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100 KEEFER PL (PRELIMINARY APPLICATION)  
DE409456 - ZONE CD-1

RRS/SB/JG/DK

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

B. Boons (Chair), Development Services  
M. Thomson, Engineering Services  
L. Gayman, Real Estate Services  
R. Whitlock, Housing Centre  
V. Morris, Social Planning  
D. Jantzen, Vancouver Coastal Health Authority  
T. Driessen, Vancouver Park Board  
R. Mayer, Development Services

**Also Present:**

R. Segal, Urban Design & Development Planning  
S. Barker, Development Services  
J. Greer, Development Services  
M.B. Rondeau, Urban Design & Development Planning

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**APPLICANT:**

Hancock Bruckner Eng & Wright  
#300 - 1445 West Georgia Street  
Vancouver, BC  
V6G 2T3

**PROPERTY OWNER:**

Henderson Land Development Ltd.  
Suite 803 - 1090 Pender Street  
Vancouver, BC  
V6E 2N7

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**EXECUTIVE SUMMARY**

- **Proposal:** To construct 2 residential towers (33-storey and 35-storey), an 8-storey mid-rise (Abbott Street), and townhouses on the podium level (Keefer Place), with retail at grade, for a total of 458 units, and parking for 653 cars accessed off the lane and Keefer Place.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building and Fire & Rescue Services comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

Appendix F Policy Report, CD-1 Text Amendment: 505-600 Abbott St. (International Village)

Appendix G International Village CD-1 Guidelines

Appendix H Conceptual Drawings for future community facilities submitted for 600 Abbott

● **Issues:**

1. Parking Access
2. Width of Tower B - south-facing portion
3. Building/Landscape Interface at SkyTrain Guideway
4. Quality of Public Realm Interface

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

THAT subject to Council enactment of the CD-1 text amendment and approval of the form of development, the Board APPROVE IN PRINCIPLE the concept of the construction of 2 residential towers (33-storey and 35-storey), an 8 storey mid-rise (Abbott Street), and townhouses on the podium level (Keefer Place), with retail at grade, for a total of 458 units, and parking for 653 cars accessed off the lane and Keefer Place, as submitted under Development Application No. DE409456, subject to the following conditions:

**1.0 Prior to the submission of a complete application and a final decision, the applicant is to carry out the following:**

1.1 design development to resolve vehicle circulation and access on the site;

**Note to Applicant:** Confirmation of legal arrangements with Translink is required allowing vehicle access under the SkyTrain guideway off the lane adjacent to the Costco site (651 Expo Boulevard). Vehicle access off Keefer Place should be minimized in width. Secondary access (as an emergency route) off the lane east of Beatty Street, through the existing parking garage beneath the Keefer Steps, should be explored.

1.2 design development to Tower B to reduce the width of it's south facing portion while minimizing, as much as possible, shadow impacts on the Keefer Steps and existing Beatty Street buildings to the north;

**Note to Applicant:** Diminishing east-west tower width to approximately 95 ft. while reinforcing tower orientation to the Downtown grid on its south side in response to section 3.2.1(a) of the Guidelines is sought, along with further sculpting of the tower cap.

1.3 design development to improve the livability and privacy between Tower A and the Firenze tower (F-2) across Abbott Street as well as reinforcing Tower A's response to the Downtown grid and Expo Boulevard axis;

**Note to Applicant:** Strengthening Tower A's orientation to the Downtown grid particularly at its south corner as well as further sculpting of the tower cap should be pursued. Orienting living rooms away from direct views to the Firenze tower is sought. A minimum 80 ft. separation from the Firenze tower is required. Provide plans of both towers so that room adjacencies can be reviewed.

1.4 design development to improve the proposed interface at the Skytrain guideway by providing an additional planter setback above the P-1 parking level;

1.5 design development to the mid-rise interface between both Tower A and the Keefer Circle townhouses to improve daylight, views and privacy;

**Note to Applicant:** Daylight access to each unit as per Section 3.6.2 of the Guidelines is sought. An elevator with entrance lobby on Abbott Street should be provided for the mid-rise thereby minimizing or eliminating the need for the pedestrian bridge link to Tower A.

1.6 design development to strengthen the podium frontages on Abbott Street and Keefer Place/Keefer Circle to provide a more substantive retail presence, incorporating higher quality materials, in response to sections 2.1(g), 3.5.1(b) & 4.1.8 of the Guidelines;

**Note to Applicant:** A stronger 2-storey podium expression and streetwall scale is sought on Abbott Street. Further study of Keefer Circle's proposed relationship to the existing Paris Place colonnade is required. Provision of details and materials is required illustrating the design resolution and completion of Keefer Place and Keefer Circle.

- 1.7 design development to create a positive sidewalk interface on Expo Boulevard (west side) by relocating the proposed mechanical room away from the street;

**Note to Applicant:** This can be achieved by placing active uses on the street including commercial retail uses and/or an expanded residential lobby space.

- 1.8 design development to the Abbott/Expo Boulevard corner plaza to create a more pedestrian friendly public realm while responding to its prominence on the Expo Boulevard axis;

**Note to Applicant:** The proposed water feature should be reduced in size or deleted; in order to emphasize public amenities such as seating, pedestrian lighting and specialty paving on private property. The proposed pylon should not dominate the space.

- 1.9 design development to further enrich the public realm treatment, incorporating International Village streetscape treatments on public property to the satisfaction of the General Manager of Engineering Services (see also Standard Engineering Condition A.2.20) and coordinating enhanced materials and detailing on private property;

- 1.10 design development to create a significant feature in the turnabout at Keefer Circle incorporating art, landscape features, or other similar elements, to the satisfaction of the General Manager of Engineering Services in consultation with the Director of Planning;

- 1.11 design development to better define the public open space transition at the Keefer Steps edge, including providing active uses at the proposed building edge;

- 1.12 design development to the building facades on Keefer Place to improve the streetscape, including provision of higher quality materials such as masonry as well as integrated weather protection, in response to sections 4.1.13 of the Guidelines;

**Note to Applicant:** Brick masonry and enhanced window articulation is sought at the end walls of the mid-rise and townhouse blocks where they face Keefer Place.

- 1.13 consideration to provide a sustainable building strategy that addresses:

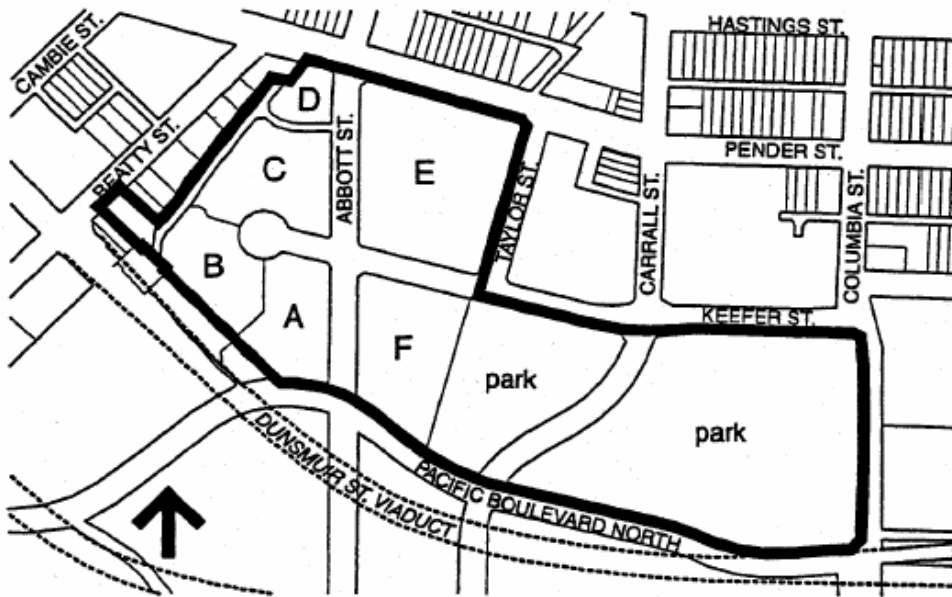
- reduction of energy use (including solar heat gain/building orientation), water consumption, solid waste and storm water runoff,
- creating landscaped (green) roofs and
- achieving a high quality indoor air environment;

- 1.14 confirmation, to the satisfaction of the City Manager, Vancouver Park Board, Vancouver School Board, and Director of Social Planning, that the provisions for the delivery of future community facilities are consistent with the CD-1 zoning and the applicable legal agreements;

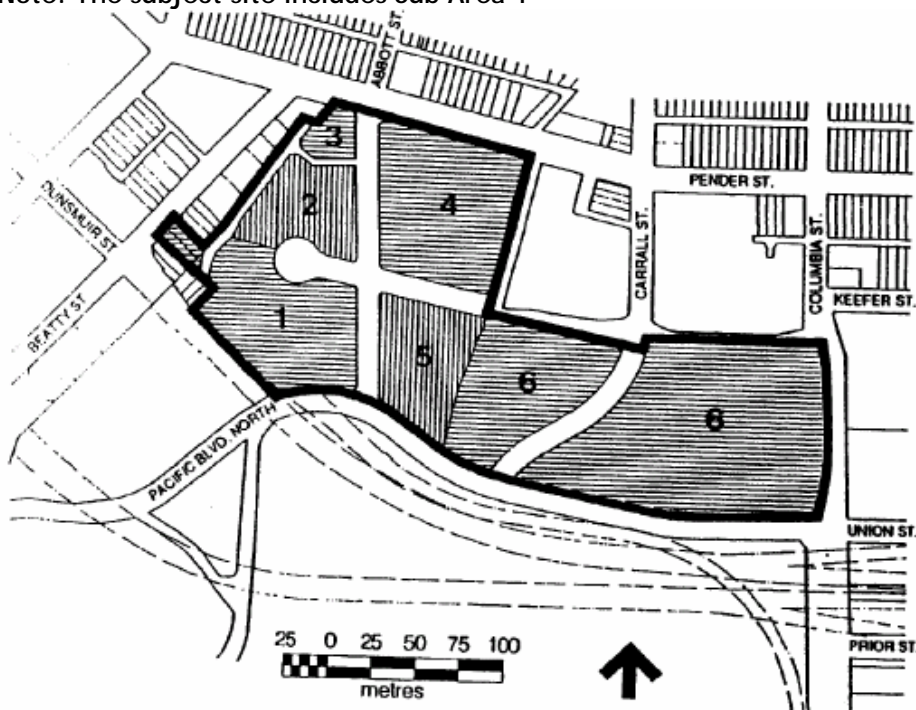
**Note to Applicant:** Phasing concept plans for the community facilities submitted for 600 Abbott (Firenze) should be advanced along with an implementation schedule providing for delivery of the facilities as required by the legal agreements.

- 2.0 That the standard conditions set out in Appendix A be met prior to the submission of a complete application
- 3.0 That the complete application be dealt with by the Development Permit Board

International Village Parcel Diagram (excerpt from the International Village CD-1 Guidelines)  
Note: The subject site includes Parcels A and B.



International Village Sub Area Diagram (excerpt from the International Village CD-1 By-law)  
Note: The subject site includes Sub Area 1



• **Technical Analysis:** CD-1 (265) International Village - Sub-Area 1

	PERMITTED (MAXIMUM)	REQUIRED (MINIMUM)	EXISTING TO DATE	PROPOSED
Site Size	-	-	-	Irregular
Site Area	-	-	-	Unspecified
Floor Area <sup>1</sup>	<u>Retail, Service, Office and Cultural and Recreational uses:</u> Sub-Area 1: 15 005 ft <sup>2</sup>  Total: 377 707 ft <sup>2</sup> <u>Residential uses:</u> Sub-Area 1: 448 708 ft <sup>2</sup>  Total: 1 229 333 ft <sup>2</sup>	-	<u>Retail, Service, Office and Cultural and Recreational uses:</u> Sub-Area 1: 0 ft <sup>2</sup> Sub-Area 2: 93 918 ft <sup>2</sup> Sub-Area 4: 258 806 ft <sup>2</sup> Sub-Area 5: 9 893 ft <sup>2</sup> Total: 362 617 ft <sup>2</sup> <u>Residential uses:</u> Sub-Area 1: 0 ft <sup>2</sup> Sub-Area 2: 186 652 ft <sup>2</sup> Sub-Area 4: 152 140 ft <sup>2</sup> Sub-Area 5: 380 568 ft <sup>2</sup> Total: 719 360 ft <sup>2</sup>	<u>Retail, Service, Office and Cultural and Recreational uses:</u> Sub-Area 1: 13 400 ft <sup>2</sup> (Retail use)  Total: 376 017 ft <sup>2</sup> <u>Residential uses:</u> Sub-Area 1: 447 600 ft <sup>2</sup>  Total: 1 166 960 ft <sup>2</sup>
Unit Count <sup>2</sup>	<u>Total Residential:</u> 1 410 units	<u>Market (Family):</u> Total: 210 units  <u>Non-Market (Total)</u> Total: 120 units	<u>Market (Total):</u> Existing: 825 units  <u>Market (Family):</u> Existing: 139 units  <u>Non-Market (Total)</u> Existing: 0 units  <u>Total Residential:</u> 825 units	<u>Market (Total):</u> Sub-Area 1: 458 units Total: 1 283 units  <u>Market (Family):</u> Sub-Area 1: 71 units Total: 210 units  <u>Non-Market (Total)</u> Sub-Area 1: 0 units Total: 0 units  <u>Total Residential:</u> 1 283 units
Grade Level Uses	-	Retail, restaurant, financial institution, barber shop uses etc. at Abbott St. and Keefer St. frontages	-	Retail use
Frontage	Grade Level: 49.2 ft. Corner: 98.4 ft.	-	-	Grade Level: 49.2 ft. Corner: 90.1 ft.
Balcony Areas <sup>3</sup>	Open: 17 904 ft <sup>2</sup> Enclosed: 17 904 ft <sup>2</sup> Total: 35 808 ft <sup>2</sup>	-	-	Open: 17 904 ft <sup>2</sup> Enclosed: 17 904 ft <sup>2</sup> Total: 35 808 ft <sup>2</sup>
Height <sup>4</sup>	Sub-Area 1: 318.2 ft.	-	-	Tower A: 304.4 ft. Tower B: 318.2 ft.
Parking <sup>5</sup>	<u>Residential:</u> 691 spaces <u>Retail:</u> 25 spaces	<u>Residential:</u> 599 spaces <u>Retail:</u> 16 spaces <u>Additional (stadium):</u> Total Additional: 350 spaces  Disability: 12 spaces	- - <u>Additional (stadium):</u> Total Additional: 312 spaces	<u>Residential:</u> 589 spaces <u>Retail:</u> 16 spaces <u>Additional (stadium):</u> Sub-Area 1: 35 spaces Total Additional: 347 spaces <u>Total Parking Sub-Area 1:</u> 640 spaces Disability: 13 spaces

• **Technical Analysis: CD-1 (265) International Village - Sub-Area 1 (continued)**

	PERMITTED (MAXIMUM)	REQUIRED (MINIMUM)	EXISTING TO DATE	PROPOSED																								
Bicycle <sup>6</sup> Parking	-	<table border="0"> <tr> <td></td> <td><u>Class A</u></td> <td><u>Class B</u></td> </tr> <tr> <td>Retail:</td> <td>2</td> <td>6</td> </tr> <tr> <td>Residential:</td> <td><u>573</u></td> <td><u>6</u></td> </tr> <tr> <td>Total:</td> <td>575</td> <td>12</td> </tr> </table>		<u>Class A</u>	<u>Class B</u>	Retail:	2	6	Residential:	<u>573</u>	<u>6</u>	Total:	575	12	-	<table border="0"> <tr> <td></td> <td><u>Class A</u></td> <td><u>Class B</u></td> </tr> <tr> <td>Retail:</td> <td>0</td> <td>6</td> </tr> <tr> <td>Residential:</td> <td><u>574</u></td> <td><u>12</u></td> </tr> <tr> <td>Total:</td> <td>574</td> <td>18</td> </tr> </table>		<u>Class A</u>	<u>Class B</u>	Retail:	0	6	Residential:	<u>574</u>	<u>12</u>	Total:	574	18
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	<u>Class A</u>	<u>Class B</u>																										
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Total:	0	4																										
	<u>Class A</u>	<u>Class B</u>																										
Retail:	1	1																										
Residential:	<u>0</u>	<u>2</u>																										
Total:	1	3																										
Amen/Int Public use	46 100 ft <sup>2</sup>	-	-	14 000 ft <sup>2</sup>																								

**Note:** Staff do not perform detailed technical checks for preliminary development applications. The proposed figures shown have been provided by the applicant.

<sup>1</sup>**Note on Floor Area:** City Council approved a text amendment to the CD-1 By-law on October 4, 2005 which revised the maximum overall floor areas permitted for each use, as well as the maximum permitted floor areas in each parcel. The permitted (maximum) figures shown represent these amendments. Standard Condition A.1.1 seeks confirmation of the proposed floor area figures by way of fully dimensioned overlay drawings complete with tabulated summaries for all proposed floor area exclusions.

<sup>2</sup>**Note on Unit Count:** City Council approved a text amendment to the CD-1 By-law on October 4, 2005 which increased the maximum number of permitted dwelling units, reduced the required number of non-market dwelling units, and eliminated the requirement for the non-market dwelling units to be designed for family housing. The permitted (maximum) and required (minimum) figures shown represent these amendments. A minimum requirement of 120 non-market housing units remains outstanding. See discussion on Page 9 for how the applicant intends to meet this requirement for 120 non-market housing units.

<sup>3</sup>**Note on Balcony Area:** The permitted (maximum) figures presented represent the maximum balcony areas which may be excluded from the computation of floor area. Balcony areas exceeding these maximums shall be included in the computation of floor area. Standard Condition A.1.5 seeks changes to those balconies which do not meet standards of livability and/or do not meet criteria for exclusion from the computation of FSR.

<sup>4</sup>**Note on Height:** City Council approved a text amendment to the CD-1 By-law on October 4, 2005 which increased the maximum permitted building height in Sub-Area 1 to 318.2 ft. The permitted (maximum) figure shown represents this amendment. The proposed height is below the established view cone heights for this area.

<sup>5</sup>**Note on Parking:** Standard Engineering Condition A.2.10 seeks that the required 16 retail parking spaces not be shared with residential visitor parking as has been indicated by the applicant. The residential parking requirement has been met as the twelve (12) required disability parking spaces for the residential use may be counted as two spaces for the purpose of satisfying the minimum parking requirement for the residential use. Standard Engineering Condition A.2.10 seeks compliance with the minimum number of disability parking spaces required for each separate use. Standard Engineering Condition A.2.10 seeks the provision of three (3) additional parking spaces designated for "additional" (stadium) use. The applicant has indicated a portion of these additional parking spaces to be shared with residential visitor parking and Engineering Services staff support this shared use for up to 24 spaces provided that these spaces are suitably managed for shared use. (Standard Engineering Condition A.2.10 and A.2.13.)

<sup>6</sup>**Note on Bicycle Parking:** Standard Condition A.1.3 seeks the required number and physical separation of Class A bicycle parking spaces proposed for each of the separate uses.

<sup>7</sup>**Note on Loading:** The applicant is seeking a relaxation to the loading required pursuant to the Parking By-law for this development. Engineering Services staff support the provision of three (3) Class B and two (2) Class A off

street loading spaces provided that these spaces are suitably located and managed for shared use (Standard Engineering Condition A.2.14)

● Technical Analysis for International Village CD-1 Guidelines

	RECOMMENDED	PROPOSED
Low Rise Street Enclosure [Sec. 3.4.2(a)]/[Sec. 4.1.1]	The lower levels of the building should contribute to a strong definition of street enclosure of minimum 23 ft. above grade.	The guideline intent is to provide a strong minimum 2 storey base along the streets. Staff request a stronger street edge be provided on Abbott Street, and on Keefer Place, with the expression of the Circle to be coordinated with that of the existing Paris Place (conditions 1.6 & 1.12)
Tower Floor Plate (including open or enclosed balconies, mechanical and electrical areas, storage, elevator cores and stairs) [Sec. 3.4.3(a)]	Tower A: 6 728 sq. ft. maximum Tower B: 5 920 sq. ft. maximum	Tower A: 6 990 sq. ft. Tower B: 6 990 sq. ft. Staff consider that the overage in floor plates of both towers is supportable. (refer to Built Form on p.11)
Tower width above the 12 <sup>th</sup> storey (including balconies) [Sec. 3.4.3(b)(ii)]	Should not exceed 85.3 ft in more than one dimension.	Tower A: 95.7 ft. Tower B: 128.2 ft.  Staff support Tower A noting that the overage on tower width is due primarily to building features. However, Tower B width is not supported. Staff request reduction of its width. (condition 1.2)
Setback (Keefer Circle) [Sec. 3.4.3(b)(i) & 4.1.1]	The face of Tower B should be setback a minimum of 98.4 ft. from the centre of the Keefer circle.	The face of Tower B is setback 102.4 ft from the centre of the Keefer circle. Staff support this setback.
Residential Livability [Sec. 3.6.2(f)(ii)]	Units should generally have at least one unobstructed view with a horizontal angle of at least 45° and a minimum length of 82 ft.	There are 2 areas on the site where residential units are compromised by the proximity of other portions of the building. Staff recommend improvements. (condition 1.5)

Note: Staff do not perform detailed technical checks for preliminary development applications. The proposed figures shown have been provided by the applicant.



• **Legal Description**

Lots: 197 and a portion of 203  
 Block:  
 Plan: 23011 and LMP 11967  
 District Lot: False Creek

• **History of Application:**

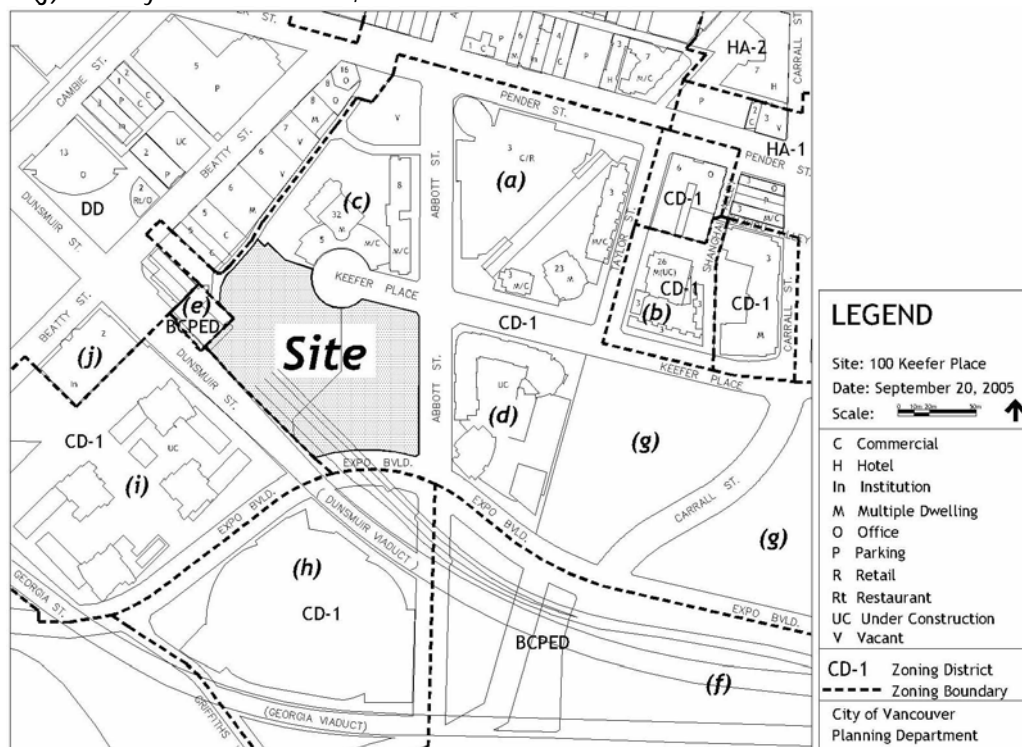
05 05 27 Preliminary DE submitted  
 05 08 03 Urban Design Panel: Support  
 05 09 28 Development Permit Staff Committee

• **Site:** The site includes 2 properties of the International Village CD-1 zone. The site slopes approximately 10 ft. The area under SkyTrain guideway is also included in the property. The Keefer Steps and associated underground parking exist on the northern portion of this property.

• **Context:** The site is bounded by the Keefer Steps, Keefer Place (Circle), Abbott Street and Expo Boulevard. The westerly property line abuts the Dunsmuir Viaduct right of way and a lane is provided on the adjacent property (651 Expo Blvd, Costco site) under the viaduct.

Significant adjacent development includes:

- (a) International Village Marketplace/Tinseltown and "Europa" Residential Tower
- (b) 550 Taylor; a 26-storey residential complex (under construction),
- (c) 183 Keefer Place, "Paris Place" mixed use with 32 storey residential tower,
- (d) 600 Abbott, Phase 1 under construction, "Firenze"; 25 and 31-storey residential towers, 7-storey midrise with retail at grade. Future phase to include a school, daycare and community space,
- (e) Stadium Skytrain Station
- (f) Dunsmuir Viaduct
- (g) Andy Livingstone Park
- (h) GM Place
- (i) 651 Expo Boulevard, Costco Store with 4 residential towers and townhouses,
- (j) Beatty Street Drill Hall,



• **Background:**

The CD-1 (265) By-law and accompanying Guidelines for International Village were originally approved in 1990, and amended in 1996.

A text amendment to the International Village CD-1, which was approved by Council on October 4, 2005, is intended to allow a number of adjustments arising from the proposed development of these parcels (A and B), now that this CD-1 is nearing completion. Specifically:

- Parcels A and B (subject site), originally intended to contain affordable housing units for singles, is to have this housing consolidated to Parcel D (corner of Pender and Abbott) with a total of 120 funded units,
- undeveloped commercial floor area is to be converted to residential floor area,
- Tower B height to be slightly increased.

In return, Parcel D would be transferred to the City at no cost.

The subject Parcels A and B are the last remaining market sites in the International Village CD-1 to be developed. Sites that are still to be completed are:

- future phases of Parcel F (600 Abbott) to be developed for a school (elementary), daycare (for 45 children), a 6,000 s.f. community space (or pay in lieu) and associated parking, and
- Parcel D, intended for 120 affordable housing units with commercial use at grade.

On Parcel F, community facilities (school, daycare, community space and associated parking) are secured through a legal agreement with the owner (parent company Henderson Developments Canada Ltd). Specific development milestones that trigger the provision of these facilities are set out in the agreement. Development of the subject parcels will surpass the targeted 175 market family housing units (currently 139 exist or are approved, plus the 71 units proposed as part of this development application) that trigger the agreement requiring the community facilities. These facilities are to be completed before an occupancy permit can be issued for this development. The funding for the school awaits Provincial initiatives. Arrangements for the completion of these facilities are under discussion.

In several pre-application meetings leading up to the proposed text amendment and development proposal for the subject site, staff worked with the applicant to investigate alternative built form configurations to replace the original affordable housing component with market units. Staff were generally supportive of the overall massing and uses that have been evolved for this development proposal.

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

1. International Village CD-1 By-law (as amended by Council at Public Hearing on October 4, 2005).
2. International Village (572 Beatty Street) CD-1 Guidelines

The CD-1 By-law and Guidelines together provide a very specific zoning and form of development framework for this site. In addition, legal agreements lay out requirements for delivery of, or contributions to community facilities (elementary school, day-care, community space and associated parking) and affordable housing.

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

1. International Village CD-1 By-law. The proposed uses, density and heights conform to the CD-1 By-law as amended by Council on October 4, 2005.
2. International Village (572 Beatty Street) CD-1 Guidelines.

**Built Form:**

The proposed built form and massing of this preliminary submission respects the intent of the form of development contained in the Guidelines along with the adjustments to tower heights and floor plates generated by the text amendment approved by Council October 4, 2005. Staff consider the overall site layout and building configuration to be generally well resolved with a number of refinements to be pursued at the complete stage as described below.

Tower B responds well to the curve of the Keefer Circle. However, its south façade, facing the Sky Train and Dunsmuir Viaduct, is unusually wide. Although staff support its overall design concept, Tower B's south façade needs to be reduced in width without increasing shadow impacts on the Keefer Steps and existing buildings to the north. As well, it's orientation to the Downtown street grid as called for in the Guidelines should be reinforced specifically on its south face (Condition 1.2).

Tower A's separation from the Firenze tower (F-2) must be confirmed at minimum 80 ft. As for Tower B, a stronger response to the Guidelines in respect to tower orientation to the Downtown street grid is needed, specifically at Tower A's south corner. Ensuring units' living rooms orient away from the Firenze tower is also recommended (condition 1.3).

As identified by the Urban Design Panel, the interface with the SkyTrain guideway/station house where there are views out from the trains and the platform, would benefit from increased setback. Above the P-1 parking level, achieving the following:

- improved views,
- more light into the surface parking area proposed under the guideway, and
- improved setback relationship to the SkyTrain structure.

The planters should be designed to provide a 'greenwall' view for SkyTrain patrons. (condition 1.4)

**Public Realm Interface:**

The minimum low rise street enclosure of 23 ft. recommended in the Guidelines has been provided on Keefer Circle, in a single retail level with a colonnade and setback above to the townhouses. On Abbott Street the mid-rise form, setback above the retail level, does not satisfy the guideline intent. Staff generally support this proposal but recommend improvements on both streets. On Keefer Circle, given the first half of the Circle (Paris Place) has been constructed with a strong 2 storey frame, staff suggest that a detailed study of the Circle be undertaken and a compatible colonnade frame be developed. As well, the townhouse frontage on Keefer Circle should be strengthened by adding a den to the top (3<sup>rd</sup>) floor facing the Circle. For the Abbott Street frontage, staff recommend pulling forward the 2<sup>nd</sup> floor residential to the same plane as the retail to strengthen the streetscape. (condition 1.6)

The westerly ground floor interface on Expo Boulevard is proposed as mechanical use. As noted by the Urban Design Panel, staff suggest that this should be changed to a more active, ideally commercial or service use. Alternatively, the residential lobby for Tower A could be expanded to take up this frontage (condition 1.7).

The corner plaza at the Tower A entrance on Expo Boulevard and Abbott Street is proposed with a large water feature and vertical features which dominate the public realm. Staff suggest a better response to pedestrian needs, particularly at event times, to provide more public amenity such as seating, lighting and specialty paving on private property (condition 1.8).

The development of these parcels adjacent to the Keefer Steps and Circle presents an opportunity to finish this area as a significant public space. Staff request that specific streetscape treatment, including trees, furnishings, lighting and special paving be shown on public property and coordinated with specialty treatments on the adjoining private property to create a cohesive, high quality public realm (condition 1.9).

As well, the treatment of Keefer Circle turnabout was not fully developed at the first stage of the development of Paris Place. The owner is eager to develop the circle as a feature element, as specifically noted in the Guidelines. The design concept could include art or a significant landscape feature, recognizing constraints of cost and maintenance on the city street. Staff strongly support this upgrade to an important piece of the public realm (condition 1.10).

An area will be added to the Keefer Steps, at the podium level of the subject development. Indoor amenity spaces look out onto this area. A problematic area is created adjacent to the existing wheelchair and stroller ramp. Staff suggest that this space be better defined for public and semi-private use, perhaps by providing a small outdoor space associated with the indoor amenity rooms. This space should be well landscaped as a buffer to the Keefer Steps public spaces but remain visibly open (condition 1.11).

At the complete stage, design development should emphasize high quality materials and finishes such as masonry with architecturally integrated weather protection. The end walls of the mid-rise and townhouse blocks at the corner of Keefer Place and Abbott Street are very visible. Staff suggest they be treated with masonry along with enhanced window articulation to provide a more prominent presence at this corner (condition 1.12).

**Livability:**

In terms of residential livability, units at both ends of the mid-rise are compromised by their proximity to other residential units. Between Tower A and the mid-rise, where pedestrian bridges link the two forms, tower units on levels 2-7 have approximately 12 ft. setback from the side wall of the mid-rise. Improved prospect toward the semi-private open space should be provided. Provision of an elevator and lobby to the mid-rise is highly recommended. An entrance lobby on Abbott Street will also improve street level quality where a group of exit stairs present a negative frontage on the street. At the other end of the mid-rise, where it opposes the Keefer Circle townhouses, an inadequate 18 ft. setback between the living rooms is provided. Staff suggest improvements to these areas (condition 1.5).

**Other Items:**

**Wheelchair and Stroller Access at Keefer Steps:** As part of the service agreement between the City and the owner, provision of public disability and stroller access between the upper Keefer Steps and lower Keefer Place for full accessibility and connectivity is required (Engineering condition A.2.1).

**Parking Access Beneath the SkyTrain:** It is most desirable for primary vehicular traffic to be accessed off the lane easement under the Dunsmuir Viaduct and through the property under the SkyTrain guideway. This has been proposed for this development. The arrangement with Translink has not been confirmed by the owner. Staff consider that if this arrangement can not be provided, it will significantly compromise pedestrian streetscape quality at the other vehicular access proposed off

Keefer Place. Staff recommend that the owner provide confirmation that the primary access can be achieved under the SkyTrain guideway. Staff also suggest that the vehicle access off Keefer Place should be minimized in width so as to reduce pedestrian conflicts. Secondary vehicle access as a "relief valve" should be investigated via the existing parkade under the Keefer Steps which currently has two vehicle access points off the lane east of Beatty Street (condition 1.1).

Sustainable Building Features: A sustainable building strategy has not been provided by the development team. In the absence of specific Council policy for sustainability in private development, staff request consideration of provisions to: minimize water and energy consumption, reduce solid waste, treat storm water, provide landscaped green roofs and develop a high-quality indoor air environment for the future occupants. Specifically, for the urban design issues, staff request that building façades address solar heat gain through orientation and sun control measures (condition 1.13).

Provision of Market Family Housing: An intent of the CD-1 for this area is to achieve a variety of housing types with emphasis on family housing as part of that unit mix. 2 and 3 bedroom family housing units are proposed on the podium level adjacent to the semi-private open space and on the lower floors (8<sup>th</sup> floor or below). Staff consider this to be well resolved. A play space has been requested (condition A.1.14).

● **Conclusion:** This is a large scale development proposal encompassing the last remaining market development site in the International village CD-1 zone. Staff consider this preliminary development application to be generally well resolved with a number of conditions to be addressed at the complete development application stage. With resolution of these items and improvements to the streetscape and public realm the proposal will make a very positive contribution to this area. Staff recommend approval-in-principle.

#### URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on August 3, 2005, and provided the following comments:

#### EVALUATION: SUPPORT (6-0)

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Two Panel members suggested Tower B might be too wide but in general the Panel had no major concerns with the height and size of the floorplate;
  - The Panel recommended increasing the width of the planted edge buffer facing the Skytrain alignment;
  - At the complete stage the Panel will look for detailed design development of the streetscape and the courtyard, including programming details;
  - Further development of a sustainable design strategy is recommended.
  
- **Related Commentary:**

The Panel unanimously supported this application and considered it to be very well thought out for a preliminary submission. The Guidelines are fairly prescriptive with respect to the form of development and the application responds very well. The proposal was thought to be a good basic massing strategy that improves upon the original CD-1. Panel members commented on a number of inconsistencies between the model and drawings and the small- and large-scale floor plans and found the model less successful than the drawings which suggest a more curvilinear form for tower A.

The Panel found the towers to be correctly located on the site and responding well to the street and the urban expression already established.

The Panel had no concerns with the increase in floorplate of Tower B, but one Panel member thought the floorplate of Tower A could be smaller, noting it seems to be very close to the Abbott streetwall and tower across the street. Another comment was that expressing the two radii from the circle in Tower B presents a larger façade than necessary to the Skytrain side, which is unfortunate. Two Panel members thought tower B was too wide.

The Panel found the continuation of the streetscape to be well established although in some areas the street trees could be more continuous. The double row of trees on the corner was questioned, noting they have not been very successful in other places.

The Panel found the street edges to have been handled quite thoughtfully and looks forward to seeing the development of greater articulation at the retail level, with a wider sidewalk in some areas. Careful attention will need to be given to how the mass is detailed and scaled and how the end of the circle is treated. It was suggested that cues could be taken from the Paris Place development. One Panel member recommended more retail at the base of Tower A noting its location facing GM Place.

The Panel was satisfied with the treatment of the corner of Abbott and Expo Boulevard.

Concerns were expressed about the connecting pedestrian bridges between apartments and towers which seem weak and a bit like dead space. It also seems awkward because there is no architectural relationship between the two building forms.

The Panel recommended design development to the buffer between the rear of the townhouses and the Skytrain alignment, recommending that it should be wider and greener. Locating the amenity space and the townhouses to create a larger buffer to the Skytrain was seen as very positive in terms of general noise reduction for the development.

The Panel found the courtyards quite interesting and looks forward to seeing the details at the next stage of the design.

There was a strong recommendation to give early consideration to sustainability issues, including energy and life cycle costs of the buildings, choice of materials and orientation.

#### **ENGINEERING SERVICES**

With its 468 market residential units and commercial component, the subject project will generate substantial demands in regard to traffic and parking.

#### **Access:**

Engineering has reviewed the traffic report provided by Ward Consulting including, the appropriateness of providing two distinct access points to service the off-street parking for this site. Engineering supports the consultant's proposal for two access locations - one under the Skytrain guideway off the Expo lane and the other located on the south side of Keefer Place, between Abbott Street and the cul-de-sac. With the coming Costco and other development in this area [particularly to the west across the Beatty lane] increased volumes would prove problematic if only a single access serving all vehicles going to or coming from this site is used. The Expo lane will be expected to carry considerable traffic in conjunction with the Costco development, up to 375 vehicles per hour, such that having the subject proposal's traffic [put at up to 275 vehicles per hour by the consultant, excluding Stadium Reserve and residential visitors] relying solely on this lane is not supportable. In addition, ongoing complaints

regarding traffic volumes in the Beatty lane continue to be monitored; access to this lane from the Expo lane is being restricted to fend off Costco traffic. Consequently, access through the existing parkade [beneath Keefer Steps] to/from the Beatty lane is not supported, as well as due to the unnecessary driving involved.

The use of Abbott Street as a single access to the site would introduce queuing and delay on Abbott Street, with only one moving lane in each direction, compounded because of opposing left turns into the driveway access now under construction for the Firenze, located on the east side. The addition of a driveway crossing on the west side would also impact pedestrian connectivity, as both sides of the street would then be interrupted by a driveway crossing. Use of Abbott Street as an access for this development is not recommended for these reasons.

Use of Keefer Place as an alternate access to the site would allow convenient access to retail, visitor, and Level 1 residential parking, as well as to retail and residential loading. Engineering does not support use of Keefer Place or Abbott Street for on-street loading, so easy and direct access to on-site loading for the retail units is important. While a driveway crossing on the Keefer Place frontage would present conflicts between pedestrians and vehicles, there is access here now to parking, Keefer Place background traffic is light, the crossing will be designed for the minimum necessary width, and there would remain a conflict-free route for pedestrians between the Keefer Steps and Abbott Street by way of the north side of Keefer Place. The consultant's report identified that some changes to Keefer Place may be necessary due to the proposed driveway access, and Engineering has required that the developer pay any costs of removing parking meters and signage changes on Keefer west of Abbott if necessary to facilitate access and circulation. In conclusion, dual access points splitting traffic between Keefer Place and the Expo lane is the recommended solution.

#### Parking:

The applicant proposes a total of 640 parking spaces, including 589 residential [vs. 599 required], 16 commercial [equal to the required], and 35 Stadium Reserve [vs. 38 remaining to meet the precinct's total requirement of 350 spaces]. It is expected that the Stadium Reserve requirement will be fulfilled within this application, such that another three spaces are required. While these spaces are intended as a resource to serve weekday daytime demands at B C Place Stadium, they otherwise operate as purely public parking. As such, they would be available to serve residential visitors when demand for parking their vehicles is greatest [evenings and weekends]; thus, staff support a reduction by half of the visitor parking built-in to the residential requirement, or some 24 spaces. With sharing of use and reallocation of the proposed parking provisions, the parking supplied should prove adequate to serve peak demands. The Stadium Reserve and commercial requirements, however, should be fully satisfied as indicated on application plans (condition A.2.10).

#### Loading:

The Parking By-law requires a minimum of 4 Class B loading spaces for the project as proposed; however, the application includes 1 Class A and 3 Class B loading spaces. While one less Class B space than required can prove sufficient, provision of two Class A spaces is necessary to serve small-vehicle deliveries, service companies, and couriers (condition A.2.14). Thus, Engineering supports a relaxation of loading based on the requirement that sharing of the three Class B and two Class A loading spaces between commercial and residential takes place and that they provide a written agreement that they agree to this shared use. Provision of a Loading Management Plan is also required because of the need to maximize the use of the loading spaces provided on-site and to avoid the use of Keefer Place, or other street frontage, for loading purposes (condition A.2.13). Engineering requires that the loading spaces be located such that there is convenient access to both residential towers and there is a direct access route to all retail units.

#### Keefer Steps:

The City has expected full accessibility between Beatty Street above and Keefer Place below for persons with disability and other members of the public who require assistance negotiating the Keefer Steps. Connectivity for those with physical challenges exists to a limited extent at present, given the elevator link between the Skytrain platform [mid-level of the Steps] and Beatty Street [at the upper end of the Keefer Steps]. Interim arrangements to provide accessibility from the mid-level to the lower level, relying on the public elevator within the Paris Place offices, has proven unsatisfactory due to the limited times this link is operating and the obscurity of this connection even when it is available. Solutions may consist of a new elevator, or even a funicular, enabling those with physical challenges to complete the connection between the upper and lower levels, at least during all periods when the SkyTrain elevator is available. Condition A.2.1 seeks remedy from this applicant to achieve the necessary accessibility so all members of the public can negotiate the Keefer Steps fully between Beatty and Keefer Place.

This site will require all utility services to be underground. All electrical services to the site must be primary with all transformers located on site. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network require a review by the Utilities Management Branch

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

#### LANDSCAPE

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

#### HOUSING/SOCIAL PLANNING

The proposed building at 100 Keefer Place includes a significant number of units with two or more bedrooms, at or below the eighth floor, that are considered suitable for families with children under the City's High Density Housing for Families and Children Guidelines. Accordingly, staff recommend that the proposed development incorporate an equipped outdoor children's play space located to maximize visual surveillance from an indoor amenity space. (see condition A.1.14).

#### ENVIRONMENTAL PROTECTION BRANCH

The Environmental review indicates that Issuance of a Final Determination or a Certificate of Compliance from the Ministry of Water, Land and Air Protection will be required prior to any occupancy permit for this proposed development site. An erosion and sediment control plan is required for our review and approval at a Building Permit Application stage.

#### 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 and access, 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, including aspects related to fire safety issues are contained in Appendix C attached to this report.

#### VANCOUVER COASTAL HEALTH AUTHORITY

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

- (i) Detailed drawings of food/retail spaces are to be submitted for review by the Environmental Health Division for compliance with Health By-law #6580 and the Food Premises Regulation prior to construction.
- (ii) Details of swimming pools/hot tubs to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction.
- (iii) The garbage storage area is to be designed to minimize nuisances.
- (iv) The underground parking is to be adequately ventilated to prevent the build-up of noxious gases.
- (v) Detailed drawings of amenity spaces to be submitted for review by the Environmental Health Division for compliance with Health By-law #6580 and the Food Premises Regulation prior to construction.

## NOTIFICATION

The applicants submitted confirmation on August 22, 2005 that two signs had been erected on the site per the City's instructions. On August 29, 2005, a total of 508 letters were sent to neighbouring property owners advising them of the application and requesting written feedback by September 12, 2005. The applicant has confirmed that they do not have any pre-purchasers in the notification area. To date, seven (8) owners of residential units in neighbouring properties have submitted responses to notification 7 of those responses oppose the development. Their comments are summarized as follows:

- The proposed development will increase the traffic flow onto the intersection of Abbott St and Keefer Place in this already busy area, suggest that one more parking entrance be located off of Expo Blvd.;
- The proposed developments form of development has changed which will reduce the views from the properties on the 500 block of Beatty Street;
- The proposed development will reduce livability in the area with regard to privacy, view blockage and overshadowing;
- Consider reducing the amount of retail in the development as there is already too much unoccupied retail space in the area.

## STAFF RESPONSE

Traffic at Keefer Place and Abbott Street: Staff recommend that Keefer Place parking access be deleted or minimized (egress only) (condition 1.1).

View and Shadow Impacts: The 2 towers are placed in locations that are identified in the Guidelines. Staff have reviewed the shadow and view impacts of the proposal and have recommended Tower B width be reduced so as to minimize shadow impact on existing residential and public open space (condition 1.2).

Retail Floor Area: Retail/Commercial floor area has already been reduced to the minimum to provide continuous frontage on Keefer Place and Abbott Street as is envisaged by the plan for this area.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

Staff Committee supports the proposal, with the conditions contained in the report, but also notes that the final conclusions on the vehicle access and circulation issues have not yet been fully resolved and will present some significant challenges to the applicant team.

Staff Committee also stressed the importance in resolving the complex technical and legal issues related to this development, prior to the submission of a complete application.

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B. Boons  
Chair, Development Permit Staff Committee

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R. Segal, MAIBC  
Senior Development Planner

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S. Barker  
Project Coordinator

Project Facilitator: J. Greer

## 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 dimensioned "overlay" plans which confirm the floor area figures which have been presented;

**Note to Applicant:** Overlays should include fully dimensioned areas and tabulated summaries for proposed exclusions such as open and enclosed balconies, residential storage, community facilities, interior public spaces, and portions of exterior walls greater than 6 inches in thickness.

- A.1.2 clarification as to whether the parking, loading and/or bicycle parking that appear to be located above the base surface has been included in the computation of floor area;

**Note to Applicant:** In order for parking, loading and/or bicycle parking areas located above the base surface to be eligible for exclusion from the computation of floor area, the applicant shall satisfy the criteria outlined in Section 7.3(e)(ii) of the CD-1 (265) By-law.

- A.1.3 provision of the required number of Class A bicycle parking spaces for each of the separate uses proposed;

**Note to Applicant:** The bicycle parking for the residential and retail uses shall also be physically separated.

- A.1.4 provision of a signage concept for the building with reference to Section 3.5.3 of the International Village (572 Beatty Street) CD-1 Guidelines;

**Note to Applicant:** Separate sign permits will be required.

- A.1.5 design development to provide open and/or enclosed balconies that are more useable where appropriate;

**Note to Applicant:** Both open and enclosed balconies shall have a minimum depth of 6 ft. Enclosed balconies must be designed so that they are not obstructed or "blocked" by an open balcony in order to qualify for exclusion from FSR. A typical detail shall be provided for the enclosed balconies which shows the area to be a distinct space separated from the remainder of the dwelling unit by walls, glass, and glazed doors [hinged or sliding], and to have an impervious tile floor surface, a flush threshold at the bottom of the door [for disabled access], large, openable windows for ventilation, and distinct exterior architectural expression. 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." For further details and specifications on enclosure requirements, refer to the Council-approved Balcony Enclosure Guidelines.)

### Standard Landscape Conditions

- A.1.6 design development to the 2nd floor courtyard to provide additional residential amenity and visual interest through the addition of seating and through additional tree and shrub planting;
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- A.1.7 provision of a complete Landscape Plan (at a minimum 1:100 or 1/8" = 1'-0" scale) which illustrates the propose plant materials, (including both common and botanical names, sizes and quantities) paving, walls, fences, light fixtures, street names, other landscape elements and site grading;
- A.1.8 provision of large scale (1/4" or 1:50) sections through the proposed 2nd floor courtyard illustrating the planting depths, and through the corner of Abbott and Expo Boulevard, illustrating the planting depths for the inner row of trees;

**Note to Applicant:** The underground slab may be required to "bend" downwards in order to accommodate the 36 to 48 inches of planting depth required for the trees.

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

- A.1.9 design development to better define the semi-private open space located adjacent to the residential amenity rooms and the Keefer steps;

**Note to Applicant:** This space should have clear definition between public spaces to create an outdoor semi-private open space adjacent to the indoor amenity rooms while maintaining visual openness from the Keefer steps.

- A.1.10 design development to ensure the area under the SkyTrain guideway is well defined with no backwater areas or alcoves. The parking area should be fully secured, particularly adjacent to the lower station house on Expo Boulevard, with more decorative fencing and landscaping where possible;

- A.1.11 design development to reduce opportunities for theft in the underground;

**Note to Applicant:** Provision of a comprehensive report by a licensed security professional having particular regard for separation of different parking users including exit stairs and elevator lobbies.

- A.1.12 design development to reduce opportunities for mail theft by providing mail boxes within full view of the residential elevators;

- A.1.13 design development to reduce opportunities for mischief activities;

**Note to Applicant:** Specifically this includes graffiti, skateboarding and alcoves.

#### Social Planning/Housing Centre

- A.1.14 provision of a secure and equipped outdoor play area suitable for children (refer to Section 3.3 of the City's High Density Housing for Families with Children Guidelines) which is visually supervisable from an indoor resident amenity space to the satisfaction of the Director of Social Planning.

**Note to Applicant:** Resilient surfacing beneath play structures is required. Particular care should be given to avoid the use of toxic plants and landscaping materials in and around the play area. A planting list should be provided for planters around the play area to ensure that toxic plants are avoided. A list of toxic plants is available as an appendix to the City's Childcare Design Guidelines, and is available on line at <http://vancouver.ca/commsvcs/Guidelines/C017.pdf>

## A.2 Standard Engineering Conditions

A.2.1 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of public disability and stroller access between the upper Keefer steps and lower Keefer Place for full accessibility and connectivity;

A.2.2 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Planning for the consolidation of Lot 197, False Creek, Plan 23011 and Lot 203, False Creek, Plan LMP11967;

**Note to Applicant:** The legal description that has been provided is incomplete, and the property line dimensions should be shown on all plan views.

A.2.3 clarification as to if all portions of Lot 203 are included in the application;

**Note to Applicant:** Lot 203 is a hooked parcel with portions west of the Beatty lane and portions east of the Beatty lane. The application drawings imply that the portion west of Beatty lane is not part of the application. If so arrangements for its subdivision from the balance of the site will be required. Please note this may raise a number of concerns, in particular as to the maintenance of the Keefer steps. The applicant is encouraged to contact Karima Mulji, Engineering Projects Engineer (604-871-6069) in this regard."

A.2.4 clarification of the intent of the right-of-way over both lots (as shown on Explanatory Plan 20030);

**Note to Applicant:** This requirement will determine whether the statutory right-of way GD12509, and its related extensions and modifications, can be released.

A.2.5 clarification that the continued use of the land under the existing Skytrain station (for surface parking and access to parking - see drawing PDP 1.2) is contemplated by the Skytrain right-of-way document;

A.2.6 clarification as to whether the volumetric right-of-way (as shown on Plan LMP 30772) will require an amendment to reflect the proposed column placements within it;

**Note to Applicant:** The same right-of-way on the adjacent Lot 204 contemplates such column placement.

A.2.7 amendment to the right-of way for the Keefer Steps in order to reflect the extended plaza area at the top of the steps (see PDP 10.1);

A.2.8 provision of a charge summary to be prepared by the applicant's solicitor, which includes clarification of how the proposed design will impact each charge, confirmation that no charge will be materially impacted, confirmation that all proposed uses are permitted under each charge, and a strategy for modification, partial release or changes as anticipated by the proposed design;

**Note to Applicant:** This is a critical requirement and should be completed and accepted to the satisfaction of the Director of Planning, the General Manager of Engineering Services, and the Director of Legal Services prior to the submission of a complete application.

A.2.9 deletion of those door swings which project over the Abbott Street property line (as shown on PDP 4.1);

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A.2.10 compliance with Section 11 (Parking) of the CD-1 By-law for the non-residential uses;

**Note to Applicant:** The required parking for the non-residential (retail) use shall not be shared with any other use. Engineering Services supports the proposed shared use of the "additional" (public) parking with the residential visitor parking for up to 24 spaces, provided that these spaces are suitably managed for shared-use. Three additional spaces shall be designated for stadium parking. See also Standard Engineering Condition A.2.13.

A.2.11 compliance with Section 4.8.4 (Required Disability Parking Spaces) of the Parking By-law, for each separate use proposed;

A.2.12 correction to the building grade adjacent to the Skytrain station (from 15.01 ft. to 15.1 ft.) and the provision of design elevations at all entrances, on both sides of all entrance ramps, the first 20 ft. from the property line, and at all break points;

A.2.13 provision of a Parking and Loading Management Plan to the satisfaction of the General Manager of Engineering Services;

A.2.14 provision of a minimum of three (3) Class B Loading Spaces, and two (2) Class A loading spaces to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Engineering Services supports this provision as a relaxation to the off-street loading requirement provided that the spaces are suitably located, and managed for shared-use. See Standard Engineering Condition A.2.12.

A.2.15 arrangements shall be made to the satisfaction of the General Manager of Engineering Services for the applicant to incur the costs of removing any parking meters and signage changes on the portion of Keefer Street west of Abbott Street (should the above become necessary for access/circulation);

**Note to Applicant:** This issue was identified in the consultant's report.

A.2.16 provision of two-way traffic flow where 200 or more vehicles are being served in the underground parking;

A.2.17 clarification of the operations of the garbage storage area (including whether compactors are proposed), and written confirmation from a garbage disposal company that the proposed storage locations can be serviced;

A.2.18 provision of a more adequate recycling area;

**Note to Applicant:** An area for 40 to 50 carts is required to serve this development.

A.2.19 provision of a crossing application to the satisfaction of the General Manager of Engineering Services;

A.2.20 arrangements shall be made to the satisfaction of the General Manager of Engineering Services for the planting of trees and specialty sidewalk treatments on City property;

**Note to Applicant:** A separate application to Engineering Services is required for street trees, grates and other non-standard sidewalk treatment. Forward a separate copy of the Landscape Plan directly to Engineering Services for review.

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**A.3 Standard Vancouver Coastal Health Authority Conditions**

- A.3.1 An acoustical consultant's report shall be submitted which assesses noise impacts on the site (by the development) and recommends noise mitigation measures in order to achieve noise criteria;
  - A.3.2 Confirmation shall be supplied by the applicant that the acoustical measures will be incorporated into the final design, based on the consultant's recommendations as concurred with or amended by the Medical Health Officer (Senior Environmental Health Officer);
  - A.3.3 Confirmation shall be supplied by the applicant that adequate and effective acoustic separation will be provided between the commercial and residential portions of the building.
  - A.3.4 Confirmation shall be supplied by the applicant that mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise and air quality impacts on the neighbourhood, and to comply with Noise By-law #6555
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**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building Department and Vancouver Coastal Health Authority contained in the Staff Committee Report dated September 28, 2005. 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 a complete application is not received on, or before, **April 11, 2006**, 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 By-law or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
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### Processing Centre - Building comments

The following comments have been provided by Processing Centre - Building and are based on the architectural drawings received on May 27, 2005 for this Preliminary Development Application. This is a preliminary review intended to identify areas in which the proposal may conflict with requirements of the Vancouver Building By-law, including aspects related to fire safety issues

1. Clarify the separation of the buildings, and the applicable construction Article for this project. There appears to be an interconnection between the underground parking proposed for this project and the existing adjacent parking structure, and it appears that Tower A and mid-rise building C are to be constructed as a single building.
2. Review the definition in Article 3.2.6.1. of the Vancouver Building By-law for a high building to determine the applicability of the requirements of Subsection 3.2.6.
- \*3. Confirm that egress from all floor areas and all exit systems are in conformance with the requirements of Subsections 3.3 and 3.4 of the Vancouver Building Bylaw including, but not limited to, travel distance, number of required means of egress, dead end corridor and exit lobby requirements.
4. Review the project for exit exposure conditions.
5. Please ensure that access is provided throughout the building for persons with disabilities in conformance with the requirements of Section 3.8 of the Vancouver Building By-law.
6. Areas of refuge must be provided in all required exits per Article 3.8.3.19. of the Vancouver Building By-law where one of the alternatives in this Article is not provided.
7. Review the spatial separation requirements for this project.
8. It is recommended that the building owner retain a Code consultant to review this complex project.