject site will also contribute to an enhanced public realm for this neighbourhood. Specific to this, staff have encouraged the applicant to pursue improvements to support the following initiatives:

- 1) The **Mount Pleasant Wellness Walkway** is a network of pedestrian routes that circles the Mount St. Joseph's Hospital area. Staff support extension of this neighbourhood greenway along the 11th Avenue frontage of this site as part of an evolving pedestrian route leading to the future Mount Pleasant Community Centre, now under construction at Kingsway and 8th Avenue. Features of this walkway include extra-wide, tinted, sidewalks with saw cuts, wheelchair accessible benches, improved curb ramps, drinking fountains, pedestrian lighting and fragrant plant species. (See discussion on page 12)
- 2) **Traffic Calming** has been supported in the Mount Pleasant neighbourhood through Neighbourhood Local Improvement and Traffic programs. To date, the improvements have included corner bulges and traffic circles. Corner bulges also accommodate benches, landscaping and historical story markers.

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

1. C-3A District Schedule
2. Main Street C-3A Guidelines
3. Wellness Walkways
4. High-Density Housing for Families with Children Guidelines

1) **C-3A District Schedule**

Use: Multiple dwelling is a conditional approval use. The Development Permit Board may approve this use provided that it is of the opinion that the site is suitable for residential use. Parking Uses are also a conditional approval use.

Height: The outright height permitted is 9.2 m (30.2 ft.). An increase in the height of the building, to an unspecified maximum, may be permitted, provided that the Development Permit Board first considers:

- a) *The intent of this Schedule, all applicable policies and guidelines adopted by Council and the relationship of the development with nearby residential areas;*
- b) *The height, bulk, location and overall design of the building and its effect on the site, surrounding buildings and streets and existing views;*
- c) *The amount of open space, including plazas, and the effects of overall design on the general amenity of the area;*
- d) *The provision for pedestrian needs;*
- e) *The preservation of the character and general amenity desired for the area; and*
- f) *The submission of any advisory group, property owner or tenant.*

Floor Space Ratio: The outright density permitted is 1.0 FSR. An increase in the maximum floor space ratio up to and including 3.0 FSR may be permitted, provided that the Development Permit Board first considers:

- a) *The intent of this Schedule, all applicable policies and guidelines adopted by Council and the relationship of the development with nearby residential areas;*
- b) *The height, bulk, location and overall design of the building and its effect on the site, surrounding buildings and streets and existing views;*
- c) *The amount of open space, including plazas, and the effects of overall design on the general amenity of the area;*
- d) *The effect of the development on traffic in the area;*
- e) *The provision for pedestrian needs; and*
- f) *The design and livability of any dwelling uses.*

2) Main Street C-3A Guidelines

These Guidelines apply primarily to the core commercial area of Mount Pleasant on Main Street and Kingsway. The Guidelines recognize the historical importance of the Mount Pleasant area through the massing of the buildings, the use of masonry and detailed facades. Commercial shops are encouraged on the street along Broadway and Main and mixed-uses with residential is supported in the area.

Height: *“New development should be built to a height that matches existing significant older buildings up to six storeys, 21.4 m in height. In as much as it is practical new development should match existing character in terms of height, scale and storefront character.”*

3) Wellness Walkways

The Wellness Walkways project explores ideas for increasing and enhancing accessibility in the public realm for people with physical challenges. The Mount Pleasant Wellness Walkways project objectives are to:

- create a variety of pedestrian circuits within the vicinity of Mount St Joseph’s Hospital;
- eliminate physical barriers and provide for physical and psychological comfort;
- stimulate the senses of sight, touch, smell and sound;
- provide opportunities for social interaction;
- maintain or improve safety; and
- beautify the neighbourhood.

4) High-Density Housing for Families with Children Guidelines

The intent of the Guidelines is to address the key issues of site, building and unit design which relate to residential livability for families and children. In summary they include:

- **Site Selection Criteria:** Suitable sites should be close to schools, parks, other community services and compatible with the surrounding neighbourhood. Family Units should be grouped together where possible.
- **Building Design Objectives:** Direct ground-oriented units are preferred, where feasible. Privacy issues are to be considered between units. Private and semi-private outdoor space are to be provided, including a safe outdoor play space for children. The building design should also provide for common indoor amenity space.
- **Design of Dwelling Units:** Units should have a minimum of two bedrooms, large bathrooms, durable and easily maintained materials, adequate storage and address privacy and noise issues.

• Response to Applicable By-laws and Guidelines:

Use: Residential use only (without commercial) is supported in this location given that the site does not front on Kingsway, Main Street or Broadway and is located in a predominately residential area, with the exception of the adjacent hotel. The parking use for the adjacent hotel is supportable on the basis that the development site has historically been used as surface parking and it's provision in a secure underground parking garage is an improvement over the current situation. (See further discussion on page 13)

There is the potential for conflict between the proposed residential use and Hotel's bar, "Kings Crossing", which is located on the east side of the building, directly across Prince Edward Street. Noise associated with the operation of that premises has been a concern with the surrounding community, as residential redevelopment and densification in this area continues. These concerns have been referred to, and are being monitored by, Licensing and Inspections staff. (See Notification, page 17.)

Density, Height and Massing: An increase in density from 1.0 to 3.0 FSR and in height from 30.2 ft. to 93 ft. to the main parapet wall is proposed. The proposed density of 3.0 FSR is achievable within the suggested Guideline height of 70 ft., however the extra height requested above 70 ft. will allow for more varied distribution of building massing, resulting in a better overall urban fit and a more compatible scale transition with the nearby lower scale RM-4/RM-4N context. Other recently approved C-3A buildings in the neighbourhood are of a comparable height (see context map) and no views have been compromised by this additional height. Staff consider that the requested height increase is appropriate for the core Mount Pleasant area and will give an added prominence to this geographic high point.

The first review by the Urban Design Panel identified upper massing issues. The Panel recommended a more compatible transition in scale with the lower height RM-4/RM-4N neighbours and an improved urban response to the overall fit within the broader urban context. The Panel cited the neighbouring hotel (7 storeys and 84 ft.) with its longer, thinner, "slab" building form as a more appropriate response for this site. The "Stella", on the west side of Kingsway currently under construction, is likewise of a similar building form.

In response to these concerns, the upper massing was revised and redistributed into a longer, thinner, "slab" form, which is proportionally more compatible with the massing of the adjacent hotel. This form also provides substantial setbacks from the adjacent RM-4 neighbours. Figure 1, below, illustrates the significant shaping of the building massing adjacent to the RM-4/RM-4N neighbours to the east. Similar stepping of the massing has also occurred along the 11th Avenue frontage. Mid-day shadowing during the Spring and Fall equinox has minimal impact on the adjacent RM-4/RM-4N sites. (See

Appendix D, page 6 of 34) The Urban Design Panel agreed the revised scheme had resolved the issues of compatible scale and urban form well. (see UDP minutes, page 14)

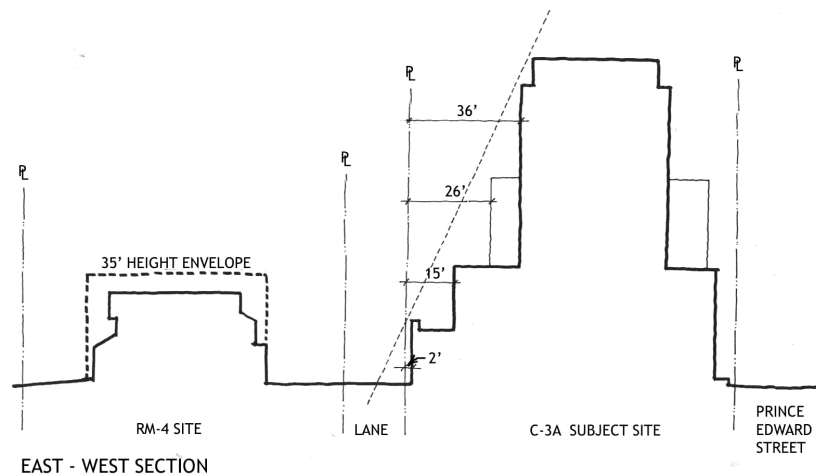


Figure 1

Rear Yard and Setback: An exit stair from the residential parking garage, located at the north east corner of the building, projects into the required 15 ft. rear setback for residential uses. The intent of this regulation is to improve livability where residential uses are adjacent to lanes serving commercial operations. In this instance, the lane provides access to residential uses only. Relocation of this stair would be difficult and compromise a well resolved floor plan. Staff therefore recommend that the Development Permit Board relax the minimum rear yard requirement for the stair, as permitted under the hardship provisions of Section 3.2.4 of the Zoning and Development By-Law.

Livability: This application meets the site criteria as outlined in the City’s “High-Density Housing for Families with Children Guidelines”. Located in a predominately residential context of medium- to high- density, the site is close to an elementary school, city park, future new library and community centre, public transportation and shopping.

The Guidelines recommend ground-oriented housing for families with children wherever possible for the benefits of improved livability, including direct access to grade and outdoor space, ease of supervision of children and enhanced privacy. In terms of effective urban design, ground-oriented townhouses further normalizes the residential street by encouraging pedestrian activity, neighbour interaction and ownership of the public realm.

The proposed three-storey massing along the three street frontages is compatible with adjacent, lower-height context, and scale of the public realm. However, benefits to the public realm and community may not be fully realized with small studio loft units, as proposed for all three street frontages. More variety of dwelling unit types is recommended, with an emphasis on ground oriented housing which is suitable for families. Staff consider the 11th Ave. frontage the most appropriate street frontage for ground oriented housing suitable for families to occur. This improvement should be considered as part of the significant earning for this application and is consistent with the emerging pattern of other recent C-3A townhouse development elsewhere on Prince Edward Street, namely “The Uno” (301 Kingsway) and “The Soma” (351 E 11th Avenue). (See Condition 1.1)

All dwelling units meet or exceed the minimum recommendations for private outdoor space. Common outdoor amenity space has been provided in two areas; on level four (north facing) and a children’s

play area on level five (south facing), immediately adjacent to a common indoor amenity area. (See Social Planning commentary on page 16)

The first review of this application by the Urban Design Panel noted concern with the number of internalized bedrooms (i.e. habitable rooms with no exterior windows). In the revised proposal, the unit plans have been modified to address this concern and now meet the horizontal angle of daylight requirement for natural light and views out. An exception to this is Unit #408 where a bedroom window is partially restricted by an adjacent privacy wall. Standard Condition A.1.1 requires that this unit be reconfigured.

Some of the Urban Design Panel members thought the livability of the units facing 12th Avenue would be affected because of traffic noise. Additionally, there is added noise exposure for the units facing Prince Edward Street. The C-3A zoning is intended for busy arterials and the Main Street C-3A Guidelines include provisions for maximum decibel levels in dwelling units. An acoustical report is required. (See Standard Condition A.3.1.)

Architectural Expression and Materials: Architectural expression and material treatment is well resolved and of high quality. Substantially more brick has been added as recommended in the first review by the Urban Design Panel. Brick is the predominate material for the lower massing on all frontages with a glass expression on the upper massing, alternating with brick and concrete accents.

Landscaping and the Public Realm: The Urban Design Panel supported the landscaping and public realm treatment for this application. A summary of the key features of the public realm include:

- A layered landscape setback with a double row of trees on all building frontages; (subject to Standard Condition A.1.21)
- An extension of the Mt. Pleasant Wellness Walkway treatment along 11th Avenue;
- Corner and mid-block bulges (expanded boulevards) along Prince Edward Street to calm traffic;
- Special treatment of the street-end of Prince Edward Street;
- Private and semi-private landscaped terrace levels; and
- The provision of a green roof.

Staff concurs with the Urban Design Panel comments that the landscaping and public realm treatment was much improved from the earlier submission. Staff recommend design development to the public realm as noted under Conditions 1.2 and 1.3 to include the following:

- Modifications to the special treatment at the street-end of Prince Edward Street to address the future realignment of 12th Avenue, utility access along Prince Edward Street and the adjacent driveway crossing to the Howard Johnson Plaza Hotel;
- Relocation of an existing Telus kiosk at the corner of 11th Avenue and Prince Edward Street;
- Provision of pedestrian lighting along 11th Avenue and confirmation on the drawings that the Wellness Walkway is to City standards; and
- Relocation of the proposed art feature to private property and establishment of a budget and a process for the selection of the art feature in consultation with the Office of Cultural Affairs. (Condition 1.3)

All public realm improvements require approval by and or agreement to the satisfaction of the General Manager of Engineering Services, as noted in Standard Condition A.2.6.

Sustainability: The Urban Design Panel commended the applicant on the sustainable aspects of this project, including a green roof treatment. The proposed east/west orientation of the building has solar gain implications, which the applicant has addressed with a high performance low “e” glass and

balcony and floor slab projections. Staff seek confirmation on the type and performance of the proposed glass. (See Standard Condition A.1.13) Further, the applicant is encouraged to consider enhancements to the building's site orientation as suggested by the Urban Design Panel. (Condition 1.5)

Parking: For reasons of both security and functionality, the proposed residential and commercial (Hotel) parking components are separated and completely self-contained. The residential parking is accessed from the lane. The hotel parking is accessed from Prince Edward Street, generally in the area of an existing crossing to the surface parking lot, across from the hotel driveway. To further minimize possible negative impacts from the hotel parking on the residents, staff recommend that an Operations Management Plan for the hotel parking be provided, to address hours of use, methods of operation and safety and security issues. (See Condition 1.4)

Pursuant to the "off-site parking agreement" registered on title, the "Parking Lands Owner" must demonstrate an alternate means of providing the hotel's required parking, in this case during construction, to the satisfaction of the Director of Planning and the City Engineer, prior to any development occurring on this development site. (See Standard Condition A.2.9 and Engineering Services comments on Page 16)

• **Conclusion:** This development application proposes a maximum density of 3.0 FSR and a height of 93 ft. to the main roof parapet and an overall height of 101 ft., higher than the suggested guideline height of 70 ft. for this area. Staff support the proposed height on the basis that it reinforces the desired urban form for this geographic high point, while allowing distribution of massing to enable a compatible transition with the neighbouring lower-scale context. The Urban Design Panel agreed that this application had earned its density and height increases. The earnings that support the requested density and height relaxations are summarized as follows:

- Ground-oriented townhouses suitable for families with children, as recommended under Condition 1.1;
- An extensive upgrade and expansion of the public realm along three street frontages that include:
 - Landscaped building setbacks with new street trees and sidewalks along all street frontages;
 - An approximate 22 ft. (6.7 m)- wide road dedication along 12th Avenue;
 - A continuation of the Mount Pleasant Wellness Walkway along the 11th Avenue frontage;
 - Corner- and mid-block bulges, along Prince Edward Street;
 - Special treatment of the street-end of Prince Edward Street;
 - A proposed art feature to be relocated on site;
- High quality building resolution and materials including brick masonry, and
- Removal of two driveway crossings and two billboards.

On that basis staff consider the proposal earns the requested increases to density and height and recommend approval subject to the conditions noted.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on May 23, 2007, and provided the following comments:

EVALUATION: SUPPORT (9-0)

- **Introduction:** Dale Morgan, Development Planner, introduced the application. The proposed development is located in the Mount Pleasant Area bounded by Prince Edward Street to the west,

East 11th to the north and East 12th Avenue to the south. The site is currently a surface parking lot for the Howard Johnson Plaza Hotel with two billboards on site. The current 97 stalls will be incorporated into the proposed development as a separate parking facility. The Panel grouped around the context and project models (including the previous and current designs) where Mr. Morgan described the surrounding area noting various properties and zonings. The applicant is requesting a building height relaxation from 30.2 feet to 95.8 feet and an FSR increase from 1 to 2.99.

At the previous review, the Panel was concerned about the suite layouts. Mr. Morgan noted that all the unit layouts with internal bedrooms had been eliminated from the current proposal. Mr. Morgan noted that the site fronts the Wellness Walkway along East 11th Ave and that speciality paving and landscape treatment has been provided. Building massing at the street is lower in height, similar to a townhouse form and within a landscape setback. Units at the street level have direct access from grade. Mr. Morgan stated that staff, in keeping with Council policy for high density housing for families, is seeking more variety of ground oriented units to include 2 level townhouses suitable for families.

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

1. Previous UDP issues: Has the revised scheme successfully resolved the previous concerns of the Panel?
 - i. Upper level massing and neighbourly response to RM-4
 - ii. Urban Form response
 - iii. Liveability
 - iv. Materiality
 - v. Public Realm
2. Building Response to Site Orientation: The previous Panel comments had recommended a “slab form” type of building to better address the prevailing urban context. This east/west orientation has solar gain implications to which the applicant has addressed with a high performance low “e” glass and balcony projections. The Panel is requested to comment on this response and to offer any further recommendations to improve building solar performance relative to its orientation.
3. Earning: Has this application earned the discretionary increases in height and density, through its contribution and enhancements to the public realm and through exemplary design?

Mr. Morgan took questions from the Panel.

- **Applicant’s Introductory Comments:** Linda Baker, Architect, further described the proposal. Ms. Baker noted that the orientation of the building is east-west and they are proposing to install low “e” glass which meets the Energy Star requirements and has been designed specifically for the project. She added that sun control will be achieved through the use of vertical blinds and translucent roll down shades. Fifty percent of the suites are corner units and will have good cross ventilation.

Peter Kreuk, Landscape Architect, described the landscape plans for the building noting the green space has been redistributed. Also refinement has been done on the ground plane with the water feature being replaced with a public art piece.

The applicant team took questions from the Panel.

- **Panel’s Consensus on Key Aspects Needing Improvement:**
 - Consider a more varied building expression for the upper mass in response to site and solar orientation

Related Commentary: The Panel unanimously supported the project and commended the architect for all the work and the refinement to the project. The Panel agreed that the project had earned its height and density increases.

The Panel thought the upper massing made for a clearer statement and the units were more liveable. The Panel liked the redesign of the bedrooms and particularly the loft bedrooms although there was some concern about the size of the units. Some of the Panel had some concern about the liveability of the units on the south elevation and suggested the landscape scheme in that area should buffer the units from traffic noise on 12th Avenue.

The Panel liked the use of material and the distribution of the masonry on the building. They thought it was a more satisfying elevation although several members of the Panel thought the east and west facades could be a little stronger. Several Panel members liked the “deco” reference on the building. The Panel acknowledged that an east-west orientation was the most difficult to handle but thought the architect had achieved a good response for a challenging site.

The Panel congratulated the architect on the green roof and the landscaping plans. The Panel thought the outdoor amenity spaces on both the south and north end was a good idea. The Panel also thought the public realm had also been improved since the last review and appreciated the attention to the Wellness Walkway. The Panel also commended the Panel on the sustainable aspects in the project.

The Panel was impressed with the “u” value of the glazing, but asked the applicant to consider a stronger passive design response to the orientation of facades and to solar gain. One panel member recommended trying to limit the area of glazing to 70% with the remaining 30 % being wall or spandrel area. One Panel member noted that “low-e” glass was not always the best answer for reducing solar gain as the inside surface of the glass can get very hot and radiate heat into the space, which works in the winter but could be unbearable in the summer. Another Panel member clarified that if the “low-e” coating is placed on the “number-2” surface of the exterior light, then heat gain should be less of an issue. One Panel member also thought that overhangs wouldn’t work on the west side and suggested they should be vertical although several Panel members liked the extension of the slab beyond the glazing. It was suggested that external shades could also be used.

- **Applicant’s Response:** Ms. Baker thanked the Panel for their comments. Ms. Baker noted that the development is targeting first time buyers and they have approached the design of the suites with that in mind.

ENGINEERING SERVICES

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

The City currently holds an Option-to-Purchase over the southerly portion of Parcel A as defined on Plan BCP8610 and registered as Option-to-Purchase BV510016 on December 4, 2003. The General Manager of Engineering Services has determined that the area shown on Plan BCP8610 is marginally larger than is required. It has been determined that only the southerly 22 ft. (6.7 m) (measured along the Prince Edward Street and lane frontages - forming a parallelogram) of Parcel A is required for road purposes. The City will require the road dedication now, and the area will be treated with temporary landscaping features that will form part of the development site. As such, an encroachment agreement back to the Owner will be required for the temporary use of the area once dedicated. (See Standard Condition A.2.8)

Addressing the parking needs of the Howard Johnson Plaza Hotel during construction of the proposed project is of concern, since parking on streets is limited on the surrounding arterials or already well used by the neighbourhood. The alternate arrangements which the Parking Lands Owner is required to provide pursuant to the off-site parking agreement on title, may include a combination of off-site parking arrangements to bolster supply and transportation demand management measures to reduce the demand. (See Standard Condition A.2.9)

The General Manager of Engineering Services supports improved public realm treatments consistent with the Mount Pleasant Wellness Walkway project and ongoing neighbourhood traffic calming initiatives. The proposed special treatment at the Prince Edward Street-end can be supported, subject to a redesign to simplify the materiality and orientation to respect the existing utilities in Prince Edward Street, the future widening of 12th Avenue and the existing crossing to the Howard Johnson Plaza Hotel. Agreements will be required. (See Standard Condition A.2.6 and Condition 1.2)

The General Manager of Engineering Services requires that all utility services be installed underground for “conditional” developments. All electrical services to the site must be “primary”, with all electrical transformers located on site. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Staff note that the proposed separation between the hotel and residential parking components is well handled. Recommendations related to CPTED items are noted in Appendix A to this report.

HOUSING CENTRE/SOCIAL PLANNING/OFFICE OF CULTURAL AFFAIRS

The proposed development contains 103 units, 23 (22%) of which have two or more bedrooms and might attract families with children. Also proposed are ground-oriented units along the street frontages, potentially suitable for family-oriented living, but for the small size of the units. The site is located a half-block from Florence Nightingale Elementary School and close to the new Mount Pleasant Library and Community Centre, which may also make the proposed development attractive to families living with children. The City of Vancouver's Regional Context Statement Official Development Plan [3(a)] seeks to encourage the development of new housing that appeals to people looking for features traditionally available only in single-family housing. Housing Centre staff supports design development which maximizes the number of ground-oriented units with two or more bedrooms. (See Condition 1.1)

The applicant has provided an indoor amenity room on level 5 that includes all of the basic provisions as outlined in the High-Density Housing for Families with Children Guidelines, including a kitchenette, storage and an accessible washroom next door to the amenity room. Design development will be required to provide access to the washroom from inside the amenity room and confirmation that the washroom is “accessible” will be required by illustrating a turning radius on the plans. (See Standard Condition A.1.24) Details regarding the fit-out of the space are also required. (See Standard Condition A.1.5)

The indoor amenity room is also adjacent to an outdoor amenity patio. The patio includes a small children's play area on resilient surfacing, seating areas, as well as an area designated for urban agriculture. A second, smaller, amenity patio is provided on level 4 and includes several seating areas.

Staff suggest that consideration be given to incorporating edible landscaping in the planters and other areas accessible to residents on the outdoor amenity patios. (Standard Condition A.1.25)

ENVIRONMENTAL PROTECTION BRANCH

A site profile was submitted as part of the development application and was forwarded to the Ministry of Environment for their review. There are no requirements to be satisfied prior to development permit issuance. An erosion and sediment control plan will be required to be submitted to and accepted by the Environmental Protection Branch prior to issuance of a Building Permit.

PROCESSING CENTRE - BUILDING

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

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

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

VANCOUVER COASTAL HEALTH AUTHORITY

A acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria must be submitted. Noise levels should not exceed the maximum decibel levels for individual rooms, as recommended in the Main Street C-3A Guidelines. (See Standard Condition A.3.1)

The VCHA advises the applicant to take note of the following:

- (i) The garbage storage area is to be designed to minimize nuisances; and
- (ii) All fresh-air intake portals are to be located away from driveways and parking/loading areas in order to prevent vehicle exhaust from being drawn into the building.

NOTIFICATION

A sign describing the revised proposal was installed on the site on April 16, 2007. On April 20, 2007, letters were sent to 141 neighbouring property owners advising them of the revised application. To date, four responses have been received. Three respondents expressed particular concern regarding the number of parking spaces proposed for the residential component, recommending that there should be more spaces provided to alleviate on-street parking issues already experienced in the neighbourhood. One respondent, while supporting the overall design and location of the proposed development, expressed several concerns about the livability of the proposed townhouses along the

Prince Edward Street frontage, given the proximity to the bar/nightclub which is directly across the street.

Staff Response: The parking proposed meets the Parking By-law requirements and the off-site parking agreement for the Hotel. The site is close to alternative forms of public transportation, in addition to on site bicycle storage for 136 bicycles. Additional parking is not warranted.

The concerns regarding the Hotel's operations have been forwarded to Licenses and Inspections staff. Livability issues are addressed on page 11 of this report.

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 a decision by the Development Permit Board.

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 requested height and density.

It also requires the Board to consider a By-law relaxation, per Section 3.2.4 of the By-law with respect to the exit stair that is proposed to be located within the required rear yard setback. The Staff Committee supports the relaxation proposed, on the basis that relocation of this required exit would be difficult and compromise a well resolved floor plan.

The Staff Committee support this application, subject to the conditions recommended in this report, and believe that the project has demonstrated that it has “earned” the density and height requested.

B. Boons
Chair, Development Permit Staff Committee

D. Morgan
Development Planner

Benny Mah
Project Coordinator

Project Facilitator: A. Higginson

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 comply with Section 4.10.1 (Horizontal Angle of Daylight) of the C-3A District Schedule;

Note to Applicant: Increase the horizontal angle of daylight from the bedroom in Unit #408 to meet the required minimum angle of 50°.

A.1.2 clarify exterior wall exclusions from FSR;

Note to Applicant: An updated letter from the Building Envelope Specialist, addressing the revised application, is required. Update all data under Project Statistics on cover sheet. Detailed calculations should also be provided for FSR, storage and balcony areas. Clarify dimensions for storage rooms. Dimensions used to calculate areas should match the dimensions on the floor plans. There are some discrepancies and missing dimensions.

A.1.3 provide a Unit Schedule that includes net unit floor areas;

Note to Applicant: Unit floor areas should be separated into units less than 538 sq. ft. and units 538 sq. ft. and greater. Provide a sum of the floor areas of units 538 sq. ft. and greater. A note should be included clearly stating that the unit floor areas do not include storage spaces.

A.1.4 clarify the “study” area in Unit #104 and the “open” area in Unit #202;

A.1.5 clarify the proposed use and fit-out of the amenity space on level 5;

Note to Applicant: Provide details of the type of amenity space, equipment and/or furnishings to be provided. A letter of undertaking, signed by the owners, regarding the furnishing and availability for use of the amenity space by all occupants of the building is required.

A.1.6 provide details of the proposed privacy screens;

A.1.7 revise “Biltmore Hotel” to “Howard Johnson Plaza Hotel” on the context and site plans, and streetscapes along 11th and 12th Avenues;

A.1.8 clarify all setbacks to the building from property lines on levels 1, 2 and 3, including parking level P1;

A.1.9 clarify the “void” spaces in the underground parking levels and provide column sizes;

A.1.10 provide dimensions for the bicycle spaces and maneuvering aisles;

Note to Applicant: Class B bicycle spaces should have a minimum clearance of 1.64 ft. (0.5 m) behind the spaces.

A.1.11 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 impact on the building’s open space and the Public Realm;

- A.1.12 annotate on plan stating: “The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law.”;
- A.1.13 confirm on the plans and provide a detailed specification of the proposed low-“e” glass for the exterior window treatment;

Note to Applicant: Confirmation is requested on the proposed window performance. The glazing system should have a .24 “U” factor, an insulating value of R 4.17 and a solar gain coefficient of 0.36. The low-“e” glass is to be located on the 2nd (inside) face, with argon gas in the centre cavity.

Standard Landscape Conditions

- A.1.14 consideration to provide gates for the townhouse entrance walkways, in order to provide more security and better separation between the public sidewalk and the semi private entrances and patios;

Note to Applicant: In order for the gates to swing inwards over private property, some of the stairs may have to be relocated closer to the townhouse facades.

- A.1.15 provide hose bibs for large private decks which do not have irrigation, including the level 4 deck in southeast corner, the level 7 east and west facing decks, and the level 9 north facing decks;

- A.1.16 provide large scale (1/4" = 1'-0") sections illustrating the interface between the townhouses and the public realm along Prince Edward Street and 11th Avenue;

Note to Applicant: The sections should include planter walls, stairs, gates, guardrails, landscaping, soil depth (including any underground structures), patios and privacy screens.

- A.1.17 provide large scale (1/4" = 1'-0") sections illustrating planting depths for the level 4 and level 5 roof terraces;

Note to Applicant: The sections should include top and bottom of wall elevations for the planters and guardrail details.

- A.1.18 identify at-grade lawn areas by notation or symbol;

- A.1.19 illustrate all at-grade parking garage vents on the landscape plan;

Note to Applicant: See also Standard Condition A.1.11.

- A.1.20 provide an additional visual amenity to lane edge by providing special paving for first 15 ft. of the loading bay entrance;

- A.1.21 provision of two additional street trees on 11th Avenue;

Note to Applicant: The new trees should match the existing street trees in species. Location size and species of all new street trees to the approval of the General Manager of Engineering.

Crime Prevention Through Environmental Design (CPTED)

- A.1.22 design development to reduce opportunities for mischief in alcoves at the lane edge, by having the doors flush with the deck above;
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- A.1.23 design development to reduce opportunities for mail theft by relocating the mail boxes within full view of the elevators;

Social Planning/Housing Centre/ Office of Cultural Affairs

- A.1.24 design development to provide access to the washroom from inside the amenity room; and clarification that the washroom is “accessible”, by illustrating a turning radius on the plans; and
- A.1.25 consider incorporating edible landscaping in the planters bordering the common outdoor amenity patios.

A.2 Standard Engineering Conditions

- A.2.1 provide correct building grades and design elevations;

Note to Applicant: The building grade at the lane adjacent to the garbage room should be 49.82 m. Correct the corresponding design elevations at the south side of the parking ramp, gas meter and garbage pad. The building grade on Prince Edward Street adjacent to the Unit #104 patio should be 48.92 m. Correct the corresponding design elevations at the entrances to Units #102 and #103.

- A.2.2 provide a residential parking ramp grade that is not in excess of 10% for the first 20 ft. and 12.5% thereafter;
- A.2.3 provide an adequate inside radius for the right-angle turn on the residential parking entry ramp, to accommodate two-way traffic flow;
- A.2.4 provide a corner-cut at the bottom of the parking entry ramp;

Note to Applicant: This corner cut is required at elevation 149.5, as a result of the reduced separation between the ramp and the circulation aisle parallel to it.

- A.2.5 provide a pedestrian connection on level P1 from the residential parking to the lobby and elevator core, which is separate from and does not conflict with, the two-way traffic movements on the parking entry ramp;

Note to Applicant: Pedestrians crossing the mid-section of a parking ramp is not supported.

- A.2.6 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, including a separate application for all proposed street improvements;

Note to Applicant: The following are comments on the street treatments proposed for Prince Edward Street and 12th Avenue adjacent the site:

- Speed Humps are not supported on this block. Council policy only allows for their use where there is a demonstrated speeding problem.
 - Sidewalks should be treated to the “Wellness Walkway” standard on all three frontages of the site and should be located to the standard of 4 ft. off of the curb where space permits.
 - Coloured concrete is not supported, except for the Wellness Walkway requirements.
 - Pedestrian scale lighting is acceptable on 12th Avenue and could also be considered for Prince Edward Street.
 - All new or changed lighting to be induction type luminaries.
 - Street trees should be located in standard alignments on Prince Edward Street and 11th Avenue. A second row of trees on 12th Avenue is acceptable (inside row should consider
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the future 12th Avenue street configuration and be located such that they could remain if widening of 12th Avenue occurs). A copy of the future street alignment is available from Kevin Cavell of Engineering Services at 604-873-7773.

- Curb bulges should be of standard design. Further information will be forthcoming from Engineering Services regarding the number and location of bulges proposed for Prince Edward Street.
- Prince Edward Street pavement should be an 11 m pavement width and include a standard cul-de-sac design. The cul-de-sac should be terminated such that it does not impact the future widening along 12th Avenue.
- Bench locations, if on public property, will require an encroachment agreement.
- An encroachment agreement will be required to address all maintenance and liability issues associated with the Prince Edward Street special treatment.
- Access to all utilities is to be maintained.
- High voltage electrical to be clearly marked. The duct banks demand special considerations when constructing nearby. A detailed review of all treatments will be needed.

Further Note to Applicant: Add note: “This area to be reviewed by Engineering Services.” as shown on site plan to the Level 1 plan and landscape plans.

A.2.7 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for public access over the area labeled as “Public Seating Area” at the southwest corner of the site on the L-1 landscape plan;

A.2.8 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Subdivision Approving Officer, for dedication of the southerly 6.7 m (measured along the Prince Edward Street and lane frontages) of Parcel A for road purposes, and registration of an encroachment agreement back for temporary uses in the area to be dedicated;

Note to Applicant: This area is marginally less than the area included in Plan BCP8610 deposited to accompany Option to Purchase BV510016. The General Manager of Engineering Services has determined that a lesser widening is required. The area to be dedicated should be labeled on all plan views.

A.2.9 arrangements shall be made, to the satisfaction of the Director of Planning and the General Manager of Engineering Services, for the provision of temporary hotel parking during the construction period;

A.2.10 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, for a crossing application; and

A.2.11 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for the release of Easement and Indemnity Agreement 453474M (commercial crossing) prior to occupancy of the new development.

Note to Applicant: A letter of commitment to this effect, from the property owner, shall be submitted to Engineering Services prior to development permit issuance.

A.3 Standard Vancouver Coastal Health Authority Conditions

A.3.1 Submit an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria.

Note to Applicant: Noise levels should not exceed the maximum decibel levels for individual rooms, as recommended in the Main Street C-3A Guidelines.

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated June 18, 2007. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **January 16, 2008**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.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 within 60 days of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.4 Amenity space of 870 sq. ft., 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 and occupants 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 and tenants of this building.

- B.2.5 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
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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.2.6 This site is affected by the Development Cost Levy By-law No. 8149. Levies will be required to be paid prior to issuance of Building Permits.

Processing Centre - Building comments

The following comments have been made by the Processing Centre - Building and are based on the revised architectural drawings submitted on April 13, 2007. This is a preliminary review in order to identify issues which do not comply with Vancouver Building By-law #8057.

1. The building must be fully sprinklered, have a standpipe system, and a fire alarm system.
2. The design must comply with Subsection 3.2.6 of the Building By-law, "Additional Requirements for High Buildings".
3. Areas of refuge are required at the exits serving the parking garage as per Clause 3.8.3.19.(1).(f) of the Building By-law. Alternatively the applicant may apply for a generic equivalency to omit the areas of refuge as per City Bulletin 2006-001-BU.
4. The ground floor (Level 1) residential exit lobby must not be located within an interconnected floor space as this would contravene Clause 3.4.4.2.(2).(d) of the Building By-law. The applicant must ensure that there is a full height minimum 3/4 hr rated fire separation wall between the exit lobby and level 2. The drawings appear to show the required wall.
5. Vestibules between the parking garage and the elevators must conform to Sentences 3.3.5.7.(3) and 3.3.6.7.(2) of the Building By-law.
6. * Level P4 of the commercial (hotel) parking garage is served by only 1 exit whereas at least 2 exits are required from this floor area as per Sentence 3.4.2.1.(1) of the Building By-law.
7. The building must conform to Subsection 3.8 of the Building By-law as regards access for disabled persons. The residential building must also conform to City Bulletin 2002-006-BU/EL, "Enhanced Accessibility for Multi-Family Residential Buildings".

* Items marked with an asterisk have been identified as serious non-conforming Building By-law issues. Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

NOTE:

The new 2007 Vancouver Building By-law #9419 came into force and took effect on May 1, 2007. All comments generated herein by the Processing Centre-Building were made under the provisions of the previous 1999 Vancouver Building By-law #8057 and some comments may vary from the provisions of the new 2007 By-law. The applicant is advised to seek the advice of a qualified Building Code consultant as to the impact of the new provisions on this particular project. All building permit applications made after May 1, 2007, must comply with the provisions of the new 2007 By-law.
