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2699 KINGSWAY (COMPLETE APPLICATION)  
DE415099 - ZONE CD-1 (Pending)

PC/JMB/DA/LH

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
R. Thé, Engineering Services

**Also Present:**

P. Cheng, Urban Design & Development Planning  
J. Bosnjak, Development Services  
D. Autiero, Development Services  
J. Borsa, Development Services

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**APPLICANT:**

W. T. Leung Architects  
Attention: Henning Knoetzele  
300-973 W Broadway  
Vancouver, BC  
V5Z 1K3

**PROPERTY OWNER:**

Thind Holdings Ltd.  
Attention: Daljit Thind  
313 - 4538 Kingsway  
Burnaby, BC  
V5H 4T9

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**EXECUTIVE SUMMARY**

- **Proposal:** To construct a mixed used development comprised of two buildings separated by a public plaza/pedestrian walkway and a sewer right of way (SRW). **Building A** is a 12 storey mixed-use building with one level of Retail (first floor) and 11 levels of Residential (2nd to 12th floors) containing 106 dwelling units all over five (5) levels of underground parking having vehicular access from the lane and **Building B** is a four (4) storey mixed-use building with one level of Retail (first floor) and three (3) levels of Residential (2nd to 4th floors) containing 24 dwelling units all over three (3) levels of underground parking having vehicular access from the lane subject to Council's enactment of the CD-1 By-Law and approval of the form of development.

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. Sustainability strategy required to achieve LEED Gold
2. Pedestrian comfort and activation in the public plaza

- **Urban Design Panel: Support**
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE415099 submitted, the plans and information forming a part thereof, thereby permitting a new mixed-use development comprised of two buildings (12 storey and 4 storey) separated by a public plaza, both with commercial uses at grade, separate underground parking (5 and 3 levels) and residential units above for a total of 130 dwelling units with parking accessed from the lane, subject to Council's enactment of the CD-1 By-Law and 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 and in-depth elaboration on the sustainability features in the project necessary to attain the equivalent of LEED® Gold and confirmation that the project has been registered with the CaGBC. An approved computerized modeling of the anticipated energy requirements (a minimum of 6 optimize energy performance points), which would be a requirement for LEED certification as a matter of course, is required unless the applicant can otherwise demonstrate how the energy conservation measures have been achieved;

**Note to Applicant:** A clear strategy on how water conservation measures have been earned is also required. This condition is carried over from the Rezoning Conditions.

- 1.2 design development to provide an extensive green roof for Building B;

**Note to Applicant:** This condition is carried over from the Rezoning Conditions.

- 1.3 design development to the grading of the northern portion of the plaza and public lane located due north to include a raised crosswalk that is higher than the typical grade of the lane and additional protection to delineate the plaza from the raised crosswalk.

**Note to Applicant:** The future Ravine Way linear park system represents a second major direct pedestrian pathway leading from the Kingsway shopping area to the 29<sup>th</sup> Ave Skytrain station. This raised crosswalk is a traffic-calming measure for the vehicular traffic in the lane to facilitate future pedestrian movement. Additional forms of protection such as bollards will be required to delineate the crossing zone from plaza. This condition reinforces rezoning condition C.4(iii) which calls for a specialized treatment of the pedestrian crossing zone.

- 1.4 design development to the public plaza:

- a) to increase potential activation of the plaza by adding an exterior door access to the proposed amenity room; and
- b) to refine the spatial definition at the northeast corner of the public plaza by extending the edge of the proposed concrete planter/seat wall to align with gridline 10A, and the addition of one additional tree located in this area;

- 1.5 large-scale, detail drawings of the proposed brickwork to Building "A";

**Note to Applicant:** The proposed brickwork satisfies Rezoning Condition #5 and will enhance the visual interest of the project through an increase shadows, texture and patterning as viewed from the middle and short distances. Drawing details are required to form an approved record of this commitment. The drawings should include

construction detail drawings in plan and elevation, and a large-scale elevation drawing of a typical bay at the commercial ground level;

- 1.6 design development to locate all exhaust units resulting from the operation of the commercial retail units on the roof of each building, where possible;

**Note to Applicant:** This condition is carried over from the Rezoning Conditions. Where the commercial retail units are located directly below the 12-storey portion of Building "A", the exhaust should be located off the service lane, as high as possible at the ground storey level, and directed away from the residential properties located across the lane as much as possible.

- 1.7 large-scale, detail drawings of all proposed doors and gates located at the rear, lane-facing elevations showing opaque construction materials that will mitigate against noise, odours and automobile headlights;

**Note to Applicant:** This condition is carried over from the Rezoning Conditions.

- 1.8 confirmation that the required quantity of the tree specimen "Gingko Biloba" have been secured for future planting as shown on the application;

**Note to Applicant:** This tree species forms an integral part of the Kingsway streetscape in the Norquay Neighbourhood Centre Plan. Due to a recent shortage of this species in local nurseries, the applicant is required to secure the cultivation of these street trees to be ready for planting near the end of the construction period;

- 1.9 arrangements to be made, to the satisfaction of the Director of Planning and Director of Legal Services, for a right of way for public use over the proposed plaza.

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.

4.0 Technical Analysis:

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size <sup>1</sup>			297.19 ft/296.91 ft x 86.33 ft/96.50 ft.
Site Area <sup>1</sup>			27,140 sq.ft.
Floor Area <sup>2</sup>	103,132 sq.ft. - Total	9,499 sq.ft. - Commercial	<u>Building A:</u> Commercial 6,339 sq.ft. Residential <u>76,931 sq.ft.</u> Sub-Total 83,270 sq.ft.  <u>Building B:</u> Commercial 3,169 sq.ft. Residential <u>16,710 sq.ft.</u> Sub-Total 19,879 sq.ft.  <u>Total Commercial:</u> 9,508 sq. ft. <u>Total:</u> 103,149 sq.ft.
FSR	3.80 Total	0.35 Commercial	<u>Building A:</u> Commercial 0.23 Residential <u>2.83</u> Sub-Total 3.06  <u>Building B:</u> Commercial 0.12 Residential <u>0.62</u> Sub-Total 0.74  <u>Total Commercial:</u> 0.35 <u>Total:</u> 3.80
Balconies <sup>3</sup>	7,491 sq.ft. (Open) 50% of Proposed Open - (Enclosed)		<u>Building A:</u> Open 5,217 sq.ft. Enclosed 506 sq.ft.  <u>Building B:</u> Open 0 sq.ft. Enclosed 2,077 sq.ft.  <u>Total Open:</u> 5,217 sq.ft. <u>Total Enclosed:</u> 2,583 sq.ft.
Height <sup>4</sup>	118.11 ft.		<u>Building A:</u> Top of Parapet Wall 112.76 ft. Top of Elevator Machine Room 119.92 ft.  <u>Building B:</u> Top of Parapet Wall 44.93 ft. Top of Elevator Machine Room 50.01 ft.

Parking	Small Car 25% (28)	<u>Building A:</u> Commercial 9 Disability 1 <u>Building B:</u> Commercial 3 Disability 0  Total (Commercial): 12 Spaces 1 Disability  <u>Building A:</u> Residential 88 Disability 4 <u>Building B:</u> Residential 22 Disability 2  Total (Residential): 110 Spaces 6 Disability	<u>Building A:</u> Commercial 0  <u>Building B:</u> Commercial 12 Standard 8 Small Car 3 Disability 1  <u>Building A:</u> Residential 109 Standard 84 Small Car 21 Disability 4  <u>Building B:</u> Residential 25 Standard 21 Small Car 2 Disability 2  Total Commercial: 12 Total Residential: 134 Total Small car spaces: 26 Total Disability spaces: 7																								
Bicycle Parking <sup>5</sup>		<table border="0"> <tr> <td></td> <td>Class A</td> <td>Class B</td> </tr> <tr> <td>Retail</td> <td>2</td> <td>0</td> </tr> <tr> <td>Residential</td> <td>163</td> <td>12</td> </tr> <tr> <td>Total</td> <td>165</td> <td>12</td> </tr> </table>		Class A	Class B	Retail	2	0	Residential	163	12	Total	165	12	<table border="0"> <tr> <td></td> <td>Class A</td> <td>Class B</td> </tr> <tr> <td>Retail</td> <td>2</td> <td>0</td> </tr> <tr> <td>Residential</td> <td>174</td> <td>0</td> </tr> <tr> <td>Total</td> <td>176</td> <td>0</td> </tr> </table>		Class A	Class B	Retail	2	0	Residential	174	0	Total	176	0
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Amenity	10,000 sq. ft. (max.)		476 sq. ft.																								
Unit Type			<u>Building A:</u> Studio 4 One-bedroom 52 Two-bedroom 50 Total 106  <u>Building B:</u> One-bedroom 18 Two-bedroom 6 Total 24  Total Number of Units: 130																								

<sup>1</sup> **Note on Site Size and Site Area:** The development is required to consolidate the lots that will create a single parcel as a condition of the enactment of the CD-1 By-Law.

<sup>2</sup> **Note on Floor Area:** For dwelling uses in conjunction with other uses the maximum permitted in FSR in storeys located above the front street-level storey is 3.45 FSR. The applicant is proposing an FSR of 3.04 (82,506 sq. ft.) above the front street-level storey which complies with the CD-1 By-Law.

<sup>3</sup> **Note on Balconies:** Enclosed residential balcony area is calculated using both buildings on one site and not as separate buildings. They are in compliance with the Open Residential Balcony/Enclosed Balcony regulation.

<sup>4</sup> **Note on Height:** The development does not exceed one-third of the width and does not cover 10 percent of the roof area as per Section 10.11.1(b) of the Zoning & Development By-law. Therefore the elevator machine room may be excluded from the height calculation by the Director of Planning.

<sup>5</sup> **Note on Bicycles:** Standard Condition A.1.4 and A.1.5 seeks details of the Class A and Class B Bicycle Parking in accordance with Section 6 of the Parking By-law.

<sup>6</sup> **Note on Loading:** The applicant is proposing loading to 1 Class A and 1 Class B for the entire development; however staff do not support this proposal. Standard Condition A.1.3 seeks compliance with loading requirements in accordance with Section 5 of the Parking By-Law and as a condition of Rezoning.

• **Legal Description**

Lot: A of A  
 Block: 1 - 4  
 District Lot: 37  
 Plan: BCP 49183

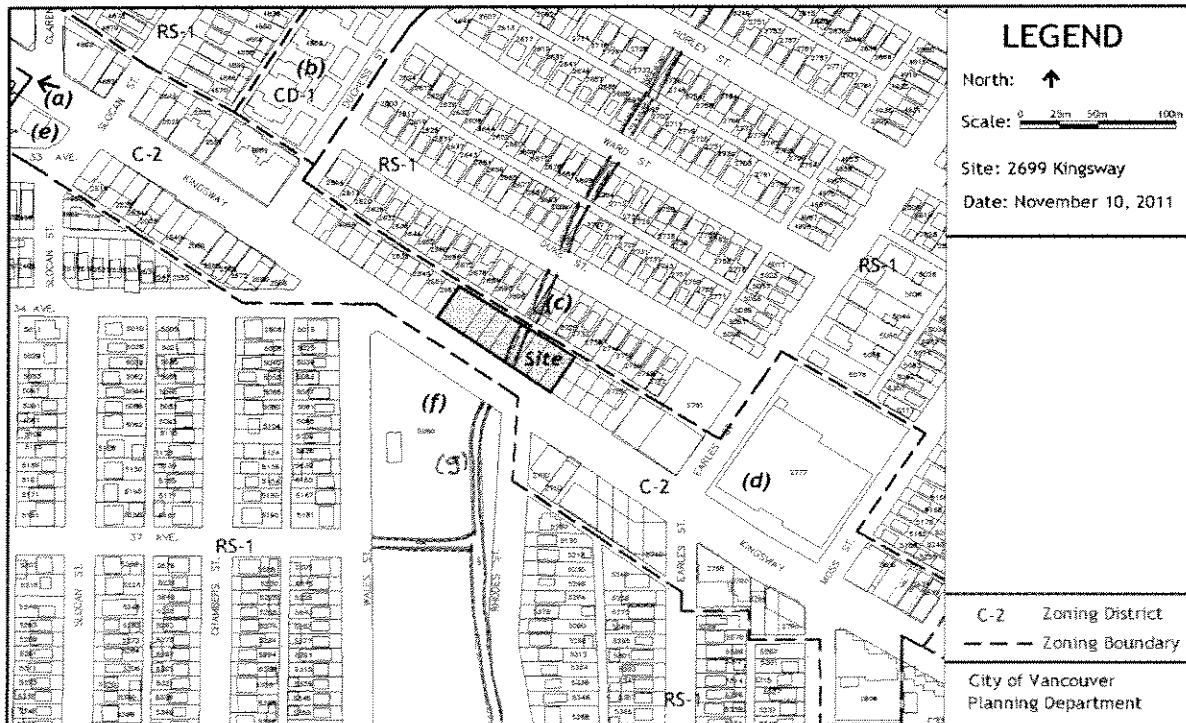
• **History of Application:**

11 08 31 Complete DE submitted  
 11 10 19 Urban Design Panel  
 11 12 12 Development Permit Staff Committee

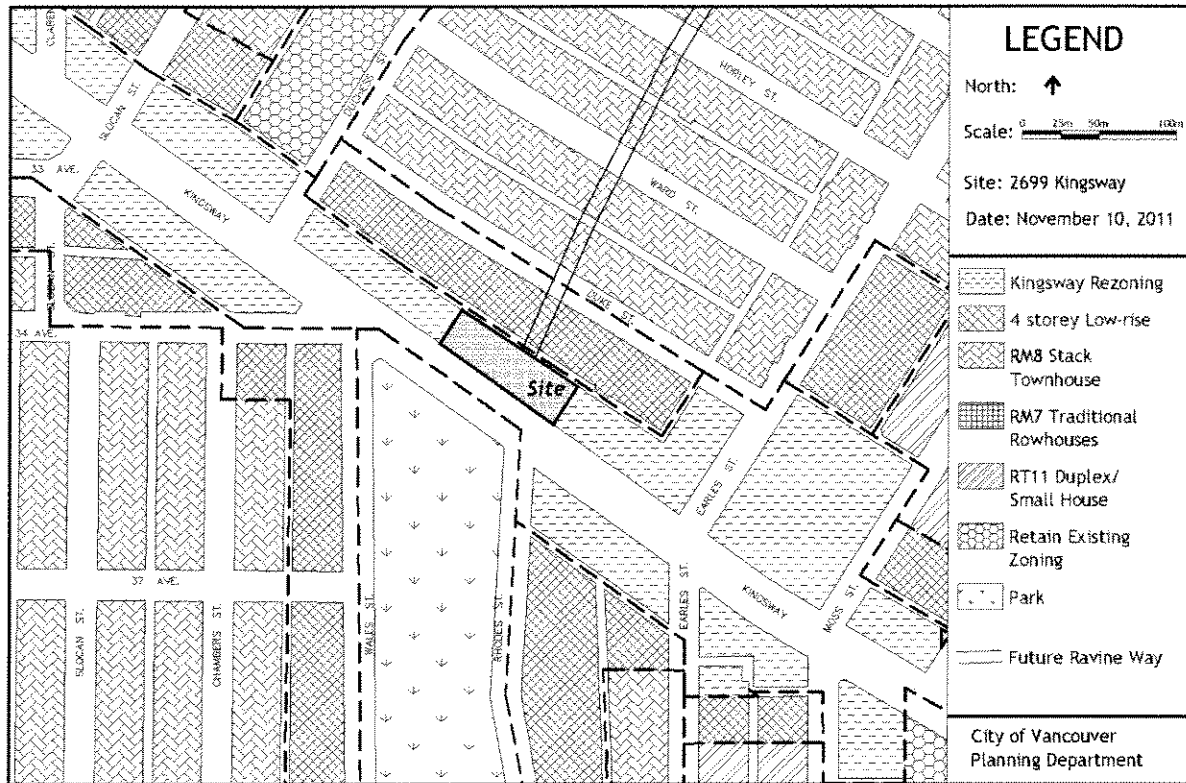
• **Site:** Situated on the north side of Kingsway between Earles Street and Duchess Street, immediately north of Norquay Park in the Renfrew Collingwood community, the site is located within the Norquay Village Neighbourhood Centre Planning program area. The site is comprised of eight parcels currently developed with an automotive repair business and a vehicle dealership. A drive-in restaurant (Wally's Burgers) has occupied the site but has been closed for some time. Located at approximately the middle of the proposed development is a GVRD sewer right-of-way that is approximately 20 ft. in width, upon which permanent structures cannot be built.

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

- (a) "2400 Kingsway Motel" - City-owned commercial motel comprised of single-storey houses and a 2-storey office.
- (b) "Duchess Court" - CD-1-zoned Multiple Dwelling residential project.
- (c) "Duke Street Daycare" - City-owned land with a 36-seat daycare operated by Collingwood Neighbourhood House.
- (d) "Purdy's Chocolate" - commercial building.
- (e) "Church's Chicken" - commercial restaurant.
- (f) Norquay Park - Public park with recent major renovations.
- (g) Sewer Right-of-Way



Policy context of area under Norquay Neighbourhood Centre Plan:



● **Background:** On November 2010, Council adopted the Norquay Neighbourhood Centre Plan to guide land use policies in the Norquay study area. As part of this adopted plan, a Kingsway Rezoning Area policy for properties fronting the Kingsway portion of the study area allows specific increases in density and height for mixed-use developments. This property represents the first CD-1 rezoning application supported by the rezoning policy. The form of development accurately responds to the rezoning policy with regards to permissible Floor Space Area, Building Height and required contributions to the Public Realm. Council referred the application to Public Hearing in June 2011. In July 2011, Council subsequently approved the rezoning application for the site at Public Hearing.

Subsequent to the rezoning approval, staff have continued to consult with interested residents of the neighbourhood for input, in particular on the design of the public plaza. Meetings between staff and the applicant were held prior to submission of the development permit application to review progress on the response to rezoning conditions. In August 2011, an application for development permit was submitted with revisions to the public plaza and the internal layout of the buildings that staff generally support.

Of particular interest for both staff and members of the public has been the design of the public plaza. An existing sewer right-of-way on the site disallows the erection of permanent structures above or below. In the Norquay Plan, this sewer right-of-way is envisioned to be augmented with further land dedications to achieve the future Ravine Way linear park system, which would provide added park space and pedestrian linkages from Kingsway to Slocan Park and the 29<sup>th</sup> Ave skytrain station. Through the conditions set out in the Rezoning, staff sought an enhancement to the usability and activation of the plaza, as well as its visibility from the surrounding public realm to give prominence to the plaza as the gateway to the future Ravine Way linear park system.



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

- 1) CD-1 By-Law (Pending)
- 2) Norquay Neighbourhood Centre Plan

• **Response to Applicable By-Laws:**

- 1) CD-1 By-law (Pending)

Use and Density: Built Form: The proposed Built Form consists of (refer to Site Plan, Appendix D):

- Building "A" - A 12-storey mid-rise and an attached 4-storey podium element with ground floor commercial;
- A significantly-sized public plaza; and
- Building "B" - A four-storey building with ground floor commercial.

Public Plaza: The public plaza located in the middle of the site has been significantly expanded to accommodate future pedestrian traffic and patio life. The Ravine Way linear park system has been identified as one of the major future neighbourhood amenities in the Norquay Neighbourhood Centre Plan and will provide a new pedestrian link from the Kingsway shopping area to Slocan Park and 29th Avenue Skytrain station. The plaza, situated at the junction between Kingsway and Norquay Park, will act as the gateway to this future park system. As such, the alignment, way-finding and sizing of the plaza has been refined in anticipation of future pedestrian activity. The reconfiguration of the plaza and the revision of ground-level uses interfacing with the plaza therefore satisfy Rezoning Condition "iii" and "iv" (See Response to Rezoning Conditions, Page 10, Conditions "iii" and "iv").

While the remainder of Ravine Way will be implemented in a long-range timeframe that will require future development and the acquisition of some properties by the City, the public plaza will provide an instant benefit for pedestrians using the service lane to access Kingsway. More specifically, the users and operators of the Duke Street Daycare, located due north of this site, will be enabled to access the newly renovated Norquay Park in direct pedestrian pathway. Whereas the users of the daycare currently walk a circuitous route to access the park directly via the existing traffic crossing located at Earles and Kingsway, the completion of this development will enable users to walk from the rear of the daycare site, through the rear commercial lane and the public plaza, and cross Kingsway at the new pedestrian-actuated signal-crossing that is a requirement of this rezoning.

Widened Sidewalks: A significant goal of the Norquay Neighbourhood Centre Plan was to achieve high walkability throughout the neighbourhood centre. As part of achieving that goal, all new Norquay development fronting Kingsway are required to a minimum building setback of approximately 10-14 ft. to achieve a new 24 ft. wide public sidewalk. In this proposal, the applicant has elected to provide an additional 3 ft. for a portion of the frontage along Building "A". These setbacks, as well as the public plaza area, are being secured through a surface-right-of-way agreement for public access as part of the rezoning enactment and development permit design conditions. The enhanced sidewalk width will provide psychological comfort for pedestrians by offering an increase in physical distance from the vehicular traffic of Kingsway. Staff anticipate that the resulting increase in pedestrian activity along the shopfronts on Kingsway will attract new commercial businesses into the area. Staff also anticipate a certain amount of outdoor commercial patio life to appear along the Kingsway sidewalk as well within the public plaza.

12-Storey Mid-Rise: The siting of the 12-storey portion of this development has shifted approximately 8.5 ft. westward in order to accommodate the expansion of the public plaza. The west wall of this component will therefore be approximately 33 ft. from the west property line. While this distance is less than the typical 40 ft. dimension that staff would typically require to ensure an 80 ft. separation between taller-building elements, staff are confident that future development on the site located due

west will achieve an acceptable separation between the taller mid-rise elements without any consequent negative impacts for future residents as well as for surrounding neighbours.

**Building Height:** The applicant has proposed an increase in the building height by 1.51 ft., which is fully derived from a ceiling height increase at the penthouse level. This minor increase serves to ameliorate an esthetic shortfall of the building design at the rezoning stage, where the sculpted-concrete roof feature of the design was not placed at a level that achieved a harmonious proportioning with the remainder of the building. A secondary advantage to this extra height is increased livability for the penthouse units. Staff support the proposal for a small height increase on the basis that the added effect on the public realm and neighbouring private properties with respect to shadow, overlook and privacy, are negligible.

**Internal layout:** The internal planning of the development has been refined to maximize activity in the Commercial Retail Units, the street life on Kingsway and activation of the public plaza. New uses have been added on portions of the ground floor to help enliven and add casual surveillance to the public plaza.

In summary, the design development shown in this application is in keeping with the intent of the Form of Development approved in principle at rezoning. Where certain conditions of the rezoning have yet to be completely resolved, these conditions have been carried over as requirements for the approval of the Development Permit.

• **Response to Rezoning Conditions:**

- i) *design development to the sustainability features in the project necessary to attain the equivalent of LEED® Gold and confirmation that the project has been registered with the CaGBC;*

*Note to Applicant: Further elaboration on these features should be provided particularly with respect to energy and water conservation measures. A minimum of 63 points must be attained. (See also Condition (b) 9)*

**Applicants Response:** A preliminary Leed check list has been submitted with this application.

**Staff Assessment:** While a preliminary LEED checklist has been submitted, staff require further in-depth analysis of the sustainability features of this project. In particular, staff will require an approved computerized modeling of the anticipated energy requirements for this development, to demonstrate how the energy conservation measures have been achieved. A clear strategy on how water conservation measures have been earned will also be required. These requirements are reflected in recommended Condition 1.1.

- ii) *provision of ground floor commercial floor area to a minimum 0.35 FSR of the total permissible 3.8 FSR;*

*Note to Applicant: In the interest of ensuring future flexibility for a variety of commercial retail uses, the minimum amount of ground floor space commercial space should be commensurate with the requirement in the existing C-2 zoning. Replacing a portion of the at-grade commercial parking with a commercial floor area is recommended.*

**Applicant Response:** The commercial floor area has been increased to 0.35 FSR.

**Staff Assessment:** While the proposal currently shows commercial floor area to have successfully achieved the optimal target, staff anticipate that in meeting Engineering condition A.1.14, the applicant will require a small reduction in commercial floor space area. Notwithstanding this slight decrease, staff consider the resulting commercial spaces to be highly flexible in nature. Staff consider this condition to have been satisfied.

iii) *design development to improve the visibility of the proposed mid-block plaza from the adjacent sidewalk, thereby creating a clear visual link between the plaza and the future location of the pedestrian-actuated signal crossing;*

*Note to Applicant: The applicant may meet this condition through a combination of design features including redefining the dimensions and shape of the plaza, hard and soft landscaping and discrete lighting features. (See also Condition (b) 10)*

**Applicant Response:** The plaza has been reconfigured. At Kingsway the plaza is 58 ft. wide and at the lane the width is 47 ft. The angled wall at main floor level of building B also strengthens the connection between plaza and pedestrian crossing

**Staff Assessment:** Staff consider this condition to have been satisfied. A strong visual connection between the pedestrian crossing and the plaza has been established with the reconfiguration of the plaza. This connection serves to give prominence to the plaza as the gateway to the future Ravine Way linear park system that has been identified as a prioritized future amenity for the neighbourhood.

iv) *design development to fully animate the entire depth of the proposed mid-block plaza with active uses on the ground level of the proposed buildings;*

*Note to Applicant: The proposal shows active uses in the form of residential lobby and retail entries facing the south half of the plaza. The north half of the plaza should receive a similar treatment to help denote this space as the entrance to the future Ravine Way linear park system. Locating a glazed wall and entrance to a residential amenity area or a commercial retail unit is suggested.*

**Applicant Response:** An amenity space for building A has been added at the north/west corner of the plaza. The access to the commercial parking is located opposite of the amenity space in building B. Therefore the plaza is "activated in it's full depth offering a adequate transition from busy Kingsway to the future ravine way.

**Staff Assessment:** Additional active uses have been located along both building edges along the mid-block plaza. While previously-shown uses of the commercial retail units and residential entrance lobbies are retained, an additional amenity room and elevator leading from the underground commercial parking spaces have been added along the plaza to further enhance activity in the plaza. Furthermore, the north end of the plaza has been significantly expanded to accommodate pedestrian traffic in the future when the Ravine Way linear park system is opened.

Staff seek to further enhance the northeast corner of the plaza. Recommended Condition 1.3 seeks to increase the spatial definition at this corner by extending the edge of the proposed concrete planter/seat wall to align with gridline 10A. By doing so, the seat wall will be better engaged with the plaza in proximity and orientation. Furthermore, the width of the plaza will be slightly decreased only

in the area that is outside the main pedestrian traffic zone in the anticipated Ravine Way linear park system.

- v) *design development to the façades to increase visual interest and variety within the regularity of the proposed brick framework;*

*Note to Applicant: While the regularity and simplicity of the grid pattern in brick provides a sense of solidity, a finer-grained attention to detailing is necessary to avoid an excess in visual repetition. This additional layer of interest can be provided while still respecting the basic geometric framework. Suggestions include varying the location of balconies into an irregular pattern, detailing a depth to the brick surround to produce shadows on the façade, adding solar shading devices to the southwest facing façade and varying the colour treatment of the glass and spandrel panel systems within the grid framework*

**Applicant Response:** The brick pattern and articulation has been further developed and will be shown in the model and renderings for the design panel.

**Staff Assessment:** Staff have reviewed renderings submitted by the applicant and consider the proposed articulation of brickwork to have satisfied this condition. As a means of securing this heightened level of visual interest in the brickwork, Recommended Condition 1.5, large-scale requires dimensioned detail drawings of this brickwork to form part of the approved Development Permit.

- vi) *design development to relocate all exhausts resulting from the commercial retail units;*

*Note to Applicant: The exhaust units should not be on the roof of the buildings.*

**Applicant Response:** All roof top units, exhaust and intake vents will be located to minimize the impact for residents of the development as well as neighbours across the lane.

**Staff Assessment:** . This condition has not yet been satisfied in that exhaust locations have not been noted in the application. Recommended Condition 1.6 requires the applicant to clearly locate all exhaust units on the roof plan. As a means of addressing the impact of exhaust from the commercial businesses, all exhausts resulting from the commercial retail units should be located at the roof level. Where this is not practical, the exhausts should be located off the rear service lane, but directed away from the existing residential areas located across the lane.

- vii) *design development to insulate the sound from any generators or electric transformers located at the rear of the buildings from the residents located across the lane;*

*Note to Applicant: See also Condition (b) 12.*

**Applicant Response:** The emergency generator will be located in an enclosed space.

**Staff Assessment:** Recommended Condition A.1.9 carries forward this rezoning condition and requires that the generator room be noted on the drawings.

viii) *design development to provide opaque doors and garage doors at the lane that will mitigate any noises or odours emitting from the proposed garbage and loading areas;*

**Applicant Response:** All doors and gates will be solid pending city review.

**Staff Assessment:** The rear-lane interface at the ground level has been dramatically redesigned since the rezoning application. Garage doors leading to commercial parking spaces have been eliminated since all commercial parking spaces have been relocated into the underground parking lots in Building "B". Condition 1.7 ensures that detail drawings of all proposed doors and gates located at the rear will show opaque materials that will mitigate against noise, odours and automobile headlights.

IX *Condition (b) 9*

*design development to provide an extensive green roof for Building B;*

*Note to Applicant: The green roof will enhance the sustainability of the project and provide a visual amenity for the occupants of the upper floors of Building A.*

**Applicant Response:** We have evaluated the options and due to budgetary restrains an extensive green roof is not feasible at this time. A patterned colour roof ballast on Building B is being proposed to provide visual interest for views from the upper floors of Building A.

**Staff Assessment:** This condition has not been satisfied. Recommended Condition 1.2 carries over this requirement as a condition of issuance of the Development Permit.

X *Condition (b) 10*

*realignment of the concrete seating wall at the entrance of the central plaza;*

*Note to Applicant: The seating wall should be turned 90 degrees so as to allow easy access to the plaza*

**Applicant Response:** With the refinement of the building layouts and widening of the plaza, the seating wall has been realigned and shifted from the centre to allow for more transparency and flow through the plaza.

**Staff Assessment:** This condition has been satisfied.

• **Conclusion:** Staff consider this proposal to have responded positively to the rezoning conditions. As the first major building responding to the Norquay Neighbourhood Centre Plan, this project sets a high standard of architectural and urban design for the area. Staff recommends approval subject to conditions.

## URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 19, 2011, and provided the following comments:

### EVALUATION: SUPPORT (7-1)

- **Introduction:** Paul Cheng, Development Planner, introduced the proposal and reminded the Panel that this was the second review. It first came as a Rezoning application and received support and has come back as a development permit application. Mr. Cheng noted that the Norquay Neighbourhood Centre Plan was recently adopted by Council and calls for the introduction of new building typologies and higher variety of different types of buildings. There are four different typologies off Kingsway that will be introduced in Norquay ranging from 4-storey buildings, as well as stacked townhouses, traditional row houses and also small duplexes. On Kingsway the Norquay Neighbourhood Centre plan has a rezoning policy that allows for large sites to be rezoned up to a density of 3.8 FSR and also to typical height of 10-storeys. Some sites are identified to allow for more height but not density in exchange for an enhanced public realm contribution. This site is one of those sites which also straddles across an existing sewer line. As a result, there is a 20 foot no build zone above the sewer line, and the applicant has elected to have a plaza over this area. Mr. Cheng noted the applicant is staggering the frontages to allow for enhanced patios and sidewalk life. A new lit pedestrian crossing is planned across Kingsway with strong legibility from Norquay Park into the plaza area. The plaza should be activated to make it a great place where people will want to socialize. The landscaping needs to be welcoming and the edges as activated as possible. Mr. Cheng noted that there was some concern at rezoning with the design of the project.

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

1. is there a clear and legible sustainability strategy in particular to water and energy conservation since the Rezoning Policy does stress energy and water conservation;
2. is there a clear link between the crossing from Norquay Park to the plaza;
3. has the plaza been adequately programmed as an activated space;
4. is there sufficient visual interest that the building is creating as viewed from the sidewalk, from Norquay Park and from the Plaza.

Mr. Cheng took questions from the Panel.

- **Applicant's Introductory Comments:** Henning Knoetzele, Architect, further described the proposal noting their sustainability strategy. The owner is considering having the project certified so they are treating it as a LEED™ Gold project. They are currently doing energy modeling and after that they will have a clearer idea what points they will need for Gold. The plaza has been widened between the two buildings and they have also stepped back the main floor for a clearer pedestrian transition into the plaza from the Kingsway crossing. The programming of the building and plaza space adjacencies has changed since the rezoning. The commercial still wraps around to the residential lobby. However, the commercial parking before was in both buildings and has now been combined in the low-rise building which allows the lane elevation to be cleaner with less garage doors. An amenity space is on the corner at the lane side. In terms of design development, depth has been added on the low rise and as well sun shades have been added along Kingsway. The 12-storey building has brick bands to emphasis the verticality of the building.

Gerry Eckford, Landscape Architect, described the landscape design and mentioned that Kingsway was at one time a streetcar line and they wanted to show the story of transportation in the landscaping. They have created a pattern representing the streetcar line which will become a continuous band in the Norquay area making it a unifying element. Trees are planned in the plaza outside of the sewer right-of-way. In order to create a sense of entry they are planning a piece of public art in the space. The lane was planned to have some texture with a green screen and

planters as well as a terraced element. They are looking at urban agriculture on the roof decks and instead of planter boxes they are planning on introducing a green house.

The applicant team took questions from the Panel.

• **Panel's Consensus on Key Aspects Needing Improvement:**

- Design development to have a different expression on the tower from the low-rise building;
- Consider adding a canopy in the plaza;
- Consider making the diagonals the same geometry on the roof and the plaza;
- Consider a green roof on the low rise building;
- Consider a stronger sustainability strategy for the project.

• **Related Commentary:** The Panel supported the proposal and thought the building had improved since the rezoning.

The Panel thought the language between the tower and the low rise needed to be stronger with a simplification of the massing and as well the patterning and language needed to be different between them. One Panel member suggested taking the low-rise top band at the same plane as the brick and bringing it out and running it east at the same elevation as the tower. They also suggested a canopy should be added to animate the plaza space and offer weather protection.

Some of the Panel members thought it was unfortunate that the cross walk didn't match up with the plaza however they thought it would be clear and visible to pedestrians where the entrance to the plaza would be located. They also thought the diagonals on the plaza and on the roof were out of sync and needed to be matching in geometry.

Most of the Panel thought there were opportunities for green roofs on the low rise building and could express storm water management. There was also a suggestion to soften the termination of the plaza at the lane. They liked the description of the streetcar in the landscape plans with one Panel member suggesting it not be too subtle. There is a need for some sense of enclosure at the rear of the plaza as it feels too open to traffic, especially in the interim when the rest of the ravine-way is not yet open.

The Panel thought the applicant needed to have a strong sustainability strategy and would like it to be more imbedded the project. They also thought sustainability should be expressed in the architecture with passive strategies and noted the tower's lacks a response to solar orientation.

• **Applicant's Response:** Mr. Leung thanked the Panel for their comments.

## ENGINEERING SERVICES

As a condition of CD-1 by law enactment, Staff have required the applicant to provide written confirmation from Metro Vancouver for their support of the proposed uses within the sewer right-of-way area and for any modifications required to their existing Greater Vancouver Sewerage and Drainage District right-of-way agreement to reflect the agreed upon uses. Metro Vancouver has acknowledged the development proposal and is willing to co-operate and accommodate the proposed development as long as it does not impact their pipes adversely during construction and unrestricted access to the infrastructure for future repairs and maintenance is provided.

The development application shows a shortfall in the loading requirements. Engineering recommends that the project comply with the provision of 3 Class B loading spaces in accordance with Section 5 of the Parking By-Law and as condition of Rezoning.

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

## LANDSCAPE

This mid block site is well situated in having Norquay Park easily accessible across Kingsway. The proposed central mews will provide easier access through the site for building users and a pedestrian link for the neighbourhood. Other features that address the sustainability of the new buildings are ample lane edge planting and a greenhouse on the amenity deck. The City is requiring an extensive green roof as a design condition (See Condition 1.2)

## SOCIAL DEVELOPMENT

The development has two residential towers of 12 storeys (Building A) and 4 storeys (Building B) separated by a pedestrian walkway. Of the 130 units, 56 are two bedrooms. Given that 43% of the units may be suitable for families with children, the Housing Families at High Density Guidelines apply. The applicant has also proposed urban agriculture components; therefore, the Urban Agriculture Guidelines for the Private Realm apply.

### Building A- Main Floor

The main floor of Building A includes an indoor amenity room. Design development is needed to include a kitchenette, accessible washrooms and a storage area (see Standard Condition A.1.18). The guidelines also recommend direct adjacency and a visual connection to the outdoor amenity space (see Standard Condition A.1.18).

### Building A- Level 5

Level 5 includes an outdoor amenity space with a greenhouse. The guidelines recommend that the outdoor amenity space provide opportunities for active play for children such as running and jumping. Play equipment is not required but a soft surface play area and creative landscape/ play features (such as balancing logs, boulders, a small water feature) which provide a myriad of creative play opportunities for a range of ages is encouraged (see Standard Condition A.1.19).

As per the Urban Agriculture Guidelines, edible landscaping and garden plots are encouraged. To meet the intent of the guidelines design development is needed to include supporting infrastructure on Level 5 such as a compost bin, tool storage, hosebibs and a potting bench (see Standard Condition A.1.20)

### Building B

Since there are no amenity spaces for Building B, it is recommended that the residents have access to the amenity spaces in Building A.

## 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.

## NOTIFICATION

On October 13, 2011, 550 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. Subsequently on October 28, 2011, a second notification postcard was sent to the neighbourhood providing further clarification of the Development Permit Board date.

To date there have been four (4) responses to the notification. The main concerns raised include the following:

- Additional units to the neighbourhood will increase traffic on both Duke and Ward Streets;
  - *Staff Response: Vehicular access to this site is exclusively accessed via the service lane located due north of the site. The increase in vehicular traffic resulting from this development will primarily be in the form of new residents accessing or leaving the underground parking garage via the service lane. Only a small portion of Duke Street will experience this traffic increase until redevelopment of the site at 2751 Kingsway will allow the City to normalize the lane condition to directly access Earles. Using the entire block length of Duke and Ward streets to access or leave the building would be indirect, circuitous and therefore unlikely. Furthermore, traffic calming measures to facilitate intersecting pedestrian traffic are anticipated for Duke, Ward, Horley, and Cheyenne Street when the future Ravine Way linear park system is implemented.*
- Non-residence using Duke and Ward and therefore additional traffic measure should be installed;
  - *Staff Response: Staff recognize the potential for a change from long-standing on-street parking patterns on Norquay's residential streets through the gradual implementation of the Neighbourhood Centre Plan. Staff continue to liase with concerned present-day residents to explore the updating of on-street parking regulations for local residential streets to better address the on-street parking needs of Norquay residents.*
- The buildings are too high and out of place for the neighbourhood;
  - *Staff Response: The building heights are consistent with the CD-1 By-Law with the exception of the 12-storey component has been increased by 1.51 ft. which is negligible.*
- The proposal is contrary to issues that have been discussed for three years previously;
  - *Staff Response: The proposal is consistent with the Norquay Neighbourhood Centre Plan.*
- Shadow effects of the proposed buildings to the neighbourhood across the alley;
  - *Staff Response: The effect of effects of shadows resulting from this development is consistent with the shadow studies shown in the CD-1 By-Law, with the*

*exception of the height increase of the 12-storey component by 1.51 ft. which will have negligible effect on the shadowing.*

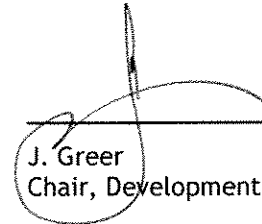
- Increase in noise pollution and location of various exhaust and emergency generators needs to be carefully considered.
  - *Staff Response: Recommended Conditions 1.6, 1.7 and A.1.9 address this concern.*
- No alcoves or ledges should be built along the alley.
  - *Staff Response: Condition A.1.17 addresses this concern.*

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

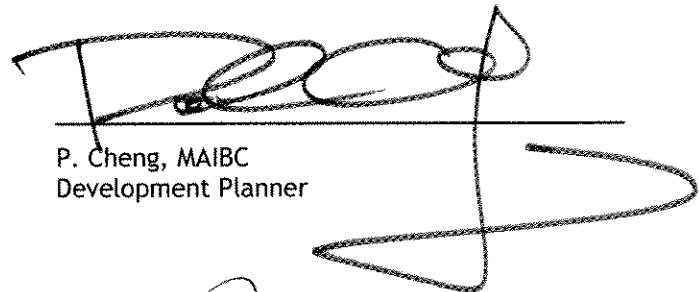
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

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.


Development Permit Staff Committee has considered this application and supports the proposal with the conditions contained in this report.



J. Greer  
Chair, Development Permit Staff Committee



P. Cheng, MAIBC  
Development Planner



J. Bosnjak  
Project Coordinator

Project Facilitator: D. Autiero

## 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 Provision of labeling of all room names on all floors;

A.1.2 demonstrate compliance with Section 4.10 - Horizontal Angle of Daylight, of the C-2 District Schedule of the Zoning and Development By-law;

**Note to Applicant:** Show that all habitable rooms that are connected to an enclosed balcony are in compliance of this regulation, as well any habitable room that is facing the courtyard area.

A.1.3 compliance with Section 5.2 - Off Street Loading Spaces and Section 5.5 - Design Standards for Loading Spaces, of the Parking By-Law;

**Note to Applicant:** A total of three (3) Class B loading spaces are required for this development. Building A is to have two (2) Class B loading space (One for Residential and One for Retail) and Building B is to have one (1) Class B loading space (Shared between Residential and Retail). The Class B loading spaces shall conform with the proper size and loading throat required per the parking by-law.

A.1.4 provision of bicycle parking, in accordance with Section 6 of the Parking By-law;

**Note to Applicant:** A total of 12 Class B bicycle spaces are required.

A.1.5 details of bicycle rooms, in accordance with Section 6 of the Parking By-law, that demonstrate the following:

- a minimum of 20 percent of the bicycle spaces to be secured via lockers;
- a maximum of 30 percent of the bicycle spaces to be vertical spaces;
- a provision of one electrical receptacle per two bicycle spaces for the charging of electric bicycles;
- notation (on the plans) that "construction of the bicycle rooms to be in accordance with Section 6.3 of the Parking By-law"; and,
- consideration to be given to provide wheel ramps.

A.1.6 confirmation that at least 20 percent of all off-street parking spaces will be available for charging of electric vehicles;

**Note to Applicant:** Although this is a Building By-law requirement under Part 13 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link: <http://vancouver.ca/sustainability/EVcharging.htm>

A.1.7 details of balcony enclosures;

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**Note to Applicant:** To qualify for an exclusion from Floor Space Ratio [FSR] calculations, an enclosed balcony must be a distinct space separated from the remainder of the dwelling unit by walls, glass, and glazed doors [hinged or sliding], have an impervious floor surface, a flush threshold at the bottom of the door [for disabled access], large, openable windows for ventilation, and distinct exterior architectural expression.

In addition, each dwelling unit should have no more than one enclosed balcony, and all balconies, both open and enclosed, should be clearly identified on the floor plans. Notation should also be made on the plans stating: "All enclosed balconies shall be designed and constructed in accordance with the Council-approved Balcony Enclosure Guidelines." Limitations on the amount of exclusions and enclosures permitted are described within the regulations of the respective District Schedule or Official Development Plan that apply to the specific site. For further details and specifications on enclosure requirements, refer to the Council-approved Balcony Enclosure Guidelines.

- A.1.8 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.1.9 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, nearby residents and the Public Realm;
- A.1.10 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.1.11 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;
  - adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; 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;

#### Standard Landscape Conditions

- A.1.12 provision of at-grade planters for the inner row of street trees to be planted along Kingsway on private property;

**Note to Applicant:** The edge of the underground slab will need to be angled downward along the south property line, in order to produce a planting trench 36" deep at the sidewalk edge. Due to the restricted height of the auto ramp at the western edge of Building A, the most westerly tree in the inner row of trees will need to be deleted.

A.1.13 design development provide safe access for planter maintenance and greater amenity to the 2<sup>nd</sup> floor patios by raising the planters currently located midway up the lane edge building façade (see architectural section B-B, D-D and E-E) to the level of the 2nd floor patios;

**Note to applicant:** These planters should include some trailing plants capable of draping over the planter edge and down the exposed face of the building.

A.1.14 design development to integrate, and fully screen any lane edge utilities, such as hydro transformers and gas meters, in a manner which minimizes their impact on the at grade planters at the lane edge

**Note to Applicant:** Lane edge utilities should be illustrated on the Landscape Plan;

A.1.15 illustration on the Landscape Plan and the Site Plan of the parking garage vents;

A.1.16 provision of a hose bib for the Amenity Greenhouse proposed for Level 5 of Building A;

#### **Crime Prevention Through Environmental Design (CPTED)**

A.1.17 design development to take into consideration the principles of Crime Prevention through Environment Design (CPTED) having particular regard for:

- I. reducing opportunities to theft in the underground by providing secure separation between uses and by the location of perimeter exit stairs;
- II. reducing opportunities for graffiti on blank walls and skateboarding on planter walls adjacent to residential uses;
- III. and reducing opportunities for mischief in alcoves by deleting alcoves that are not directly exposed to opportunities for casual surveillance, such as residential windows.

#### **Social Development**

A.1.18 design development to the indoor amenity room to include a kitchenette, accessible washrooms (with a diaper change table) and a storage area and direct adjacency and a visual connection to an outdoor amenity space;

**Note to Applicant:** Consideration should be given to creating an amenity space on Level 5 adjacent to the outdoor amenity area in according with the Housing Families at High Density Guidelines. Or the applicant could consider creating outdoor space in the plaza for use of residents, keeping in mind the children's safety (i.e. running into vehicle traffic).

A.1.19 design development to include a suitable children's play area in the outdoor amenity space on Level 5 on Building A;

**Note to Applicant:** Play equipment is not required but a soft surface play area and creative landscape/ play features (such as balancing logs, boulders, a small water feature) which provide a myriad of creative play opportunities for a range of ages is encouraged.

A.1.20 design development to Level 5 outdoor amenity space to include urban agriculture infrastructure such as a hose bib, potting bench and a compost bin;

**Note to Applicant:** Though a greenhouse is provided the applicant should consider garden plots and/ or edible landscaping in planters.

**A.2 Standard Engineering Conditions**

- A.2.1 provision of an improved ramp design to the satisfaction of the General Manager of Engineering Services:

**Note to Applicant:** A Transportation Consultant should review and improved the parking ramp design of both both Building A and Building B. The following items must be addressed:

- I. Modification of the ramp design to eliminate vehicle conflicts when vehicles travel through curved portions of the main ramps;
- II. Eliminate possible vehicle interlock and improve visibility of vehicles at the top and bottom of all parking ramps where visibility is reduced due to obstructions;

- A.2.2 provision of design elevations required along property line adjacent all entrances;

- A.2.3 Notation to be added to the landscape plans indicating the following:

- I. Lane paving for the lane north of Kingsway
- II. Standard concrete lane crossing at the lane north of Kingsway and the Duchess St. lane entry to the block
- III. Pedestrian actuated signal at the intersection of Kingsway and Rhodes
- IV. Norquay village sidewalk treatments and public realm features including improved street lighting

- A.2.4 provision of a separate application to the General Manager of Engineering Services for street trees and sidewalk improvements is required;

**Note to Applicant:** Please submit a copy of the landscape plan directly to Engineering for approval;

- A.2.5 provision of direct access into the residential lobby in building B from the shared commercial loading space;

**Note to Applicant:** Engineering recommends the use of a ramp design for the commercial loading spaces rather than the use of stairs to provide easier movement of goods and materials to the commercial and residential units. Applicant may wish to consult the Engineering's Parking and Loading Design Supplement for additional information.

**A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:**

- A.3.1 arrangements to be made, to the satisfaction of the Director of Legal Services and the Environmental Protection Branch for a Soils Agreement;

**Note to Applicant:** A Waste Discharge Permit and Erosion Sediment Control Plan will be required at the Building Permit stage.

**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 November 16, 2011. 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 **May 31, 2012**, 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 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.1.4 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 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 12<sup>th</sup> 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.
-



### Processing Centre - Building comments

The following comments are based on the preliminary drawings prepared by W.T. Leung Architects Inc., dated August 31, 2011 for the proposed development permit. This is a preliminary review in order to identify issues which do not comply with the Vancouver Building Bylaw #9419 as amended (VBBL), and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

#### Building A (12-storey building)

1. If your project requires compliance with ASHRAE 90.1 - 2007, then proof of compliance with ASHRAE 90.1 - 2007 will be required at the building permit stage.
2. This 12 storey building will be considered a high building and shall conform to the provisions of Division B, Subsection 3.2.6.
3. \*The high building provisions requires the exit for the below and above grade stairs shall be separated at the lowest exit level. The exit corridor at gridline 5 service both the below and above grade storeys.
4. The building is required to be of non-combustible construction
5. \*Storage garage stairs are to be provided with a vestibule, especially the stair at gridline 5.
6. A vestibule is to be provide at the below grade elevator lobbies without any occupancy opening directly into this space.
7. Storage garage security to be provided in accordance with Division B, Article 3.3.6.7.
8. The path of travel for fire-fighting shall be 2m in width.
9. Locate and illustrate the location of fire hydrant and its distance to the building's fire department connection in accordance with the provisions of Division B, Articles 3.2.5.5. and 3.2.5.16.
10. A standpipe system, conforming to NFPA 14, is required for this 12 storey building.
11. \*The floor area for each storey, including the storage garage, is to be served by two (2) means of egress. Parking level P5 is a floor area, although smaller than the levels above, and will require two means of egress from this level.
12. Dependant on the CRU configuration, service corridors locate at the rear of these commercial units will require 2 means of egress. Access to exits cannot be through another space or tenancy.
13. Ensure the dead end corridor limit of 6m is not exceed on the 5<sup>th</sup> floor level.
14. The building is to provide accessible for persons with disabilities, including the provisions of Division B, Article 3.8.2.27.
15. Accessible door clearance, per Division B, Sentence 3.3.1.13(10), are required to be provided where they are accessible by all users in the building. Areas such as residential garbage and storage rooms are required to be accessible.
16. Storage garage to have a clearance of 2.3m, where it provides vehicular access and parking to a parking space for persons with disability and to include area beyond the space to facilitate turnaround.
17. Each CRU in a new or fully upgraded building is to have a route shown on the plans for future kitchen ventilation system exhausts.

Mid-rise buildings, in particular 6 storeys or less, and mid-rise buildings which have residential houses on the other side of the back lane, are to be provided with an interior shaft(s) to enable future kitchen ductwork to reach the highest roof.

Buildings without a shaft to the highest roof are to show a route for ductwork to reach a lane through an ecology unit, except where there is no lane and another discharge location is approved by the Chief Building Official and Director of Planning.

For all buildings regardless of height, an ecology unit for a commercial kitchen ventilation system is required for:

1. horizontal discharges,
2. vertical discharges that are below and near proposed or existing openable windows such that there is an impact on liveability, including on an adjacent property, and
3. situations required by the Director of Planning to reduce negative impacts on liveability or on amenity areas.

18. Electrical vehicle charging and future electrical room capacity shall be provided in accordance with Part 13 of the VBBL.

**Building B (4 storey building)**

1. If your project requires compliance with ASHRAE 90.1 - 2007, then proof of compliance with ASHRAE 90.1 - 2007 will be required at the building permit stage.
  2. The building is permitted to be constructed of combustible construction provided it conforms to Division B, Article 3.2.1.7.
  3. Vestibules are required for stairs and elevators that serves the building above the ground floor level.
  4. The path of travel for fire-fighting shall be 2m in width.
  5. Locate and illustrate the location of fire hydrant and its distance to the building's fire department connection in accordance with the provisions of Division B, Articles 3.2.5.5. and 3.2.5.16.
  6. A standpipe system, conforming to NFPA 14, is also required for this 4 storey building.
  7. The exit door beside the vehicle ramp shall not be integrated with the overhead door and shall be located within a portion of the exterior wall.
  8. Dependant on the CRU configuration, service corridors locate at the rear of these commercial units will require 2 means of egress. Access to exits cannot be through another space or tenancy.
  9. Accessible door clearance, per Division B, Sentence 3.3.1.13(10), are required to be provided where they are accessible by all users in the building. Areas such as residential garbage and storage rooms are required to be accessible.
  10. The egress from storage or service rooms are required to protected/designate paths of travel utilizing bollards or curbing such that vehicles do not obstruct access to exits.
  11. Storage garage to have a clearance of 2.3m, where it provides vehicular access and parking to a parking space for persons with disability and to include area beyond the space to facilitate turnaround.
-

12. Each CRU in a new or fully upgraded building is to have a route shown on the plans for future kitchen ventilation system exhausts.

Mid-rise buildings, in particular 6 storeys or less, and mid-rise buildings which have residential houses on the other side of the back lane, are to be provided with an interior shaft(s) to enable future kitchen ductwork to reach the highest roof.

Buildings without a shaft to the highest roof are to show a route for ductwork to reach a lane through an ecology unit, except where there is no lane and another discharge location is approved by the Chief Building Official and Director of Planning.

For all buildings regardless of height, an ecology unit for a commercial kitchen ventilation system is required for:

1. horizontal discharges,
2. vertical discharges that are below and near proposed or existing openable windows such that there is an impact on liveability, including on an adjacent property, and
3. situations required by the Director of Planning to reduce negative impacts on liveability or on amenity areas.

13. Electrical vehicle charging and future electrical room capacity shall be provided in accordance with Part 13 of the VBBL.

\*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. If a "prior to" letter is not being sent, the above comments should be sent directly to the applicant.

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.

**Zoning Analysis** CD Vancouver BC Area evaluations based on C-2 zoning

Legal Description	required	allowed	proposed
1st Step	27,460 sq ft	2,571 sq ft	2,571 sq ft
2nd Step	101,193 sq ft	9,562 sq ft	9,562 sq ft
3rd Step	478,000 sq ft	44.2 sq ft	44.2 sq ft
Site coverage area	1,796.2 sq ft	1,796.2 sq ft	1,796.2 sq ft
Building Height	19.8 m	36.5 m	36.5 m
Subject Lot (Cross)	9.3 m	2.8 m	2.8 m
Subject Lot (Length)	15.8 m	4.1 m	4.1 m
Subject Street (Cross)	34.8 m	10.5 m	10.5 m

**Area Summary Building A+B**

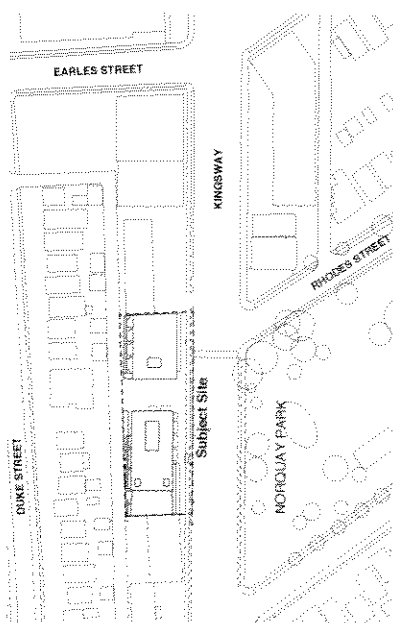
Building A	Building B	Total
Commercial Use	Commercial Use	Commercial Use
Residential Unit	Residential Unit	Residential Unit
Yield (m <sup>2</sup> )	Yield (m <sup>2</sup> )	Yield (m <sup>2</sup> )
1st Floor Area	1st Floor Area	1st Floor Area
2nd Floor Area	2nd Floor Area	2nd Floor Area
3rd Floor Area	3rd Floor Area	3rd Floor Area
4th Floor Area	4th Floor Area	4th Floor Area
5th Floor Area	5th Floor Area	5th Floor Area
6th Floor Area	6th Floor Area	6th Floor Area
7th Floor Area	7th Floor Area	7th Floor Area
8th Floor Area	8th Floor Area	8th Floor Area
9th Floor Area	9th Floor Area	9th Floor Area
10th Floor Area	10th Floor Area	10th Floor Area
11th Floor Area	11th Floor Area	11th Floor Area
12th Floor Area	12th Floor Area	12th Floor Area
13th Floor Area	13th Floor Area	13th Floor Area
14th Floor Area	14th Floor Area	14th Floor Area
15th Floor Area	15th Floor Area	15th Floor Area
16th Floor Area	16th Floor Area	16th Floor Area
17th Floor Area	17th Floor Area	17th Floor Area
18th Floor Area	18th Floor Area	18th Floor Area
19th Floor Area	19th Floor Area	19th Floor Area
20th Floor Area	20th Floor Area	20th Floor Area
21st Floor Area	21st Floor Area	21st Floor Area
22nd Floor Area	22nd Floor Area	22nd Floor Area
23rd Floor Area	23rd Floor Area	23rd Floor Area
24th Floor Area	24th Floor Area	24th Floor Area
25th Floor Area	25th Floor Area	25th Floor Area
26th Floor Area	26th Floor Area	26th Floor Area
27th Floor Area	27th Floor Area	27th Floor Area
28th Floor Area	28th Floor Area	28th Floor Area
29th Floor Area	29th Floor Area	29th Floor Area
30th Floor Area	30th Floor Area	30th Floor Area
31st Floor Area	31st Floor Area	31st Floor Area
32nd Floor Area	32nd Floor Area	32nd Floor Area
33rd Floor Area	33rd Floor Area	33rd Floor Area
34th Floor Area	34th Floor Area	34th Floor Area
35th Floor Area	35th Floor Area	35th Floor Area
36th Floor Area	36th Floor Area	36th Floor Area
37th Floor Area	37th Floor Area	37th Floor Area
38th Floor Area	38th Floor Area	38th Floor Area
39th Floor Area	39th Floor Area	39th Floor Area
40th Floor Area	40th Floor Area	40th Floor Area
41st Floor Area	41st Floor Area	41st Floor Area
42nd Floor Area	42nd Floor Area	42nd Floor Area
43rd Floor Area	43rd Floor Area	43rd Floor Area
44th Floor Area	44th Floor Area	44th Floor Area
45th Floor Area	45th Floor Area	45th Floor Area
46th Floor Area	46th Floor Area	46th Floor Area
47th Floor Area	47th Floor Area	47th Floor Area
48th Floor Area	48th Floor Area	48th Floor Area
49th Floor Area	49th Floor Area	49th Floor Area
50th Floor Area	50th Floor Area	50th Floor Area

**Parking Analysis Building A**

Car Parking Residential	required	allowed	proposed
VRB 4.2.1.1.3	85 units	20 units	20
1st Floor Area (25%)	25	25	25
2nd Floor Area (25%)	25	25	25
3rd Floor Area (25%)	25	25	25
4th Floor Area (25%)	25	25	25
5th Floor Area (25%)	25	25	25
6th Floor Area (25%)	25	25	25
7th Floor Area (25%)	25	25	25
8th Floor Area (25%)	25	25	25
9th Floor Area (25%)	25	25	25
10th Floor Area (25%)	25	25	25
11th Floor Area (25%)	25	25	25
12th Floor Area (25%)	25	25	25
13th Floor Area (25%)	25	25	25
14th Floor Area (25%)	25	25	25
15th Floor Area (25%)	25	25	25
16th Floor Area (25%)	25	25	25
17th Floor Area (25%)	25	25	25
18th Floor Area (25%)	25	25	25
19th Floor Area (25%)	25	25	25
20th Floor Area (25%)	25	25	25
21st Floor Area (25%)	25	25	25
22nd Floor Area (25%)	25	25	25
23rd Floor Area (25%)	25	25	25
24th Floor Area (25%)	25	25	25
25th Floor Area (25%)	25	25	25
26th Floor Area (25%)	25	25	25
27th Floor Area (25%)	25	25	25
28th Floor Area (25%)	25	25	25
29th Floor Area (25%)	25	25	25
30th Floor Area (25%)	25	25	25
31st Floor Area (25%)	25	25	25
32nd Floor Area (25%)	25	25	25
33rd Floor Area (25%)	25	25	25
34th Floor Area (25%)	25	25	25
35th Floor Area (25%)	25	25	25
36th Floor Area (25%)	25	25	25
37th Floor Area (25%)	25	25	25
38th Floor Area (25%)	25	25	25
39th Floor Area (25%)	25	25	25
40th Floor Area (25%)	25	25	25
41st Floor Area (25%)	25	25	25
42nd Floor Area (25%)	25	25	25
43rd Floor Area (25%)	25	25	25
44th Floor Area (25%)	25	25	25
45th Floor Area (25%)	25	25	25
46th Floor Area (25%)	25	25	25
47th Floor Area (25%)	25	25	25
48th Floor Area (25%)	25	25	25
49th Floor Area (25%)	25	25	25
50th Floor Area (25%)	25	25	25

**Parking Analysis Building B**

Car Parking Residential	required	allowed	proposed
VRB 4.2.1.1.3	24 units	20.3	20.3
1st Floor Area (25%)	6	6	6
2nd Floor Area (25%)	6	6	6
3rd Floor Area (25%)	6	6	6
4th Floor Area (25%)	6	6	6
5th Floor Area (25%)	6	6	6
6th Floor Area (25%)	6	6	6
7th Floor Area (25%)	6	6	6
8th Floor Area (25%)	6	6	6
9th Floor Area (25%)	6	6	6
10th Floor Area (25%)	6	6	6
11th Floor Area (25%)	6	6	6
12th Floor Area (25%)	6	6	6
13th Floor Area (25%)	6	6	6
14th Floor Area (25%)	6	6	6
15th Floor Area (25%)	6	6	6
16th Floor Area (25%)	6	6	6
17th Floor Area (25%)	6	6	6
18th Floor Area (25%)	6	6	6
19th Floor Area (25%)	6	6	6
20th Floor Area (25%)	6	6	6
21st Floor Area (25%)	6	6	6
22nd Floor Area (25%)	6	6	6
23rd Floor Area (25%)	6	6	6
24th Floor Area (25%)	6	6	6
25th Floor Area (25%)	6	6	6
26th Floor Area (25%)	6	6	6
27th Floor Area (25%)	6	6	6
28th Floor Area (25%)	6	6	6
29th Floor Area (25%)	6	6	6
30th Floor Area (25%)	6	6	6
31st Floor Area (25%)	6	6	6
32nd Floor Area (25%)	6	6	6
33rd Floor Area (25%)	6	6	6
34th Floor Area (25%)	6	6	6
35th Floor Area (25%)	6	6	6
36th Floor Area (25%)	6	6	6
37th Floor Area (25%)	6	6	6
38th Floor Area (25%)	6	6	6
39th Floor Area (25%)	6	6	6
40th Floor Area (25%)	6	6	6
41st Floor Area (25%)	6	6	6
42nd Floor Area (25%)	6	6	6
43rd Floor Area (25%)	6	6	6
44th Floor Area (25%)	6	6	6
45th Floor Area (25%)	6	6	6
46th Floor Area (25%)	6	6	6
47th Floor Area (25%)	6	6	6
48th Floor Area (25%)	6	6	6
49th Floor Area (25%)	6	6	6
50th Floor Area (25%)	6	6	6



Key Plan 1:1000

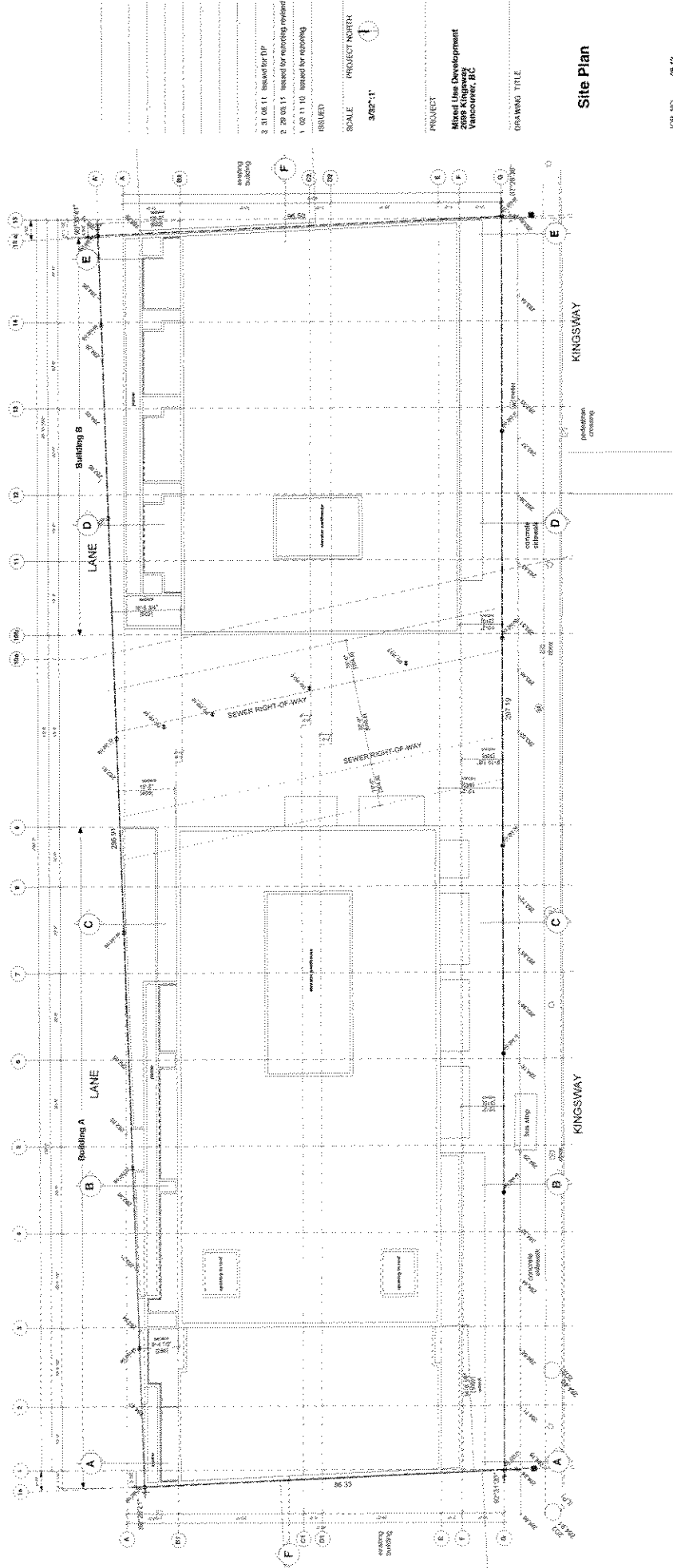
Appendix D ; page / of 38

DATE: 4 October 2010  
DRAWN: HK  
CHECKED: WL  
PROJECT: PROJECT NORTH  
SCALE: as noted

Project: Mixed Use Development  
2896 Kingsway  
Vancouver, BC

1. 08.11. issued for IP  
2. 29.09.11. issued for reviewing revised  
3. 09.10. issued for reviewing  
ISSUED

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DRAWING NO.



3 31 08 11 Issued for DP  
 07 28 08 11 Issued for planning review  
 1 02 11 10 Issued for zoning  
 08/08/11

SCALE PROJECT NORTH  
 3/825=11

PROJECT  
**Mixed Use Development**  
 600 Kingsway  
 Vancouver, BC

DRAWING TITLE  
 Site Plan

JOB NO 08-12  
 DRAWN HK  
 DATE 4 October 2010  
 CHECKED WL

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**A-1.2**

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REVISIONS

1	02 11 10	ISSUED FOR RECORDING
2	28 03 11	ISSUED FOR RECORDING REVISIONS
3	31 08 11	ISSUED FOR DP

ISSUED

SCALE: PROJECT NORTH

1/8"=1'

PROJECT

Mixed Use Development  
3088 Kingsway  
Vancouver, BC

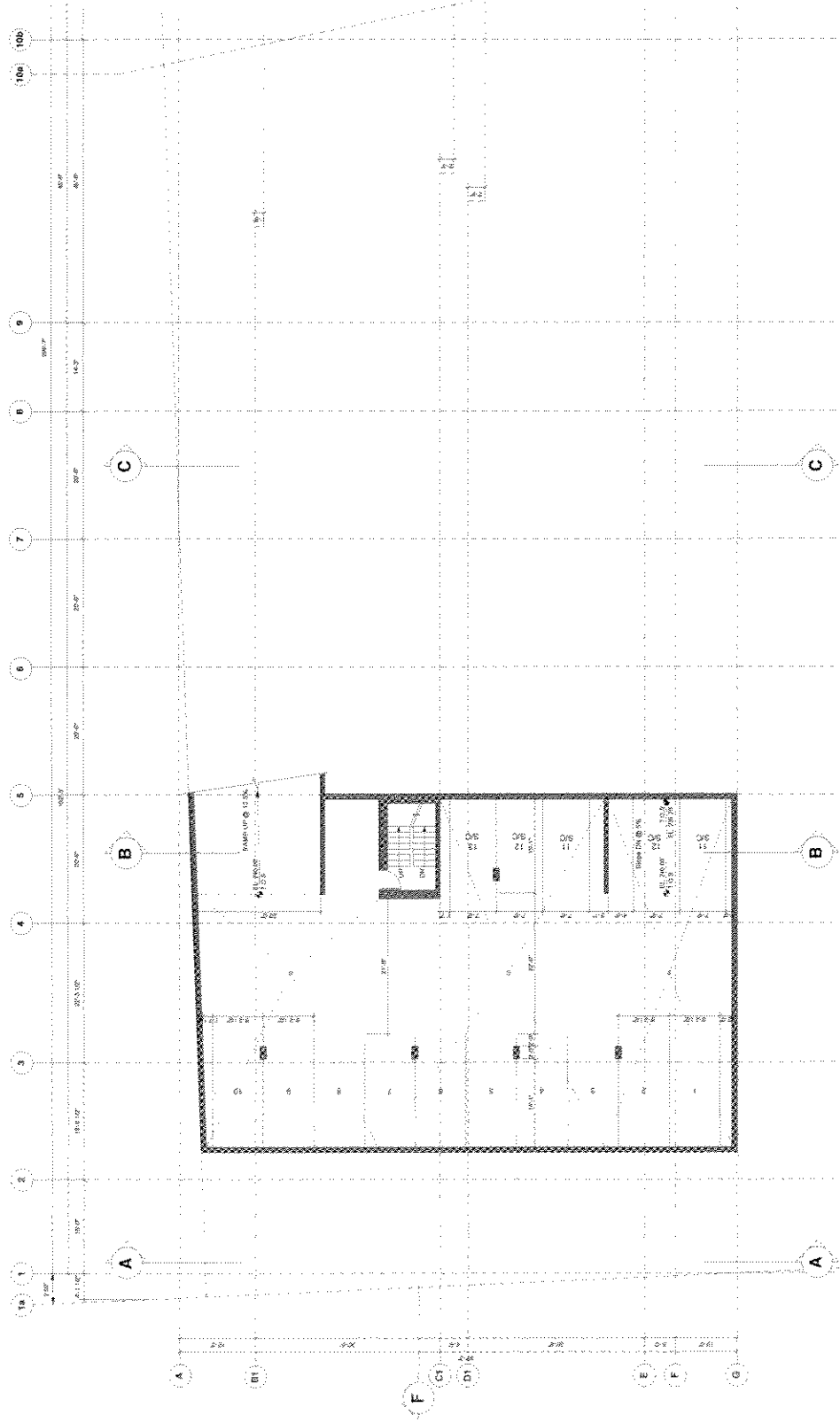
JOB NO. 08-13  
DRAWN BY JK  
DATE 4 October 2010  
CHECKED BY WL

**Building A  
P-5 Level**

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DRAWING NO.

**A-2.0**



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3 31 08 11 issued for DP  
2 29 08 11 issued for reciprocity review  
1 02 11 10 issued for reciprocity  
ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2888 Kingsway  
Vancouver, BC

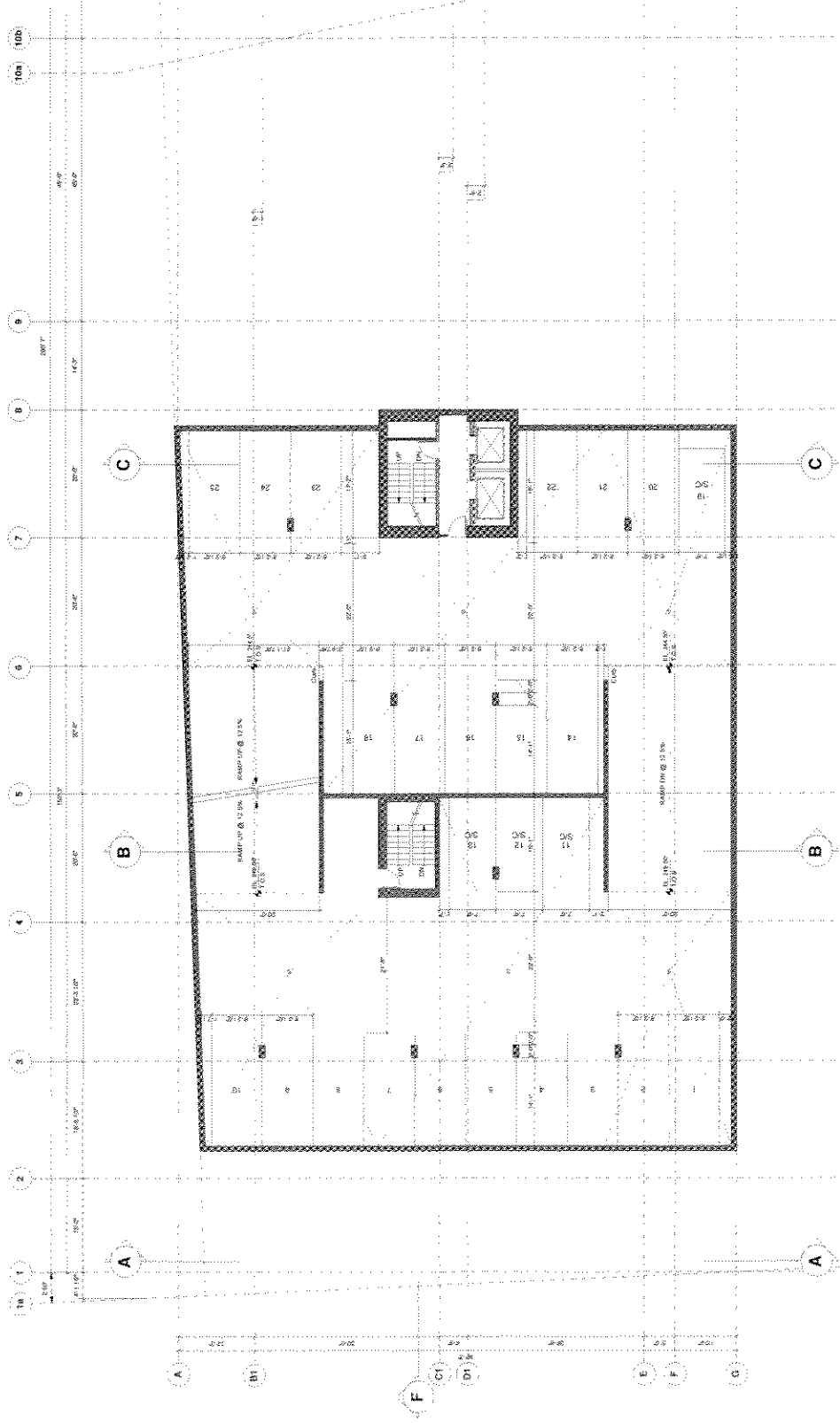
DRAWING TITLE

**Building A  
P-4 Level**

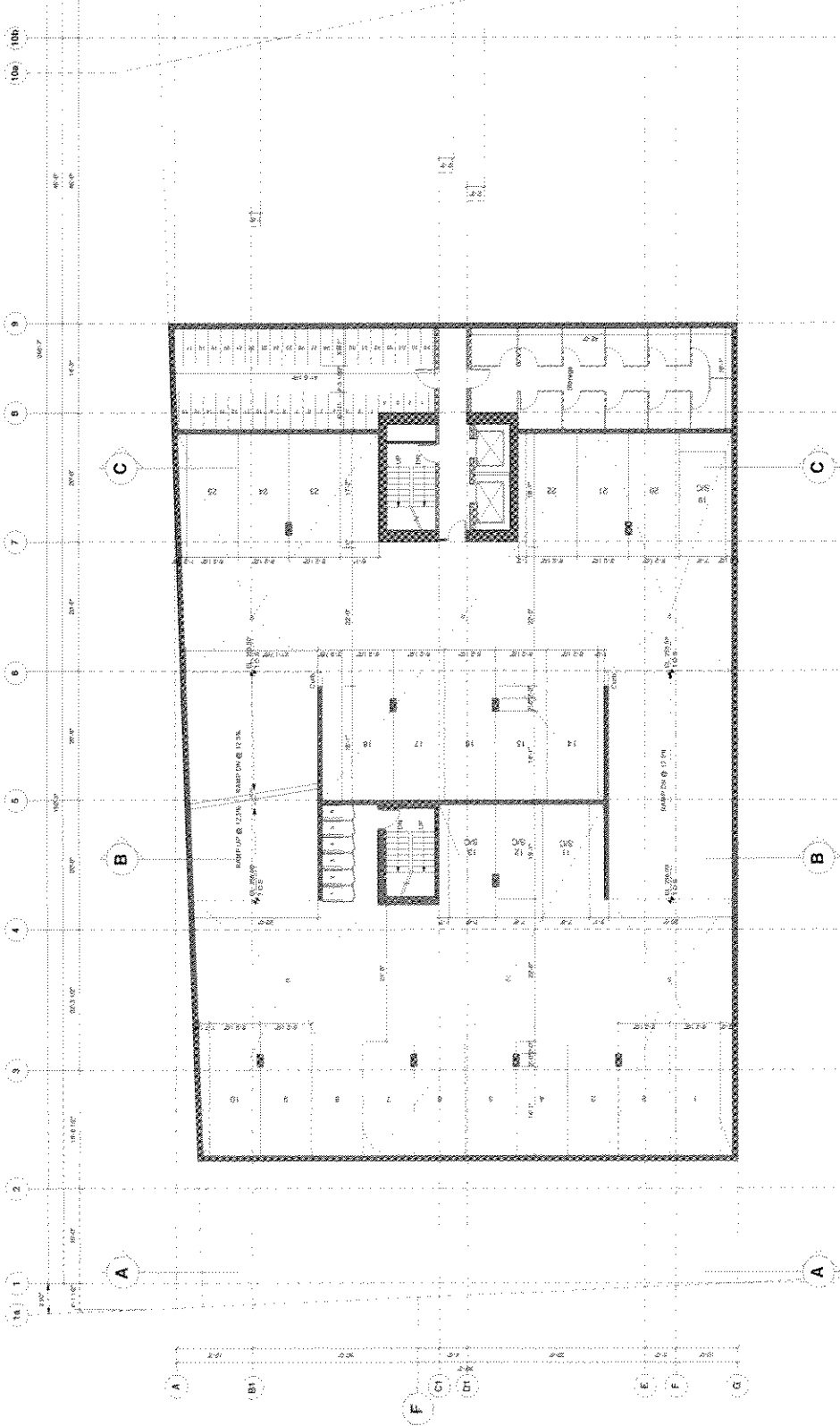
DATE NO. 09-13  
DRAWN BY MK  
DATE 4 October 2010  
CHECKED BY WL

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DRAWING NO.

**A-2.1**



Appendix D ; page 38 of 38



3.28.03.11 Issued for I.P.  
2.28.03.11 Issued for receiving revised  
1.03.11.10 Issued for pricing  
ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2659 Kingsway  
Vancouver, BC

DRAWING TITLE  
Building A  
P-3 Level

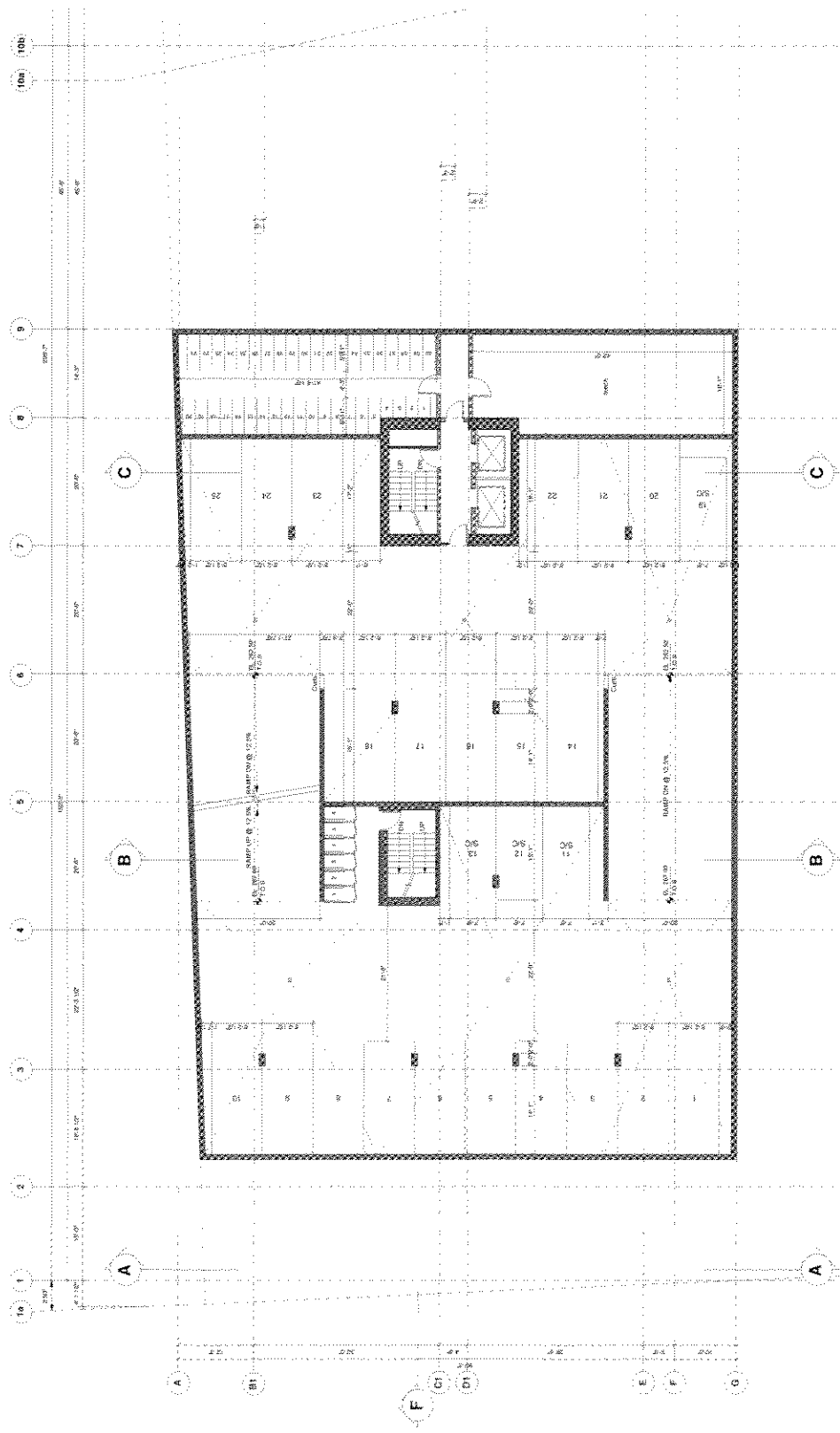
DATE NO. 09-13  
DRAWN BY  
DATE 4 October 2010  
CHECKED BY ML  
DRAWING NO.

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**A-2.2**

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3. 28.08.11 Issued for DP  
2. 28.08.11 Issued for marketing review  
1. 02.11.10 Issued for marketing  
ISSUED

SCALE: PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2899 Kingsway  
Vancouver, BC

DRAWING TITLE

**Building A  
P-2 Level**

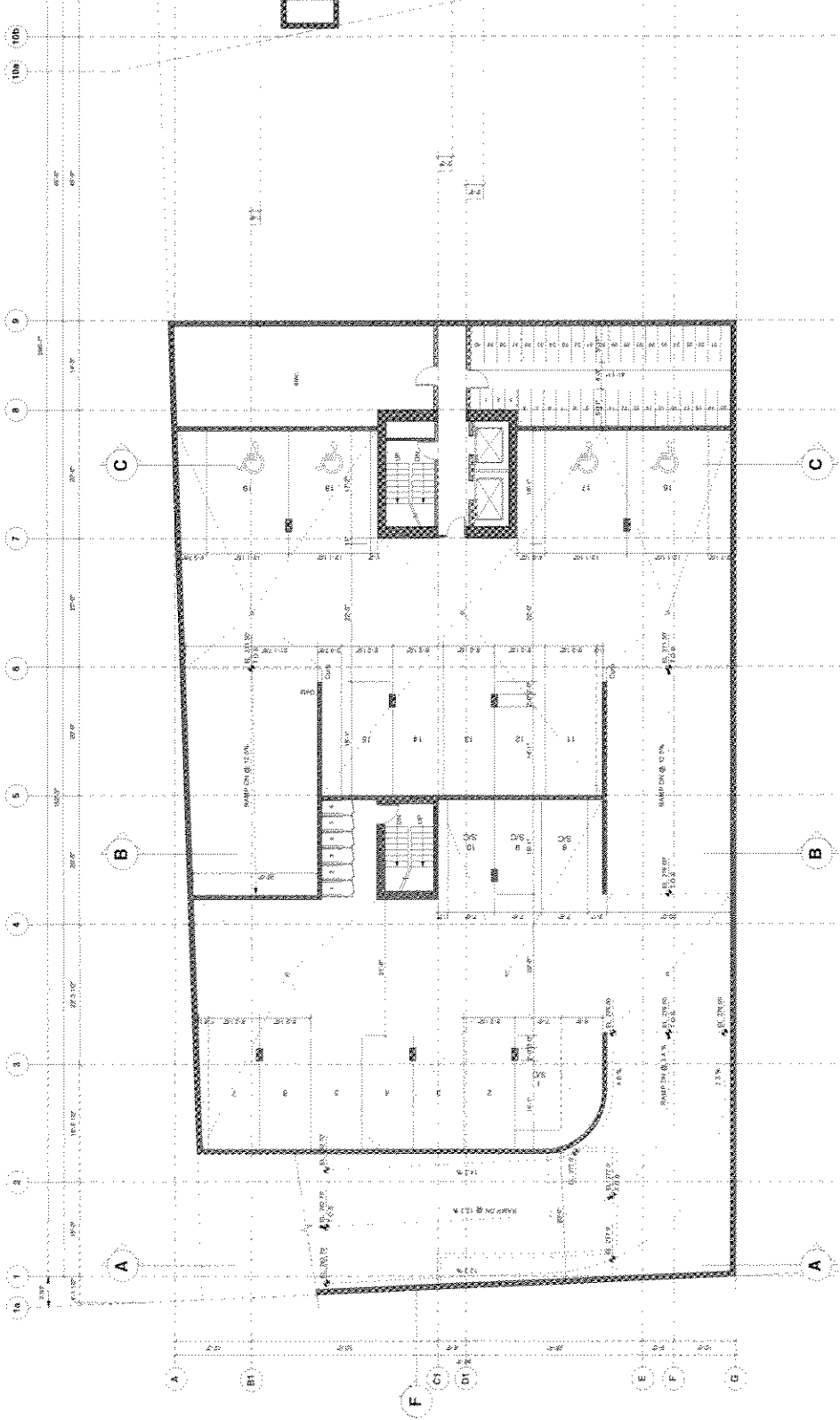
DATE NO. 08/13  
DRAWN BY: WL  
DATE: 4 October 2010  
CHECKED BY: WL

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DRAWING NO.

**A-2.3**

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3. 31.08.11 issued for DP  
2. 28.03.11 issued for recording  
1. 02.11.10 issued for recording  
ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2699 Kingsway  
Vancouver, BC

DRAWING TITLE

**Building A  
P-1 Level**

JOB NO. 08-13  
DRAWN BY  
DATE 4 October 2010  
CHECKED BY WL  
DRAWING NO.

**A-2.4**

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ISSUED  
1 02 13 (S) Request for Planning  
2 20 13 (S) Request for Planning Revised  
3 31 05 13 Issued for DP

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2608 Kingsway  
Vancouver, BC

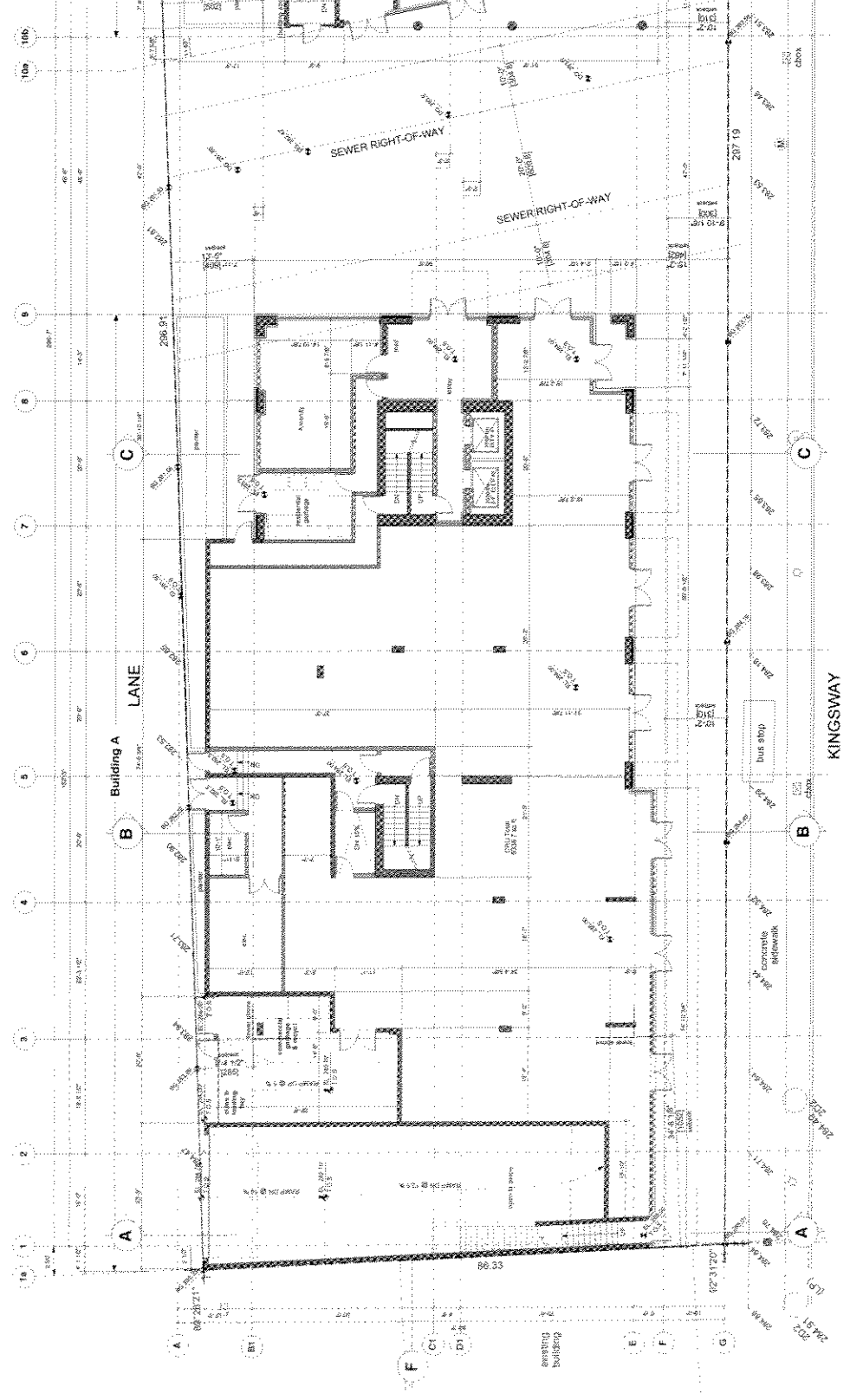
DRAWING TITLE

**Building A  
Main Floor**

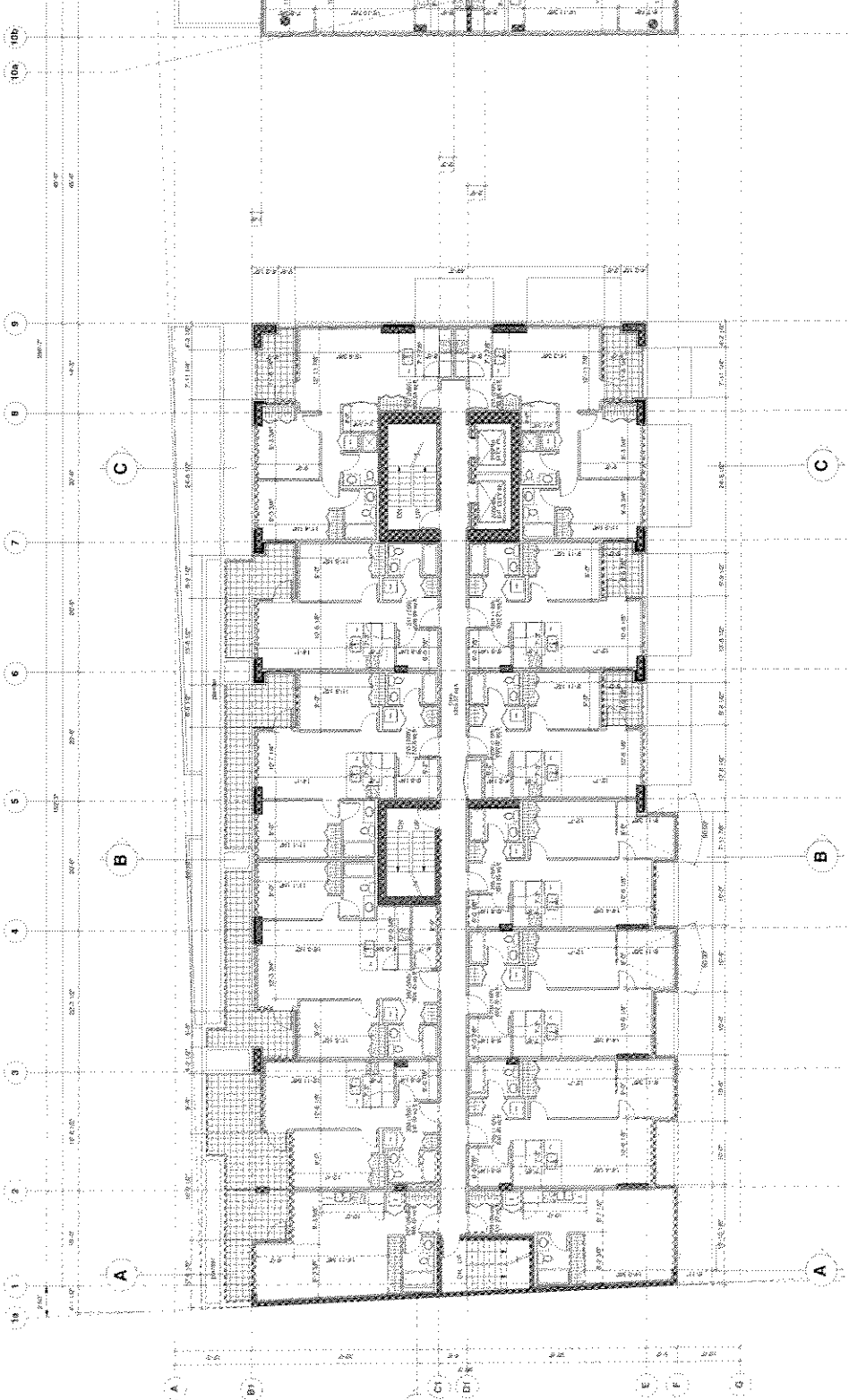
Z/S NO 08-13  
DATE 4 October 2010  
CHECKED WL  
DRAWN JK

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**A-2.5**



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3 01 08 11 Issued for DP  
2 20 09 11 Issued for planning review  
1 02 11 10 Issued for reporting  
ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
Vancouver, B.C.

DRAWING TITLE

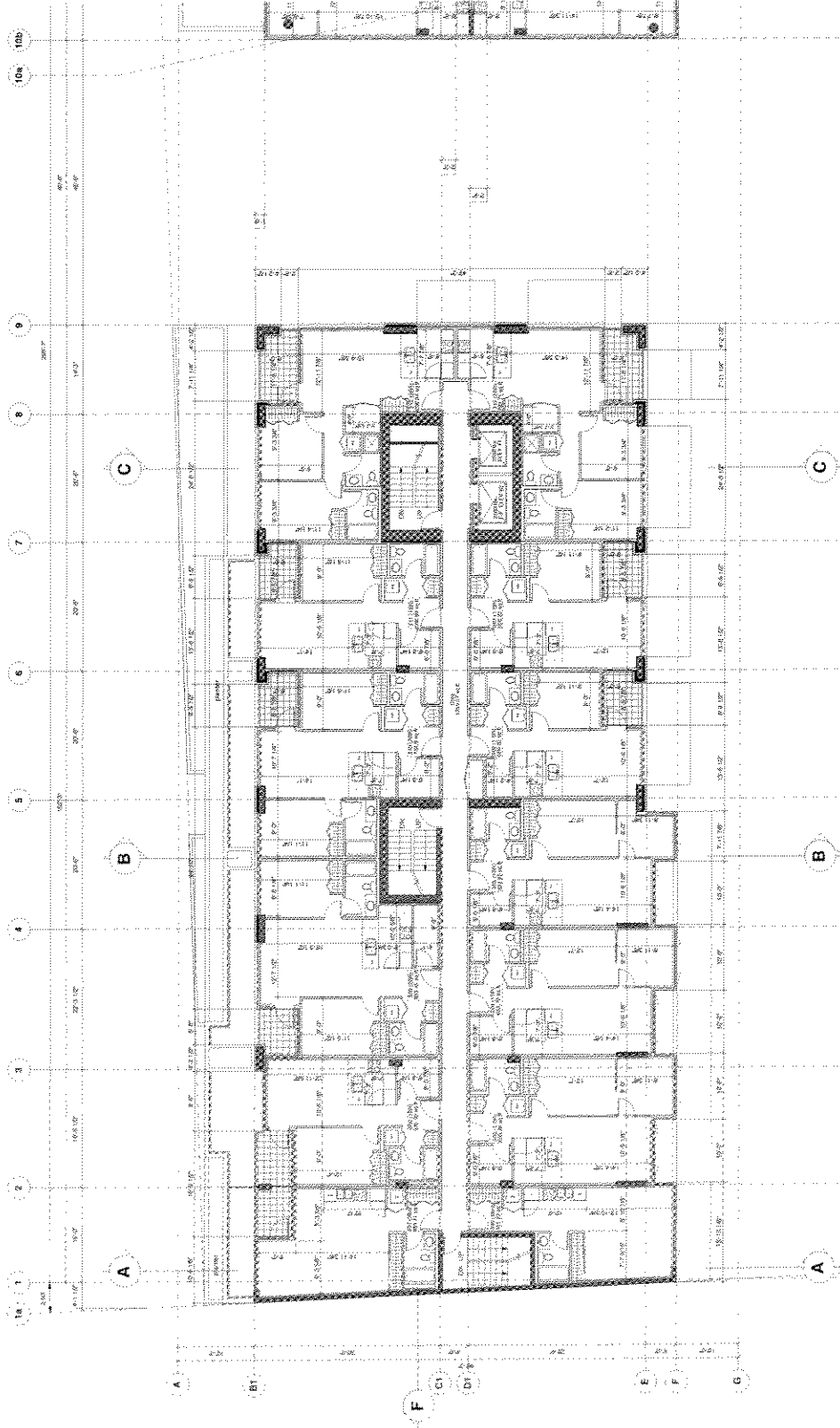
**Building A**  
**2nd Floor**

JOB NO. 08-18  
DRAWN HK  
DATE 4 October 2010  
CHECKED WL

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DRAWING NO.

**A-2.6**

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3.31.08.11. Revised by EP  
2.29.03.03. Revised for printing required  
1.02.11.10. Revised for redlining  
ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2009 Broadway  
Vancouver, BC

DRAWING TITLE

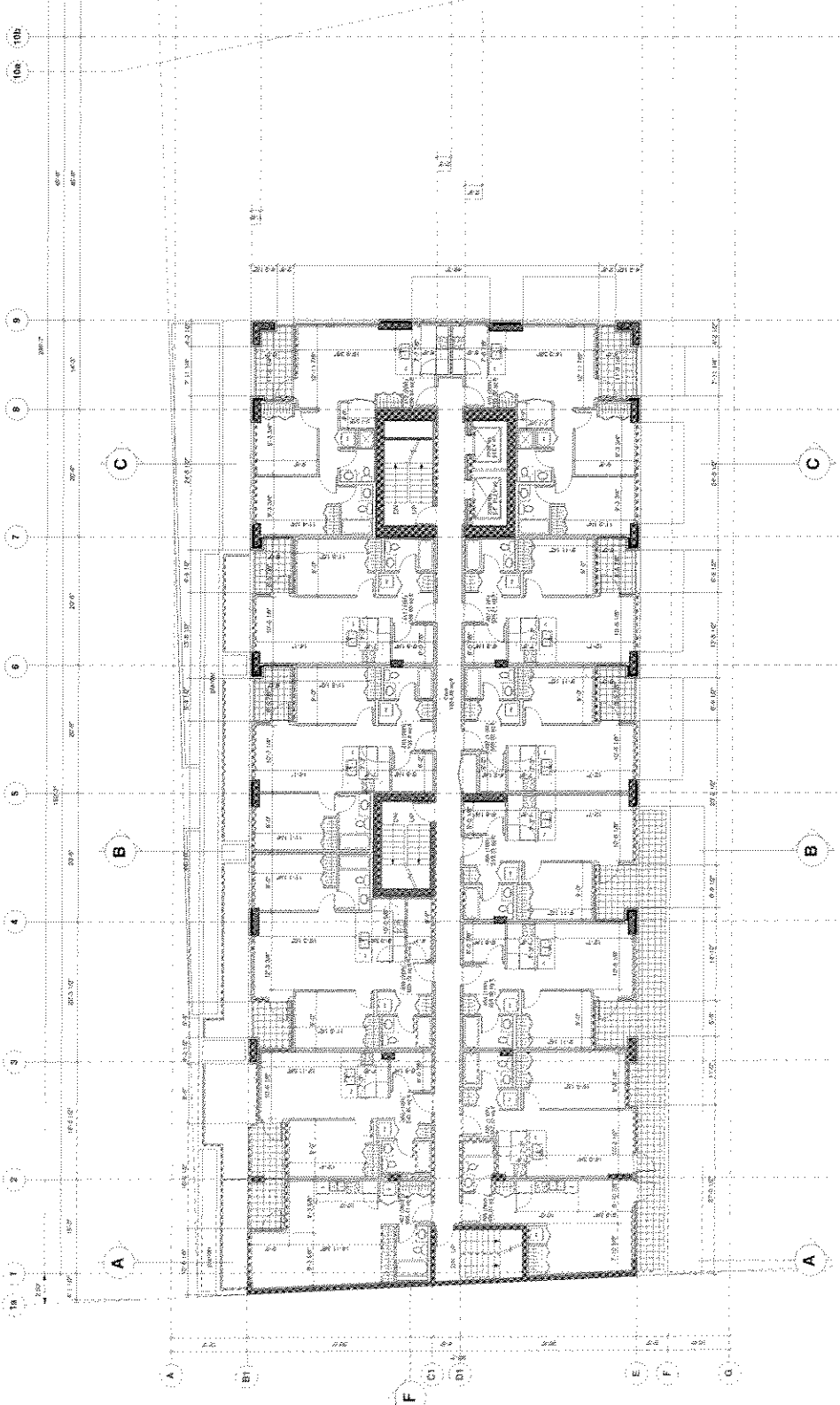
**Building A**  
**3rd Floor**

JOB NO. 08-18  
DRAWN HK  
DATE 4 October 2010  
CHECKED WL

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**A-2.7**

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3/1/05 31 Issued for IIP  
2/20/05 11 Issued for marketing comment  
1/02/10 10 Issued for marketing  
ISSUED

SCALE PROJECT WORKS  
1/8"=1'

PROJECT  
Mixed Use Development  
2005 Broadway  
San Francisco, CA

DRAWING TITLE

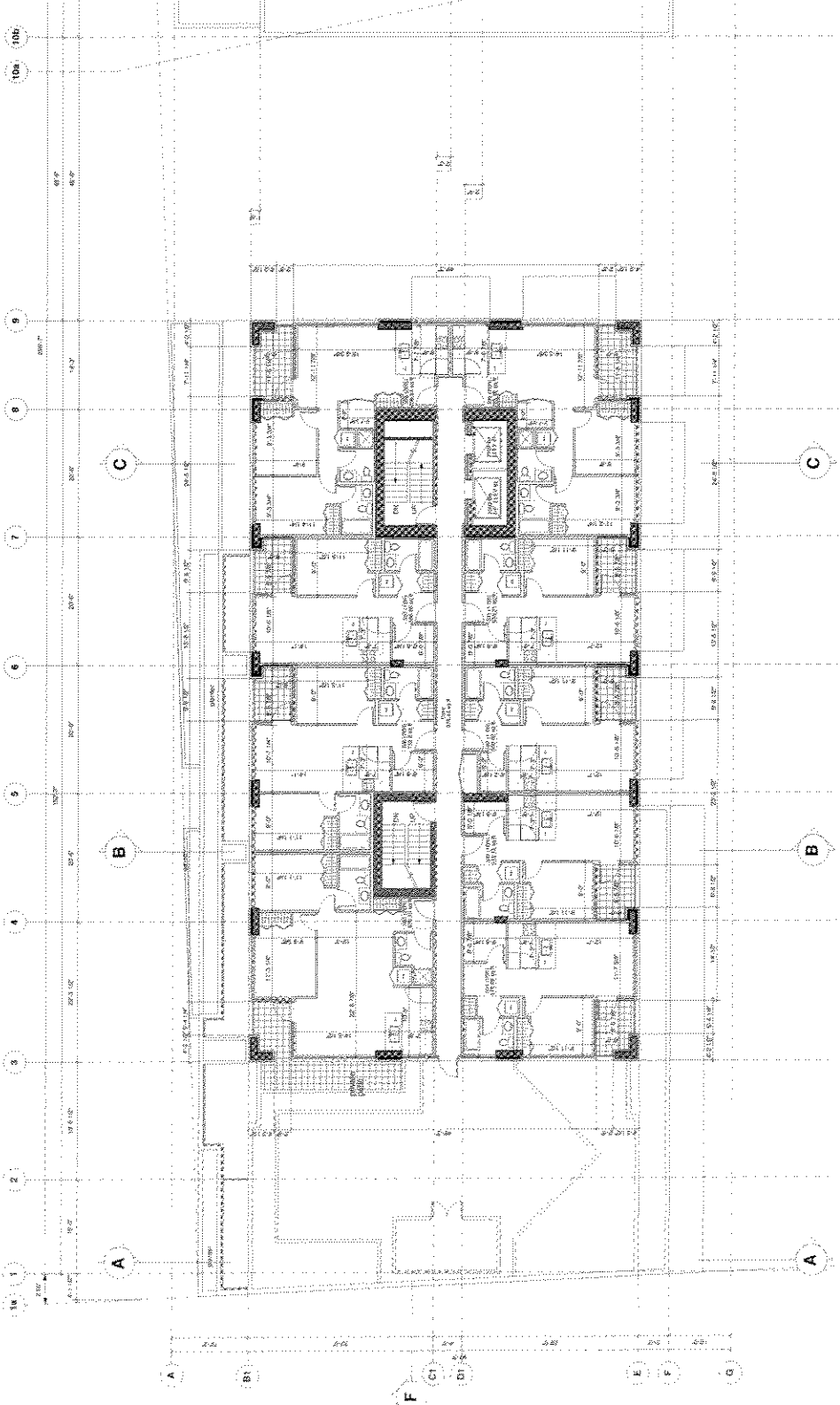
**Building A  
4th Floor**

JOB NO. 05-13  
DRAWN HK  
DATE 4 October 2010  
CHECKED WL

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**A-2.8**

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3. 31.08.11 Issued for DP  
 2. 28.03.11 Issued for marketing review  
 1. 02.11.10 Issued for preparing  
 ISSUED

SCALE PROJECT NORTH  
 1/8"=1'

PROJECT  
 Mixed Use Development  
 2600 Broadway  
 Vancouver, BC

DRAWING TITLE  
 Building A  
 5th Floor

DATE NO. 06-13  
 DRAWN BY HK  
 DATE 4 October 2010  
 CHECKED BY WL  
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 PDAW663 8/0

**A-2.9**

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3 31 08 11 Issues for ICF  
2 29 08 11 Issues for receiving revised  
1 02 11 05 Issues for receiving  
ISSUED

SCALE PROJECT NORTH  
1/8" = 1'

PROJECT  
Mixed Use Development  
2088 Kingsway  
Vancouver, BC

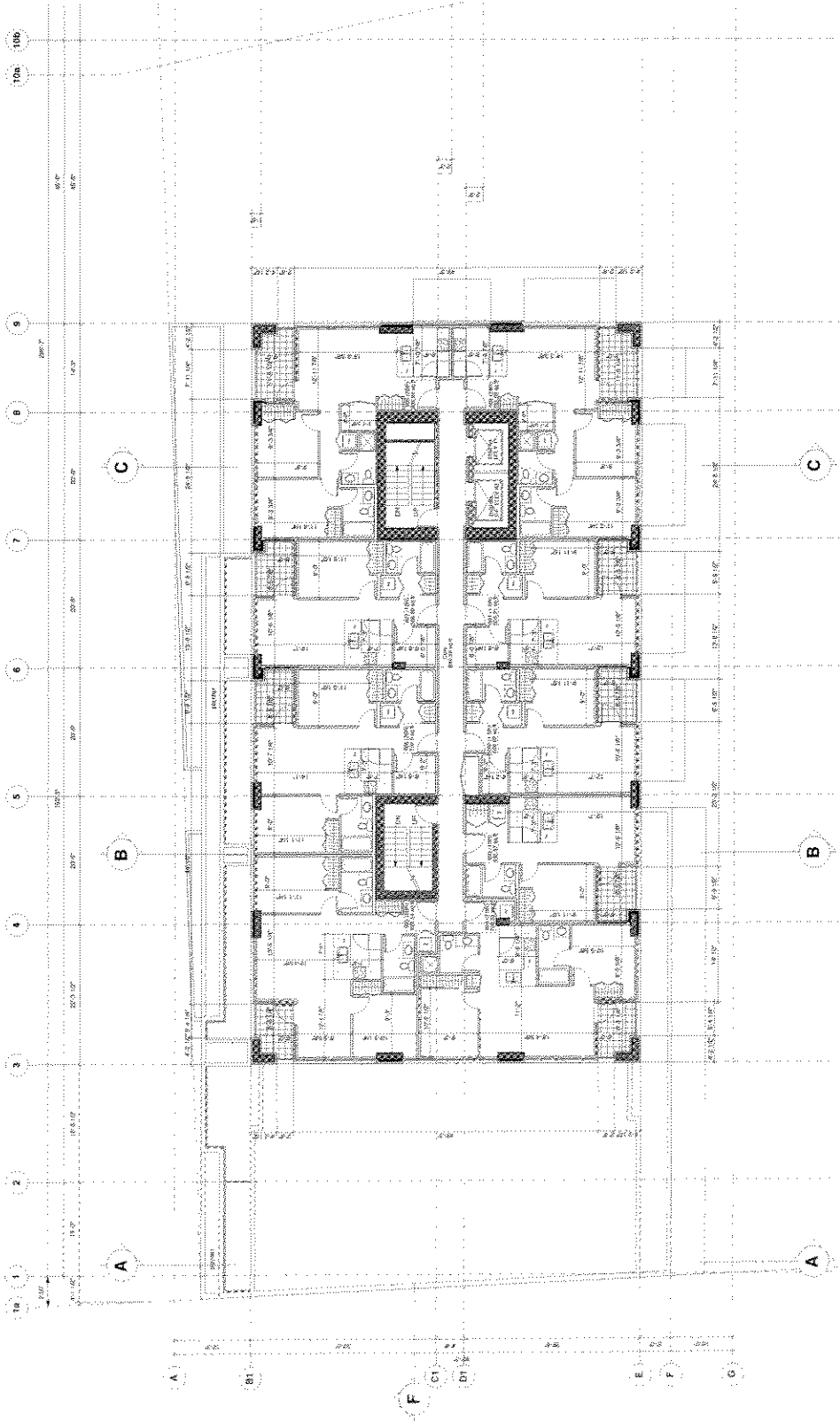
DRAWING TITLE

**Building A  
6-11th Floor**

JOB NO	08-13
DRAWN	HK
DATE	1 October 2010
CHECKED	WE

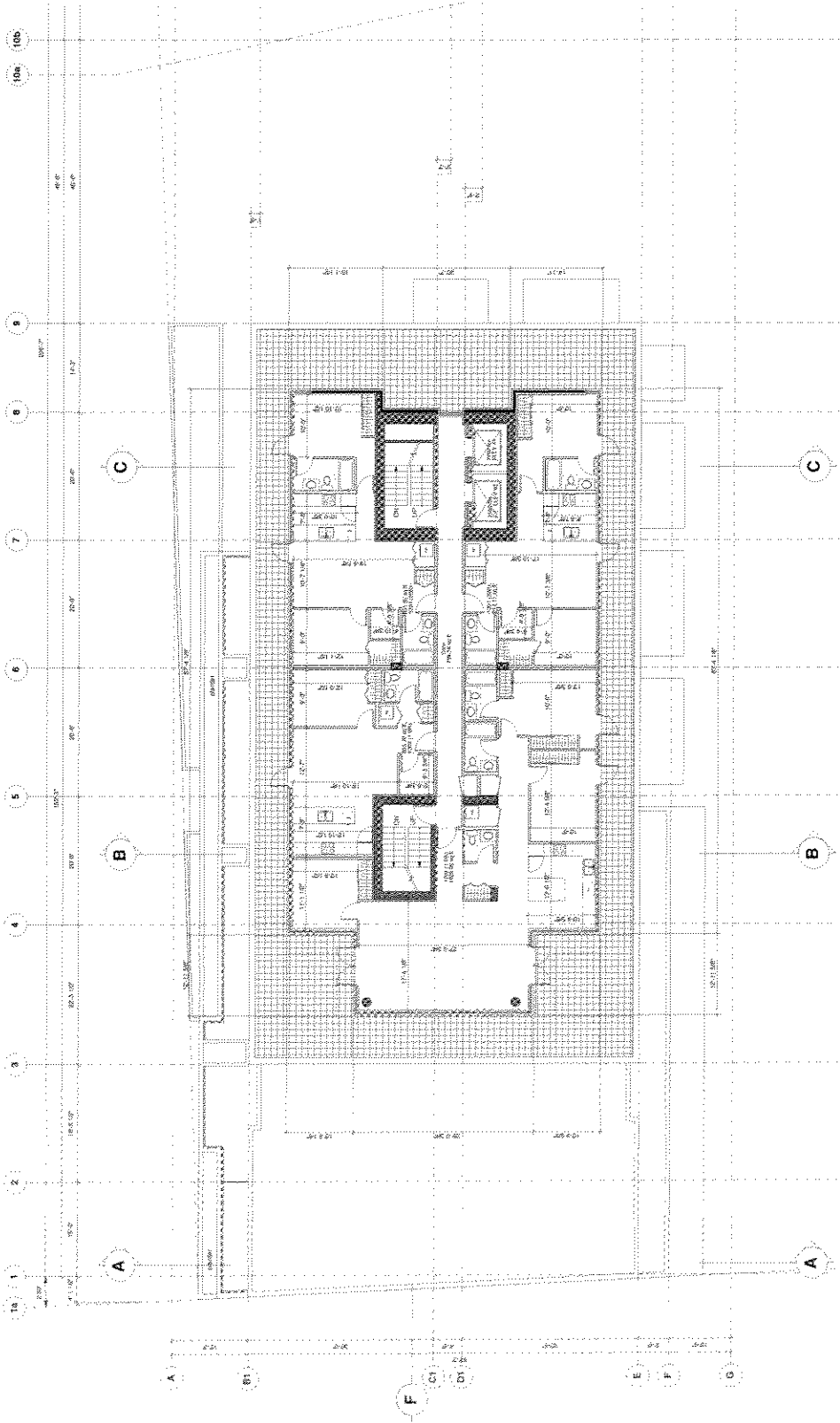
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DRAWING NO.

**A-2.10**



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3 31 08 11 revised for RFP  
 2 28 08 11 issued for recording needed  
 1 02 11 10 revised for recording  
 ISSUED

SCALE PROJECT NORTH  
 1/8"=1'

PROJECT  
 Mixed Use Development  
 6885 Kingsway  
 Vancouver, BC

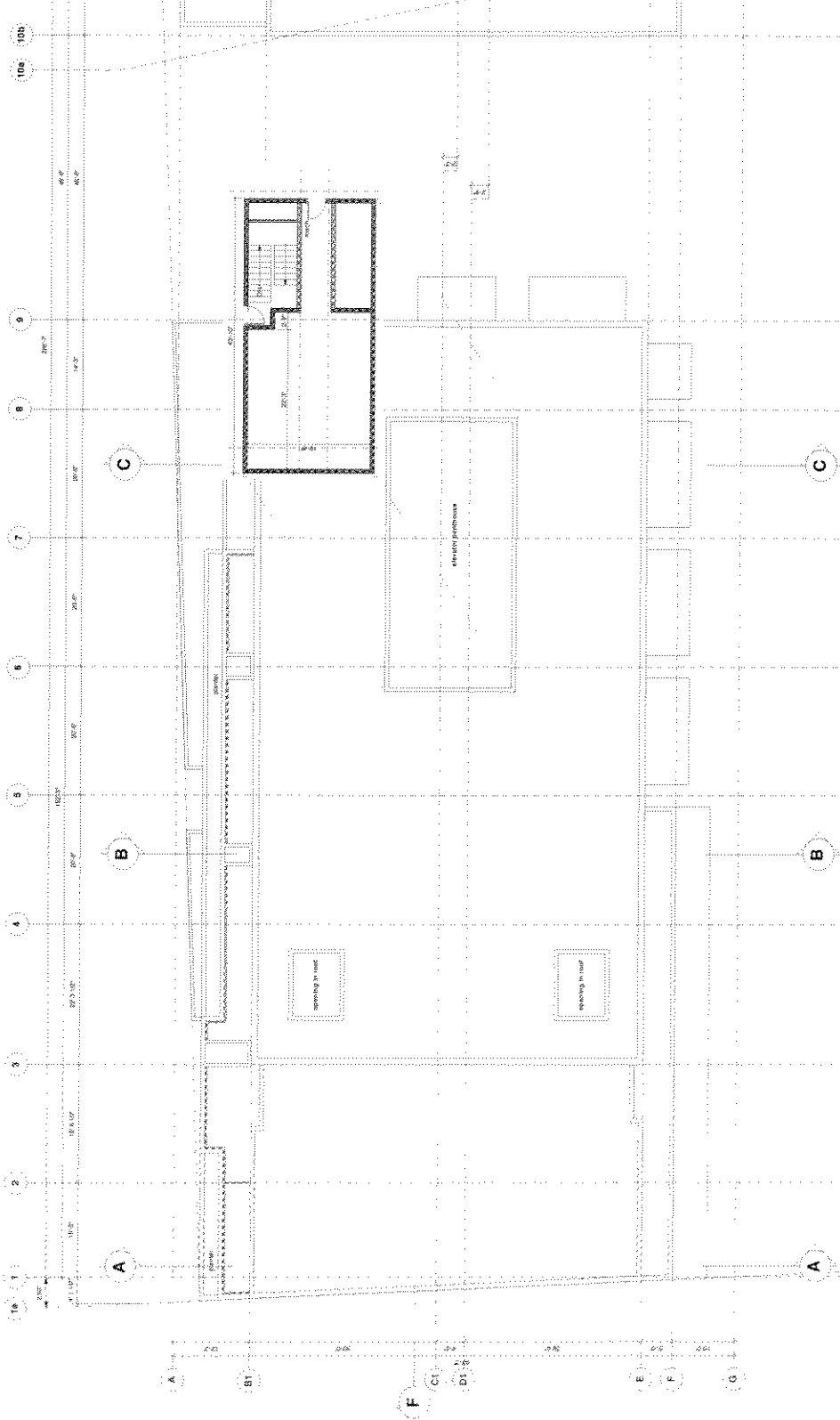
DRAWING TITLE

**Building A  
 12th Floor**

JOB NO 0813  
 DRAWN HK  
 DATE 4 October 2010  
 CHECKED WL  
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 DRAWING NO

**A-2.11**

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ISSUED

- 02.11.16 Issued for planning
- 02.02.17 Issued for reporting received
- 03.08.17 Issued for DP

PROJECT  
Mixed Use Development  
2688 Klappanway  
Vancouver, BC

**Building A**  
Roof Plan

DRAWING NO. 08-13  
DESIGNER HK  
DATE 4 October 2013  
CHECKED WI  
DRAWING NO.

A-2.12

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3/31/08 11:00 AM  
2/20/08 11:00 AM  
1/02/11 11:00 AM

SCALE: PROJECT PERIOD  
1/8"=1'

PROJECT  
Mixed Use Development  
Vancouver, BC

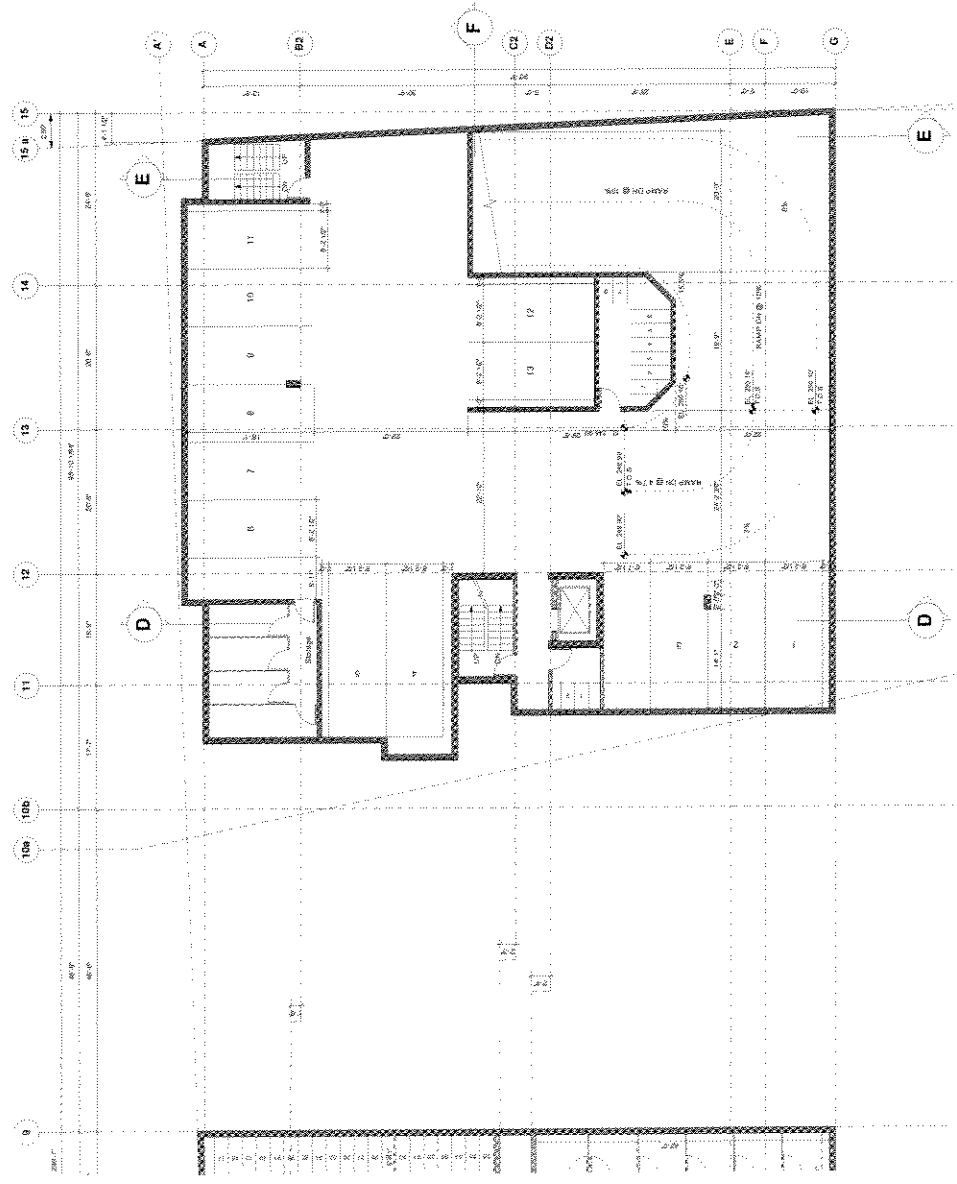
DRAWING TITLE

**Building B  
P-3 Level**

JOB NO. 0813  
DRAWN BY HR  
DATE 4 October 2010  
CHECKED BY

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**A-2.13**



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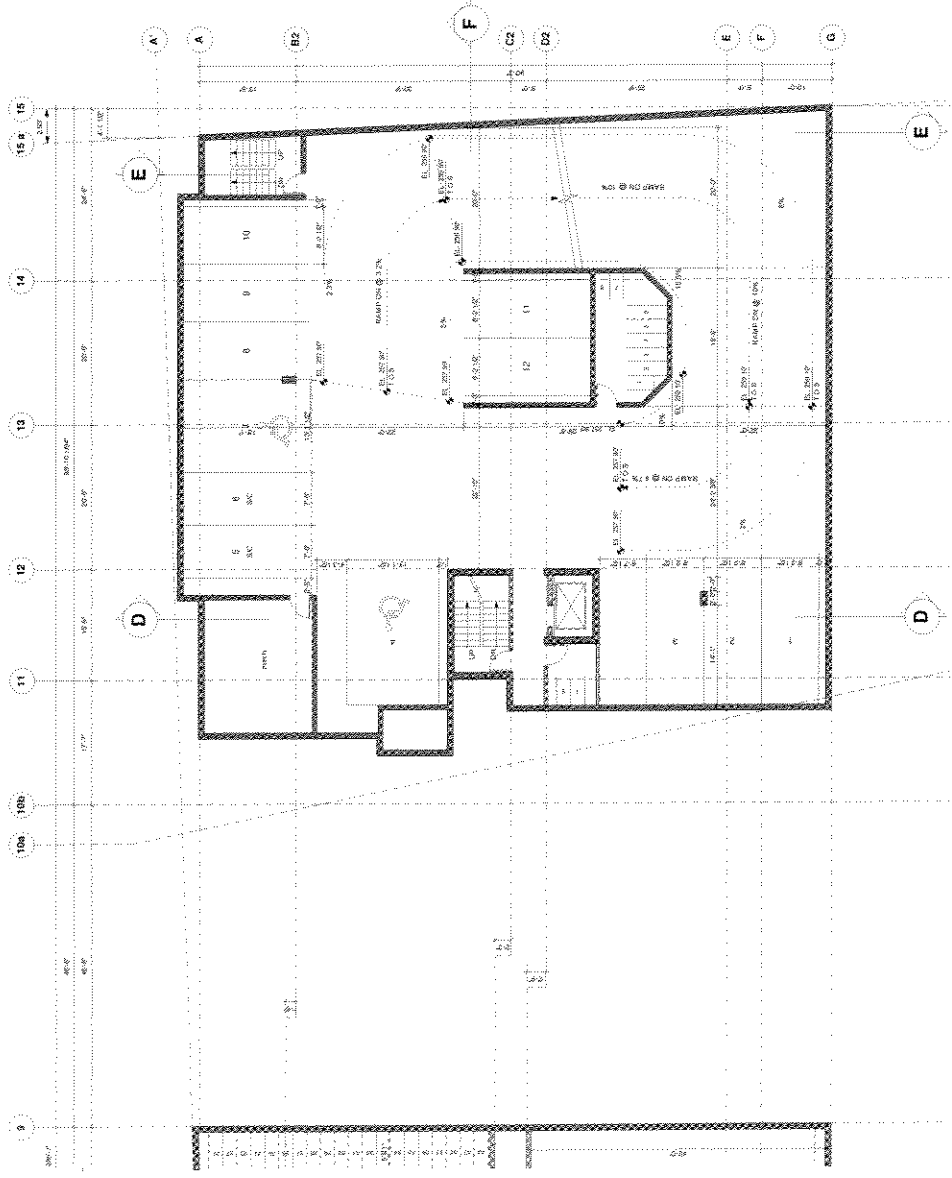
DATE: 08-13  
DRAWN: PK  
DATE: 4 October 2010  
CHECKED: WL  
PROJECT: Alford Lane Development  
1000 West Broadway  
Vancouver, BC  
DRAWING TITLE: Building B  
P-2 Level

SCALE: PROJECT NORTH  
1/8"=1'

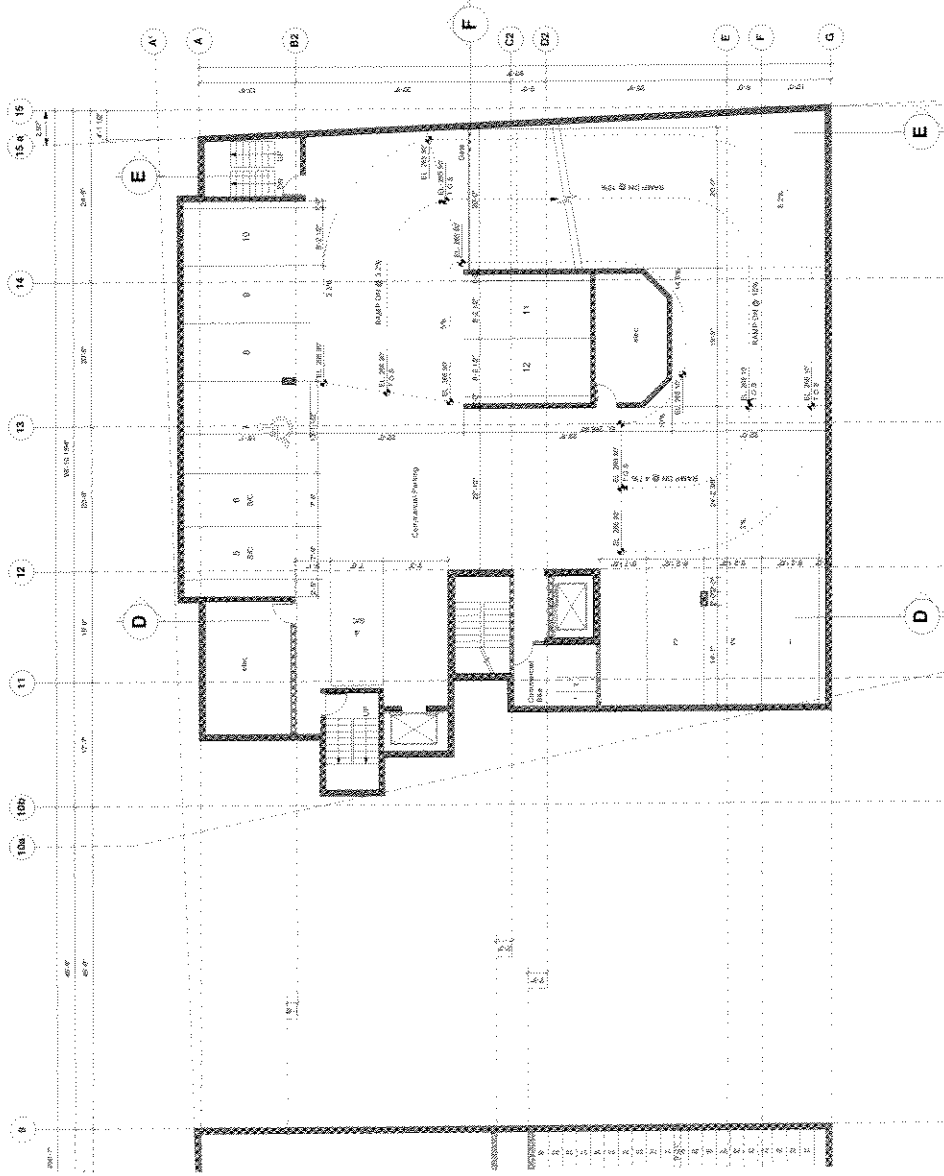
PROJECT: Alford Lane Development  
1000 West Broadway  
Vancouver, BC  
DRAWING TITLE: Building B  
P-2 Level

JOB NO: 08-13  
DRAWN: PK  
DATE: 4 October 2010  
CHECKED: WL  
PROJECT: Alford Lane Development  
1000 West Broadway  
Vancouver, BC  
DRAWING TITLE: Building B  
P-2 Level

DRAWING NO: A-2.14



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- 3. 31.08.11. Review for DP
- 2. 20.03.11. Impact for existing owners
- 1. 02.11.10. Based for reviewing ISSUED

SCALE PROJECT NORTH  
 1/8"=1'

PROJECT  
 Mixed Use Development  
 1000 West Broadway  
 Vancouver, BC

DRAWING TITLE

**Building B  
 P-1 Level**

JOB NO. 08-13  
 DRAWN EK  
 DATE 4 October 2010  
 CHECKED WL

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 (DRAWING NO)

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9.31.09.11 Issued for IIP  
2.20.03.11 Issued for recording revised  
1.09.11.10 Issued for zoning  
ISSUED

SCALE: PROJECT NORTH  
1/8"=1'

PROJECT  
Miyachi Development  
2009 Main Floor  
Vancouver, BC

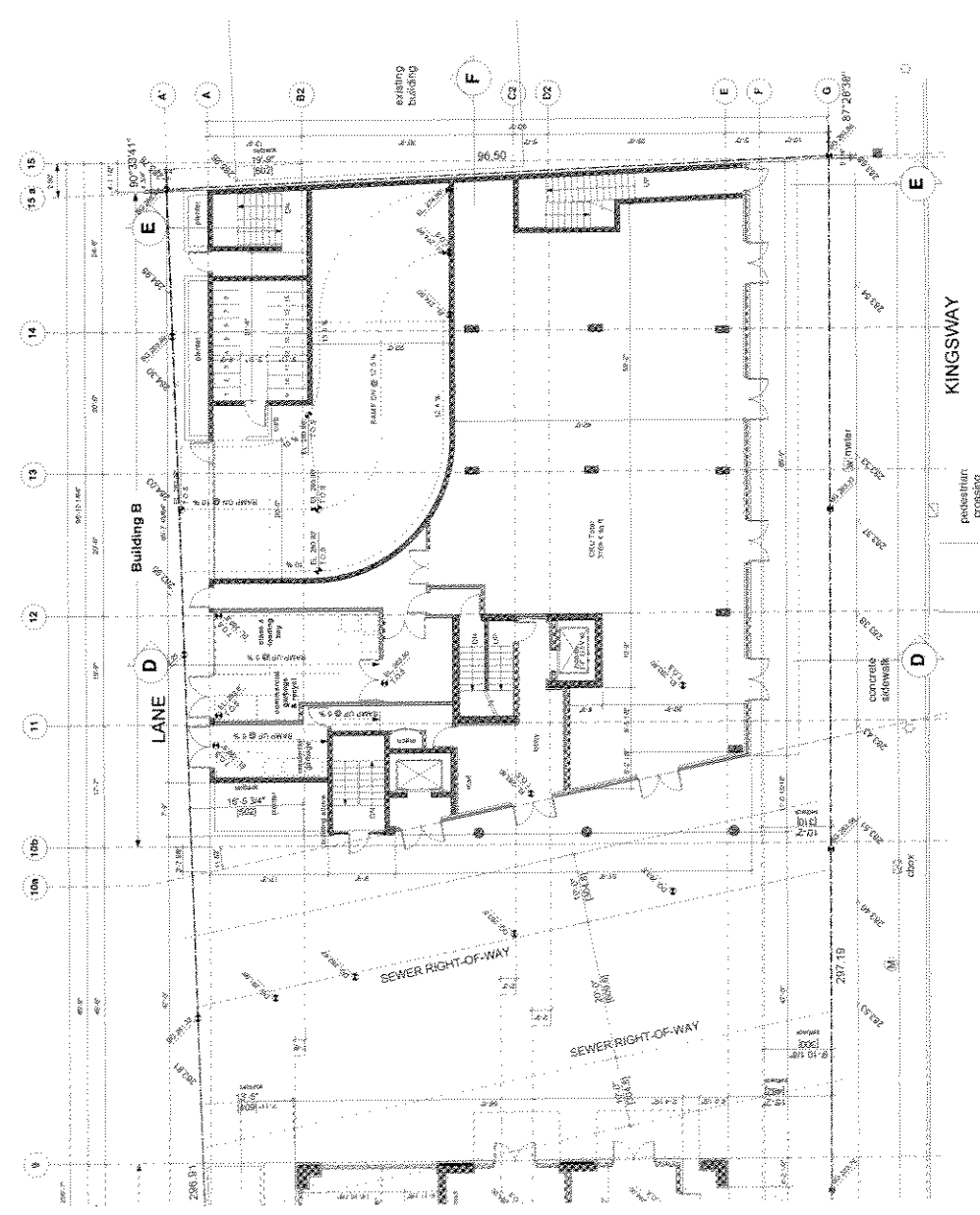
DRAWING TITLE

**Building B  
Main Floor**

JOB NO. 0813  
DRAWN HK  
DATE 4 October 2010  
CHECKED WL

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**A-2.16**



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- 3 31 01.11 Issued for DP
- 2 20 03.11 Issued for reworking needed
- 1 02 11 10 Issued for planning

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
Vancouver, BC

DRAWING TITLE

**Building B**  
**2nd Floor**

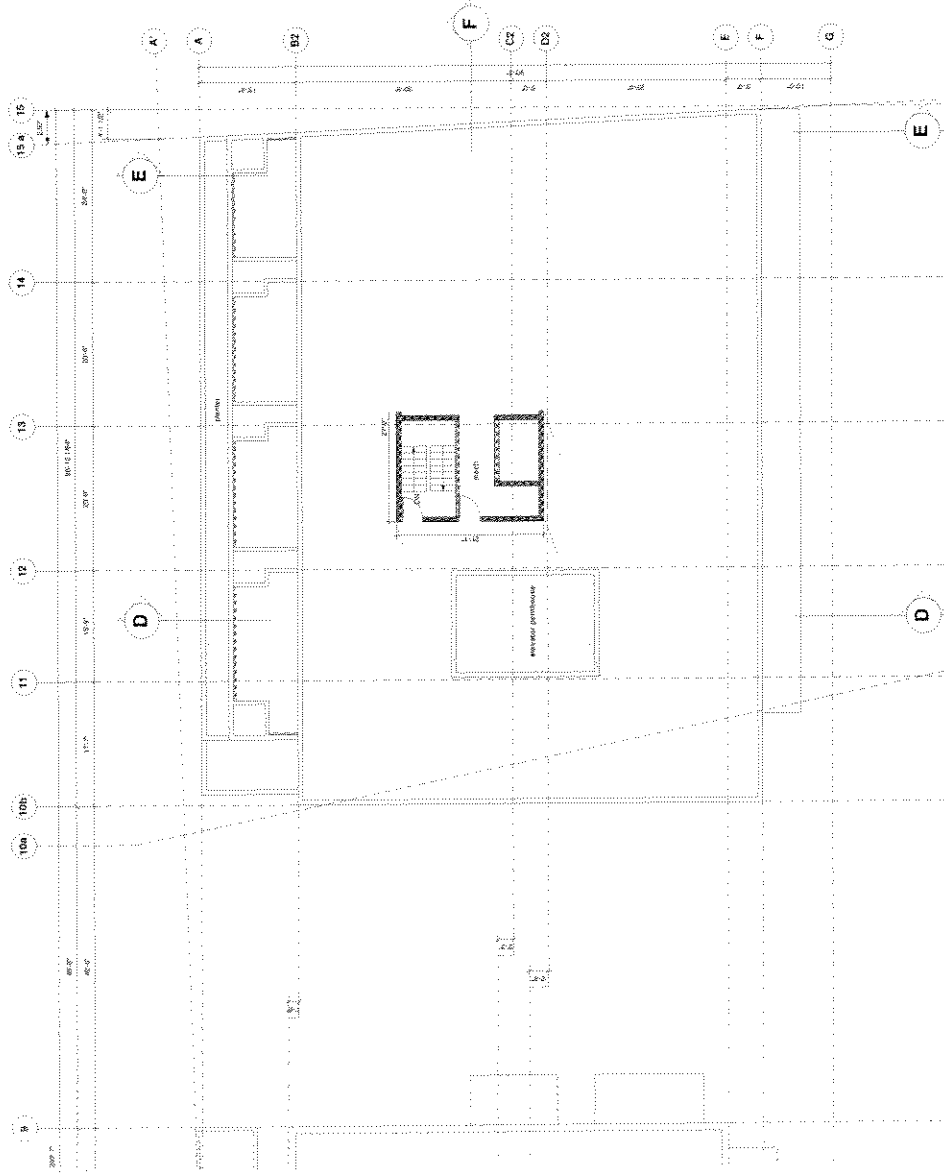
JOB NO 08-13  
DRAWN EK  
DATE 4 October 2010  
CHECKED WK

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DRAWING NO

**A-2.17**



Appendix D ; page 20 of 38



3 31 08 11 ISSUED FOR RFP  
2 28 08 11 ISSUED FOR REBIDDING (REVISED)  
1 02 11 10 ISSUED FOR REBIDDING  
ISSUED

SCALE: PROJECT NORTH  
1/8"=1'

PROJECT:  
Mixed Use Development  
at  
Vancouver, BC

DRAWING TITLE:  
Building B  
Roof Plan

JOB NO: 08-13  
DRAWN: HK  
DATE: 4 October 2010  
CHECKED: M

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DRAWINGS NO:

**A-2.19**

Appendix D; page 2 of 38



- 3. 31.08.11 Revised for DP
- 2. 29.05.11 Revised for working revised
- 1. 02.11.10 Revised for working

ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
888 Kingsway  
Vancouver, BC

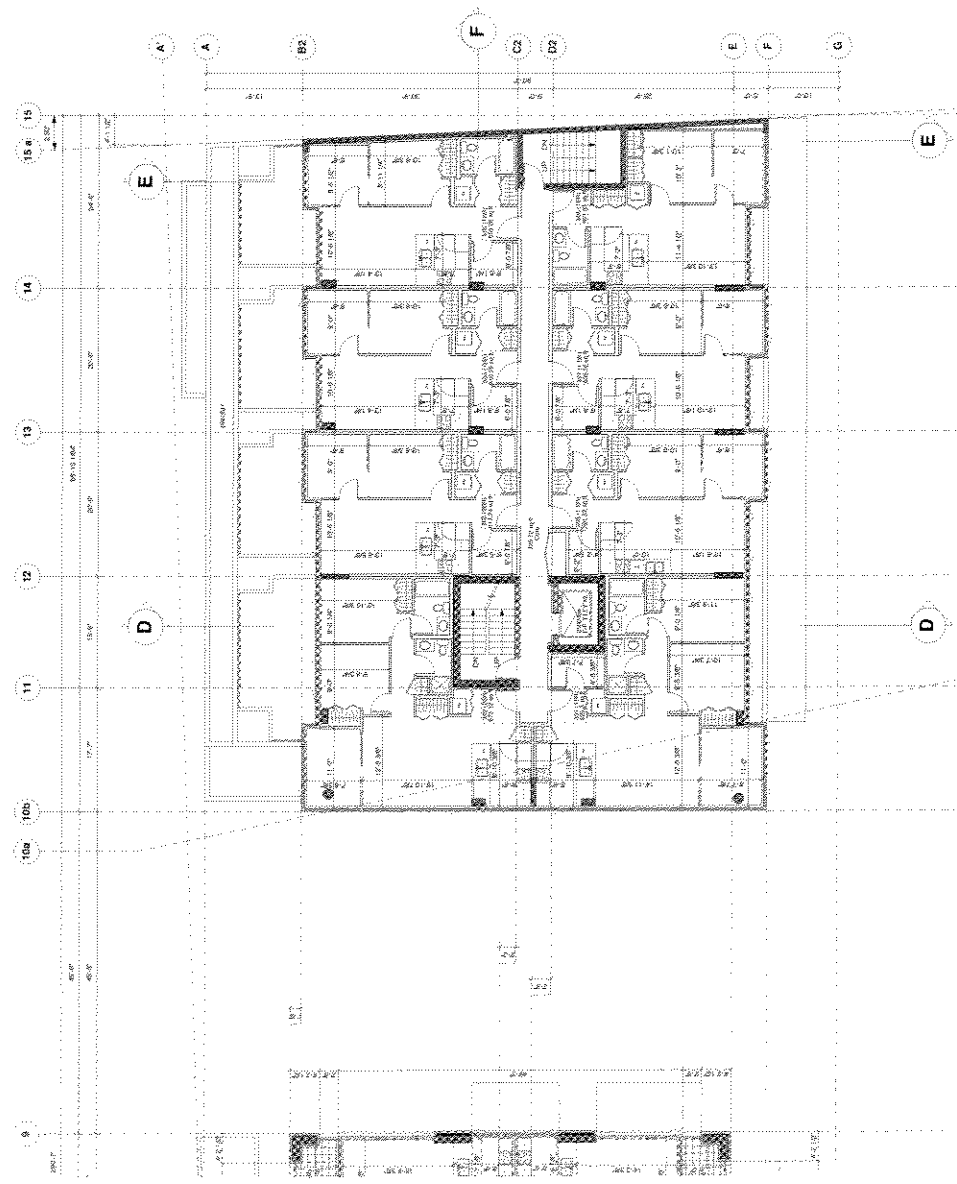
DRAWING TITLE

**Building B  
3-4th Floor**

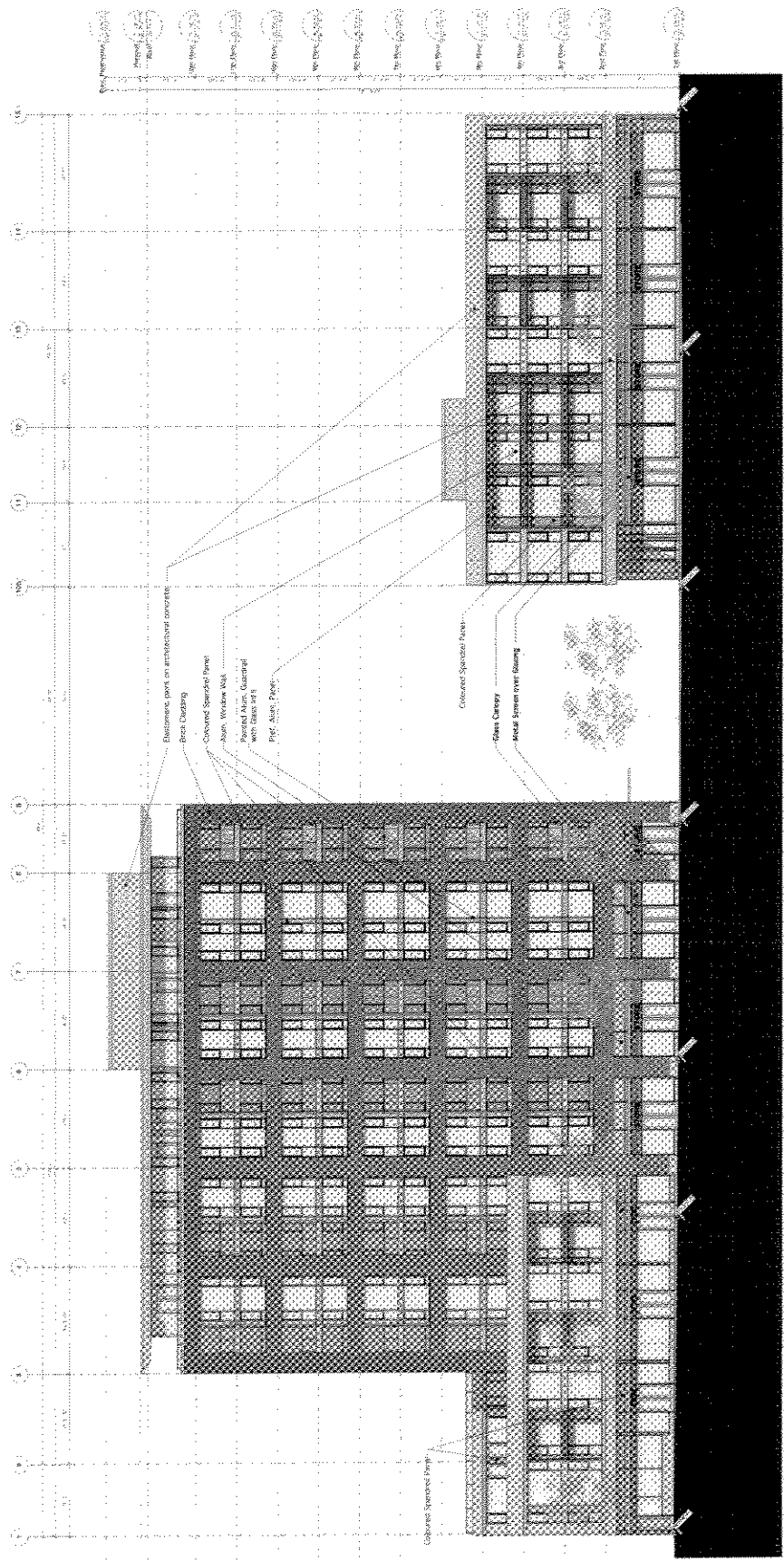
JOB NO. 05-13  
DRAWN BY HK  
DATE 4 October 2010  
CHECKED BY WE

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DRAWINGS NO.

**A-2.18**



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3. 01. 03. 11. Revised for CIP  
2. 29. 03. 11. Revised for marketing material  
1. 09. 11. 10. Revised for marketing  
ISSUED

SCALE PROJECT NORTH  
1/8"=1'

PROJECT  
Mixed Use Development  
2659 Kingsway  
Vancouver, BC

DRAWING TITLE  
South Elevation

JOB NO. 08-13  
DRAWN BY BK  
DATE 4 October 2010  
CHECKED BY WK

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DRAWING NO.  
**A-3.1**

0 31.03.11. Revised for DP  
2 28.03.11. Revised for marketing release  
1 03.11.10. Revise for marketing  
ISSUED

SCALE PROJECT NORTH  
1:50

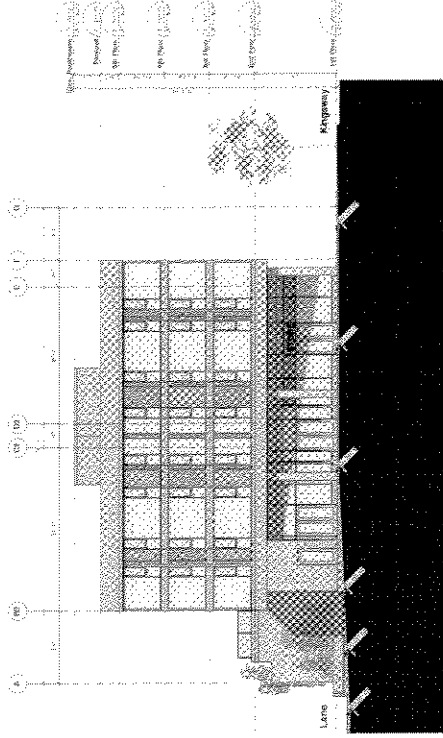
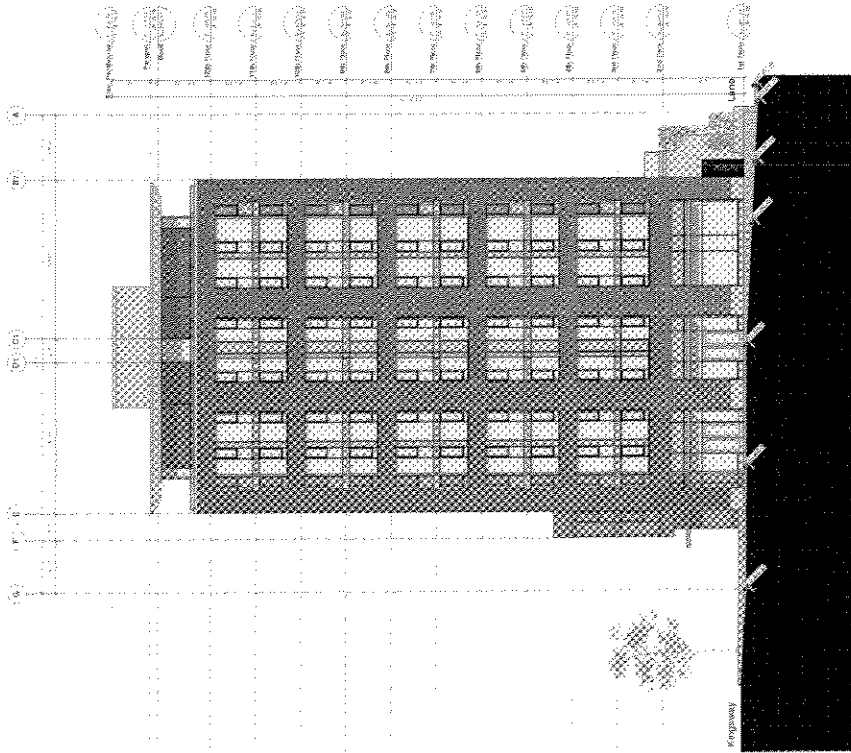
PROJECT  
Mixed Use Development  
2628 Kingsway  
Vancouver, BC

DRAWING TITLE

East / West  
Plaza Elevation

JOB NO. 05-10  
DRAWN HK  
DATE 4 October 2010  
CHECKED WL  
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DRAWING NO.

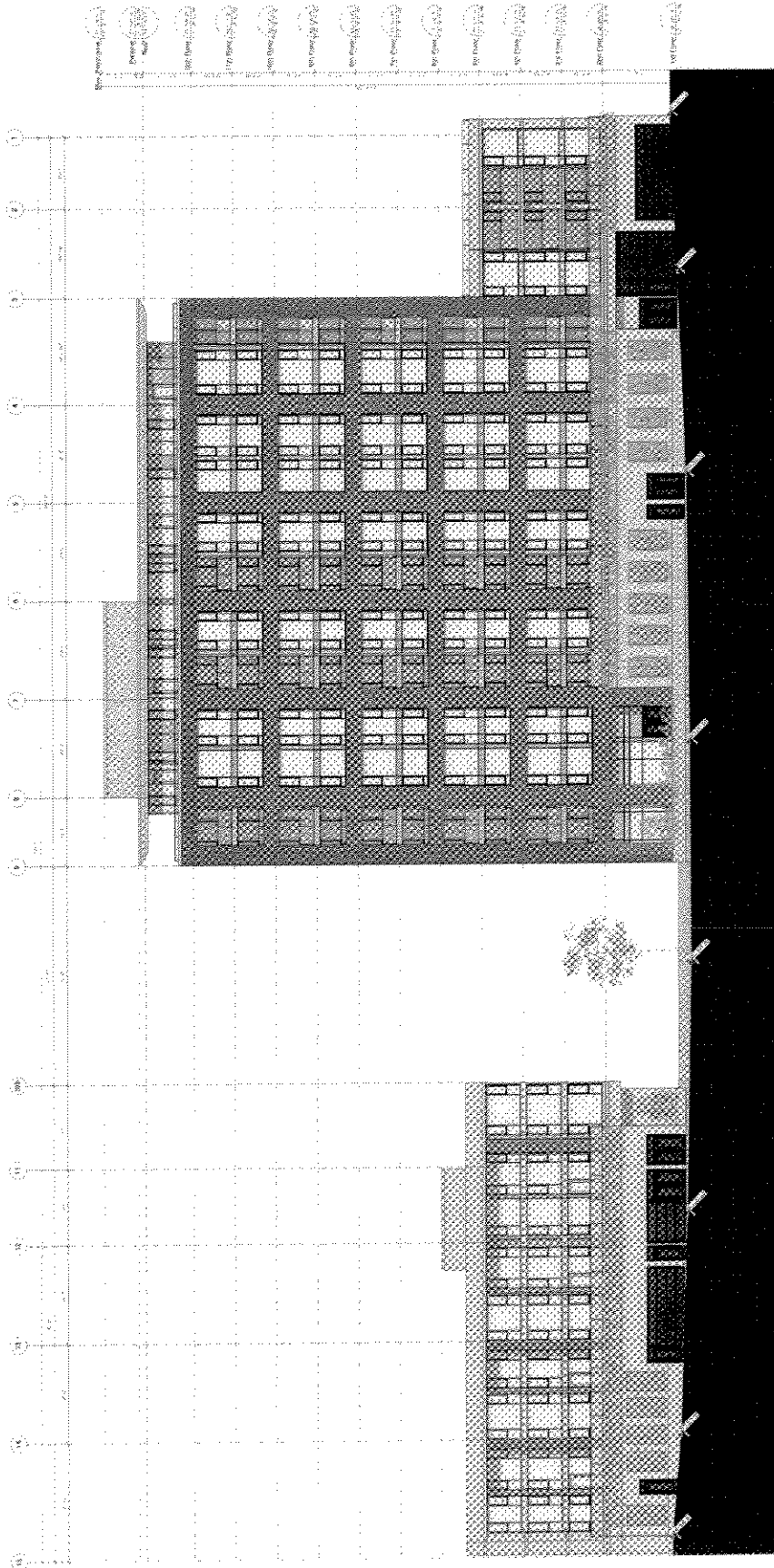
A-3.2



East Plaza Elevation

West Plaza Elevation

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- 1. 10/11/10. Revised for design
- 2. 20/01/11. Revised for receiving approval
- 3. 24/05/11. Revised for I.P.

PROJECT  
Mixed Use Development  
2680 Kingsway  
Vancouver, BC

SCALE PROJECT NORTH  
1/8"=1'

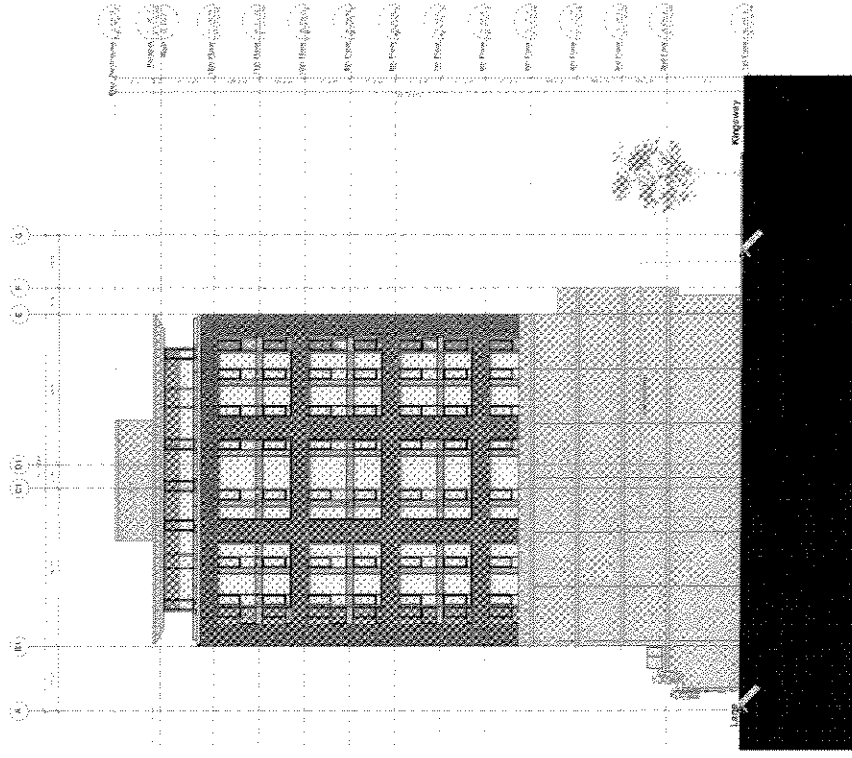
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**North Elevation**

DWG NO. 08-13  
DRAWN HK  
DATE 4 October 2010  
CHECKED WL

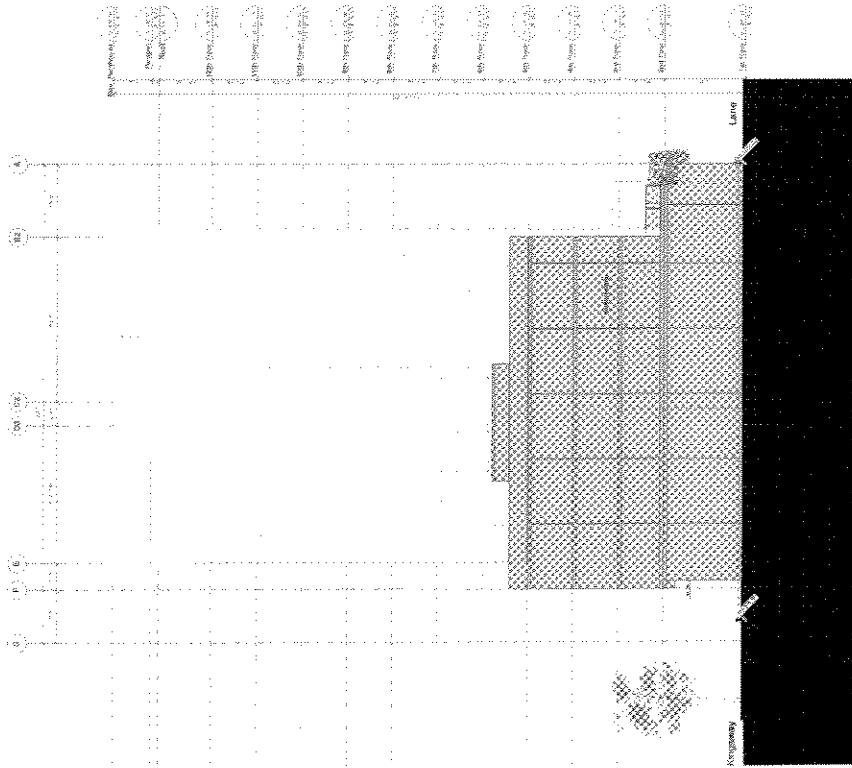
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DRAWING NO.  
**A-3.3**

Appendix 2 ; page 25 of 38



West Elevation



East Elevation

3 31 08 15 Revised for RFP  
2 29 08 11 Revised for marketing material  
1 02 11 00 Revised for marketing material

SCALE PROJECT NORTH  
1/8" = 1'

PROJECT  
Mixed Use Development  
2885 Columbia Street  
Vancouver, BC

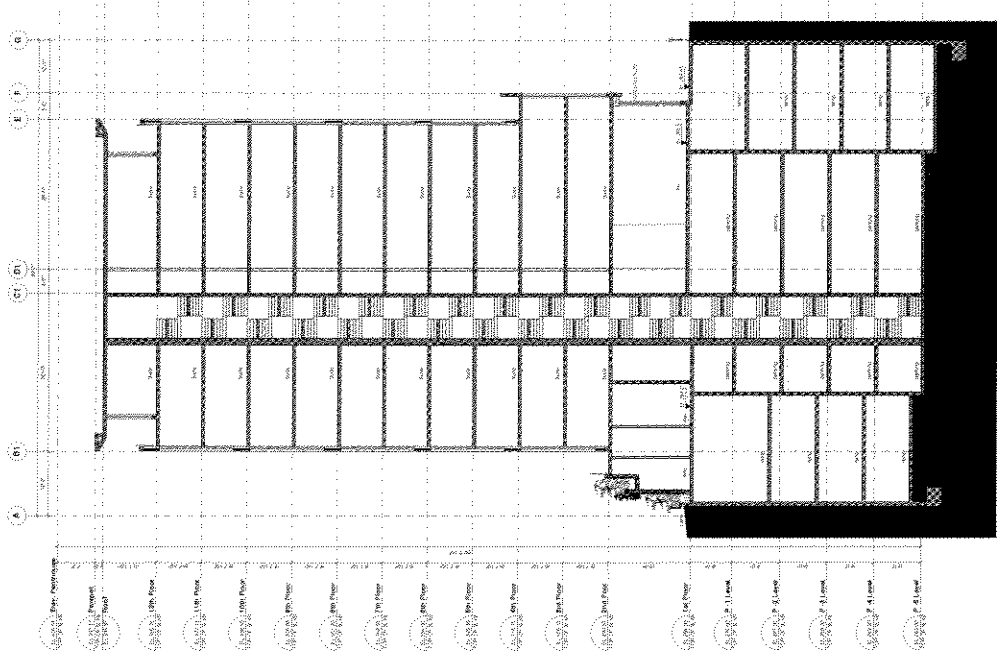
DRAWING TITLE

East / West  
Elevation

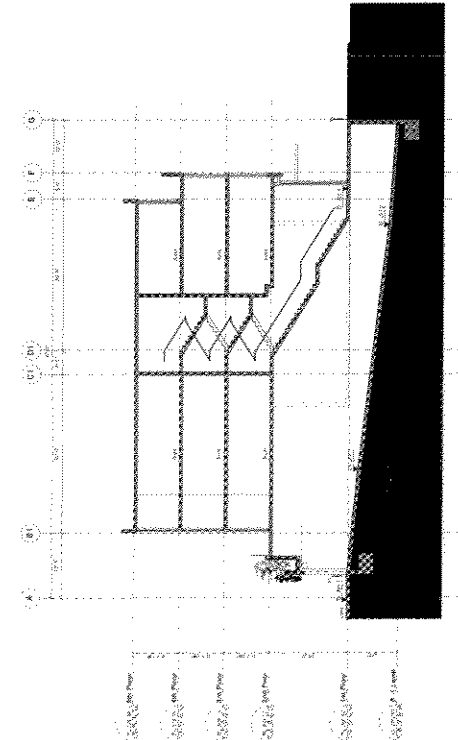
JOB NO. 08-13  
DRAWN HK  
DATE 4 ONSHAW 2010  
CHECKED MK  
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DRAWING NO.

**A-3.4**

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Section B-B



Section A-A

**Sections**

JOB NO: 06-18  
 DRAWN: MK  
 DATE: 4 October 2010  
 CHECKED: WT  
 Scale: 1/8" = 1'-0"  
 Project: Mixed Use Development  
 2688 Kingsway  
 Vancouver, BC  
 Drawing Title: DRAWING TITLE  
 DRAWN BY: MK  
 CHECKED BY: WT  
 Scale: 1/8" = 1'-0"  
 Project: Mixed Use Development  
 2688 Kingsway  
 Vancouver, BC  
 Drawing Title: DRAWING TITLE  
 DRAWN BY: MK  
 CHECKED BY: WT

**A-4.1**

Appendix D ; page 7 of 38

2 18.04.11 Issued for O.P.  
 1 08.11.10 Issued for marketing  
 ISSUED

SCALE PROJECT NORTH  
 1/8" = 1'

PROJECT  
 Mixed Use Development  
 4800 Ardenway  
 Vancouver, BC

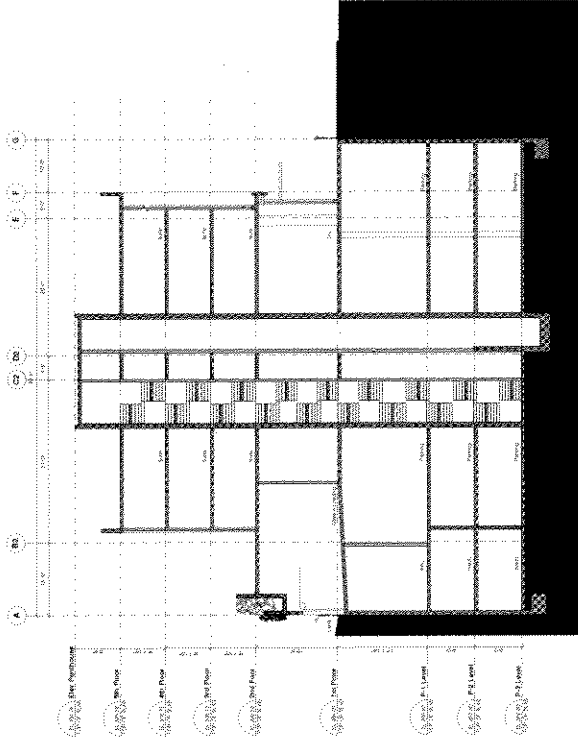
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**Sections**

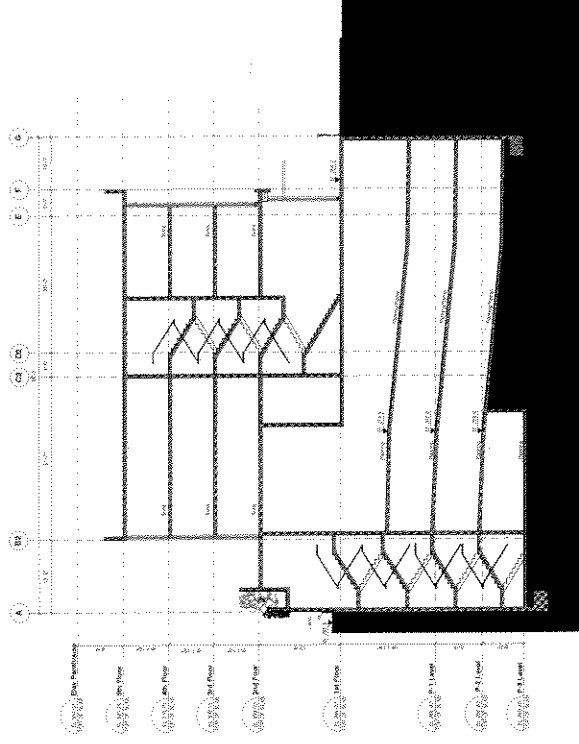
JOB NO. DR-13  
 DRAWN HK  
 DATE 4 October 2010  
 CHECKED WL

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 DRAWINGS NO.

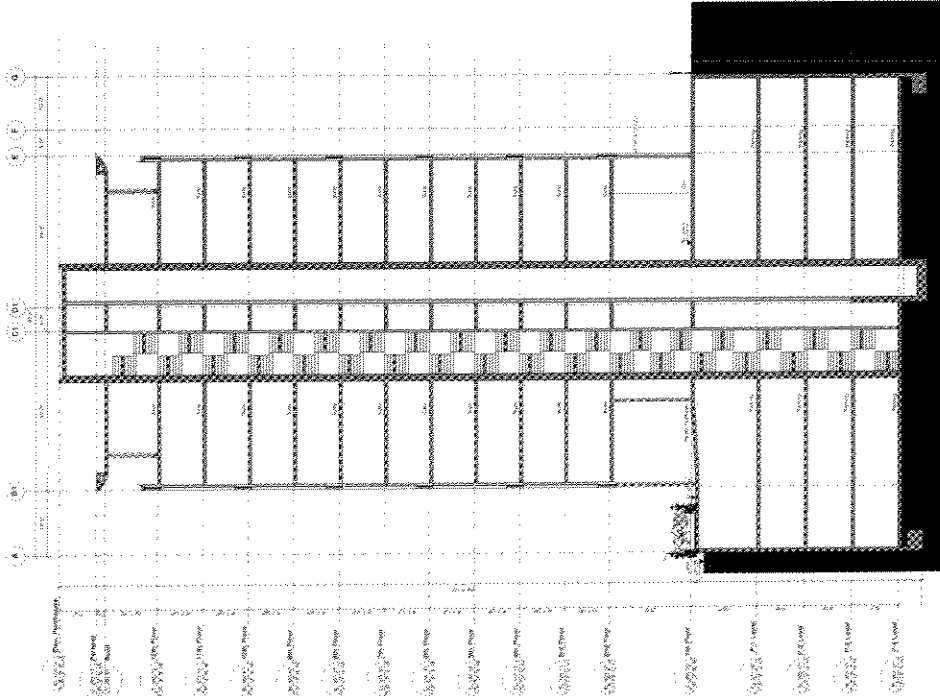
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Section D-D



Section E-E



Section C-C

*Appendix D ; page 28 of 38*

0 11/11/11 Issue for IIP  
1 02/11/10 Issue for working  
ISSUED

SCALE PROJECT NUMBER  
1/8"=1'

PROJECT  
Mixed Use Development  
at the  
Interchange  
Vancouver, BC

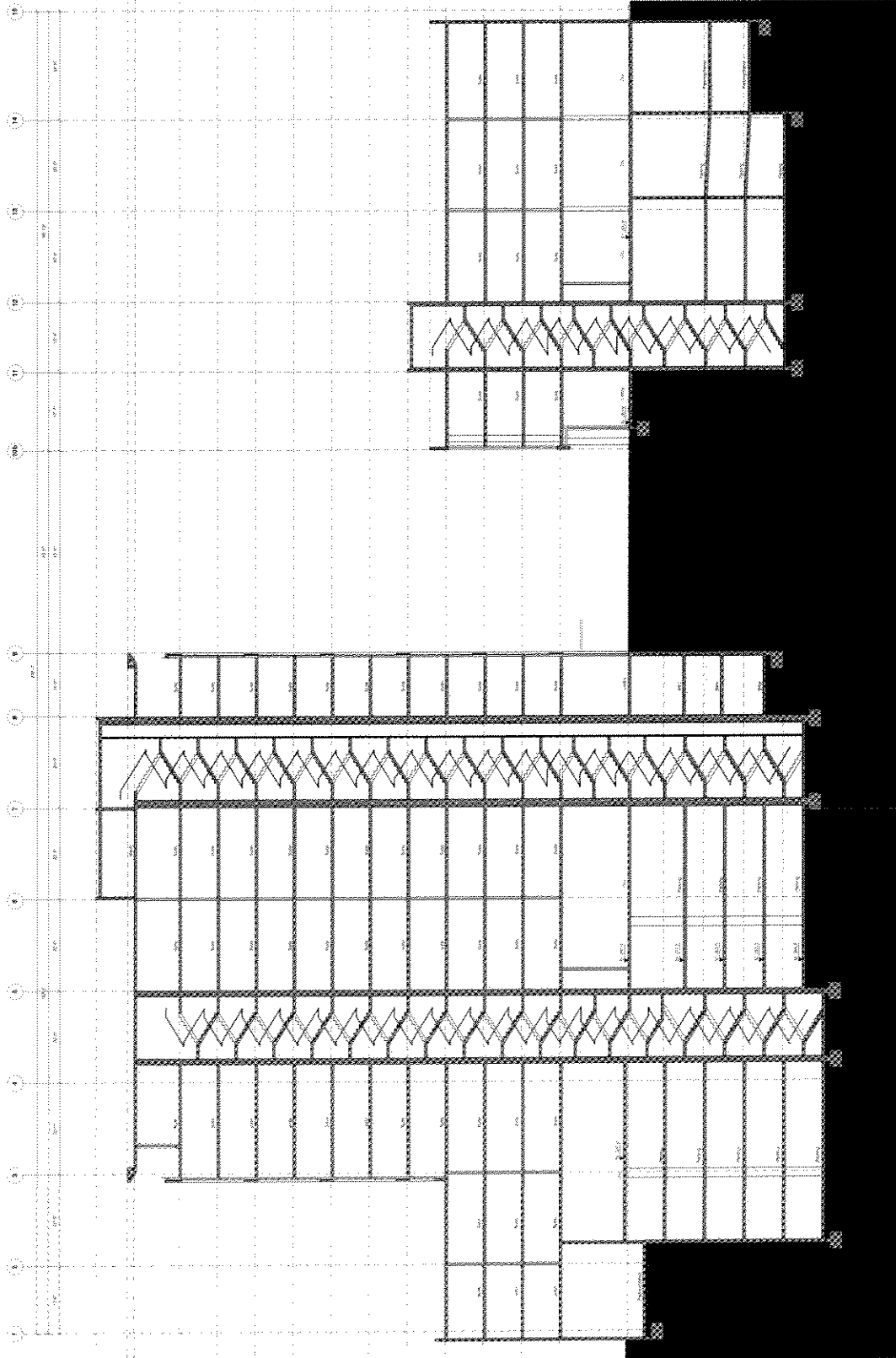
DRAWING TITLE

**Section F-F**

JOB NO 08-13  
DRAWN BK  
DATE 4 October 2010  
CHECKED VK  
DRAWING NO

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DRAWING NO

**A-4.3**



- 1. 1/8"=1'
- 2. 1/8"=1'
- 3. 1/8"=1'
- 4. 1/8"=1'
- 5. 1/8"=1'
- 6. 1/8"=1'
- 7. 1/8"=1'
- 8. 1/8"=1'
- 9. 1/8"=1'
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- 11. 1/8"=1'
- 12. 1/8"=1'
- 13. 1/8"=1'
- 14. 1/8"=1'
- 15. 1/8"=1'
- 16. 1/8"=1'
- 17. 1/8"=1'
- 18. 1/8"=1'
- 19. 1/8"=1'
- 20. 1/8"=1'

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December

June

May / July

April / August

March / September



10:00 am

12:00 pm

2:00 pm

4:00 pm

**Shadow Analysis**  
Existing Context

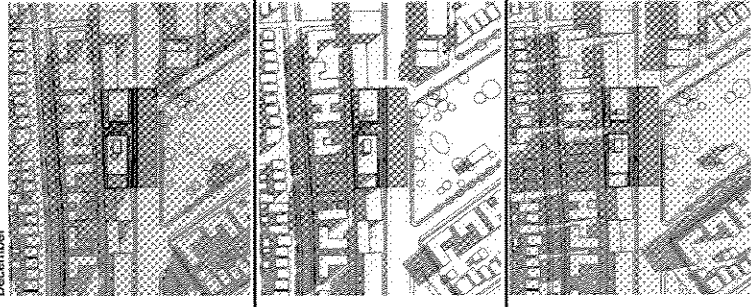
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DRAWN HK  
DATE 4 October 2010  
CHECKED WL

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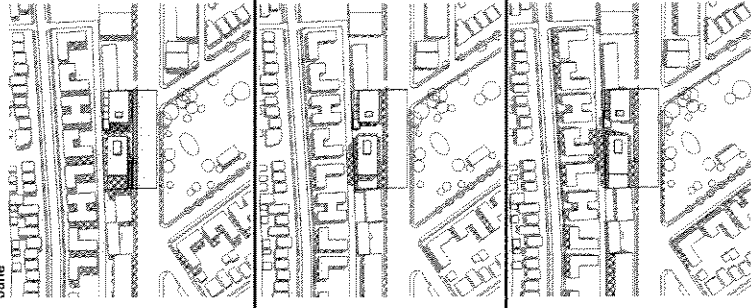
**A-5.1**

Appendix D ; page 30 of 38

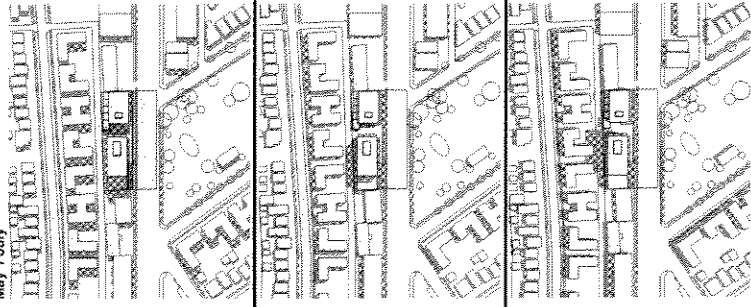
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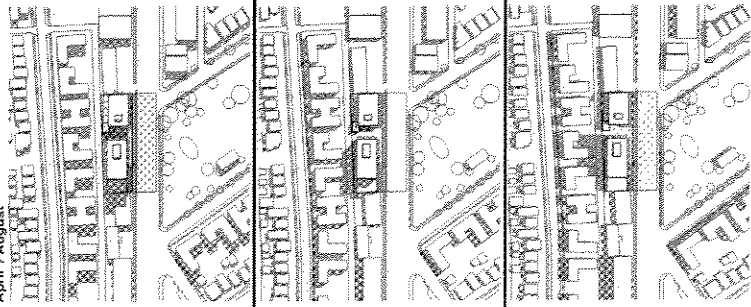
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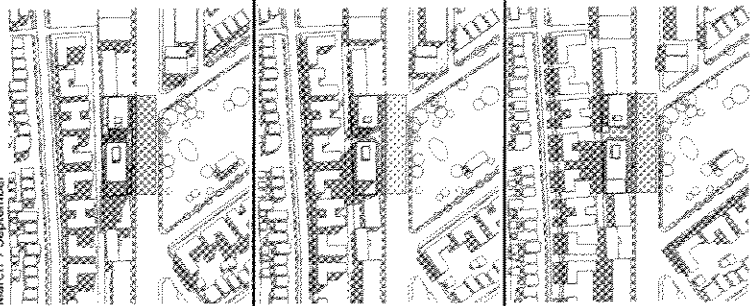
May / July



April / August



March / September



10:00 am

12:00 pm

2:00 pm

4:00 pm

3/31/03 Issued for RFP  
 2/28/03 Issued for pre-construction  
 1/02/11 Issued for planning  
 05/08/11

SCALE: PROJECT NORTH  
 1/8" = 1'

PROJECT  
 Mixed Use Development  
 Vancouver, BC

DRAWING TITLE

**Shadow Analysis  
 Transition Zone**

JOB NO. 08-10  
 DRAWN BY RK  
 DATE 1 October 2010  
 CHECKED BY WL

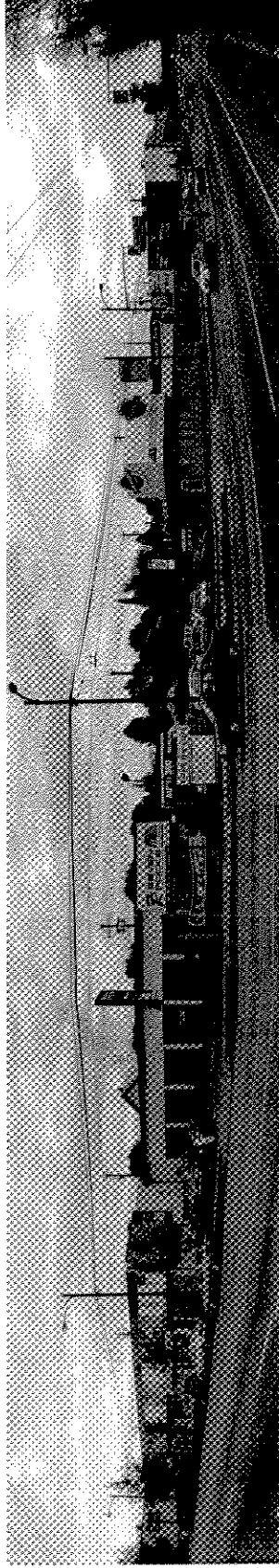
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 DRAWING NO

**A-5.2**

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Kingsway looking East



Kingsway looking West

2. 31.08.11 Issued for DfP  
2. 22.02.11 Issued for zoning protocol  
1. 07.11.10 Issued for rezoning  
ISSUED

SCALE PROJECT POSITION  
1:600

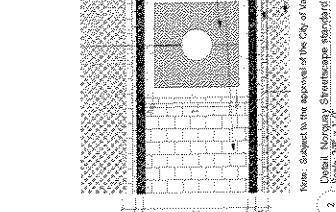
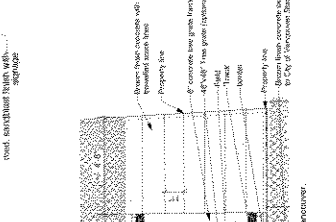
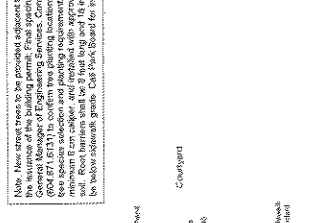
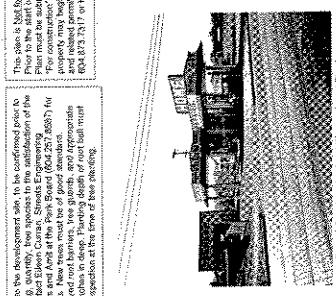
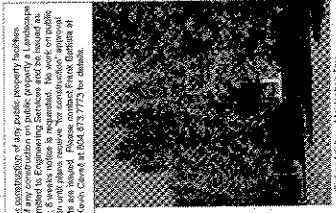
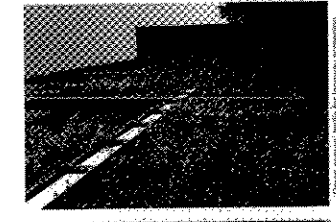
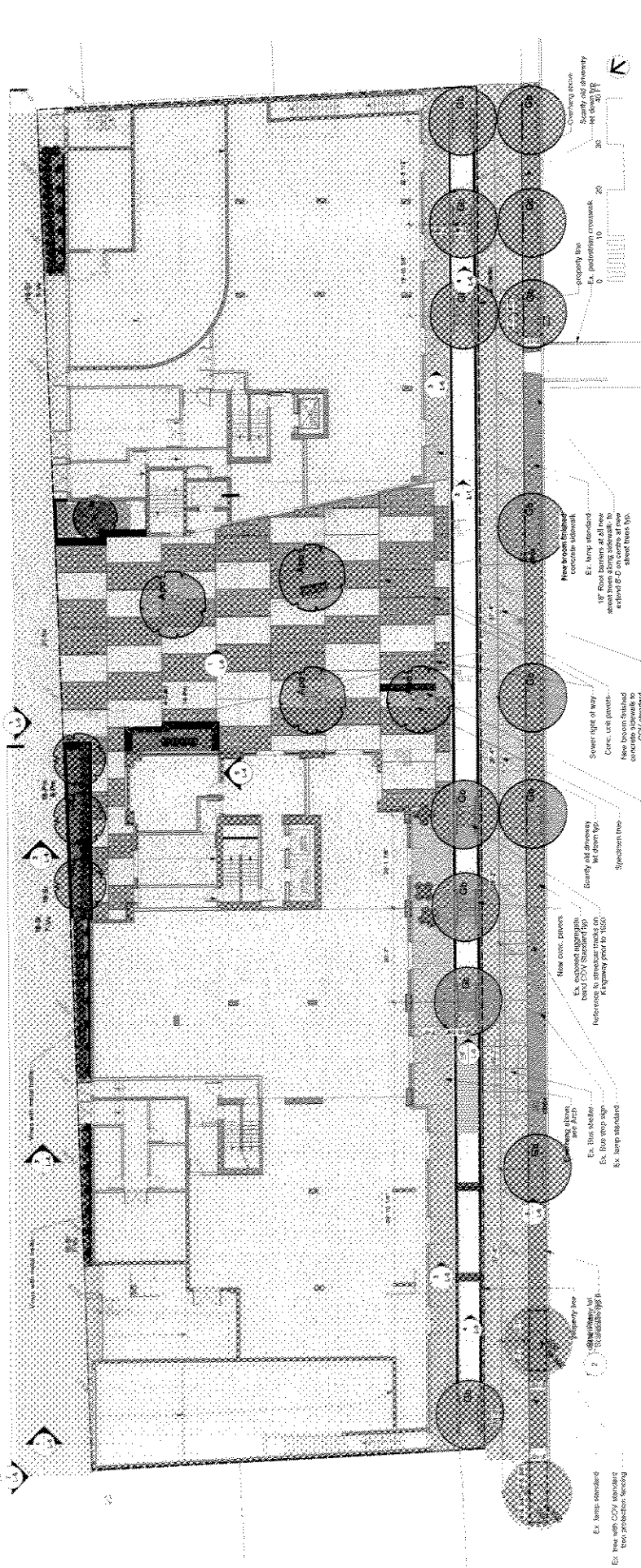
PROJECT  
Mixed Use Development  
Vancouver, BC

SHOWING TITLE

**Street Scope**

JOB NO. 0619  
DRAWN RK  
DATE 4 October 2010  
CHECKED MK

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DRAWING NO.



**1 Site Context**  
Scale: NTS

**2 Detail** Normandy Street/Highway standards  
Scale: 3/4" = 1'-0"

**3** Detail Normandy Street/Highway standards  
Scale: 3/4" = 1'-0"

Project Name: **Mixed Use Development**  
2967 Kingsway  
Vancouver, BC

Client: J.L.  
Architect: GE  
Date: 11.02.10  
Drawn By: **DM**

Project No: 21038  
Scale: 1" = 10'-0"  
Drawing No: **L1**  
Drawn By: **DM**

Project Engineer: **DM**

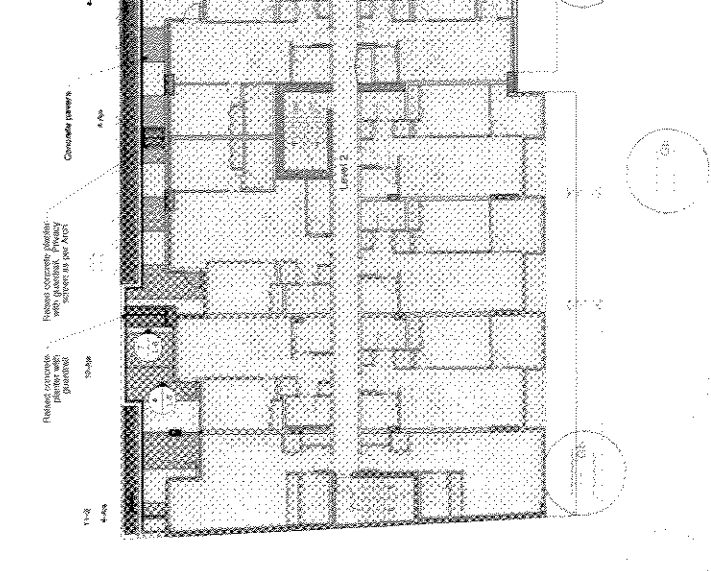
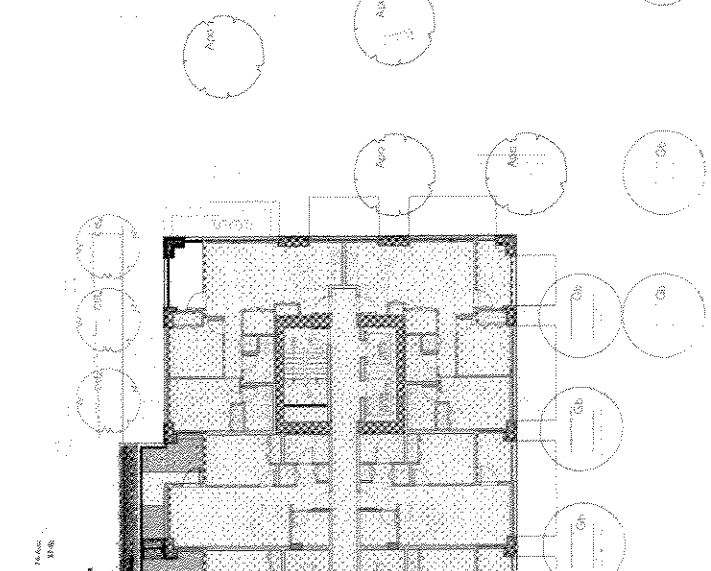
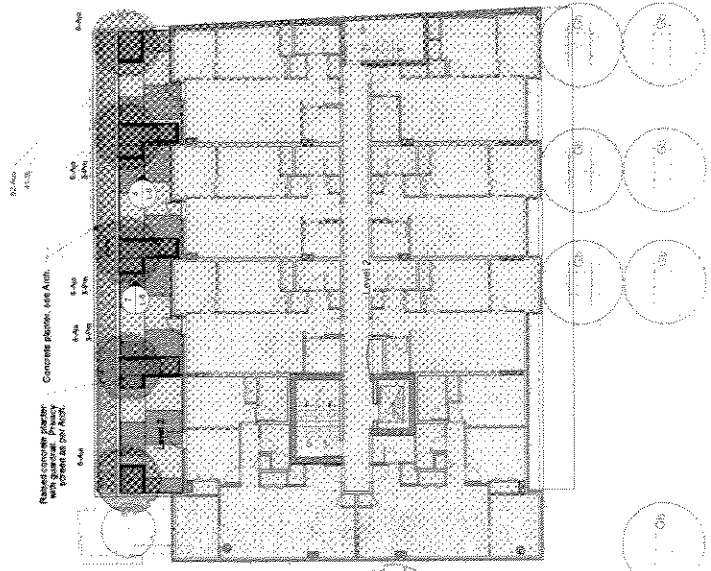
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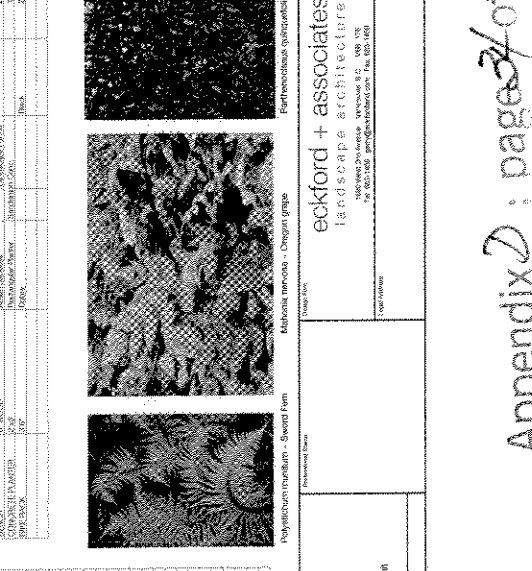
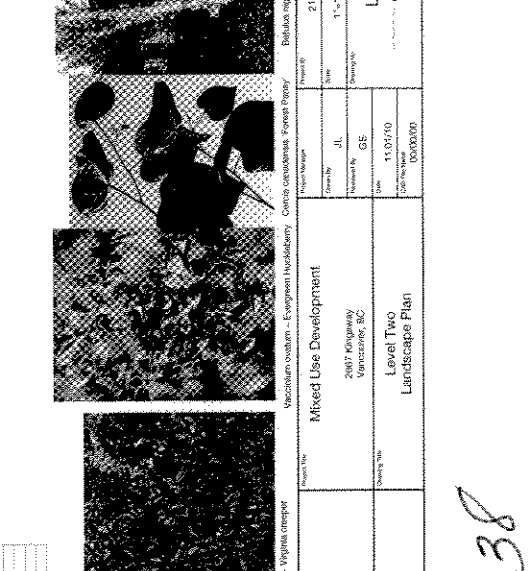
**Appendix D : page 33 of 38**

Approved By: **DM**  
Project No: 21038  
Scale: 1" = 10'-0"  
Drawing No: L1  
Drawn By: DM





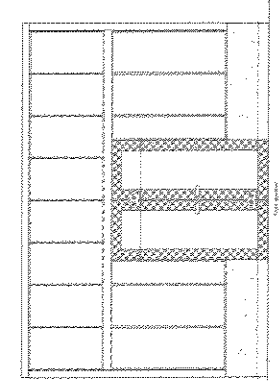
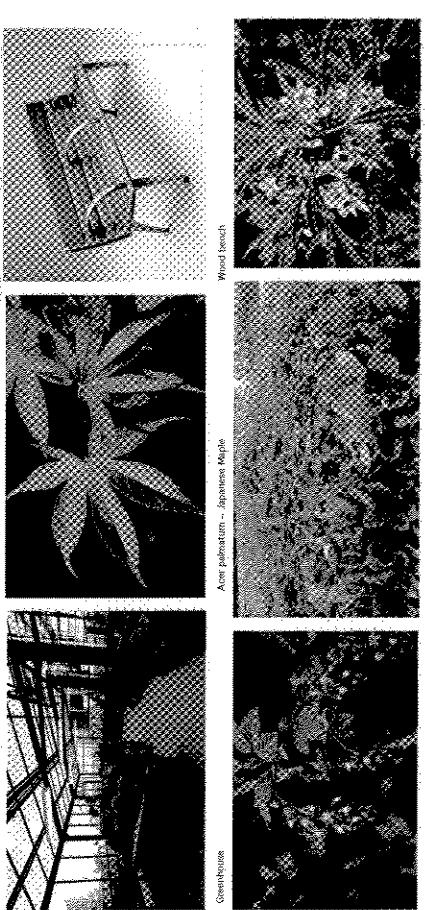
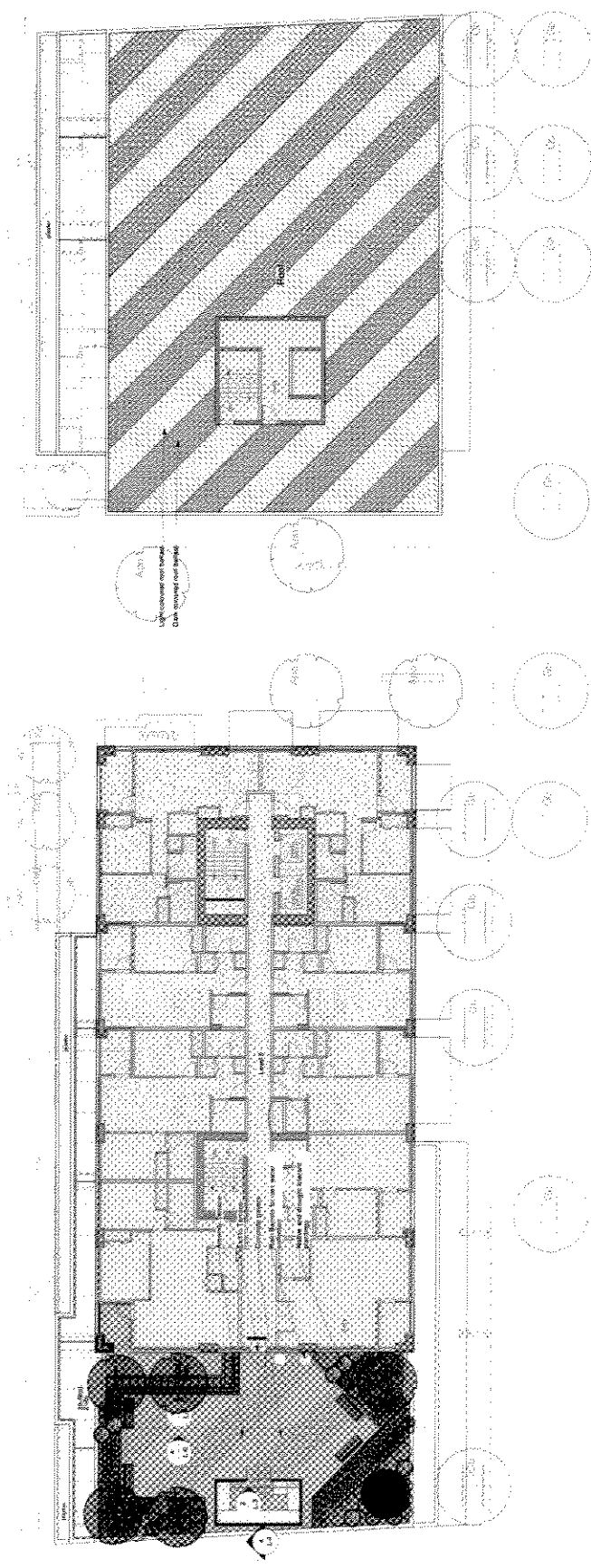
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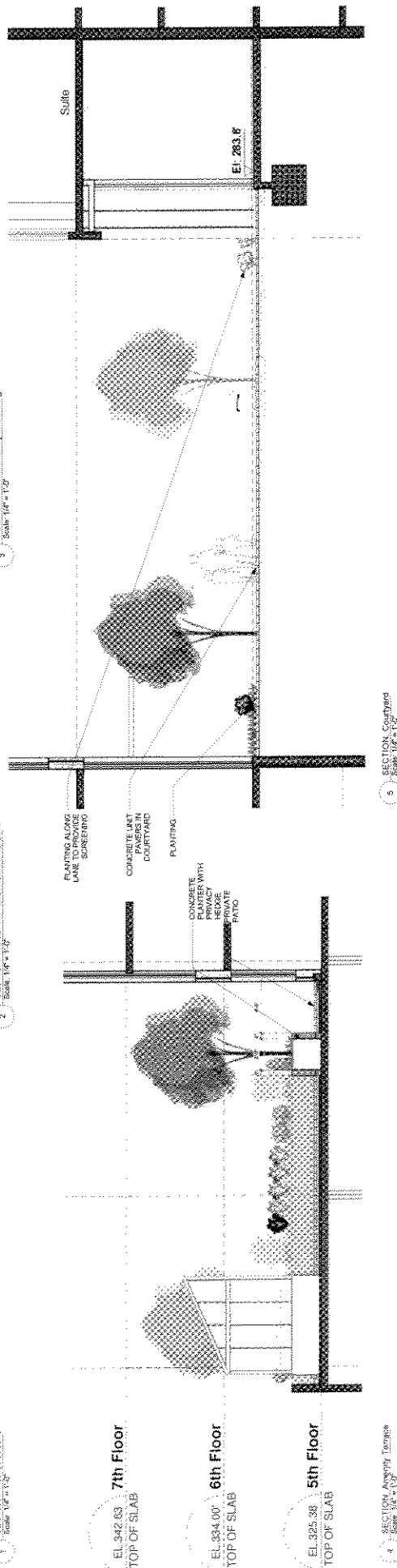
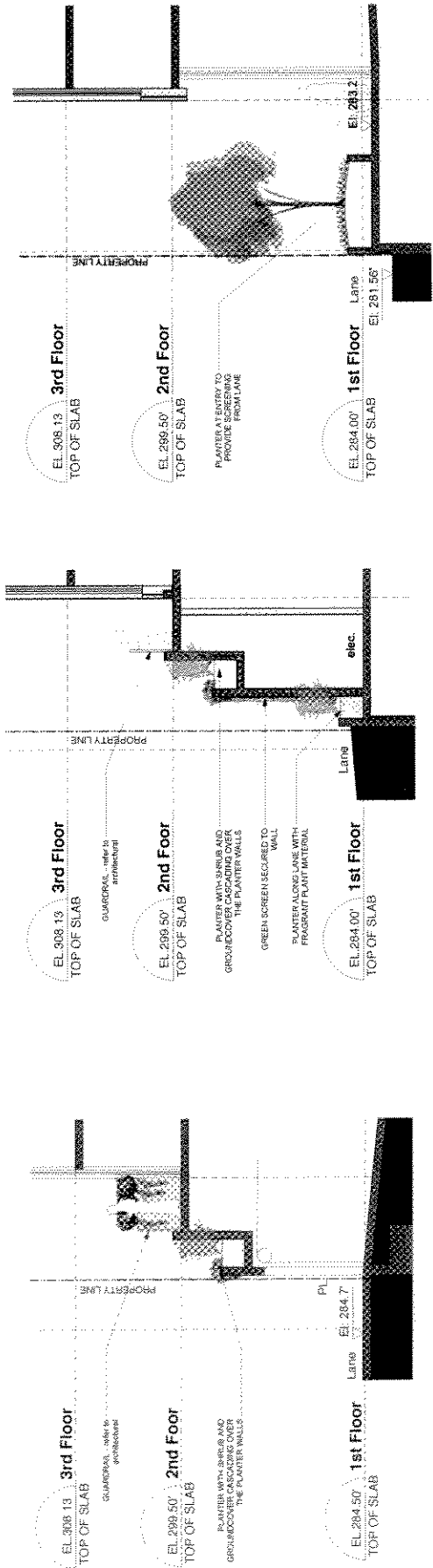
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A	10/27/10	Revised for 40-20000					

Prepared by: **eckford + associates**  
 2047 Highway 10  
 Vancouver, BC  
 Phone: 604-271-1111  
 Fax: 604-271-1112  
 Website: www.eckford.com

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Project No.	21028	Project Name	Mixed Use Development
Client	JL	Project No.	21028
Designer	GE	Project Name	Mixed Use Development
Date	11.02.10	Project No.	21028
Scale	1/8" = 1'-0"	Project Name	Mixed Use Development
Sheet No.	L3	Project No.	21028
Total Sheets	3	Project Name	Mixed Use Development

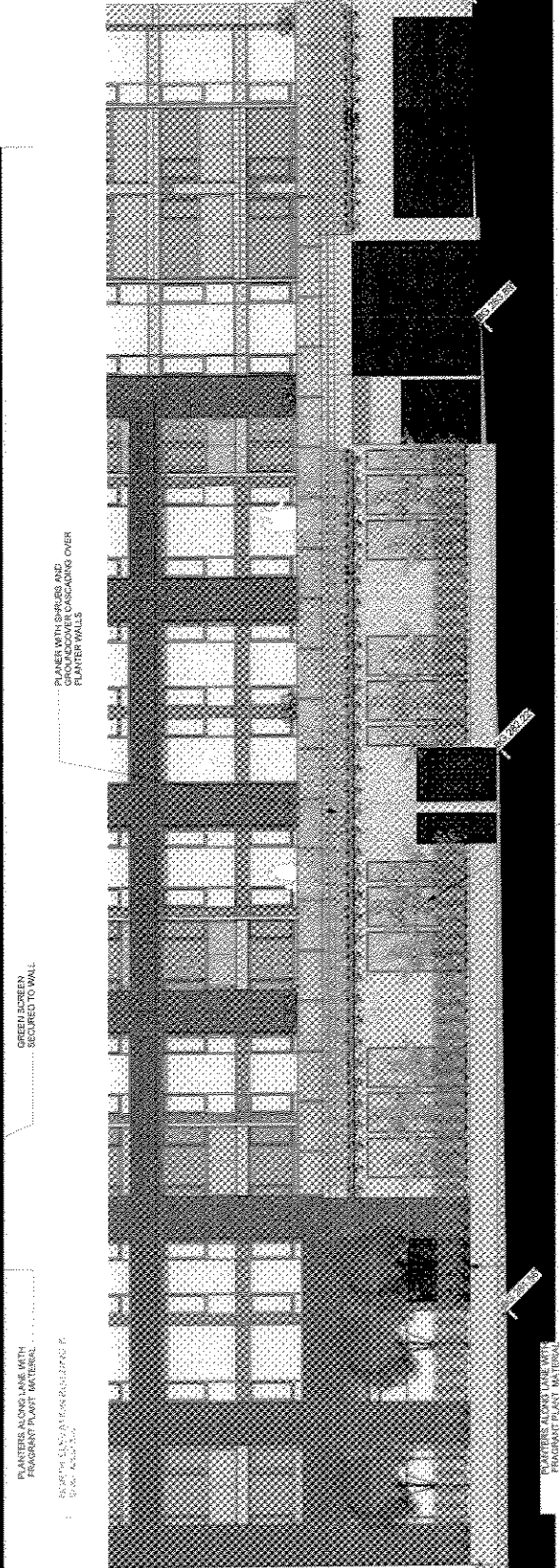
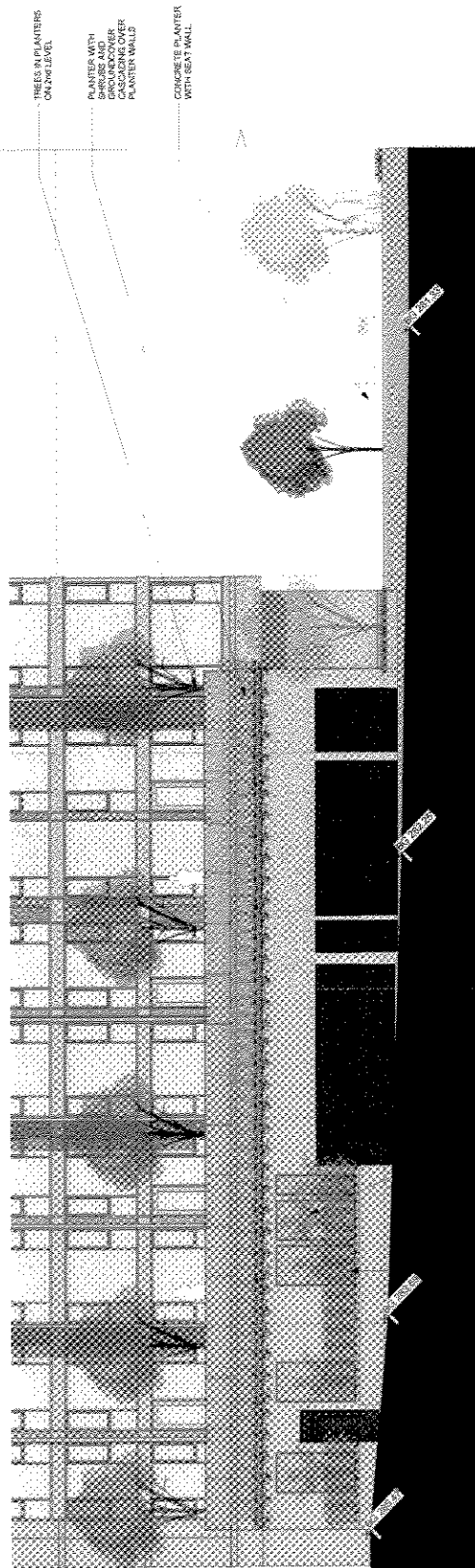


No.	Date	Zone	Approvals	No.	Date	Issued for Development Permit Issued for Re-Zoning	Issue Notes
B	06/11/11						
A	11/02/10						

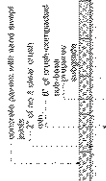
Project No.		210289	
Client	JL	Project Name	Mixed Use Development
Designer	GE	Project Address	2907 Kingsway Vancouver, BC
Date	11/02/10	Project No.	L4
Scale	AS SHOWN	Scale	AS SHOWN
Author	GE	Scale	AS SHOWN
Check	GE	Scale	AS SHOWN
Drawn	GE	Scale	AS SHOWN
Project No.	210289	Scale	AS SHOWN
Client	JL	Project Name	Mixed Use Development
Designer	GE	Project Address	2907 Kingsway Vancouver, BC
Date	11/02/10	Project No.	L4
Scale	AS SHOWN	Scale	AS SHOWN

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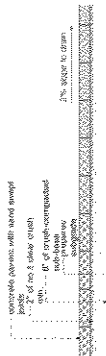


No.	Date	Revisions/Notes	2/20/20	Approvals	No.	Date	Issued for Development Permit / Issued for Rezoning	Project No.	Project Name	Mixed Use Development	Project Manager	Project #	
A	11/02/19					11/02/19	2017 Kingway, Vancouver, BC	21	2017 Kingway, Vancouver, BC	2017 Kingway, Vancouver, BC	JL	21029	
B	03/11/21						1000 West 2nd Avenue, Vancouver, B.C. V6E 1R9 Tel: 604.681.4444, Fax: 604.681.4445	GE	2017 Kingway, Vancouver, BC	2017 Kingway, Vancouver, BC	GE	21029	
		Landscape Lane Elevation											
		L5											
		0											

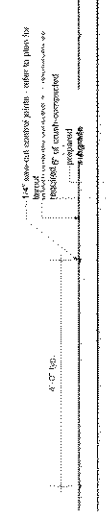




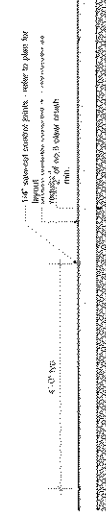
1 DETAIL - Tree Planting on Grade - Typical  
Scale: 1/8" = 1'-0"



2 DETAIL - Tree Planting on Grade - Typical  
Scale: 1/8" = 1'-0"



3 DETAIL - Slab-Cut Concrete On Slab - Typical  
Scale: 1/8" = 1'-0"



4 DETAIL - Slab-Cut Concrete On Slab - Typical  
Scale: 1/8" = 1'-0"



5 DETAIL - Slab-Cut Concrete On Slab - Typical  
Scale: 1/8" = 1'-0"

ALL PLANTS TO BE PLANTED BY THE CONTRACTOR. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLANTING OF ALL PLANTS. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS. PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS.

CONTRACTOR TO PROVIDE MAINTENANCE FOR PERIOD OF ONE YEAR AFTER COMPLETION OF PLANTING. MAINTENANCE SHALL INCLUDE WATERING, FERTILIZING, AND PRUNING AS NECESSARY TO SURE PLANTS SURVIVE AND THRIVE. MAINTENANCE SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS. MAINTENANCE SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS AND THE CITY OF VANCOUVER'S PLANTING SPECIFICATIONS.

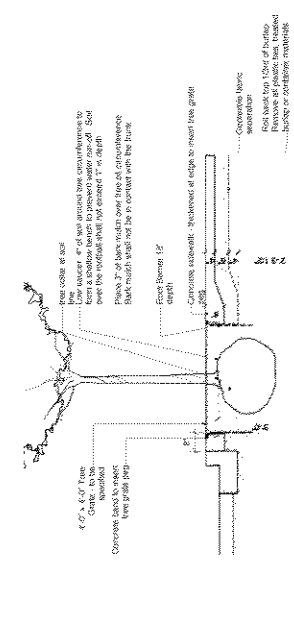
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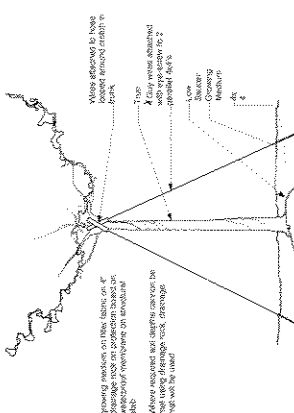
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6 DETAIL - Tree Planting On-Slab  
Scale: 1/8" = 1'-0"



7 DETAIL - Tree Planting On-Slab  
Scale: 1/8" = 1'-0"

7 DETAIL - Tree Planting On-Slab  
Scale: 1/8" = 1'-0"

8 DETAIL - Tree Planting On-Slab  
Scale: 1/8" = 1'-0"

9 DETAIL - Tree Planting On-Slab  
Scale: 1/8" = 1'-0"

10 DETAIL - Tree Planting On-Slab  
Scale: 1/8" = 1'-0"

Project Name	Mixed Use Development	Client	21/03/09
Project No.	2887 Midway	Scale	as shown
Revision No.	06	Issue No.	L6
Date	11.02.10	Author	DW/RSO
Landscape Details			
eckford + associates landscape architecture			
1000 West 30th Avenue, Vancouver, B.C. V6V 1Y8 Tel: 604.275.4222, Fax: 604.275.4223			
Issue No.	B	Issued For	Issued For Development Permit
Revision No.	A	Standard For	Standard For Per-Coloring
Date		Scale	As Shown
Drawn		Checked	
Reviewed		Approved	
Scale		Project No.	
Author		Project Name	

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## W.T. LEUNG ARCHITECTS INC.

Suite 300 - 973 West Broadway, Vancouver, British Columbia, Canada V5Z 1K3 Tel (604) 736-9711 Fax (604) 736-7991

### Mixed Use Development 2699 Kingsway Vancouver B. C.

### Design Rationale

#### Summary

The development consists of two buildings (A+B) separated by a sewer right of way. Building A is 11 stories market housing over a commercial main floor. Building B is 3 stories market housing over a commercial main floor.

129 Residential Units (Building 'A' – 106 units; Building 'B' – 24 units)  
Commercial Retail Units Building 'A' – 589 sqm; Building 'B' 294 sqm

#### Context

The project is adjacent to a one-storey automotive parts supply/ repair shop to the east, and a two-storey retail office building to the west. Most of the businesses along the block are one-storey, and there is a three-storey mixed-use residential building at the corner of Duchess Street and Kingsway. Directly across the street from the subject site is Norquay Park. Single-family housing stands across the rear lane.

#### Massing

The development is divided by an existing sewer right of way, creating two buildings separated by an urban plaza. This ROW corresponds to the proposed 'Ravine Way' Linear Park, as proposed in the Norquay Village Neighbourhood Centre Plan. The plaza represents a strong marker on Kingsway for the future linear park and also corresponds with Norquay Park across Kingsway.

The buildings are set back 10' and 15' from the property line to allow for a wide sidewalk encouraging pedestrian activity yet forming a strong street edge along Kingsway. Continuous weather protection is provided along Kingsway in the form of glass canopies, which "wrap around" in to the urban plaza.

The 12-storey portion of the development has a brick façade reminiscent of a heritage building but yet articulated in a contemporary design. The top floor is set back so the cantilevered roof can "cap" the building. The 4 storey portions of the development are clad in contemporary window wall and contrast the 12 storey building in a playful way. The façades facing the plaza are brick on the one side and window wall on the other giving the impression the plaza is separating two buildings. The Plaza has south west exposure and therefore is ideal for outdoor seating (i.e. for a coffee-bar or restaurant) and display of retail goods. The southwest exposure also allows for rich planting (all to be in removable below grade planters).

At the lane the buildings are set back 9.5' at the west corner of the property widening to 19.75' at the east corner. Only the one storey parking structure reaches the property line. Planters at grade as well as lowered planter at the top edge allow for intensive planting to mitigate the impact on the neighbours to the north.

**Livability:**

The units are designed to be small yet efficient. For acoustical separation purposes, units at the lower levels fronting busy Kingsway have enclosed balconies. Units at the lane on the second floor have generous roof decks with planters at the patio edge to provide privacy. The corner units are typically 2 bedroom units allowing light and ventilation from two sides. An outdoor amenity space is available on the 5<sup>th</sup> floor of building, featuring a greenhouse to be used by the residents.

**Vehicular Access and Services:**

All vehicular access and building services are from the rear Lane. Main Commercial Loading occurs at Building 'A'; a smaller Class 'A' loading space is provided at Building 'B'. All commercial parking is located below building B separated from the residential parking by a security gate. Residential parking for building A has a separate entry at the north/west corner.

**Sustainability Measures:**

The development will be LEED Gold registered.

Design Development

1. design development to the sustainability features in the project necessary to attain the equivalent of LEED® Gold and confirmation that the project has been registered with the CaGBC;

Note to Applicant: Further elaboration on these features should be provided particularly with respect to energy and water conservation measures. A minimum of 63 points must be attained. (See also Condition (b) 9)

***A preliminary Leed check list has been submitted with this application.***

2. provision of ground floor commercial floor area to a minimum 0.35 FSR of the total permissible 3.8 FSR;

Note to Applicant: In the interest of ensuring future flexibility for a variety of commercial retail uses, the minimum amount of ground floor space commercial space should be commensurate with the requirement in the existing C-2 zoning. Replacing a portion of the at-grade commercial parking with a commercial floor area is recommended.

***The commercial floor area has been increased to 0.35 FSR.***

3. design development to improve the visibility of the proposed mid-block plaza from the adjacent sidewalk, thereby creating a clear visual link between the plaza and the future location of the pedestrian-actuated signal crossing;

Note to Applicant: The applicant may meet this condition through a combination of design features including redefining the dimensions and shape of the plaza, hard and soft landscaping and discrete lighting features. (See also Condition (b) 10)

***The plaza has been reconfigured. At Kingsway the plaza is 58' wide at the lane 47'. The angled wall at main floor level of building B also strengthens the connection between plaza and pedestrian crossing***

4. design development to fully animate the entire depth of the proposed mid-block plaza with active uses on the ground level of the proposed buildings;

Note to Applicant: The proposal shows active uses in the form of residential lobby and retail entries facing the south half of the plaza. The north half of the plaza should receive a similar treatment to help denote this space as the entrance to the future Ravine Way linear park system. Locating a glazed wall and entrance to a residential amenity area or a commercial retail unit is suggested.

***An amenity space for building A has been added at the north/west corner of the plaza. The access to the commercial parking is located opposite of the amenity space in building B. Therefore the plaza is "activated in it's full depth offering a adequate transition from busy Kingsway to the future ravine way.***

5. design development to the façades to increase visual interest and variety within the regularity of the proposed brick framework;

Note to Applicant: While the regularity and simplicity of the grid pattern in brick provides a sense of solidity, a finer-grained attention to detailing is necessary to avoid an excess in visual repetition. This additional layer of interest can be provided while still respecting the basic geometric framework. Suggestions include varying the location of balconies into an irregular pattern, detailing a depth to the brick surround to produce shadows on the façade, adding solar shading devices to the southwest-facing façade and varying the colour treatment of the glass and spandrel panel systems within the grid framework.

***The brick pattern and articulation has been further developed and will be shown in the model and renderings for the design panel.***

6. design development to relocate all exhausts resulting from the commercial retail units;

Note to Applicant: The exhaust units should not be on the roof of the buildings.

***All roof top units, exhaust and intake vents will be located to minimize the impact for residents of the development as well as neighbours across the lane.***

7. design development to insulate the sound from any generators or electric transformers located at the rear of the buildings from the residents located across the lane;

Note to Applicant: See also Condition (b) 12.

***The emergency generator will be located in an enclosed space.***

8. design development to provide opaque doors and garage doors at the lane that will mitigate any noises or odours emitting from the proposed garbage and loading areas;

***All doors and gates will be solid pending city review.***

Landscape Design

9. design development to provide an extensive green roof for Building B;

Note to Applicant: The green roof will enhance the sustainability of the project and provide a visual amenity for the occupants of the upper floors of Building A.

***We have evaluated the options and due to budgetary restraints an extensive green roof is not feasible at this time. A patterned colour roof ballast on Building B is being proposed to provide visual interest for views from the upper floors of Building A.***

10. realignment of the concrete seating wall at the entrance of the central plaza;

Note to Applicant: The seating wall should be turned 90 degrees so as to allow easy access to the plaza.

***With the refinement of the building layouts and widening of the plaza, the seating wall has been realigned and shifted from the centre to allow for more transparency and flow through the plaza.***

11. design development to provide safe access for planter maintenance and greater amenity to the second floor patios;

Note to Applicant: This can be achieved by raising the planters currently located mid-way up the north façade (see Sections B-B and C-C on drawing A-4.1) to the level of the 2nd floor patios. These planters should include some trailing plants capable of draping over the planter edge and down the exposed face of the building.

***The position of the planter midway between the ground floor and second floor residential units is thought to be a better visual transition for screening for the adjacent neighbours. As maintenance would be done by an outside contractor, access is easier and safer to a lower planter from the lane. Access through individual suites would not be required. A combination of a metal trellis and vines on the lower level and shrubs and trailers at the upper planter will screen the wall.***

12

. design development to integrate and fully screen any lane-edge utilities, such as hydro transformers and gas meters, in a manner which minimizes their impact on the at-grade planters at the lane edge;

Note to Applicant: Lane edge utilities should be illustrated on the Landscape Plan.

***Utilities will be screened in coordination with the Architect using a consistent palette of materials proposed for the project.***

13. provision of a complete Landscape Plan;

Note to Applicant: The Landscape Plan must illustrate the proposed plant materials (common and botanical names), sizes and quantities; notation of existing trees

(to be removed and retained), paving, walls, fences, light fixtures and other landscape elements. The Plan should be at 1:100 or 1/8" scale.

***The landscape plans have been further developed to provide additional detail and information.***

14. provision of large scale sections illustrating the planters at the lane edge, on the amenity deck and on all private patios.

Note to Applicant: The sections should be at 1:50 or 1/4" scale.

***Sections have been provided.***

Engineering

General:

15. provision of a plan showing the design elevations on both sides of the parking ramps at all breakpoints and within the parking areas and loading bays;

Note to Applicant: The plan is required to be able to calculate slopes and crossfalls. Also provide elevations on the sectional drawings.

***See plans.***

16. provision of a minimum vertical clearance of 7 ft. 6.5 in. from the lane to all required maneuvering aisles and access to all disability parking spaces in Building A and Building B;

Note to Applicant: The vertical clearance at gridline E on Section A-A for Building A (drawing A-4.1) measures 7 ft.

***See Sections.***

17. provision of bicycle parking, in accordance with Section 6 of the Parking By-law;

Note to Applicant: Six [6] Class B bicycle spaces are required for each building. Also the Class A - Bicycle spaces are to have a minimum of 20 percent [8] in horizontal lockers and a maximum of 30 percent [12] in vertical bike spaces. Label spaces on plans.

***See plans.***

Building A:

18. provision of one residential Class B loading space (105 units);
19. provision of one Class B loading space for the 502 m<sup>2</sup> of commercial space;

Note to Applicant: Engineering Services supports this reduced Class B loading provision.

**Noted.**

20. redesign the Class B loading bay shown on drawing A-2.5 to include the following:
- remove the corner protruding out into the main ramp by angling the westerly wall to align with gridline 2; and
- relocate the loading doors to provide a minimum of 28 ft. depth when the doors are closed;

**See plans.**

- 
21. provision of five disability spaces (4 residential and 1 commercial);

Note to Applicant: See also Condition (b) 25 for Building B

**See plans.**

22. provision of a 9 ft. by 9 ft. corner-cut to improve the two-way flow and visibility on the main ramp at gridline E/2 on drawing A-2.4;

**See plans.**

23. relocate parking spaces 6, 7, 13 and 14 on level P1; spaces 1 and 2 on levels P2 - P5; and spaces 16 and 17 on levels P2 - P4, by 6 in. to the north to eliminate the column encroachment into the stalls;

**See plans.**

24. provide bicycle wheel ramps for the stairs located at gridline C1/8 on drawing A-2.3;

**To be confirmed**

Building B:

25. provide three disability spaces (2 residential and 1 commercial);

Note to Applicant: See also Condition (b) 25 for Building A. This will result in a total of eight disability spaces being provided in the project. Space 3 on drawing A-2.15 can be designated as a disability space with the additional width shown.

**See plans.**

26. provision of one shared Class B loading space for 292 m<sup>2</sup> of commercial space and 24 residential units;

Note to Applicant: See also Condition (c) 5.

**Noted.**

27. provide 9 ft. stall widths for parking spaces 3, 4 and 5 on levels P1 and P2;

Note to Applicant: Additional stall width is required for a reduced maneuvering aisle width.

***See plans***

28. provide bicycle wheel ramps for stairs located at gridline C2/12 and B2/15a;

***To be confirmed***

29. provision of measures to improve visibility of oncoming traffic on the curved portion of the ramp and in the corners;

Note to Applicant: Parabolic mirrors are recommended.

***Mirrors and signage will be considered at all parking ramps.***

30. provision of a view portal in the bicycle room along gridline 13 to see oncoming traffic in the drive aisle on drawing A-2.14;

***Glazing in door leaves will be provided as per VBB.***

31. label all commercial parking spaces and indicate on the plans the overhead gate separating the residential and commercial parking;

***See plans.***

32. provide a cross-section drawing for the main ramp along gridline 14 to show the required 2.3 m clearance;

***See A 4.2***

33. Clarify garbage pick-up operations;

Note to Applicant: Provide written confirmation that a waste hauler can access and pick-up from the location shown. Note: Pick-up operations should not rely on bins being stored on the street or lane for pick-up. bins are to be returned to storage areas immediately after emptying.

***See attached letter***

34. Add the following note to the landscape plan:

"This plan is Not for Construction of any public property facilities. Prior to the start of any construction on public property a landscape plan must be submitted to Engineering Services and be issues as "for Construction"; 8 weeks notice is requested. No work on public property may begin until plans receive "for construction" approval and related permits are issued. Please contact Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."

***See L1***