
8198 CAMBIE STREET (COMPLETE APPLICATION)
DE415707 - ZONE CD-1 PENDING

AM/BAB/UA/MA/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
R. Thé, Engineering Services
L. Gayman, Real Estate Services
D. Naundorf, Social Infrastructure
T. Driessen, Park Board

Also Present:

A. Molaro, Urban Design & Development Planning
B. Balantzyan, Development Services
M. Au, Development Services

APPLICANT:

James K.M. Cheng Architects Inc.
Attention: Terry Mott
200-77 West 8th Avenue
Vancouver, BC
V5Y 1M8

PROPERTY OWNER:

Intracorp SW Marine Limited Partnership
Suite 900-666 Burrard Street
Vancouver, BC
V6C 2X8

EXECUTIVE SUMMARY

- **Proposal:** The development of a mixed use residential/retail development comprised of two residential towers of 25-storeys and 31-storeys on two podium bases of 5 and 7-storeys respectively, consisting of 444 market strata units, 110 market rental units under Short Term Incentives for Rental Housing (STIR) Program, 2 artist studios with associated residential units, commercial use on the ground floor and 4 levels of underground parking, 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, Engineering-NEU

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

● **Issues:**

1. Landscape treatments
2. Visibility of potential live-work units
3. Residential unit access from lane

● **Urban Design Panel: SUPPORT**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE415707 submitted, the plans and information forming a part thereof, thereby permitting the development of two residential towers of 25-storeys and 31-storeys on two podium bases of 5 and 7-storeys respectively consisting of 444 market strata units, 110 market rental units under Short Term Incentives for Rental Housing (STIR) Program, 2 artist studios with associated residential units, commercial use on the ground floor, and four levels of underground parking, subject to Council's enactment of the CD-1 By-law, approval of the Form of Development and the following conditions:

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

- 1.1 design development to the northerly courtyard landscape treatment for a more amenable and usable children's play area by simplifying the planted surface area to allow more open space for active use;

Note to Applicant: Consider expanding the berm to become a larger mound.

- 1.2 design development to soften the formality of the south courtyard landscape treatment while creating more interest and variety for a more organic use and flexible pedestrian flow;

Note to Applicant: Consider creating a softer and less formal arrangement of trees and defined edges in this area with more options for pedestrian access and movement to and from; the northerly pedestrian link; and between the courtyard and semi-private walkway separating the ground oriented residential units facing onto this courtyard. Optimize views from the public sidewalk through the courtyard to the ground oriented residential units;

- 1.3 design development to provide for trees with a leaf type and canopy that minimizes the potential for an extended or multiple periods of vegetation drop between the pedestrian/cycling mews alongside and north of the Canada Line portal;

Note to applicant: Trees with flowers, fruit or seeds may not be suitable.

- 1.4 design development to the ground level residential units' semi-private open space facing onto the courtyards to maximize their visibility and viability as potential live/work frontages;

- 1.5 design development to provide on-site access to residential Units M and N;

Note to applicant: Primary access to residential units should not be through the lane. Provide direct on-site access to these townhouses either from the street or through internal corridors to the main building entry.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size	-	-	Irregular
Site Area	-	-	70,043.0 sq.ft.
Floor Area ¹	All uses 406,607.0 sq.ft.	-	South Tower: Commercial 8,131.0 sq.ft. Residential (Market) 182,676.0 sq.ft. Residential (STIR) 43,736.0 sq.ft. Sub-total 234,543.0 sq.ft. North Tower: Commercial 1,078.0 sq.ft. Residential (Market) 143,819.0 sq.ft. Residential (STIR) 27,149.0 sq.ft. Sub-total 172,046.0 sq.ft. Total 406,589.0 sq.ft.
FSR ¹	All uses 5.80	-	Commercial 0.13 Residential (Market) 4.66 Residential (STIR) 1.01 Total 5.80
Balconies ²	Open 47,686.0 sq.ft. (max. 12% of residential area)	-	Open 48,390.0 sq.ft.
Height ³	South Tower Top of Roof 331.0 ft. Mech. Appurtenance 25.0 ft. North Tower Top of Roof 281.0 ft. Mech. Appurtenance 25.0 ft.	-	South Tower Top of Roof 329.00 ft. Top of Mech. Room 20.83 ft. North Tower Top of Roof 280.33 ft. Top of Mech. Room 20.83 ft.
Parking ⁴	South Tower Commercial Max. 16 Residential (Market) Max. 214 Residential (STIR) Max. 67 Visitor (STIR) Max. 10 Shared Vehicle Max. 6 Total Max. 313 Small Car Max. 57 North Tower Commercial Max. 2 Residential (Market) Max. 168 Residential (STIR) Max. 41 Visitor (STIR) Max. 6 Artist Studio 2 Shared Vehicle 2 Total Max. 221 Small Car Max. 42	South Tower Commercial Min. 9 Residential (Market) Min. 159 Residential (STIR) Min. 26 Visitor (STIR) Min. 5 Shared Vehicle 0 Total Min. 199 Disability Min. 13 North Tower Commercial Min. 1 Residential (Market) Min. 125 Residential (STIR) Min. 16 Visitor (STIR) Min. 3 Artist Studio Min. 2 Shared Vehicle 0 Total Min. 147 Disability Min. 9	South Tower Commercial 11 Residential (Market) 185 Residential (STIR) 24 Visitor (STIR) 6 Shared Vehicle 3 Total 229 Standard 159 Small Car 57 Disability 13 Total 229 North Tower Commercial 1 Residential (Market) 145 Residential (STIR) 14 Visitor (STIR) 5 Artist Studio 2 Shared Vehicle 1 Total 168 Standard 130 Small Car 29 Disability 9 Total 168

Technical Analysis (con'd.)

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Loading ⁵	-	South Tower Class A Class B Retail Store 0 2 Residential 0 2 Total 0 4 North Tower Retail Store 0 1 Residential 0 1 Artist Studio 0 1 Total 0 3	South Tower Class A Class B Retail Store 0 1 Residential 1 1 Total 1 2 North Tower Retail Store 0 1 Residential 1 1 Artist Studio 0 0 Total 1 2
Bicycle Parking ⁶	-	South Tower Class A Class B Retail Store 2 0 Residential (Market) 311 6 Residential (STIR) 86 - Total 399 6 North Tower Retail Store 1 0 Residential (Market) 244 6 Residential (STIR) 51 - Artist Studio 2 0 Total 298 6	South Tower Class A Class B Retail Store 0 0 Residential (Market) 306 0 Residential (STIR) 89 - Total 395 0 North Tower Retail Store 0 0 Residential (Market) 244 0 Residential (STIR) 51 - Artist Studio 0 0 Total 295 0
Amenity ⁷	10,000 sq. ft. (max.)	-	South Tower Ground & 3 rd Floors 1,838.0 sq. ft. North Tower Ground Floor 896.0 sq. ft. Total 2,734.0 sq. ft.
Artist Studio + Dwelling Unit ⁸	Max. 4,736.0 sq. ft. (2 x 2,368.0 sq. ft. per unit)	Min. 506.0 sq. ft. per unit Max. 5,382.0 sq. ft. per unit	Artist Studio 1 1,131.0 sq. ft. Artist Studio 2 1,131.0 sq. ft. Total 2,262.0 sq. ft.
Unit Type: Two or More Bedrooms	-	South Tower Min. 80 dwelling units North Tower Min. 59 dwelling units (Min. 25% of dwelling units)	South Tower 123 dwelling units North Tower 92 dwelling units
Dwelling Unit Types ⁹	-	-	South Tower: Market STIR Studio 0 5 One-bedroom 136 54 Two-bedroom 113 10 Sub-total 249 69 North Tower: One-bedroom 106 38 Two-bedroom 89 3 Sub-total 195 41 Total 444 110

¹ **Note on Floor Area and FSR:** Floor areas shown are based on submitted FSR overlays. However, the applicant has omitted portions of the building which would normally be included in the computation of floor area. Standard Condition A.1.11 seeks compliance.

² **Note on Balconies:** Proposed balcony area exceeds the maximum permitted by the draft CD-1 By-law. Standard Condition A.1.12 seeks compliance.

³ **Note on Height:** Standard Condition A.1.13 seeks confirmation of building heights.

⁴ **Note on Parking:** Required STIR parking includes the 20 percent eligible reduction permitted by Table 4.5B of the Parking By-law. By double-counting the required disability parking spaces, as permitted by Section 4.1.14 - Calculation of Disability Space, of the Parking By-law, the STIR components comply with parking requirements.

⁵ **Note on Loading:** The proposal is deficient in the number of loading spaces. Staff are seeking an alternative loading arrangement. See Standard Condition A.1.25.

⁶ **Note on Bicycles:** The proposal is deficient in the number of Class A and Class B bicycle spaces in both towers. Standard Condition A.1.27 seeks compliance.

⁷ **Note on Amenity:** The submitted plans lack adequate detail of the use and equipment of the amenity spaces. Standard Condition A.1.16 seeks clarification.

⁸ **Note on Artist Studio:** Two artist studios combined with residential units are provided in compliance with the re-zoning conditions, and are to be a total of not less than 205.4 m² (2,211.0 sq. ft.) as cultural amenity space. Standard Condition A.1.9(ii) seeks clarification on the drawings. The draft CD-1 By-law permits the area of the artist studios combined with residential units to be excluded from the computation of floor area up to 220.0 m² (2,368.0 sq. ft.) for each unit.

⁹ **Note on Dwelling Unit Types:** Unit types are not identified on the floor plans. Standard Condition A.1.9 seeks clarification.

• **Legal Description**

Lots: A,B,C,D Lot: C
 District Lot: 323 CTR Portion Block: 1&2
 Plan: 11098 District Lot: 311
 and; Plan: 10325

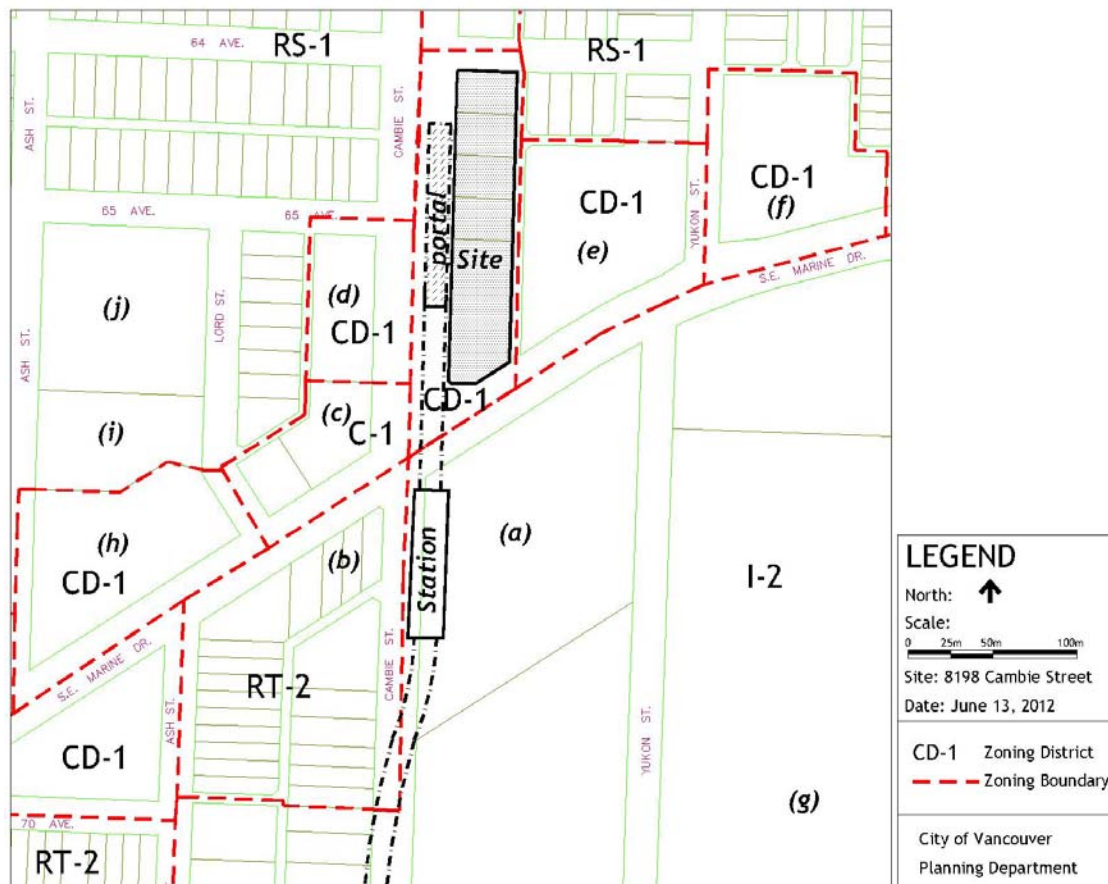
• **History of Application:**

12 03 26 Council Public Hearing
 12 04 11 Complete DE submitted
 12 06 06 Urban Design Panel
 12 06 20 Development Permit Staff Committee

• **Site:** The site is located at the northeast corner at the intersection of Cambie Street and SW Marine Drive. The site fronts Cambie Street alongside the adjacent Canada Line portal. Between the portal and the site is an existing fire lane that also serves as an off-street bikeway and sidewalk. Across the lane to the east is Marine Gardens, an existing low-rise rental residential complex.

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

- (a) 440 SW Marine Drive, "Marine Gateway", under construction
- (b) 8401 Cambie Street, "SGI International", 2-storey cultural centre
- (c) 8175 Cambie Street, "former gas station site, now closed
- (d) 510 W. 65th Avenue, 2-storey multi-family residential
- (e) 445 SW Marine Drive, "Marine Gardens, 2-storey multi-family residential
- (f) 8080 Yukon Street, "Kiwanas Soroptimist Senior Citizen" residential
- (g) 250 W. 70th Avenue, City of Vancouver Works Yards and Transfer Station
- (h) 8380 Ash Street, "Vera Housing Co-op", 3-storey multi-family residential
- (i) 8288 Ash Street, "Ash Park"
- (j) 590 W. 65th Avenue, "Sir Wilfred Laurier School"



• **Background:** The pending CD-1 By-law for this site was approved by Council, subject to a series of conditions and the final form of development approval, following a Public Hearing on March 26th, 2012. Staff met with the applicant prior to the submission of a development application to review progress on the responses to the rezoning conditions and generally supported the directions being pursued.

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

1. CD-1 By-law (pending)
2. Rezoning Conditions

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

1. CD-1 By-law (pending)

Use and Density: The proposed uses (residential, retail) and density generally confirms to the provision of the By-law, subject to Standard Conditions A.1.9 and A.1.11.

Height: The By-law specifies a maximum geodetic height of 100.90 m (Sub-area A) and 85.65 m (Sub-area B), measured to the top of the roof slab above the uppermost habitable floor, excluding parapet wall. However, the Director of Planning may permit, at his discretion, the following to exceed the maximum height otherwise specified in this By-law, up to a maximum of 7.6 m for items such as elevator rooms, access for green roofs, roof mounted energy technology, and decorative roof and enclosure treatments that enhances the overall appearance of the building and other similar items, provided that the Director of Planning considers;

- a) their location and sizing in relation to view, overlook, shadowing and noise impacts, and;
- b) all applicable policies and guidelines adopted by Council.

The proposed heights, including the roof top enclosures as proposed, satisfies the criteria of this relaxation provision. Staff are seeking confirmation on detailed aspects under Standard Condition A.1.13.

• **Response to Rezoning Conditions:**

Design Development

1. *Design development to open space/plaza/courtyards and building interfaces and surrounding public realm (pedestrian/cycling mews) to further engage and enhance the public experience utilizing high quality materials; Note to applicant: Aspects to review include, making the open spaces / plazas / courtyards open and inviting from the Cambie Street pedestrian/cycling mews, a stronger destination and activation of uses contributing to its unique character and functionality, integration with the Cambie Street pedestrian/cycling mews, increased seating and landscaping opportunities, and optimizing solar access.*

Applicant Response: The overall open space around the project is organized into a series of courtyards each with unique character. The building interfaces to each courtyard reinforce the individual character of the surrounding open space as building expression is influenced by function and its formal scaling elements. The major open spaces along the Cambie frontage open onto the pedestrian/cycle sidewalk encouraging active use and integration of the linear pedestrian/cycling path into an overall open space experience. Individual character of each courtyard breaks down the scale and character of the overall open space along the street frontage. The varying degree of landscape density within individual courtyards creates a visual richness and variety of character. The more open courtyards are used to focus attention on the choice of use units along the ground plane of the podium buildings reinforcing work space functionality and public interest and participation.

Staff Assessment: This condition has generally been satisfied, however there are detailed design development aspects that staff are recommending to further address the functionality, variety and visibility of the two courtyard spaces.

The northerly courtyard has an important function as a local gathering space, particularly with the inclusion of the small retail use fronting onto both Cambie Street and the provision of a large south facing plaza as part of the courtyard with the two artist studios located at the south end of the north courtyard. The treatment of this courtyard area is an important consideration as an active environment providing a local focus. Staff support the landscape concept for the area as that includes an informal play area for children, however staff are recommended further design development to improve and enhance the landscape treatments to better support this function. See Recommended Condition 1.1.

The southerly courtyard serves as a transition area between the commercial activities at the corner of Cambie and Marine as well as an amenity for pedestrians moving through the site, particularly for pedestrians using the pedestrian links between Cambie Street and the lane. Staff are recommending a softer more organic approach to the landscape treatments of this courtyard to accommodate flexible pedestrian movement and achieve a higher degree of visibility between the courtyard and the ground oriented residential (potential live/work) units. See Recommended Condition 1.2.

2. *Design development to the Cambie Street public realm to enhance the pedestrian/cycling mews with high quality hard and soft landscaping materials and improved definition between pedestrian and cycling paths; Note to Applicant: Requirements for this public realm include a 0.6 m landscape strip adjacent to the Canada Line portal, a 3.0 m bike lane, a 1.5 m treed median and a 2.4 m sidewalk. Refer to Engineering Condition of Enactment #4.*

Applicant Response: The existing north/south pedestrian/cycle alignments along the Cambie Street public realm have been integrated into the overall organization of the landscape concept incorporating the public realm order into the overall order of public open space along the frontage. Landscape elements such as low seating walls, paver bands together with soft landscape elements are located within the overall architectural organization to integrate individual courtyards along the frontage into a coherent open space organization.

Staff Assessment: This condition has generally been satisfied however detailed information is required to address the specifics of the soft landscaping treatment, specifically to address concerns raised by Translink regarding trees leaves falling into the Canada Line portal and onto the tracks. Recommended Condition 1.3 is to consider trees with a leaf type and canopy that minimizes the potential for an extended or multiple periods of vegetation drop. See also Standard Condition A2.12.

3. *Design development to locate and orientate the retail, live-work units and artist studios associated with a residential units frontages to ensure an active, vibrant integration with both open space/courtyards and the Cambie Street pedestrian/cycling mews; Note to applicant: The artist studio associated with a residential units should be located and oriented directly onto the Cambie Street pedestrian frontage of the mews. Increasing the amount of retail space provided, at the northwesterly corner in sub-area B is strongly encouraged. If residential units are provided in lieu of live/work units, they should be designed to contribute to animating the open space/courtyards.*

Applicant Response: The Artist studios are located adjacent the Cambie sidewalk/cycling alignment with front doors and entry courts oriented toward the public sidewalk.

A free standing community oriented café retail space anchors the northwest corner of the site with associated weather protected south oriented exterior seating area and direct access along the Cambie sidewalk/cycling frontage.

The retail space located in the podium of the south tower at the south end of the site define a stronger commercial character along the Cambie Street pedestrian/cycle frontage and anchors the south facing corner plaza.

The choice of use live/work units are located at the base of both podiums and have individual entry forecourts with level access running along the eastern public sidewalk of the landscape courtyard spaces running along the Cambie frontage.

Staff Assessment: This condition has been satisfied.

4. *Design development to the ground oriented live-work units to strengthen their role, functionality and viability as a work space, through the provision of a distinctive work space from the typical residential attributes of a dwelling unit; Note to applicant: Provision of a 100 sq. ft. minimum unobstructed work space is required. To optimize flexibility of the work space component, the ceiling height should be a minimum of 12 ft. Maximizing the amount of glazing for the active frontages should also be provided.*

Applicant Response: The live/work units accommodate a 140 sq. ft. street oriented choice of use work space with ceiling heights ranging from 9.8 ft. to 14.8 ft. This space can be separated the remaining residential use within the unit or integrated within the overall residential use. A full height glass wall punctuated by brick peer demising with individual front doors on individual entry forecourts with low landscaping defines the work space character along the Cambie Street frontage. A flush grade condition is provided between interior space, exterior entry forecourt and adjacent public sidewalk reinforcing the ground oriented nature of these spaces.

Staff Assessment: Generally this condition has been satisfied, however there remain a concern that the treatment of the ground oriented choice of use live/work residential units facing onto the courtyards propose a sense of enclosure with the landscape treatments that limits their viability as a potential live-work frontages. Staff are recommending further design development to the landscape and fence treatments to accommodate for this flexible use option. See Recommended Condition 1.4.

5. *Design development to the ground oriented artist studio associated with a residential units to strengthen their role, functionality and viability, through the provision of a distinctive studio space from the typical residential attributes of a dwelling unit; Note to applicant: Provision of a 145 sq. ft. minimum unobstructed work space is required. To optimize flexibility of the work space component, the ceiling height should be a minimum of 12 ft. Maximizing the amount of glazing for the active frontages should also be provided. See also Cultural Services.*

Applicant Response: The artist studios accommodate 280 sq. ft. of street oriented work space with ceiling heights of approximately 16ft. Living space is provided behind the work space and in a second floor sleeping loft. Separate individual storage rooms with loading bay access are provided for each studio. The studio work space facades are characterised by a full height glass wall with double entry doors accessed from a common public entry court located adjacent the public Cambie sidewalk.

Staff Assessment: This condition has generally been satisfied however, clarification is required on the amount of glazing provided. Provision of a detailed elevation of the north and west facades of the artist studio units are required. Standard Condition A.1.1.

6. *Design development of the Cambie Street public realm to enhance the pedestrian/cycling mews frontage, while also mitigating the conflict bicycles and pedestrians through the provision of a treed landscaped median to separate the two circulation functions; Note to Applicant: Requirements for this public realm include a 0.6 m landscape strip adjacent to the Canada Line portal, a 3.0 m bike lane, a 1.5 m treed median and a 2.4 m sidewalk. To improve and enhance the public experience high quality hard and soft landscaping materials are required. Refer to Engineering Condition of Enactment #4.*

Applicant Response: Cambie street public realm is organized by a double row of trees and landscaped median. The median marks both the north and south ends of the public realm pedestrian/cyclist and is interrupted by feature paver treatment marking the public cross axis of the project running east west through the site that provide public access and connection between the Cambie public realm and the lane mews. Dimensionality and landscape treatment as required has been integrated into the pedestrian/cycle public frontage as indicated on the drawings.

Staff Assessment: This condition has general been satisfied, see also Standard Condition A.2.12.

7. *Design development to the pedestrian links between buildings to enhance the public experience and connectivity between the lane and the Cambie Street frontage;*

Applicant Response: Pedestrian and linkages between the lane and the Cambie frontage are organized by two landscaped axis running east west across the site and are related to the front entry tower lobby of the two towers. Stairs and ramps are set within landscape courtyards mediating the grade differences between street and lane/mews and organize landscaped courtyard spaces with uniquely identifiable characteristics.

Staff Assessment: There are two public pedestrian links providing access between the lane and the Cambie Street frontage. The northern link, separating the two tower and podium buildings, provides for an accessible connection to address the 9 ft. difference in grade between the lane and courtyard. Staff are requesting detailed clarification of the heights and material treatments of planter walls, railings. In addition, confirmation that the proposed mechanical exhaust vents are flushed with grade is also required. See Standard Condition A.1.2 and A.2.3

For the covered southerly pedestrian link, staff are seeking detailed design development to ensure that this connection provides for pedestrian interest. Given the limited amount of active frontage along this connection, its material attributes will be important to ensure its function and legibility as a public connection. Staff are seeking clarification of the landscape treatment, soffit and lighting treatments. See Standard Condition A.1.3.

8. *Design development to the overall massing and character of the podium building components to minimize their apparent scale while ensuring greater variety distinction contributing to the character and visual quality of the area;*

Applicant Response: The podium massing has been developed using the horizontal lines of floor overhangs and railing together with the vertical lines of recessed balconies. These elements help to break down the mass and minimize the apparent scale. The choices of using grade oriented units establish a strong base for the rental units above ensuring variety and distinction of character within the mass.

Staff Assessment: This condition has generally been satisfied. Staff require a detailed partial elevation and section of a typical façade component including balconies, confirming the high quality material treatment proposed. See Standard Condition A.1.4.

9. *Design development to the residential towers architectural expression to enhance their individual identity while strongly relating to each other; Note to applicant: A high quality development that establishes a robust compatible character with the existing neighbourhood fabric is required. Above the podium levels the tower floor plates are to be consistent with the Cambie Corridor Plan floor plate size identified for this site of 585 m² (6,300 sq. ft.)*

Applicant Response: Horizontal balcony lines along with vertical privacy screen lines together with regular window wall surfaces and metal panel spandrel lines are used to develop the towers architectural expression enhancing individual tower identity within a common related language. Tower plates are limited in size to 6300 sq. ft.

Staff Assessment: This condition has generally been satisfied. Staff require a detailed partial elevation and section of typical façade components including balconies, confirming the high quality material treatment proposed. Clarification is also required on the proposed vertical and horizontal sunshades. See Standard Condition A.1.4. Staff are also requesting consideration for thermally broken concrete slab extension for the eyebrows and balconies.

10. *Design development to strengthen the scale and massing of the tower podium oriented to Marine Drive; Note to applicant: This podium should be more compatible in scale with the podium anticipated with the development across SW Marine Drive (PCI development at 8440 Cambie Street).*

Applicant Response: The south tower podium orients commercial frontage along the street edges and provides a focus to the south plaza. A 3 storey glass feature element at the corner marks the south commercial use, defines a unique corner character on the south plaza and helps to relate the overall podium scale and massing to the height of the podium form anticipated across SW Marine Drive. A second floor roof deck with heavily landscaped perimeter edges atop the commercial podium creates a dense natural screen wall extension to the 3 storey corner element and defines an outdoor room/ green house space within the south oriented exterior amenity area for the south tower.

Staff Assessment: This condition has been satisfied.

11. *Design development to provide variety and interest to the architectural expression of the building(s) with high quality durable materials that will contribute to the character and quality of the area;*

Applicant Response: The architectural expression of the building uses high quality durable materials as noted on the elevations which contribute to the character and quality of the surrounding area.

Staff Assessment: See Rezoning Condition 8 and 9 above and Standard Condition A.1.4.

12. *Provision of weather protection for commercial frontages and primary residential neighbourhoods;*

Applicant Response: Continuous canopies along the south commercial podium and entry door canopies at residential entrances provide weather protection.

Staff Assessment: Weather protection has been indicated, however staff are seeking detailed information of the proposed material treatment and extent of weather protection coverage. See Standard Condition A.1.7.

13. *Design development to incorporate acoustical measures to address transit noise associated with the Canada Line portal;*

Applicant Response: Acoustical measures to address transit noise to meet the COV interior design noise levels will be incorporated in this project. Please refer to Brown Strachan letter dated March 06, 2012.

Staff Assessment: This condition will be met, refer to Standard Condition A1.20.

14. *Design development to minimize the impact of mechanical vents;*

Note to applicant: Vents servicing the below grade parking structure should be located to minimize their impact of the pedestrian environment.

Applicant Response: All the parkade ventilation shafts, generator intake and exhaust as well as the mechanical room shafts are located to minimize the impact on the pedestrian environment.

Staff Assessment: This condition has generally been met. See Standard Condition A.1.2 and A.1.29.

15. *Design development to provide a conceptual lighting plan that incorporates mid-level pedestrian and low level lighting in localized areas such as the open spaces and courtyards, and pedestrian links,*

Applicant Response: The conceptual landscape lighting plan incorporates mid-level pedestrian and low level lighting in localized areas of the landscaped open space, courtyards and pedestrian links.

Staff Assessment: This condition has been satisfied.

16. *Design development to provide a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy; Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back lit signs are not supported.*

Applicant Response: A conceptual signage strategy to ensure a well-conceived and disciplined approach is being developed for this project.

Staff Assessment: This condition has been satisfied.

17. *Design development of the landscaping to provide a replication of natural systems to utilize sustainable land practices on the development site; Note to applicant: This may include the use of native plants, the protection of natural habitat from construction, the retention of soil resources, maximizing tree and shrub planting soil depths on structures, locating new trees in the ground wherever possible, elimination of lawn chemical use and the recycling of green waste.*

Applicant Response: Native plants will be used in the landscape design, such as Acer circinatum, Cornus sericea, Vaccinium ovatum, Spiraea douglasii, Juncus effuses, Gaultheria shallon and so on. The planting soil depth for trees and shrubs on structures will be minimum 3' and 1.5'. We'll reduce conventional turf grass area in the site and locate new trees/ ground covers/shrubs in the ground wherever possible.

Staff Assessment: This condition has been met.

18. *Design development of the landscaping to provide urban agriculture in the form of edible landscaping and gardening plots suitable for use by the urban gardener. Provide the necessary supporting infrastructure, such as tool storage; hose bibs for water and a potting bench at all common gardening locations. The design should reference the Urban Agriculture Guidelines for the Private Realm, maximize access to sunlight, be integrated into the overall landscape design, and provide universal access for residents and their visitors;*

Applicant Response: Community garden plots will be provided on the south tower's 2nd floor south-facing rooftop and located in front of the amenity rooms and the covered roof deck. There will be direct access via elevator from loading areas at grade to this rooftop garden. A few rain barrels will collect water for irrigation. Tool storage, hose bib (within 20' of any plot), electrical outlet, area lighting and potting bench will be integrated into the garden design. The plots size is 24 square feet which meets the Guideline's required minimum size.

Staff Assessment: This condition has been satisfied.

19. *Design development of the landscaping to provide a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention, treatment and utilization of rainwater; Note to applicant: Design features to enable sustainable land practices in an urban setting include the use of high efficiency irrigation systems, rain gardens, permeable pavement, drought -tolerant plantings, and mulching of planting beds. Reference the City of Vancouver Water wise Planting Guidelines.*

Applicant Response: To get LEED credits for sustainable sites and water efficiency, the following strategies will be used in the design: using captured water (rain barrels), using climate-tolerant plants, reducing conventional turf grass area, mulching of planting beds, using smart irrigation controllers, using pervious paving materials wherever possible, and providing vegetated swales/ rain garden in the common areas.

Staff Assessment: This condition has been satisfied.

20. *Design development of the Cambie Street public realm to mitigate the conflict between moving vehicles (bicycles) and pedestrians using adjoining pathways by providing a treed landscaped median to separate the two areas; Note to Applicant: Refer to Engineering Condition of Enactment #4.*

Applicant Response: A 1.5m (4.92') treed median will separate the 3.0m (9.84') bike lane from the 2.4m-3.2m (7.87'-10.6') pedestrian walkway (see drawing L9.00-1 proposed typical walkway).

Staff Assessment: This condition has been satisfied.

21. *Design development of the landscaping at the lane mews to provide a substantial layering of greenery on private property as a visual amenity and to create a buffered edge for the adjacent residential properties. This may be achieved with a layering of trees, shrubs and fencing for screening purposes between semi-private residential patios and the public lane;*

Applicant Response: There will be a vegetated swale (rain garden), shrub buffers, hedges, fencing and trees between semi-private residential patios and the public lane (see drawing L9.03-1 section G east townhouse).

Staff Assessment: This condition has been satisfied.

• Other Issues:

Residential Unit Access: The Cambie Corridor Plan encourages the activation of lanes, in part, through the provision of residential uses oriented to the lane.

Staff note that all residential units must be able to access within the site, the building's shared amenity spaces, parking, refuse and mail functions. Staff note that four units (Units M and N) facing onto the lane have limited access directly onto the lane. Staff are recommending design development for these units to provide this required on-site access. Recommended Condition 1.5.

• Sustainability: The applicable rezoning policy for this development application requires the proposal to achieve a minimum of LEED Silver equivalency including 3 optimize energy points. However the applicant has indicated that they will be pursuing LEED Gold exclusive of the requisite 6 optimize energy points. Staff are seeking detailed identification on the plans and elevations of the built elements contributing to the proposal's sustainability performance. See Standard Condition A.1.41.

Under the Cambie Corridor Plan, all new buildings must be readily connectable to a district heating system, and that will need to be satisfied as part of the Building Application process. See Appendix C - NEU.

• Conclusion: Staff believe that the applicant has substantially responded to conditions of approval, however, further detailed design work and clarifications are still needed in various areas. Staff recommend approval, with a series of conditions to address these outstanding items.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on June 6th, 2012, and provided the following comments:

EVALUATION: SUPPORT 8-0

- Introduction:** Anita Molaro, Development Planner, introduced the proposal and mentioned that the Panel had seen the application previously in October 2011 as a rezoning. The application is now a development permit application. Ms. Molaro described the Cambie Corridor Plan urban design principles that govern the site.

The site fronts Cambie Street and the Canada Line portal and extends between SW Marine Drive and West 64th Avenue. Ms. Molaro mentioned that the site and context includes the Marine Gateway development across the street. As well the Marine Garden site is to the immediate east of the site which is a low rise rental residential complex.

Ms. Molaro noted that the application includes two towers, one at 285 feet and the other at 235 feet. She added that the heights and floor plates are consistent with the Cambie Corridor Policy. The proposal also includes a 7-storey podium and a 5-storey podium that includes rental housing with some 2-storey residential that are proposed as residential but design to be flexible as live/work units on the lower floors facing the lane mews and the Cambie Street frontage.

In terms of retail, a single storey component is proposed at the base of the Marine Drive tower that wraps the corner facing onto Cambie Street but does not extend to the open spaces in front of the live/work units. At the north end of the site a small boutique retail building is planned.

Ms. Molaro gave some history on the fire-lane access alongside the Canada Line which is necessary given the existing context and the remoteness of the two houses in the middle of the site. She noted that with the consolidation of the site the requirement for fire lane access is no longer a requirement but it continues to serve functionally as a both an off-street bike lane and sidewalk.

In other words, the design restrictions associated with the fire lane access would no longer be applicable (like the asphalt surface treatment, clear 6 meter wide width, and minimal planting). A condition of the rezoning was to improve this frontage, through better definition and treatment of the bikeway and sidewalk treatments.

Ms. Molaro noted that several key aspects to the proposal was reflected in the design development conditions of the rezoning including the public realm interface along the frontage; landscape treatments; and pedestrian linkages through the site to the lane and building form and expression.

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

Does the panel support the detailed urban design response developed for this mixed use development including:

- overall architectural quality and material treatment proposed for the development providing variety and interest to the buildings that also contributes to the character and quality of the area;
- design resolution of the open space(s) and public realm interface along the Cambie street frontage in achieving an active, usable, adaptable and relevant frontage to the residents of the site but also to the community;
- given the proposed landscape setback and treatments the proposal response to ensure that the ground oriented residential (adaptable to live-work) frontage actively engages the pedestrian;
- landscape treatments including the lane mews, pedestrian linkages through site, roof treatments the scale of the commercial podium on the Marine Drive tower base ground plane interface along Marine Drive.

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** James Cheng, Architect, further described the proposal. He said they concentrated on knitting their project into the community rather than being a dominant site. He said there was a difference of opinion with the neighbourhood. They wanted all retail and they thought it would not survive and so as a result it was suggested to have a coffee shop/cafe at the end of the site which they did with the retail pavilion. They have decided to express this building in wood as a gesture to contrast with the large building on the site. There is also a south facing children's play area and terraces that the neighbourhood could use. The site will also contain public art with an art walk going to the river in the future. There is some potential for art on the façade of the building and that is part of a program they are currently involved in producing. The scale of the podium is 5-storeys, with urban agriculture on the roof that will include a green house. They tried to understate the building with materials to reflect the early modern period along Marine Drive. Mr. Cheng described the materials and the colour palette. As well he described the sustainability strategy noting that there is frit on the railings that will hang below the slab on the west facing façade that will cut down solar exposure. He added that it changes on the other facades in response to what is required for solar exposure. Mr. Cheng mentioned that the live/work units are designed with front and back patios with the front being used as office space or retail.

Chris Phillips, Landscape Architect, described the landscape plans for the proposal noting that one of the fundamental principles was the notion of connectivity to the Canada Line. They wanted to make that connectivity interesting. The café will have an outdoor terrace facing south overlooking the children's play area. There is a large park space with green space and tables. The mid-block connector is open to the sky. The lane becomes the front door in terms of the access to the parkade and the idea is to turn it into more of a mews with some outdoor spaces and street trees. There is also a rain garden planned. There is an indoor/outdoor amenity with a greenhouse and urban agriculture on the south podium roof.

The applicant team took questions from the Panel.

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

- Consider more exuberance in the design of the wood pavilion;
- Review the retained edge on the live/work units to allow for better circulation;
- Consider adding more open space at the commercial podium;
- Consider thermally breaking the slabs whether they protrude at eyebrow or balcony situations.

- **Related Commentary:** The Panel supported the proposal and thought it was a well-developed scheme.

The Panel supported the architectural quality of the proposal as well as the material and colour palette although one Panel member thought more colour could be introduced. For the most part they thought it was a well thought out scheme; simple and disciplined. However one Panel member commented on the urban design principles being about the slimness of the tower and thought both towers could be modulated to give a more vertical expression.

The Panel very much liked the retail pavilion while a couple of Panel member thought there was an opportunity to be more exuberant with the architecture and to break away from the formality of the rest of the scheme.

A couple of Panel members thought there was a pinch point on the commercial podium on Marine Drive and thought it needed to be more open. One Panel member thought it needed a little more character and a better relationship to pedestrians on the street. Another Panel member thought the drop off areas needed some work as well as weather protection.

The Panel said they were impressed with the thoroughness and attention to detail in the landscape and the ground plain. Several Panel members had some concerns with the circulation through the site. They were unsure about the relationship between the pedestrian walkway and the live/work units. However they did feel that the relationship with the guideway was well managed. Another Panel member wondered if the circulation would work for both pedestrians and cyclists. As well they thought more attention could be given to the lane noting that the success of the lane was going to depend on what was developed on the adjacent site.

One Panel member thought a small gesture that represents something of the neighbourhood could be added to the open space in the way of public art.

Regarding sustainability, the Panel had some concerns with the projecting slabs and felt it was important that there should be thermal breaks and a higher grade of glass. They noted that all the balconies and eyebrows that weren't insulated would contribute to heat loss in the building. One Panel member suggested adding vertical fins on the west elevation and as well to make the sun screens moveable.

- **Applicant's Response:** Mr. Cheng thanked the Panel for their comments. He said they will go back and look at the design. He noted that a lot of Marpole is industrial with some rental residential buildings so he didn't feel there was a Marpole language that they could use in the architecture.

ENGINEERING SERVICES

The development proposal is situated on the northeast corner of Cambie Street and Marine Drive and is adjacent the Canada Line where the transit portal transitions to a guideway above the ground level. An off-street cycling path, pedestrian route, and fire access lane currently exist between the Canada Line and the westerly edge of the development site.

The redevelopment of this site allows for fire access to be relocated and served from the lane/mews to the east and creates opportunity to improve the Cambie Street public realm. The enhanced public realm treatment needs to meet current City design standards for accessibility and functionality for its users (see Standard Condition A.2.12 and A.2.13). The bike path must also connect well to the building which was a condition captured at rezoning for improved access. Further design development is required to improve access convenient for cyclists connecting from the building's bicycle parking to the adjacent bike path on Cambie Street and consistent with a design previously discussed with the applicant since the rezoning phase (see Standard Condition A.2.10).

Additional improvements to the public realm include two pedestrian links which allows improved pedestrian permeation through the neighbourhood. The two proposed east-west alignments will also connect to future links anticipated to be provided by the development of the site immediately east. Standard Condition A.2.3 requires arrangements to secure surface Statutory Right of Way (SRW) agreements for those portions of the site intended to provide public access.

A Metro Vancouver (GVS&DD) sewer main currently crosses through the site and is proposed to be relocated slightly north as part of this development and on the same alignment that accommodates one of the two pedestrian links through the site. Written confirmation is sought from Metro Vancouver being in favour of the relocation of its infrastructure and that arrangements have been made for an SRW agreement consistent with the development plans, confirming its size and permitted surface treatment (see Standard Condition A.2.2).

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

This application is proposing a fully landscaped public realm consisting of a series of public plazas and courtyards, walkways and bikeway spaces linked with abundant greenery along the Cambie Street frontage with pedestrian connections through the site to the lane/mews. Staff are recommending further design development at various courtyard areas to increase usability by the public and residents of the buildings.

Existing site trees located within the proposed building envelope will need to be permitted for removal to facilitate excavation for new building foundations. The arborist report submitted as part of the application notes that all the site trees required to be removed are in poor condition. New trees are proposed at the street level at W 64th Avenue, Cambie Street, SW Marine Drive, and in planters along the lane/mews. Trees are proposed in planters at various roof decks with planter details to be confirmed on the drawings. Design consideration is required to evaluate the appropriateness of tree

species proposed for planted near the portal of the Canada Line tunnel to mitigate concerns about leaves and debris from trees falling into the Canada Line and creating a problem with train operations.

SOCIAL PLANNING

PLAY AREA AND AMENITY ROOMS

The proposed 25 storey with 5 storey podium (North Building) and 31 storey with 7 storey podium (South Building) on this site, include a combined total of 229 units with two or more bedrooms (41.3% of total units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this site.

The following amenities are proposed for this development

- The North Building has an amenities gym (with sauna and washroom) on the main floor
- The South Building has an amenity room on the main floor off the lobby (no washroom storage closet or kitchenette)
- The South Building has an amenity gym on the 2nd floor (with sauna and washrooms) with an adjacent outdoor amenity roof deck, with an adjacent lawn and urban agriculture plots.

To be consistent with the guidelines, design development to add a storage closet, and kitchenette is needed to the "amenities gym" in the North Building to allow it to function as a multi-purpose amenity room. See Standard Condition A1.43

In the south building, the main floor amenity room is of marginal utility without a washroom, storage closet or kitchenette. However, ideally a part of the very large amenity gym on the 2nd floor would be designed to accommodate a range of activities by residents, with connections to the outdoor amenity deck. This connectivity between indoor and outdoor common amenity areas is consistent with the Guidelines. The Guidelines also seek design development to add a storage closet, and kitchenette to enable a part of this large amenity space to serve as a multi-purpose amenity room. See Standard Condition A.1.44

Lawns and common amenity areas suitable for a range of children's play activity can be found in the landscaped areas located at grade in front of the podiums of both the North and South buildings, as well as on the 2nd floor podium of the South Building. Design development is encouraged to ensure these areas can accommodate a range of children's play activities, for children of various ages. Play equipment is not required for the children's play areas, but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, a small/tangible water stream or feature, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged. See Standard Condition A1.45

URBAN AGRICULTURE

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments. Consistent with these Guidelines, Plans for 8198 Cambie street include garden plots, on the 2nd floor south podium. Design development is needed to ensure some of the plots are universally accessible and to include the necessary infrastructure to support urban agricultural activity such as compost bins, tool storage, a potting bench and hose bibs is needed. See Standard Condition A1.46

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 May 16th, 2012, 330 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

There has been one response to notification by MARA (Marpole Area Residents Alliance), who met with staff in the Planning and Landscape Department on June 7th, 2012 to review and discuss this application. Their response consisted of the following:

1. Pedestrian and Cyclist Space:

- Direct 'through route' along Cambie and colonnade of trees are beneficial for pedestrians and cyclists.
- The end point of this route along Cambie at Marine not well defined as it veers off to meet the intersection.
- Areas under the Canada Line are a concern as it can become barren and collect garbage.

Staff Response: The defined pedestrian/cycling route that directs movement to the intersection is configured to minimize conflicts with pedestrians who are accessing the various frontages. City of Vancouver will continue to work with operators of Canada Line for maintenance of the public realm in that area. Recommended Condition 1.3 is to consider trees with a leaf type and canopy that minimizes the potential for an extended or multiple periods of vegetation drop.

2. Northern Courtyard and Commercial Unit (pavilion/coffee shop):

- Rear path of the commercial unit should avoid feeling like a back alley.
- Ground covered plants may limit practical use of play area next to the patio.

Staff Response: The pedestrian link between the commercial unit and the north building residential lobby will be animated by the glazed residential lobby and the activities associated with residents coming and going. Staff are also recommending further detail design to the east elevation of the retail pavillion. See Standard Condition A.1.6.

Staff are recommending design development to improve the functionality of the courtyard as play area, including planting types. See Recommended Condition 1.1.

3. Southern Courtyard

- 'Woodland' feeling, the mix of formal and informal planting seems cluttered and over-designed.

- The ramp access from the lane seems disconnected, zig-zagged path requires 90 degree turns.

Staff Response: Staff are recommending design development to soften the formality of landscaping and edge conditions. See Recommended Condition 1.2.

4. Retail Frontage and Plaza :

- Concern with the viability of outdoor patio in heavy traffic area or other uses such as 'banks' which would not require a patio.
- Main entrance facade seems too imposing and out of place - would it be preferable to use plants in this space to expand on the green roof?
- Sidewalk along Marine seems very plain.

Staff Response: Under the provisions of the CD-1 By-law a variety of retail and services uses can be employed in this location. Office uses, such as financial institutions are not a permitted use. Staff are recommendation design development to provide further detail design information on the proposed weather protection which may result in modifications to this part of the façade treatment. See Standard Condition A.1.7.

Staff are seeking further design development and clarification of the Marine Drive frontage to enhance it pedestrian amenity and comfort. See Standard Condition A.1.8.

5. The Back Lane (mews):

- With two routes to cross the site there seems to be little consideration for the many pedestrians sharing the lane with vehicles.

Staff Response: Staff require a review of the proposed material for the pedestrian crossing at the lane mews to ensure proper delineation between pedestrian and vehicle space. Staff recommend that protection measures be put in place such as a raised cross walk, see Standard Condition A.2.12.

6. The Buildings:

- The apartment entrance pictured looked very "downtown", strong concrete lines with formal water areas.
- The live/work entrances seemed too gated and private (railings, gates and trees separation)

Staff Response: Staff are recommending design development to soften the formality of landscaping, edge conditions and to improve the visibility of the potential live/work units. See Recommended Condition 1.2. & 1.4.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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

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


With respect to the Parking By-Law, the Staff Committee has considered the approval sought by this application and concluded that it seeks relaxation of Section 5.2.5 of the Parking By-Law for the number of Class B Loading spaces.

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



A. Molaro, MAIBC

Senior Development Planner



B. Balantzyan

Project Coordinator

Project Facilitator: M. Au

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 clarification and provision of detailed elevations of the north and west facades of the artist studio units maximizing the amount of glazing along these frontages;

A.1.2 clarification and provision of detailed plans, elevations and sections (1/4"=1'-0") of the northern pedestrian link - heights and material treatment of planter walls, railings including confirmation that the proposed mechanical vents are flushed with grade;

A.1.3 design development to the southerly pedestrian link to ensure its function and legibility as a public pedestrian connection;

Note to Applicant: Clarification and provision of detailed plans, elevations and sections (1/4"=1'-0") of high quality landscape, lighting and soffit treatments is required.

A.1.4 clarification and provision of a detailed (1/4"=1'-0") partial elevations and sections of typical façade components of the podium and towers, including balconies, confirming high quality material treatment proposed.

Note to applicant: Clarification is also required of the proposed vertical and horizontal sunshades. Consideration should be given to thermally breaking the extended external slabs at both eyebrow and balcony conditions.

A.1.5 clarification and provision of a detailed (1/4"=1'-0") partial elevations and sections of typical townhouse lane frontages describing the townhouse interface with the public realm (planter walls, stairs, guardrails, landscape treatment along lane edge, etc. illustrating high quality material treatments.

A.1.6 clarification and provision of detailed elevations and sections of the retail pavilion confirming the proposed material treatments;

Note to applicant: Opportunities for an enhanced treatment of the easterly façade should be provided.

A.1.7 clarification and provision of detailed sections of canopies confirming proposed materials, height and depth suitable for weather protection;

A.1.8 design development to the Marine Drive frontage to enhance its pedestrian amenity and comfort;

Note to applicant: Further information is also required on the proposed landscaping treatment.

A.1.9 clarification of proposed commercial and residential uses, noting the following:

- i. proposed commercial uses should be specified according to permitted uses in the draft CD-1 By-law, in connection with uses defined in Section 2 - Definitions, of the Zoning and Development By-law;

Note to Applicant: Only one use per space should be shown on the plans.

- ii. Artist Studio use should be designated as Artist Studio - Class B, as defined in Section 2 - Definitions, of the Zoning and Development By-law, and as required by the re-zoning conditions;

Note to Applicant: The cultural amenity space inclusive of two residential units associated with the two artist studios, with a total area of not less than 205.4 m² (2,211.0 sq. ft.), as required by the re-zoning conditions, should also be shown on the submitted plans.

- iii. all proposed STIR units, including any proposed Live-Work units, and all market units should be identified on the submitted plans;

Note to Applicant: Dwelling unit types with regard to the number of bedrooms in each unit should also be identified on the floor plans.

- A.1.10 clarification of dwelling unit areas, in compliance with the draft CD-1 By-law, noting the following:

- i. areas of all dwelling units should be shown on the floor plans;
- ii. measurement of dwelling unit size shall be calculated using the inside dimension of the walls;

Note to Applicant: Interior partition walls, within the dwelling unit, are to be included in the measurement. Further, any bulk storage EXCLUDED FROM FLOOR AREA CALCULATIONS shall NOT be included in the measurement of the dwelling unit floor area.

- A.1.11 compliance with the maximum density permitted by the draft CD-1 By-law, noting the following:

- i. the area of stairways is to be included in the computation of the ground floor and second floor areas of the artist studios, and the townhouses in both the south and north towers;
- ii. the area of both levels of the roof-top mechanical rooms is to be included in the computation of floor area in both the south and north towers;
- iii. unless designated as residential storage, the storage rooms in the underground parking levels must be included in the computation of floor area;

Note to Applicant: Submission of revised detailed floor area overlays indicating all spaces included and excluded from floor area calculations, including balconies, is required.

- A.1.12 compliance with the maximum open balcony area permitted by the draft CD-1 By-law;

Note to Applicant: The area of open balconies that exceeds 12 percent of the provided residential floor area shall be included in the computation of floor area.

- A.1.13 confirmation that building height does not exceed the maximum permitted, noting the following:

- i. Elevation of the top of parapet, in compliance with maximum permitted building height, is to be shown on the elevation drawings for both buildings, including top of parapet of mechanical appurtenances;
- ii. the mezzanine of the south tower should be designated as the second storey, and the remaining floors should be revised accordingly;

Note to Applicant: Floor levels should be indicated on the floor plans and should match elevation and section drawings for both towers.

- iii. the floor elevation of Level 1 in the south tower is to be clarified;

Note to Applicant: Floor plans indicate a floor level of EL 44.0 ft. but EL 43.0 ft. is shown on the elevation and section drawings.

- A.1.14 proposed setback from the west (Cambie Street) property line, dimensioned to the nearest building face;

Note to Applicant: A minimum setback of 1.5 m (5.0 ft.) is required above grade for a Statutory Right-of-Way.

- A.1.15 notation/clarification of the uses of all rooms/spaces;

Note to Applicant: proposed use of the room adjacent to the elevators on all floor levels and in both towers is required.

- A.1.16 clarification of the proposed use(s) of the amenity room on the ground floor of the south tower, including details regarding type, finishing, equipment and/or furnishings of all amenity spaces;

- A.1.17 provision of a minimum of 5.7 m³ (200 cu. ft.) of useable storage space for each STIR dwelling unit in the south tower for the storage of bulky items, e.g., winter tires, ski and barbecue equipment, excess furniture, etc., in accordance with Planning By-law Administration Bulletin entitled, "Bulk Storage - Residential Developments";

Note to Applicant: Although 70 storage lockers is noted for the rental (STIR) units on Parking Level P1 of the south tower, only 68 storage lockers are shown on the floor plan.

- A.1.18 provision of a minimum of 2.75 m (9.0 ft.) clear height under the sign band, and 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[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits";

Note to Applicant: The height requirement does not apply to recessed sign bands which are flush with the storefront glazing. The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

- A.1.19 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level (See Appendix C, Building Comment #24);

Note to Applicant: Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.

A.1.20 an acoustical consultant's report is to be submitted which assesses noise impacts on the site and recommends noise mitigation measures to achieve noise criteria, to the satisfaction of the Director of Planning;

A.1.21 compliance with Section 4.8.1 - Size of Parking Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Parking stalls should be numbered, and all parking stall and maneuvering aisle dimensions should be shown on the plans.

A.1.22 compliance with Sections 4.8.1 and 4.8.4 - Disability Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services, noting the following:

- i. a minimum of 2.3 m (7.5 ft.) unobstructed vertical clearance is required for a disability parking space and all entry points, maneuvering aisles, and access ramps leading to the disability parking space. Compliance with required vertical clearances should be clearly demonstrated on the submitted plans;
- ii. disability parking spaces should be re-distributed to have closer proximity to elevators than what is shown;

A.1.23 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.1.24 clarification of parking spaces noted as "Co-op" and "Carpool" on Level P2 of the south and north towers;

Note to Applicant: If proposed as shared vehicle spaces, arrangements must be made, to the satisfaction of the Director of Planning, the Director of Legal Services, and the General Manager of Engineering Services, for a restrictive covenant(s) guaranteeing access and availability of the shared vehicles and associated parking spaces, including a servicing agreement.

A.1.25 provision of a minimum of seven (7) Class B loading spaces in accordance with the Parking By-law;

Note to Applicant: Loading spaces are required as follows:

- i. in the south tower, a minimum of two Class B spaces is required for the retail store component and a minimum of two Class B spaces is required for the residential component of the proposed development;
- ii. in the north tower, a minimum of one Class B space is required for the retail store component;

Note to Applicant: A slight reduction of the retail store space from proposed 100.2 m² to under 100.0 m² would eliminate the need for a loading space.

- iii. in the north tower, the residential and artist studio components each require a minimum of one Class B space;

Staff would support an alternative arrangement of 4 Class B and 6 Class A loading spaces to meet the required 7 Class B loading spaces.

- A.1.26 compliance with the Parking By-law for direct access from Class B loading spaces for both the north and south towers to eliminate the stairs between the loading bay and the residential elevators and the commercial loading corridor.

Note to applicant: This could be achieved by providing a loading elevator.

- A.1.27 provision of bicycle parking in accordance with Section 6 of the Parking By-law, as follows:

- i. in the south tower, a minimum of two (2) Class A bicycle spaces is required for the retail store component, and three hundred-and-eleven (311) Class A bicycle spaces are required for the residential (market) component of the proposed development;
- ii. in the north tower, a minimum of one Class A bicycle space is required for the retail store component, and a minimum of two (2) Class A bicycle spaces is required for the artist studio component of the proposed development;
- iii. a minimum of one clothing locker for each gender is required for the retail store Class A bicycle spaces, to be located within each tower, in accordance with Section 6.5 - Clothing Lockers, of the Parking By-law;
- iv. a minimum of six (6) Class B bicycle spaces is required to be provided on site for both the south and north towers;
- v. at least 20 percent of the Class A bicycle spaces must be bicycle lockers; and

Note to Applicant: Bicycle lockers, in accordance with Section 6.3.18 - Bicycle Locker Design and Security, of the Parking By-law, should be graphically represented with doors for easier identification on the floor plans.

- vi. a maximum of 30 percent of the required Class A bicycle spaces may be vertical;

- A.1.28 clarification of the proposed number of storage lockers and bicycle spaces in the underground parking levels of both south and north towers;

Note to Applicant: All numbers should be checked to ensure they correspond to the actual numbers depicted on the plans.

- A.1.29 design development to locate, integrate and fully screen any emergency generator, exhaust ventilation, electrical substation and gas meter in a manner that minimizes their impact on the building's open space and the public realm;

Note to Applicant: In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways, and parking or loading areas.

- A.1.30 provision of the following notations on the submitted plans:

- i. "The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations";

- ii. "Adequate and effective acoustic separation will be provided between the commercial and residential portions of the building";
- i. "The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";
- ii. "A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";
- iii. "The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law"; and
- iv. "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555".

A.1.31 compliance with Section 10.12.2 - Demolition of a Building, of the Zoning and Development By-law which states that:

"Except as set out in Section 10.12.3, where development necessitates the demolition of existing residential rental accommodation, no development permit shall be issued for the demolition unless and until a development permit for the new development has been issued.

The development permit for the new development shall not be issued unless and until all building permits for the new development and a building permit for the demolition are issuable."

A.1.32 the pending CD-1 By-law can and does become enacted by City Council;

A.1.33 the proposed form of development can and does become approved by City Council;

Standard Landscape Conditions

A.1.34 provision of enlarged- scale fully labeled plan drawings at a minimum scale of 1/8"=1'-0" to illustrate with a greater level of detail, the special landscape areas in the North and South Areas of the site:

A.1.35 provision of fully illustrated and dimensioned section/ elevation details, with labels , at a minimum scale of 1/2"=1'-0" scale of proposed landscape forms including fencing, benches, walls, trellises, privacy screening, water features and urban agriculture features at all building locations;

Note to Applicant: Provide detail plan locations on the main Landscape Plan. Planter section details should confirm the depth of planting medium for proposed planters on structures. Confirm tree planting and planters on the amenity roof deck (L9.00) .Clarify tree planter depth for trees at townhouse entries at the Mews, missing from Detail on L9.01). Clarify plastic containers for trees noted on Detail 2b-L.9.00);

A.1.36 provision of large-scale section detail illustration to confirm continuous tree planting trenches at Cambie Street public walkway and bikeway;

- A.1.37 illustration to confirm the location and root ball circumference of proposed trees located above or immediately beside underground parking structures on the Architectural and the Landscape Plans; from rezoning

Note to Applicant: Provide dashed lines on the Parking Level 1 plan with note saying "proposed tree above: refer to Ground Floor Plan and Landscape Plan and Section.....". This is to ensure that trees planted above or immediately beside u/g parkades will survive and thrive. The section should detail how the parkade roof slab is depressed/angled back to accommodate 3-4' of tree soil depth.

- A.1.38 planting details/ specifications for the proposed extensive green roof areas;

- A.1.39 new street trees to be provided adjacent to the development site and illustrated on the Landscape Plan, to be confirmed prior to issuance of the Building Permit;

Note to Applicant: Contact Eileen Curran, Streets Engineering, tel: 604.871.6131 to confirm tree planting locations and Amit Gandha, Park Board, tel: 604.257.8587 for tree species selection and planting requirements.

- A.1.40 provision of notation on the Landscape Plan to read: "Final spacing, quantity, tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm calliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet in length and 18 inches in depth. Call the Park Board for inspection after tree planting completion; dial 311 for Street Tree Division, Park Board".

Sustainability

- A.1.41 identification on the plans and elevations of the built elements contributing to the development's sustainability performance in achieving the minimum required LEED Silver equivalent with 36 points and 3 optimized energy performance points, one water efficiency point and one storm water point.

Note to Applicant: Provide a LEED checklist confirming LEED Silver or Gold equivalent status and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the drawing set.

Crime Prevention Through Environmental Design (CPTED)

- A.1.42 design development to respond to CPTED principles, having particular regard for:
- a) theft in the underground parking
 - b) break and enter; and
 - c) mischief in alcove and vandalism, such as graffiti.

Note to Applicant: As with any large development, the applicant must consider and design against uncommon but potential risks such as break and enter to property and vehicles, mail theft, the perceived safety of underground parking areas, mischief and vandalism.

Social Infrastructure Conditions:

- A.1.43 design development to the amenity gym in the North Building to make it into a multi-purpose amenity room by including an accessible washroom with baby change table, a kitchenette, and storage closet.
- A.1.44 design development to a portion of the large amenity gym in level 2 of the South Building to allow for a variety of amenity needs by including an accessible washroom with baby change table, a kitchenette, and storage closet.
- A.1.45 design development to common outdoor landscaped areas to allow for a range of children's play activities for a range of ages.

Note to applicant: Play equipment is not required for the children's play areas, but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, sandbox, a small/tangible water stream or feature, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged.

- A.1.46 design development to the area containing garden plots on the 3rd floor, to ensure some of the plots are universally accessible and to include the necessary infrastructure to support urban agricultural activity such as compost bins, tool storage, a potting bench and hose bibs.

Cultural Planning and Facilities:

- A.1.47 provision of a ramp or other measures from the loading bay to Artist Studio Units to facilitate the movement of materials and artworks;
- A.1.48 provision of interior signage specifying City-approved uses for Artist Studio Class B in common areas of the development (for example common entrance or lobby);
- A.1.49 provision of the following detailed arrangements for each of the 2 Artist Studios:
- one clothing closet on second floor to enhance the 'residential' aspect of the studio
 - indicate on plans both 220 volt and 120 volt outlets at 5 ft. intervals throughout the work areas of the studio, only two 220 volt outlets are required in each unit
 - indicate on plans and submission materials "Artist Studio Class B"
 - indicate sound insulation to meet Noise by law per Artist Studio Class B uses
 - indicate blinds to be provided (need to be high quality screen type material that can filter light and provide good working light for art creation; i.e. not louvers or venetian blinds)
 - provision of a small partition between the two units and ensure there are separate entries off the sidewalk for each unit on patio facing Cambie Street
 - indicate type and location (as applicable) of commercial grade ventilation units
 - provision of means for disability access into the units (i.e. 1 ft. on swing side of doors)

Specific to Unit #1:

- relocate the washer/dryer to under the staircase and the slop sink to wall beside kitchen, this will create a clear run from the entry into the work portion of the studio, increasing

- functionality. Hall closet can be smaller if necessary to accommodate the washer/dryer unit.
- explore the opportunity to add a clearstory window band to the north wall of this unit

Specific to Unit #2:

- relocate the washer/dryer to under the staircase and indicate a side by side washer/dryer with shelves above
- relocate the slop sink to the wall by the kitchen
- relocate the double patio doors to the space located in front of the stairs (similar to Unit #1) to improve circulation and work space.

A.2 Standard Engineering Conditions

- A.2.1 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots A, B, C & D, Centre Portion of DL 323, Plan 11098; and Lot C, Blocks 1 and 2, DL 311, Plan 10325 to form a single parcel.
- A.2.2 Provision of a letter from Metro Vancouver confirming agreement to and that arrangements have been made for the relocation of the GVS&DD sewer, and that the proposed location and width and that all landscaping features proposed over the relocated right of way are acceptable is required.
- A.2.3 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a surface Statutory Right of Way over the following portions:
- i. The two east-west pedestrian linkages through the site; and
 - ii. The west 1.5 metres of the site for public/pedestrian purposes;

Note to Applicant: Elements such as planter and planter walls, benches, bridges, patio seating should be removed within the 1.5 metre area.

- A.2.4 Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the release of Easement & Indemnity Agreement 302012M (commercial crossings) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to issuance of the development permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition at the Development Permit stage.

- A.2.5 Clarification of the size, height and specific location of the BC Hydro junction box shown on the West 64th Avenue boulevard on A4.04 is required.
- A.2.6 Provision to revise the following items on the drawings:
- On page A1.02, property line dimensions are to be added to the site plan.
 - On page A3.05, delete the patio table shown on city property at the south end of the site.
 - On page A20.02, the property lines appear to have been misplotted.
- A.2.7 Provision to revise the building grades and design elevations on the drawings:
-

- Building grade 44.16 is missing in lane on sheet A3.05.
- In the lane, show design elevation (39.92) on property line at the centre line of Loading Bays, and (41.11 & 40.53) on property line on both sides of parking ramp.
- Indicate patio elevations along the lane in conjunction with steps shown on landscape plan.
- On sheet A4.06, in lane at section Z, design elevation (58.75) seems high (it should read 58.00) at exit.
- show the 3 design elevations on the Property Line of patio exits (56.68 Unit K13, 55.71 Unit K12, 51.06 Unit M)
- Design Elevation (49.69) on property line at centerline of loading bays, and design elevations on property line (48.8 & 47.93) on both sides of Parking Ramp.

A.2.8 Provision of lengthen transitions at the top and bottom on the main parking ramps as required by the Engineering Parking and Loading Design Supplement;

Note to Applicant: The main parking ramps on both towers must have a minimum of 13ft (4m) on the top and bottom transitions, as currently 10ft is shown. Please contact Dave Kim from the Neighbourhood Parking and Transportation branch at 604.871.6279 for more information.

A.2.9 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services for parking regulation signage on the lane/mews as a result of changes to vehicular access;

A.2.10 Provision of improved access to bicycle parking on P1 from Cambie Street and provide a convenient and direct bicycle access to Cambie Street from the lane/mews.

Note to Applicant: Previous discussions with the applicant revolved around providing wider ramp widths (20' shown) as a direct connection to Cambie Street could not be achieved. The bicycle connection between the lane/mews and Cambie Street shown seems to involve stairs or a circuitous ramping system which is not acceptable.

A.2.11 Clarify garbage pick-up operations. Confirmation that a waste hauler can access and pick up from the location shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location. Provision of separate commercial and residential storage spaces are required.

A.2.12 Arrangements to the satisfaction of the General Manager of Engineering Services for street trees and or sidewalk improvements are required. Please submit a copy of the landscape plan directly to Engineering for review noting the following requirements:

- a) Provision of CIP concrete sidewalks complete with saw cut joints on Cambie Street, SW Marine Drive and West 64th Ave. Pre-cast concrete pavers (paving type C and F) are not acceptable on City sidewalks for vulnerable road users and operations.
 - b) Provision of asphalt for the bike path on Cambie Street without interruption. Pre-cast concrete pavers (paving type F) are not acceptable across the sidewalk and bike path.
 - c) Provision of plant material between the sidewalk and bike path on Cambie Street that will discourage random pedestrian crossing and encourage pedestrians/ cyclists to cross at the designated crossings. The proposed mix of ornamental grasses and perennials is not acceptable. Though some ornamental grasses could be used the preference is for material which will act as a barrier including low growing evergreen shrubs.
 - d) Provision of pedestrian scale lighting along the sidewalk and bike path on Cambie Street.
 - e) Provision of a minimum 6 foot (1.8 metre) wide sidewalk on W 64th Ave.
 - f) Deletion of features shown beyond the property line on 64th Ave. (including back boulevard trees, walls, fences, raised planters, etc.). The back boulevard along 64th Ave. should be consistent with the boulevard planting guidelines.
-

- g) Rollover curb in lane to be wholly on private property.
 - h) Removal of notes on the landscape drawings referring to the City of Richmond.
 - i) Show standard concrete lane crossings at both lane entries adjacent the site.
 - j) Provision of details for the proposed material and protection measures (such as raised crosswalk, etc.) for the pedestrian crossing in the lane/mews.
- A.2.13 Provision of CIP concrete interface between the parking ramps and the lane/mews. Pre-cast concrete pavers are not acceptable at the top of the ramp for cyclists. The integrity of the pavers would be adversely affected by vehicle turning movements on the slope and differential settlement.
- A.2.14 Written confirmation that all utilities will be underground, within private property and a pad mounted transformer is within private property is required. The General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to, junction boxes, switchgear, pad mounted transformer are to be located on private property. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. BC Hydro is to be contacted in the initial stages of the development design to determine their electrical service requirements. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant is required to show details of how the site will be provided with all services being underground. Please contact Bill Moloney at 604.873.7373 for further information.
-

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated June 20, 2012. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **January 16, 2013**, 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 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.1.6 Details of swimming pools/hot tubs to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction;

Note to Applicant: The application must meet the requirements of the CCF Act and Adult Care Regulations prior to approval at Building Permit stage.

- B.1.7 The Environmental Protection Branch advises that an Erosion and Sediment Control Plan is required at the Building Permit application stage for review and acceptance.
- B.1.8 Notwithstanding compliance with the foregoing condition no. 1.0, A1 and A.2, the Development Permit for this application cannot be issued until Council has first approved the form of development and enacted the CD-1 By-Law.
- B.1.9 The Addressing Coordinator advises that:
- i. application for new street names on private property must be submitted to the Street Naming Committee, c/o The City Clerk's Office. All new street names (public and private) must be in place before the Building Permits can be issued.
 - ii. additional addresses will be required prior to issuance of the Building Permit, and unit numbers are to be assigned, e.g., first storey (100 series), second storey (200 series), etc. A floor layout plan, including addressing and unit numbers, is to be submitted prior to Building Permit issuance and shown on drawings submitted with the Building Permit application. Mrs. R. Foster should be contacted at 604-873-7784 for information.

B.2 Conditions of Development Permit:

- B.2.1 All services, including telephone, television cables and electricity, shall be completely underground.
-

- B.2.2 Amenity areas of 1,838.0 sq. ft. on the ground and third floors of the south tower, and 896.0 sq. ft. on the ground floor of the north tower, excluded from the computation of the floor area, shall not be put to any other use, except as described in the approved application for the exclusion.
Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or tenants of the building;
AND
Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.
- B.2.3 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.4 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
- B.2.5 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
- B.2.6 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.7 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.8 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.2.9 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.2.10 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the Health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.11 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 have been provided by Processing Centre - Building and are based on the architectural drawings received on April 12, 2012 for this 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.

If your project requires compliance with ASHRAE 90.1 - 2007, then proof of compliance with ASHRAE 90.1 - 2007 will be required at Building Permit stage.

South Building (31-storey building)

1. *The floor area for each storey, including the storage garage, is to be served by two (2) means of egress.
 - a) The residential storage rooms on level P1 between gridlines H & P are required to have a second egress door.
 - b) The residential storage rooms describe in a. above is not permitted to open directly on to an exit corridor.
 - c) Residential Unit N at gridline P, on the second floor, does not have access to a second exit.
 - d) The residential storage room at the P4 level prevents access to the second exit from the floor area and is also not permitted to open onto this exit, located at gridline N.
 2. *Since the "Mews"/lane is considered the fire-department access route, ensure that the required 12m turning radii are provided to access this road from the surrounding street; otherwise, it is suggested that other crossings be considered in consultation with both Vancouver Fire & Rescue Services and the Engineering Services. This comment is also applicable to the north building.
 3. *The roof top deck on the mid-rise portion shall be provided with a second means of egress.
 4. *The unsecured areas of parking levels P1 and P2 has access to two exits, in the tower core, but are not remote from one another.
 5. *It is unclear whether the second exit "scissor" stair serving the below grade parking areas lead directly to the exterior or that it even exists.
 6. This 31 storey building will be considered a high building and shall conform to the provisions of Division B, Subsection 3.2.6.
 7. The high building provisions requires the exit for the below and above grade stairs shall be separated at the lowest exit level.
 8. The building is required to be of non-combustible construction
 9. Identify the cross-over floor levels in both the tower and mid-rise building.
 10. A fire-fighter's elevator is required for both the tower and mid-rise buildings, as all floor areas are not served by the tower elevator.
 11. Locate and illustrate the location of the fire-fighter's response point and CACF panel.
 12. 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.
 13. A secondary fire department connection is required for this high building.
 14. A standpipe system, conforming to NFPA 14.
 15. The exit stair at gridline N is not permitted to have a storage or service room opening directly into this space.
 16. The overhead gates located in the parking area shall be equipped with a man-door that is separate from the overhead door, in order to maintain access to exits.
 17. The below grade exit stair requires the stair and corridor, at gridline E, to open at the edge of the building and not into an occupancy, such as the loading bay.
 18. The bicycle storage rooms on P1 level have a dead end corridor greater than 6m.
 19. Dependent on the CRU configuration, service corridors locate at the rear of these commercial units will require 2 means of egress.
-

20. The building is to provide accessible for persons with disabilities, including the provisions of Division B, Article 3.8.2.27.
21. Accessible door clearances, 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.
22. The residential storage rooms that are adjoining parking stalls shall be provided with clearance as described in 24 above and be maintained with curbs or bollards to permit egress from these rooms.
23. 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.
24. 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.
25. Electrical vehicle charging and future electrical room capacity shall be provided in accordance with Part 13 of the VBBL.

North Building (24 storey building)

1. *The floor area for each storey, including the storage garage, is to be served by two (2) means of egress.
 - a) The residential storage room, located on P1 level, between gridlines Y & Aa are required to have a second egress door.
 - b) The residential storage rooms describe in a. above is not permitted to open directly on to an exit corridor.
 - c) Residential Unit N at gridline Aa, on the second floor, does not have access to a second exit.
 2. *The roof top deck on the mid-rise portion shall be provided with a second means of egress.
 3. *The unsecured areas of parking levels P1 and P2 has access to two exits, in the tower core, but are not remote from one another.
 4. *It is unclear whether the second exit "scissor" stair serving the below grade parking areas lead directly to the exterior or that it even exists. This is similar to the south building.
 5. This 24 storey is considered a high building and shall conform to the provisions of Division B, Subsection 3.2.6.
 6. Clarify how the artist studio is being classified as per the Vancouver Building By-law.
 7. The rear corridor serving the artist studios are considered as an exit and the storage rooms are not permitted to open directly onto this exit. If it is considered as a public corridor, then the corridor cannot have a dead-end.
 8. The high building provisions requires the exit for the below and above grade stairs shall be separated at the lowest exit level.
-

9. The building is required to be of non-combustible construction
10. Identify the cross-over floor levels in both the tower and mid-rise building.
11. A fire-fighter's elevator is required for both the tower and mid-rise buildings as all floor areas are not served by the tower elevator.
12. Locate and illustrate the location of the fire-fighter's response point and CACF panel.
13. 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.
14. A secondary fire department connection is required for this high building.
15. A standpipe system, conforming to NFPA 14.
16. The exit stair at gridline Z is not permitted to have a storage or service room opening directly into this space.
17. The residential storage room, located on the P4 level is required to have a second egress door.
18. The exit stairs from the mid-rise converges with one of the scissor stair of the tower; thus, the exit width is cumulative.
19. The overhead gates located in the parking area shall be equipped with a man-door that is separate from the overhead door, in order to maintain access to exits
20. Dependent on the CRU configuration, service corridors located at the rear of these commercial units will require 2 means of egress. The building is to provide accessible for persons with disabilities, including the provisions of Division B, Article 3.8.2.27.
21. Accessible door clearances, 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.
22. The residential storage rooms that are adjoining parking stalls shall be provided with clearance as described in 21 above and be maintained with curbs or bollards to permit egress from these rooms.
23. 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.
24. 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:

4. horizontal discharges,
 5. 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
 6. situations required by the Director of Planning to reduce negative impacts on liveability or on amenity areas.
25. 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" Development Permit issuance response. The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the

proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

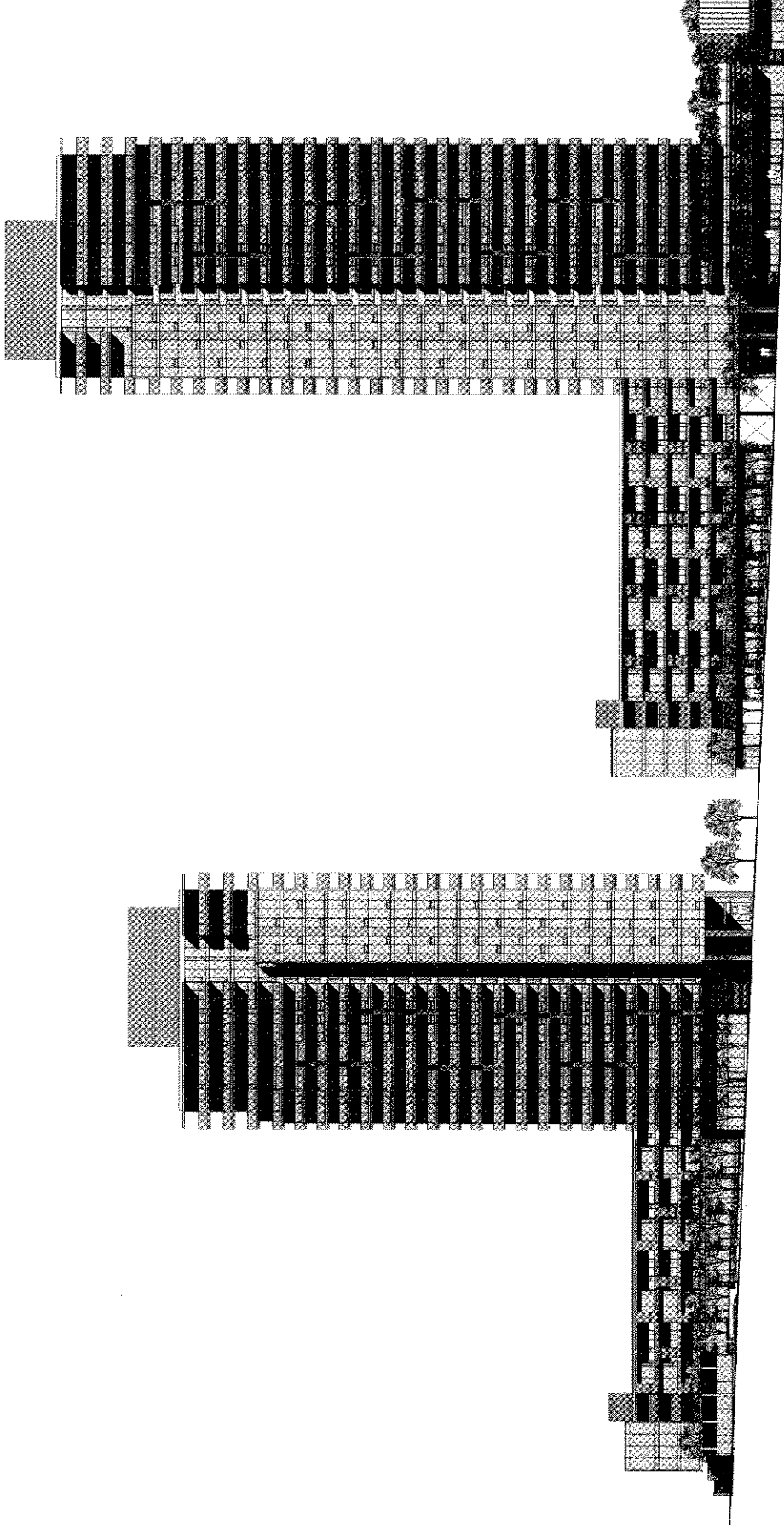
Engineering - NEU

The following comments have been provided by the Neighbourhood Energy Utility Projects (Engineering) and have identified requirements of the Rezoning Approval by Council at a Public Hearing on March 26th, 2012, that will need to be satisfied as part of the Building Application process:

Prior to Issuance of Building Permit:

1. The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with a future District Energy System to supply all heating and domestic hot water requirements and must meet the specific design requirements outlined in the City of Vancouver *District Energy Connectivity Standards*, all to the satisfaction of the General Manager of Engineering Services. Confirmation that building design conforms to these standards must be provided at the time of building permit application and before building permit issuance through completion and certification by the design engineer of record of the *Confirmation of District Energy Connectivity Requirements* letter of assurance.
 2. Arrangements shall be made to the satisfaction of the Director of Legal Services for the Release of No Building Permit Covenant, prior to issuance of Building Permit.
-

DE 415707



CAMBIE & MARINE

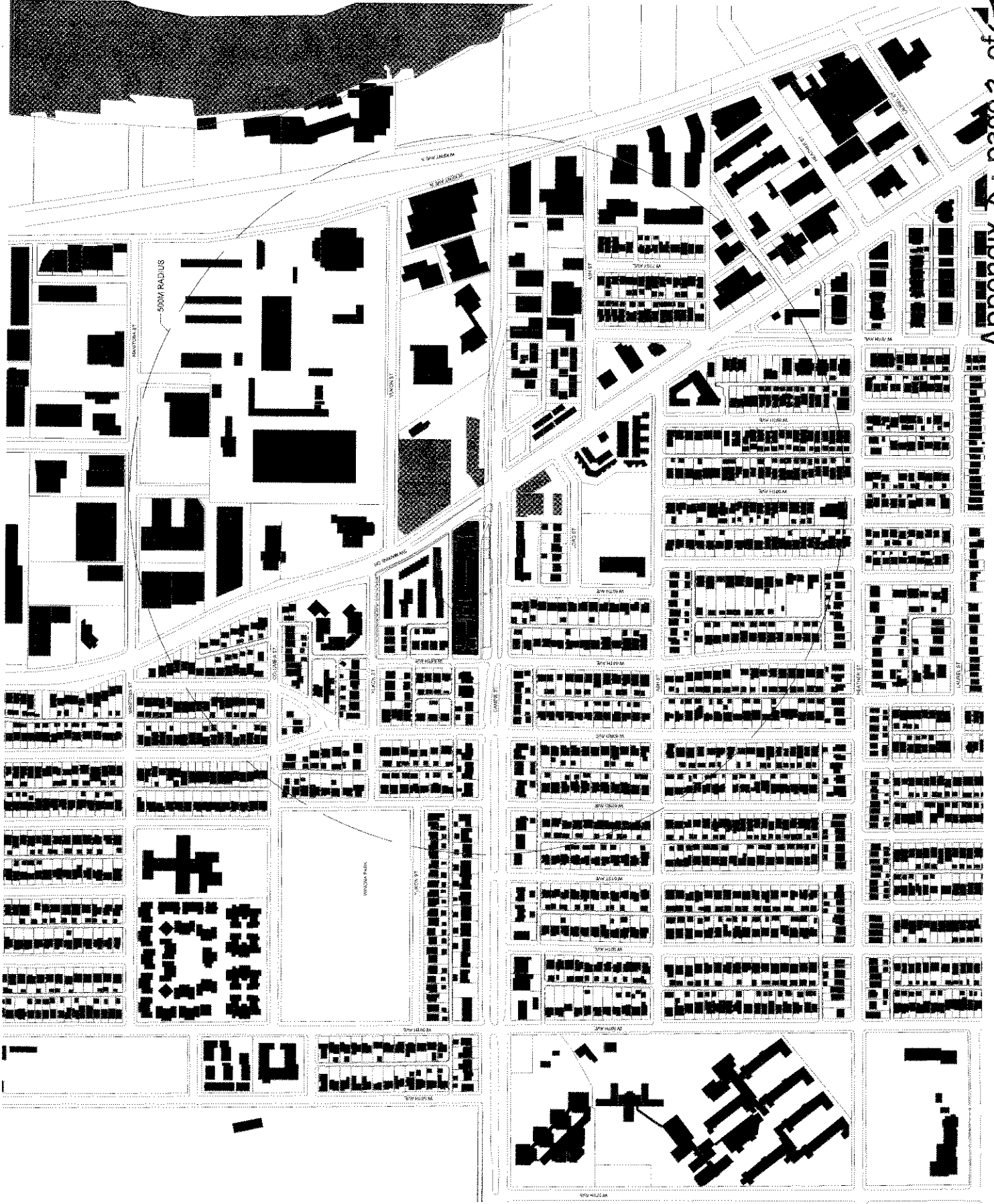
DEVELOPMENT PERMIT APPLICATION
APRIL 5, 2012

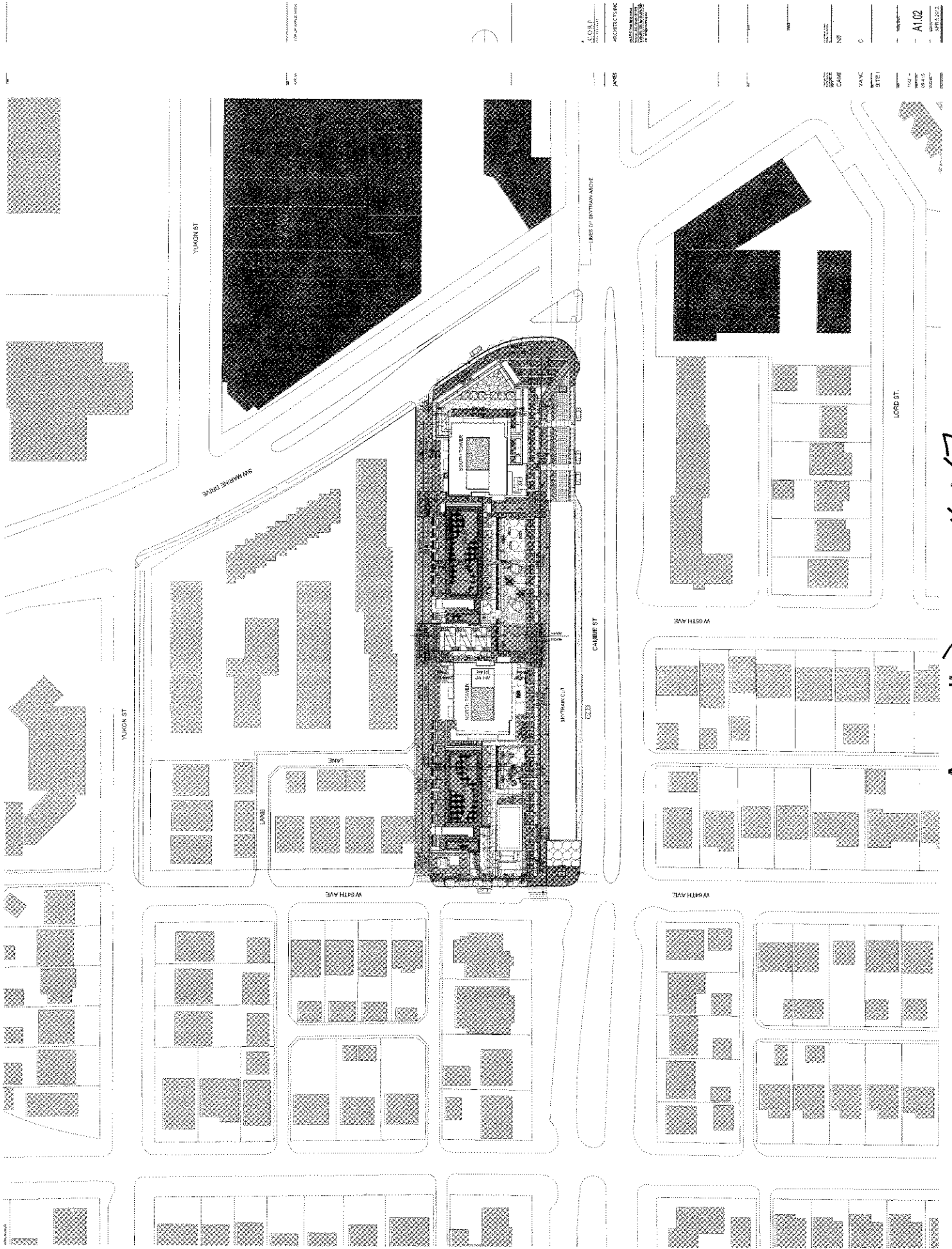
INTRACORP
INSTRUMENTAL ENGINEERING

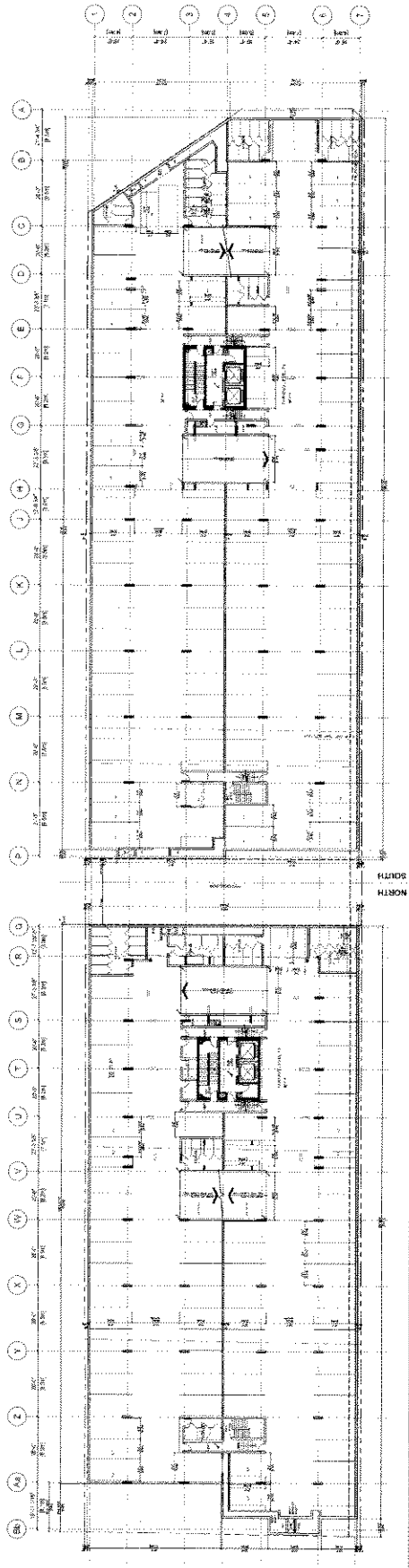
JAMES KIM CHENG ARCHITECT

DATE: 2012.07.17
PROJECT: CAMBIE & MARINE
DRAWN BY: J. KIM
CHECKED BY: J. KIM
SCALE: 1/8" = 1'-0"

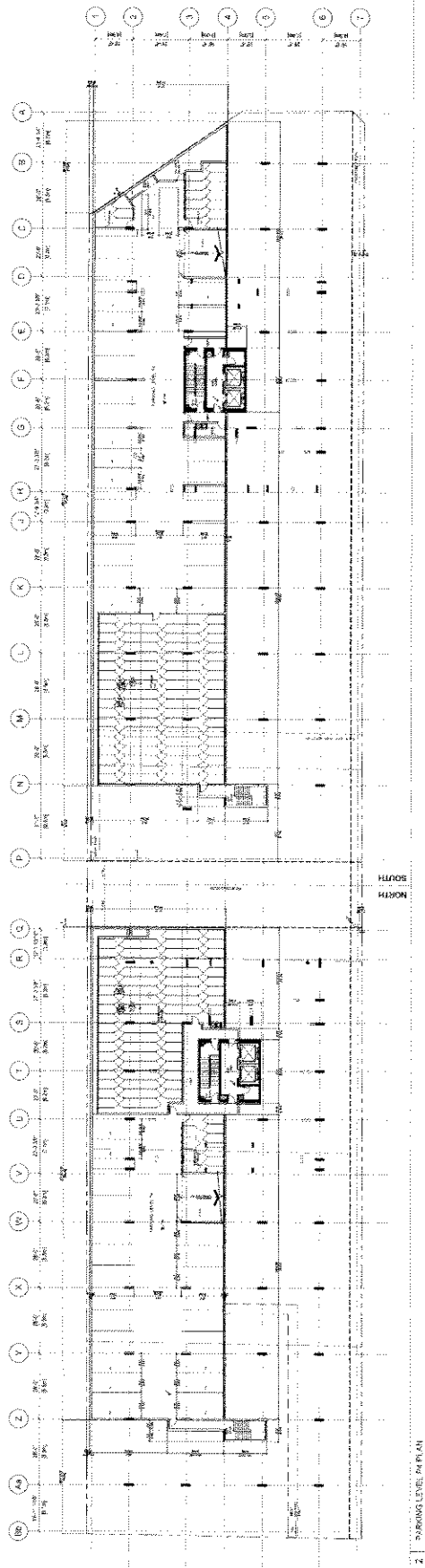
Appendix D ; page / of 67



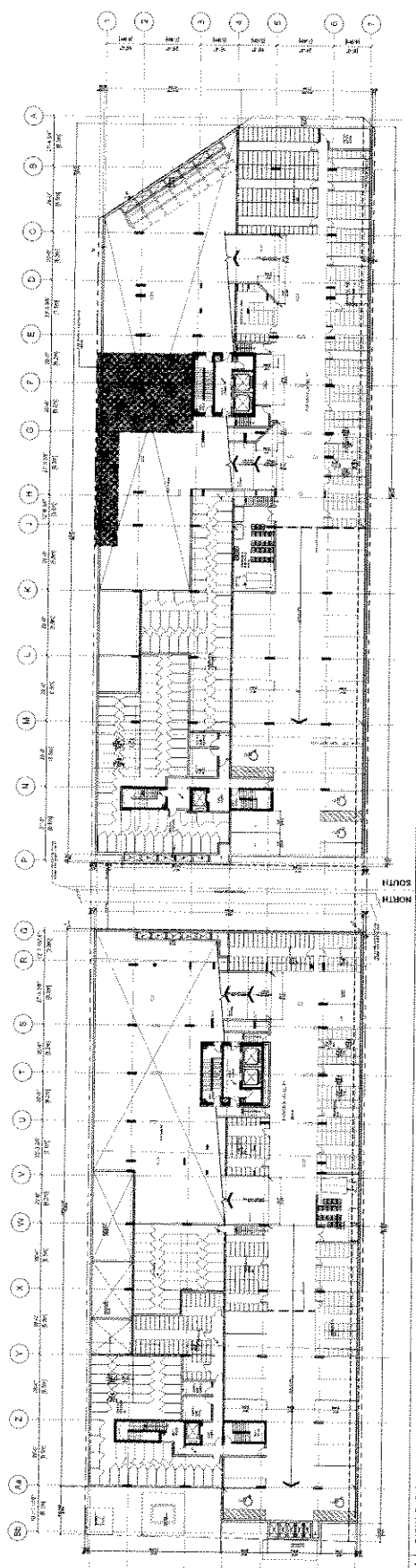




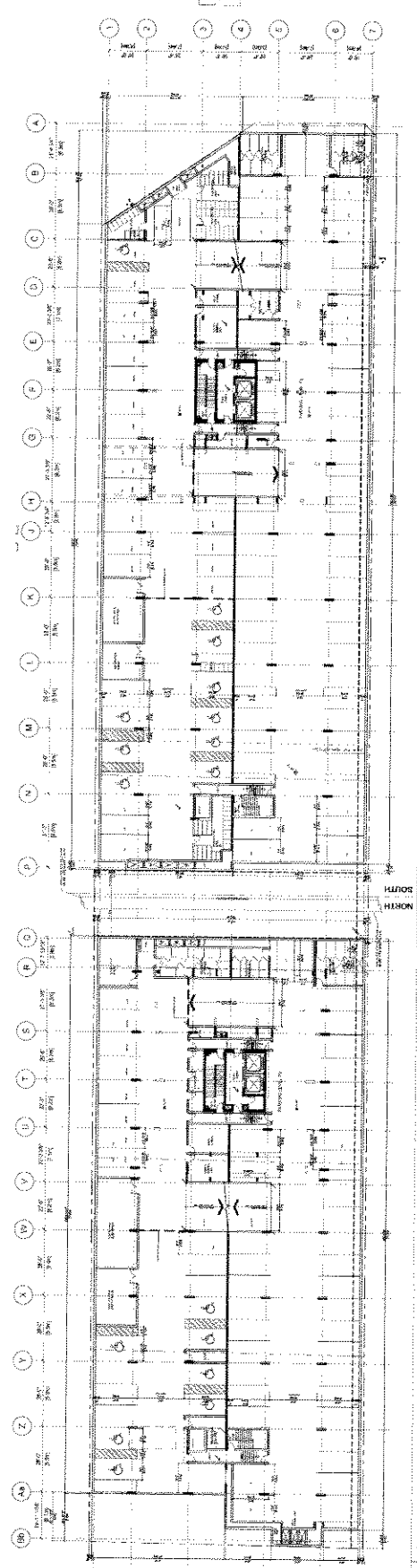
1 VARIOUS LEVEL P3 PLAN



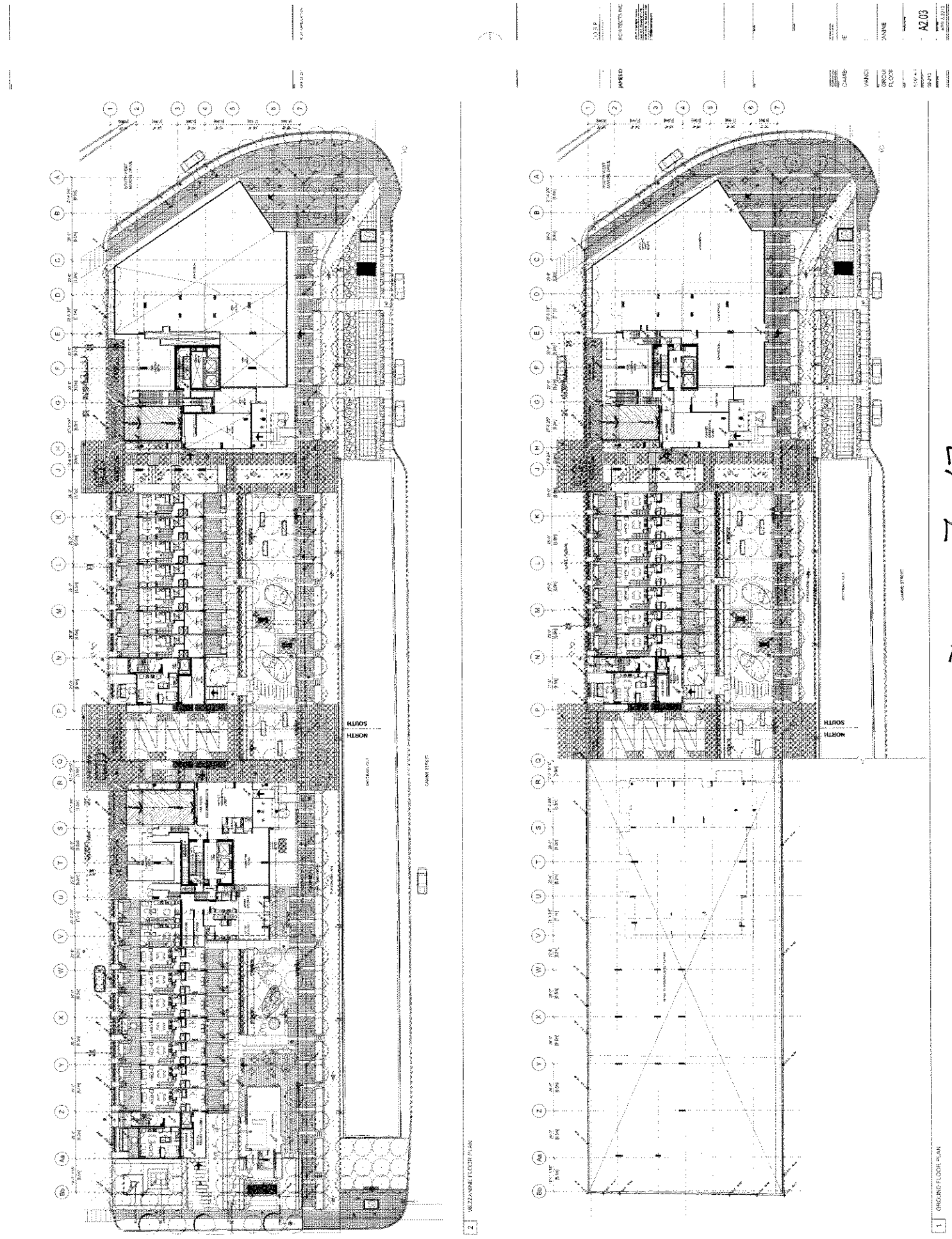
2 PARKING LEVEL P4 PLAN

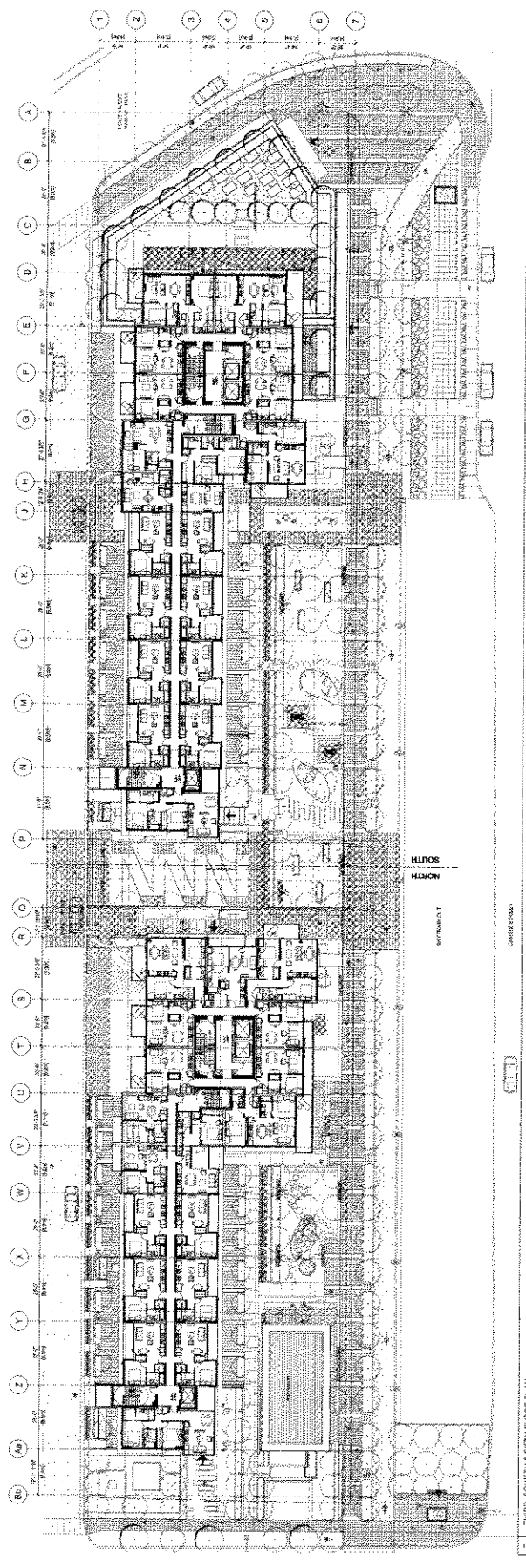


1 PARKING LEVEL P1 PLAN

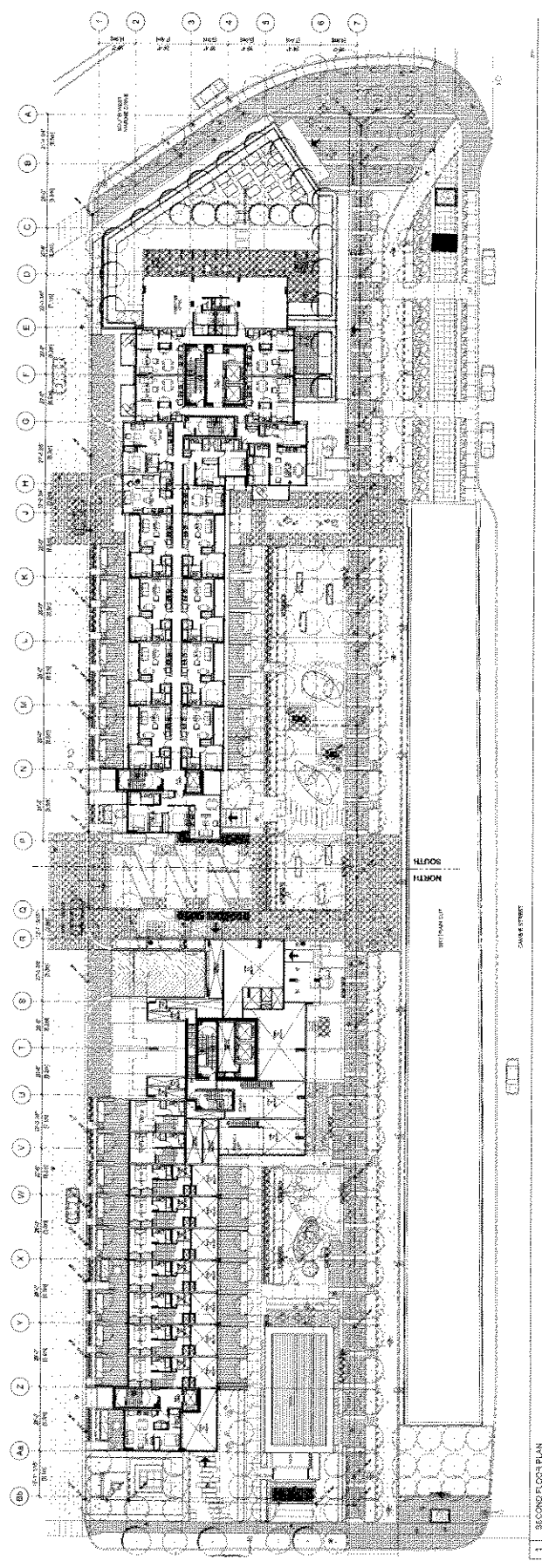


2 PARKING LEVEL P2 PLAN

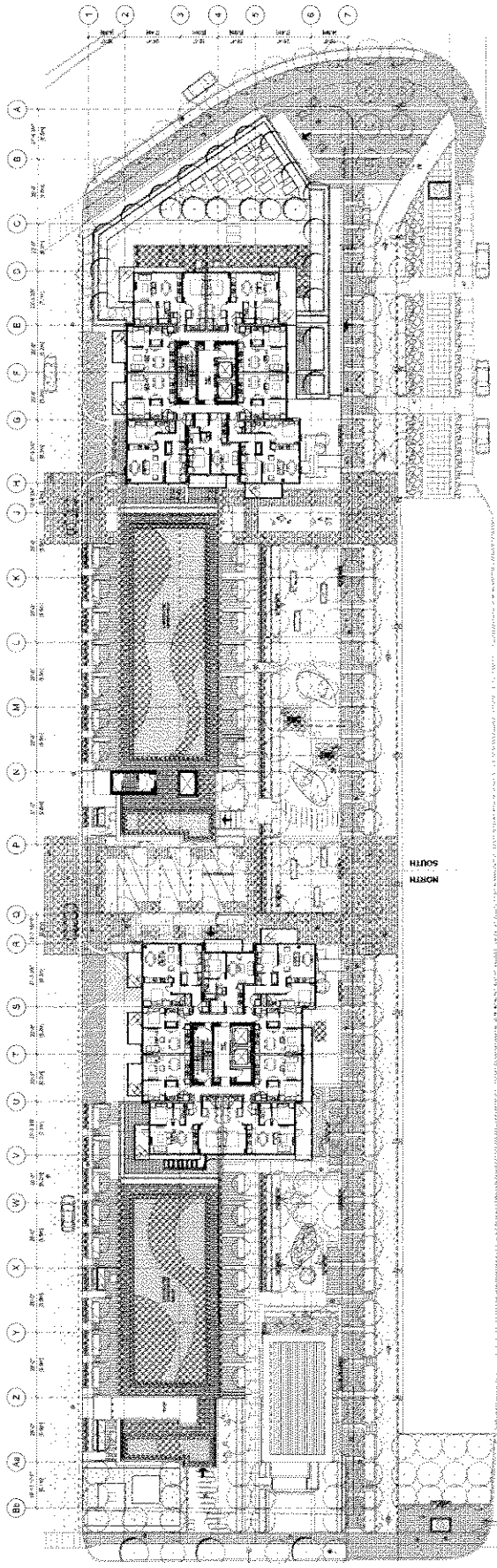




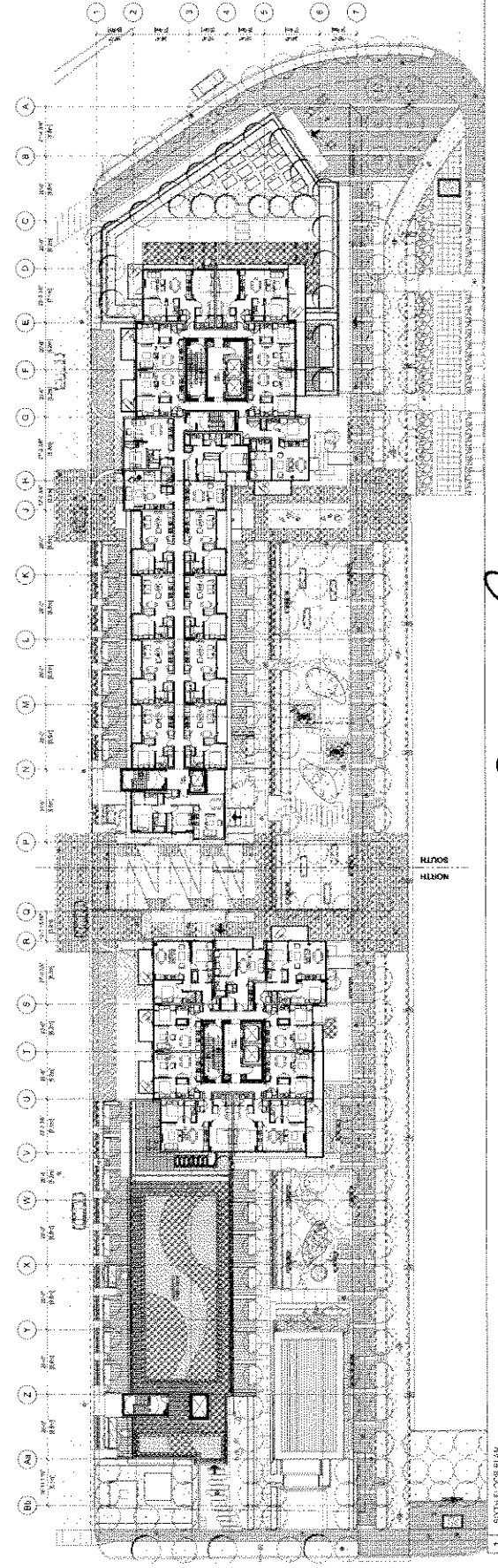
2 THIRD, FOURTH & FIFTH FLOOR PLAN



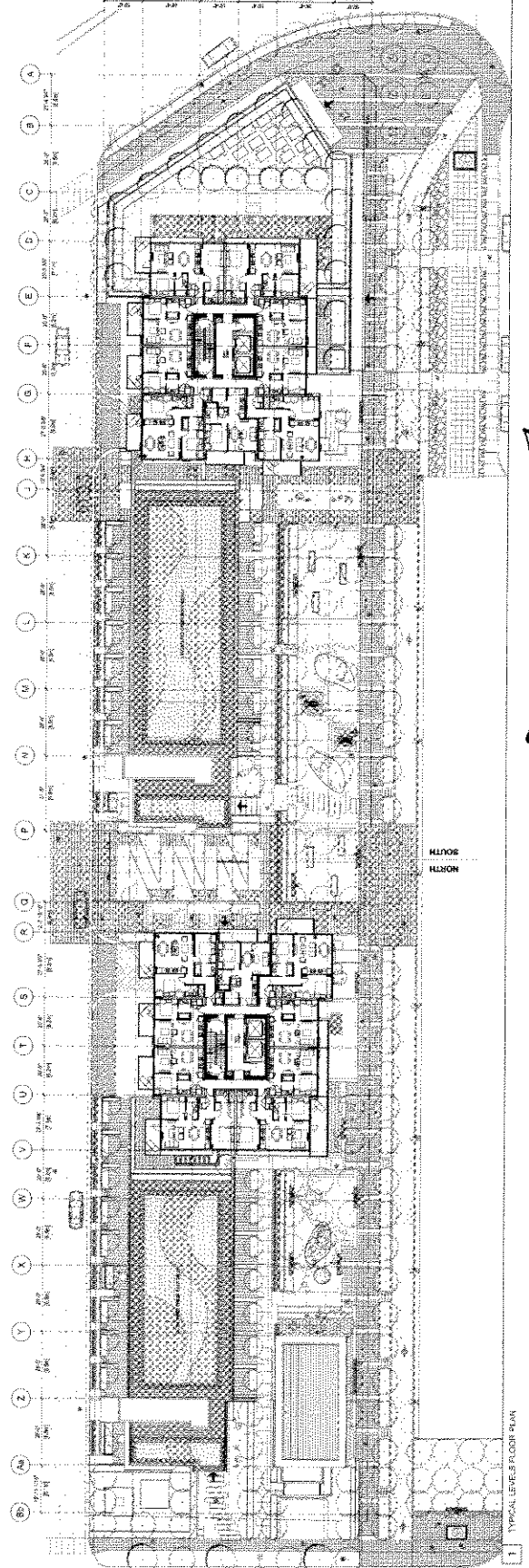
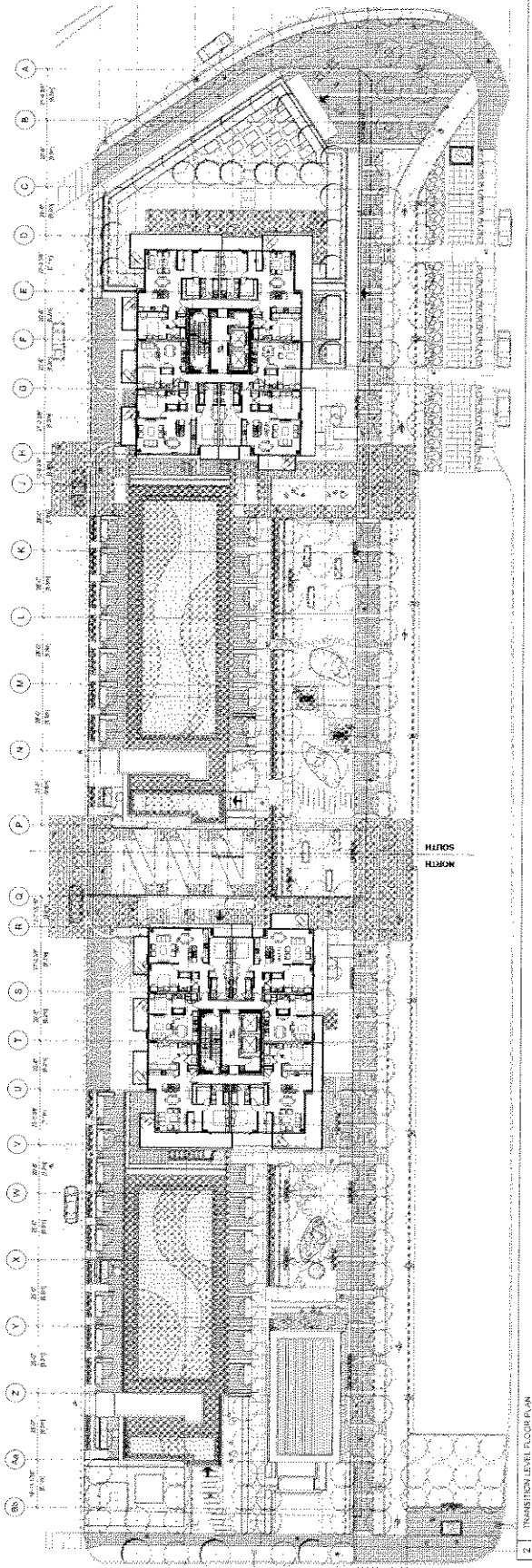
1 SECOND FLOOR PLAN

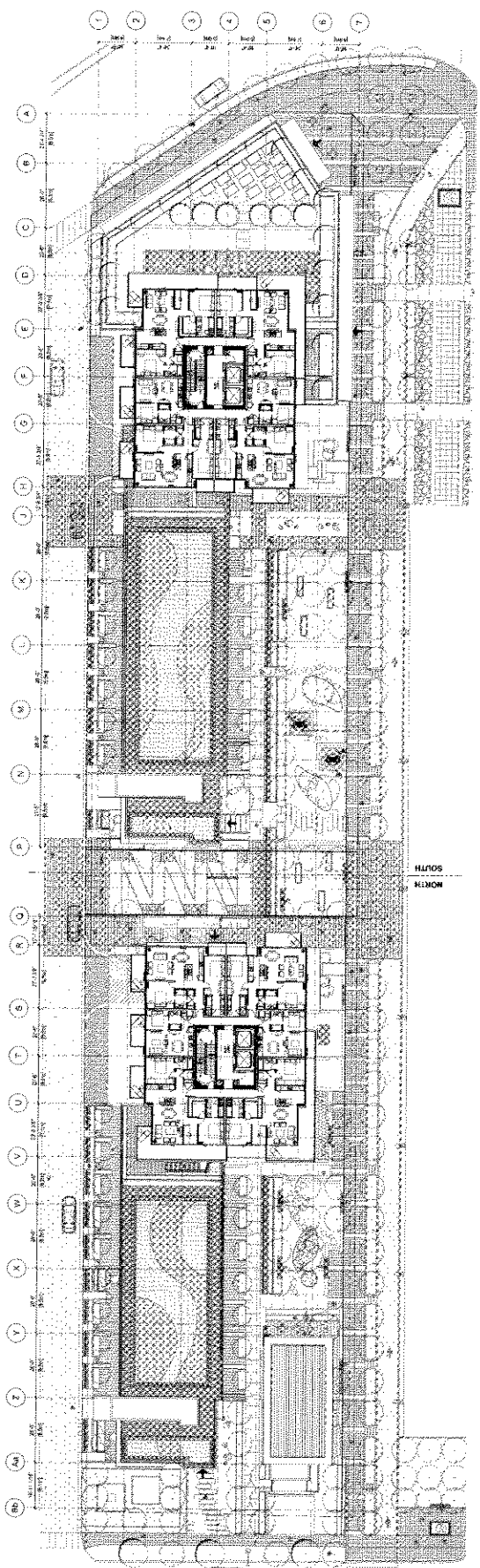
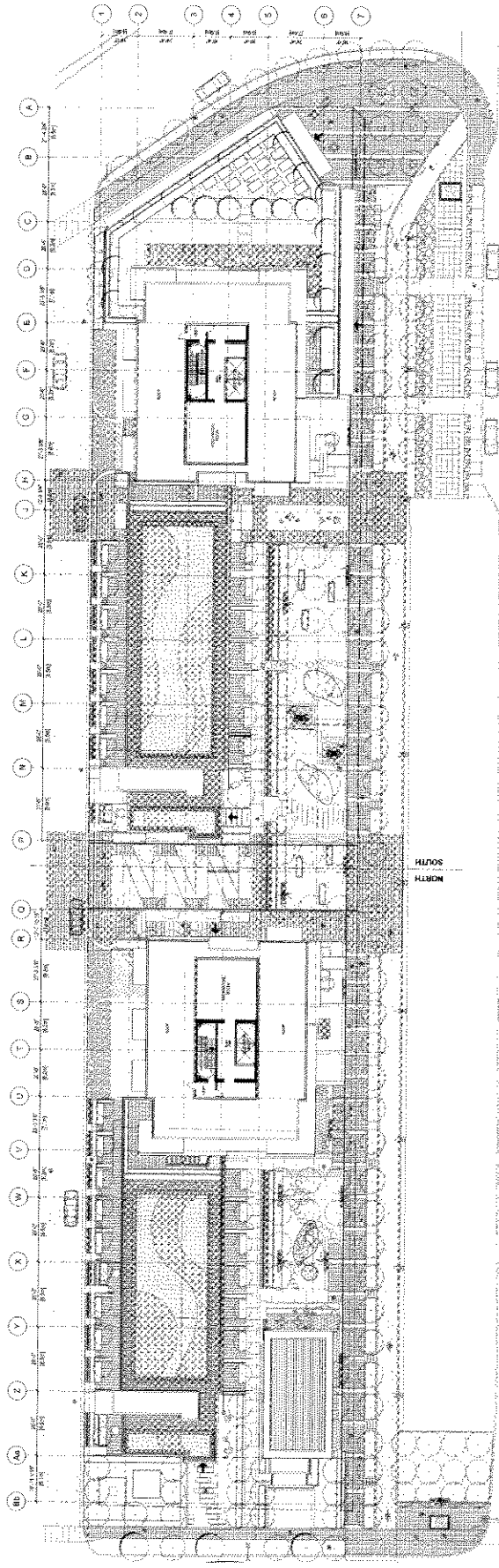


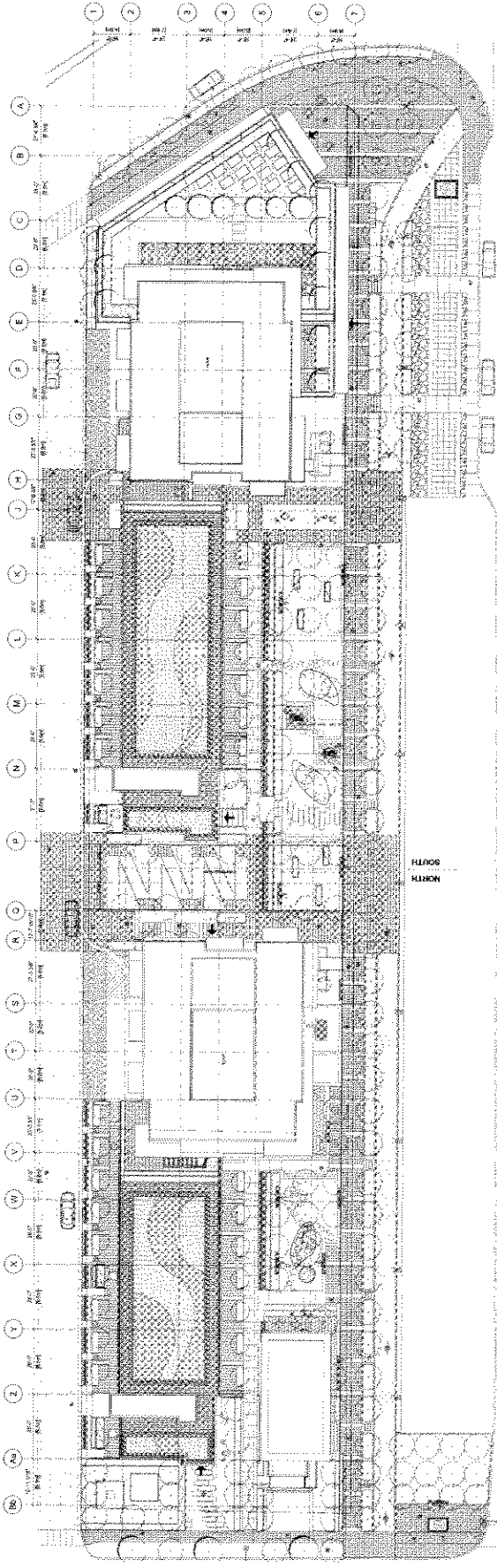
SEVENTH FLOOR PLAN



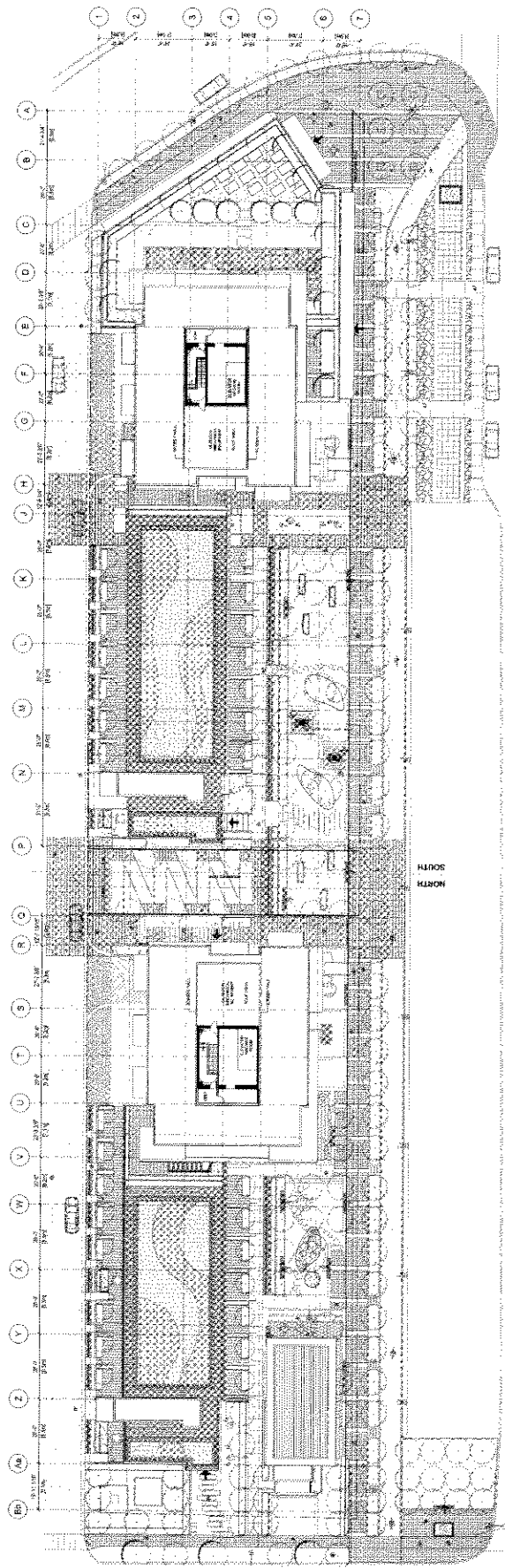
SIXTH FLOOR PLAN



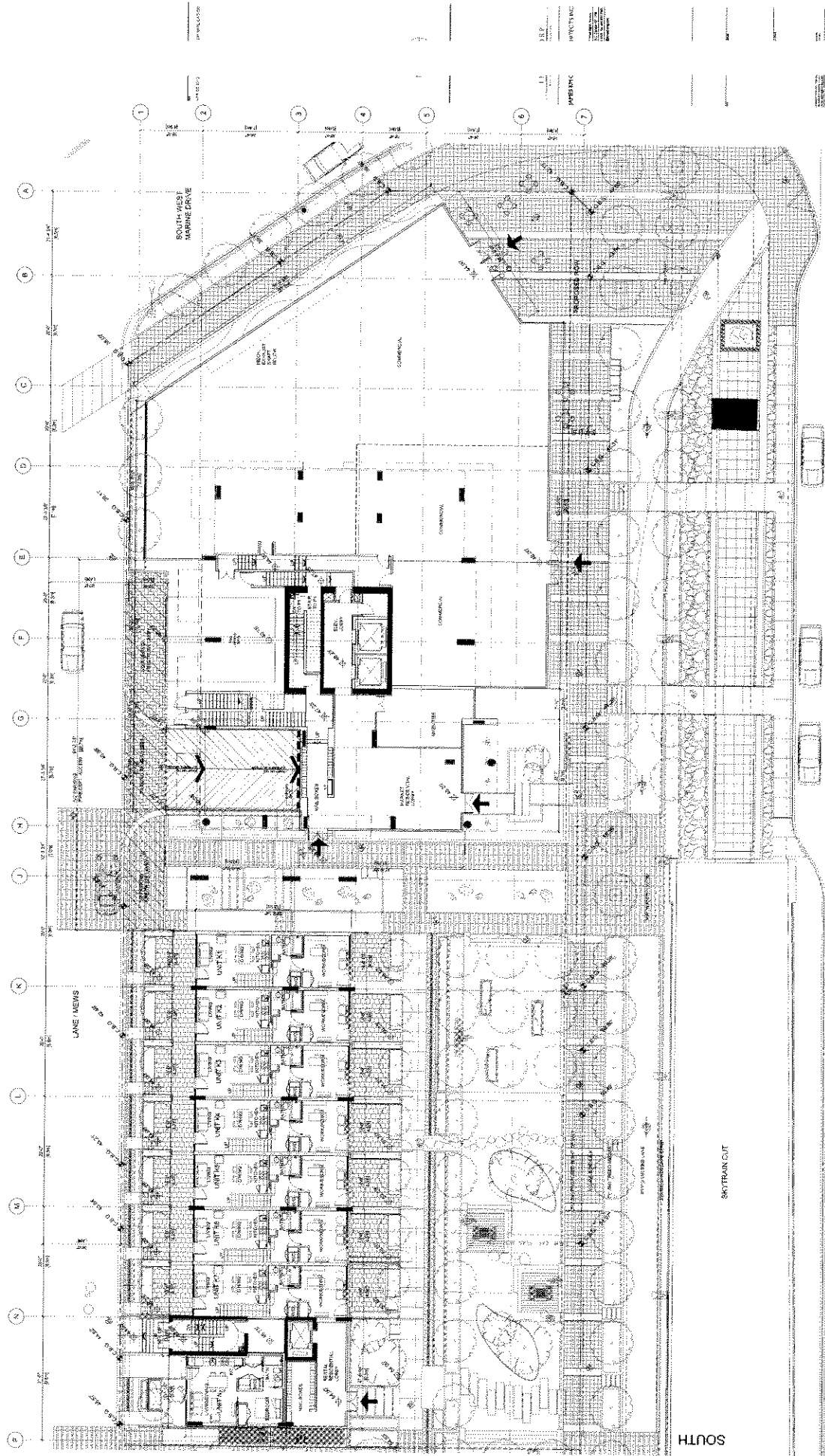




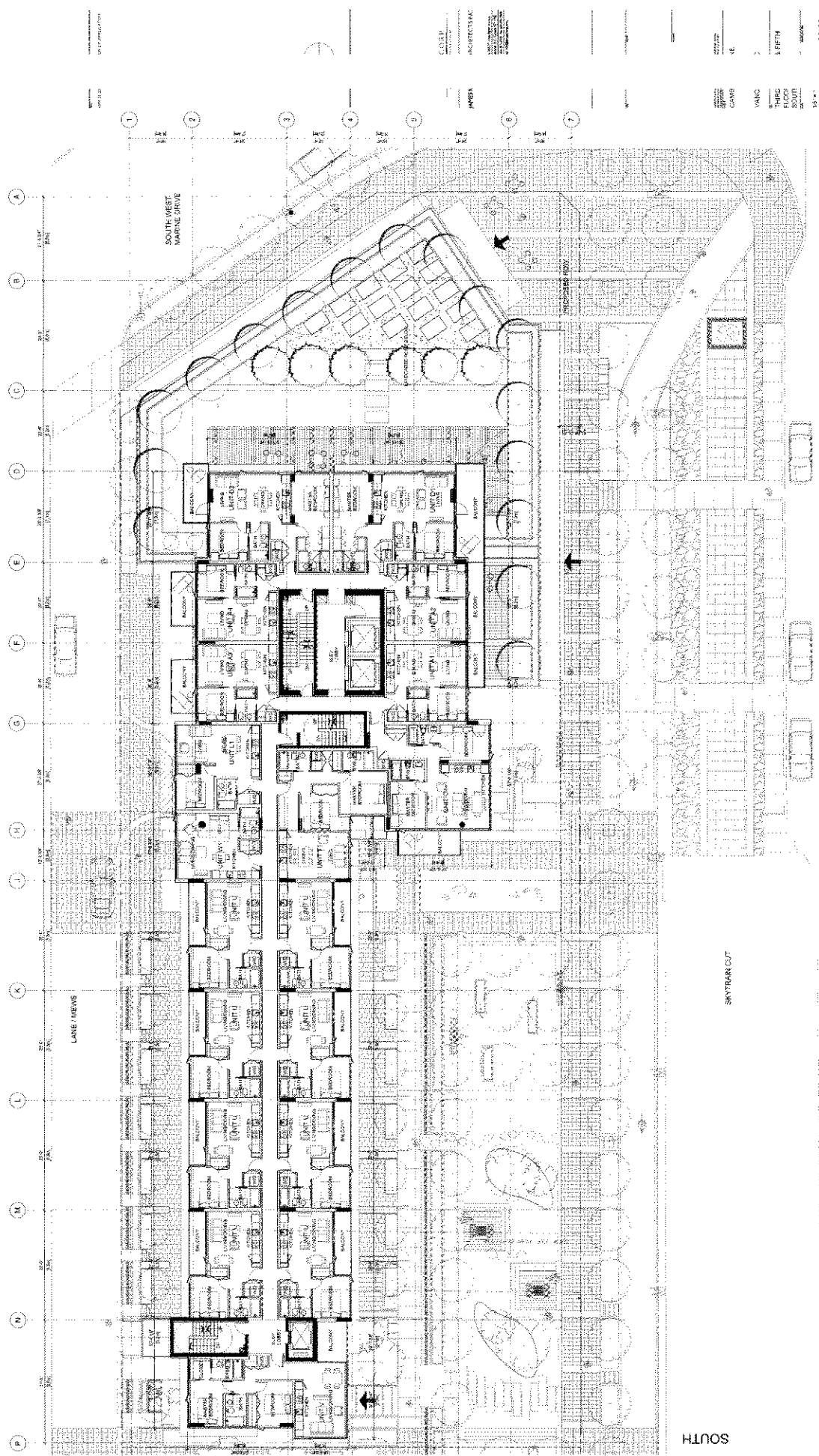
2 ROOF PLAN



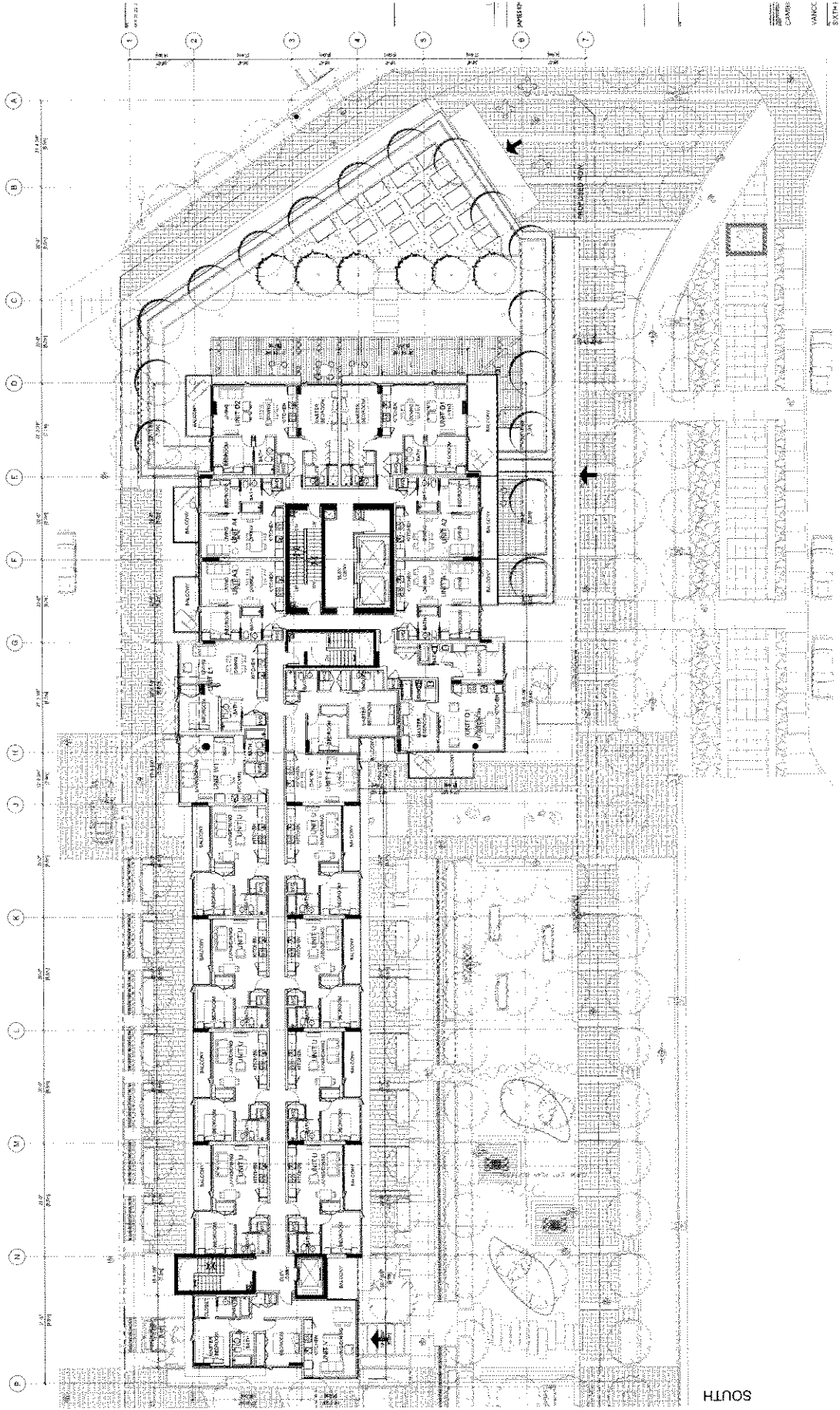
1 ELEVATION MACHINE ROOM PLAN



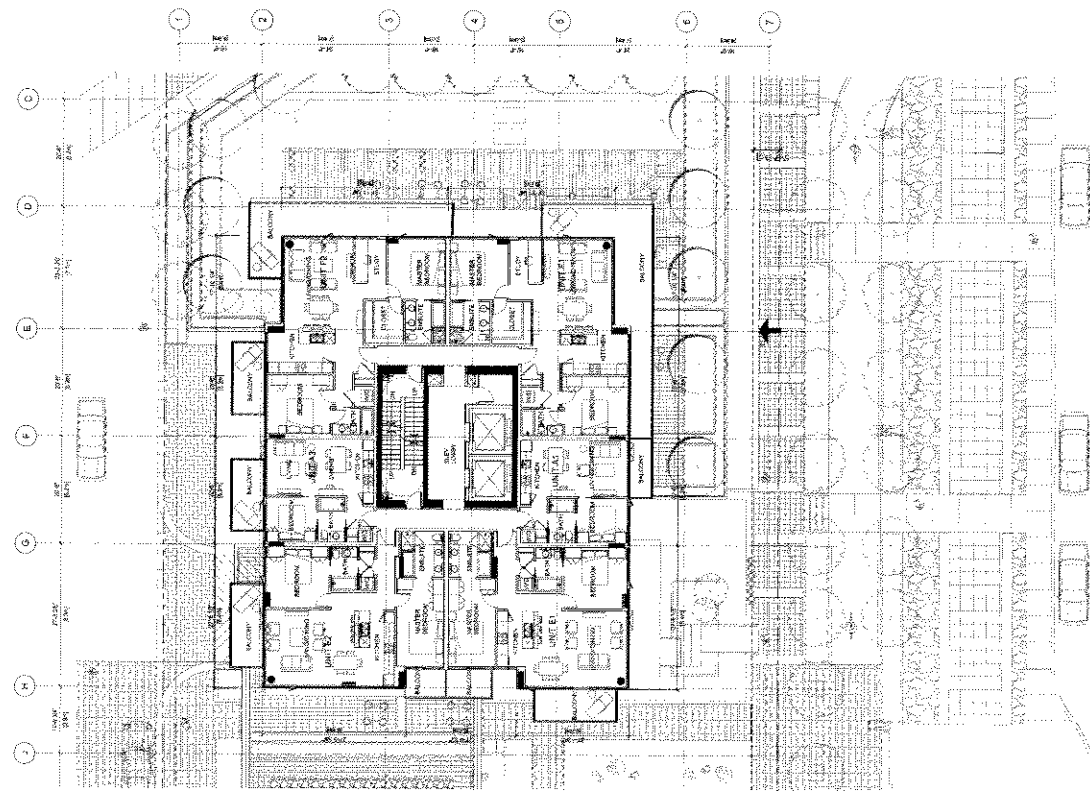
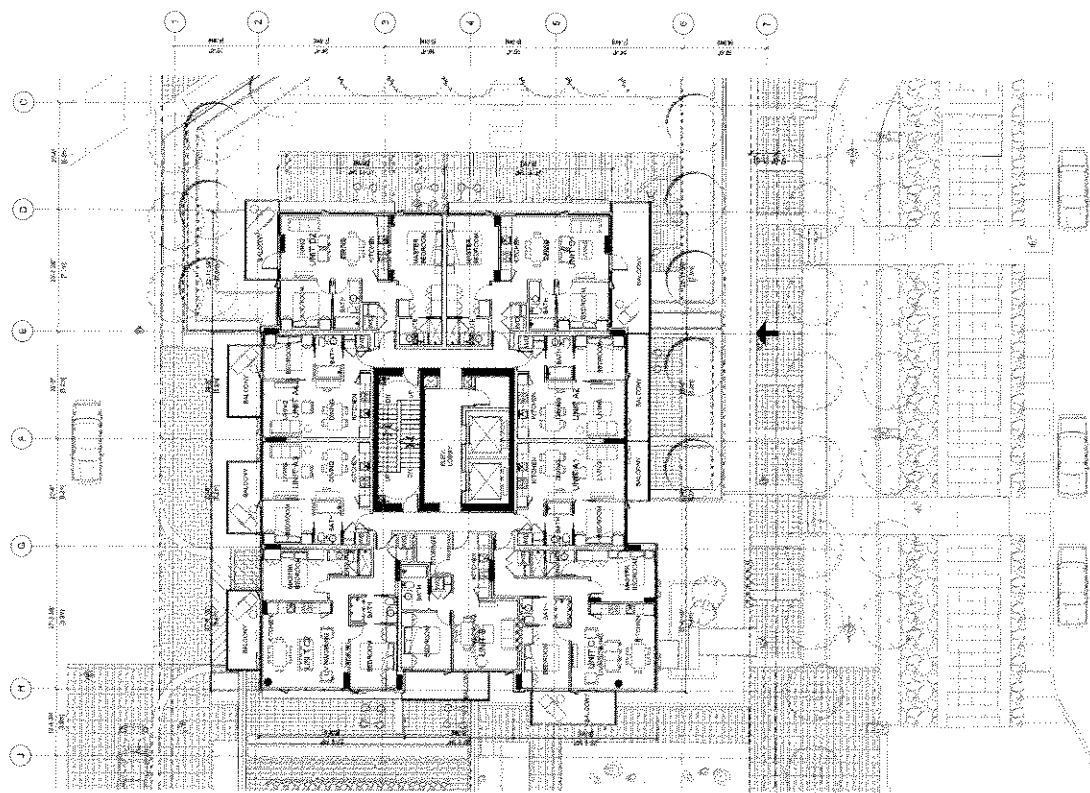
CAMBRIDGE STREET

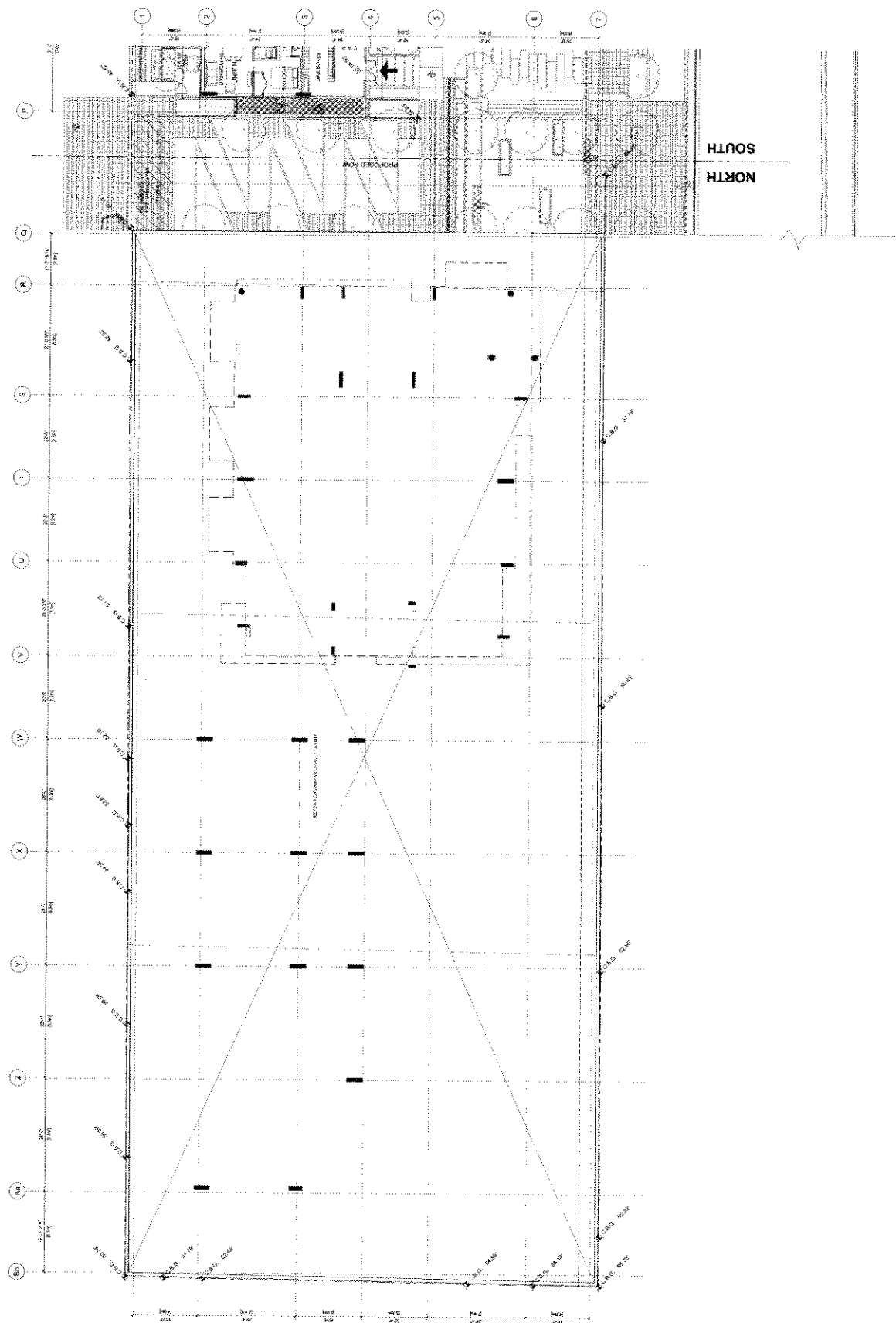


SOUTH



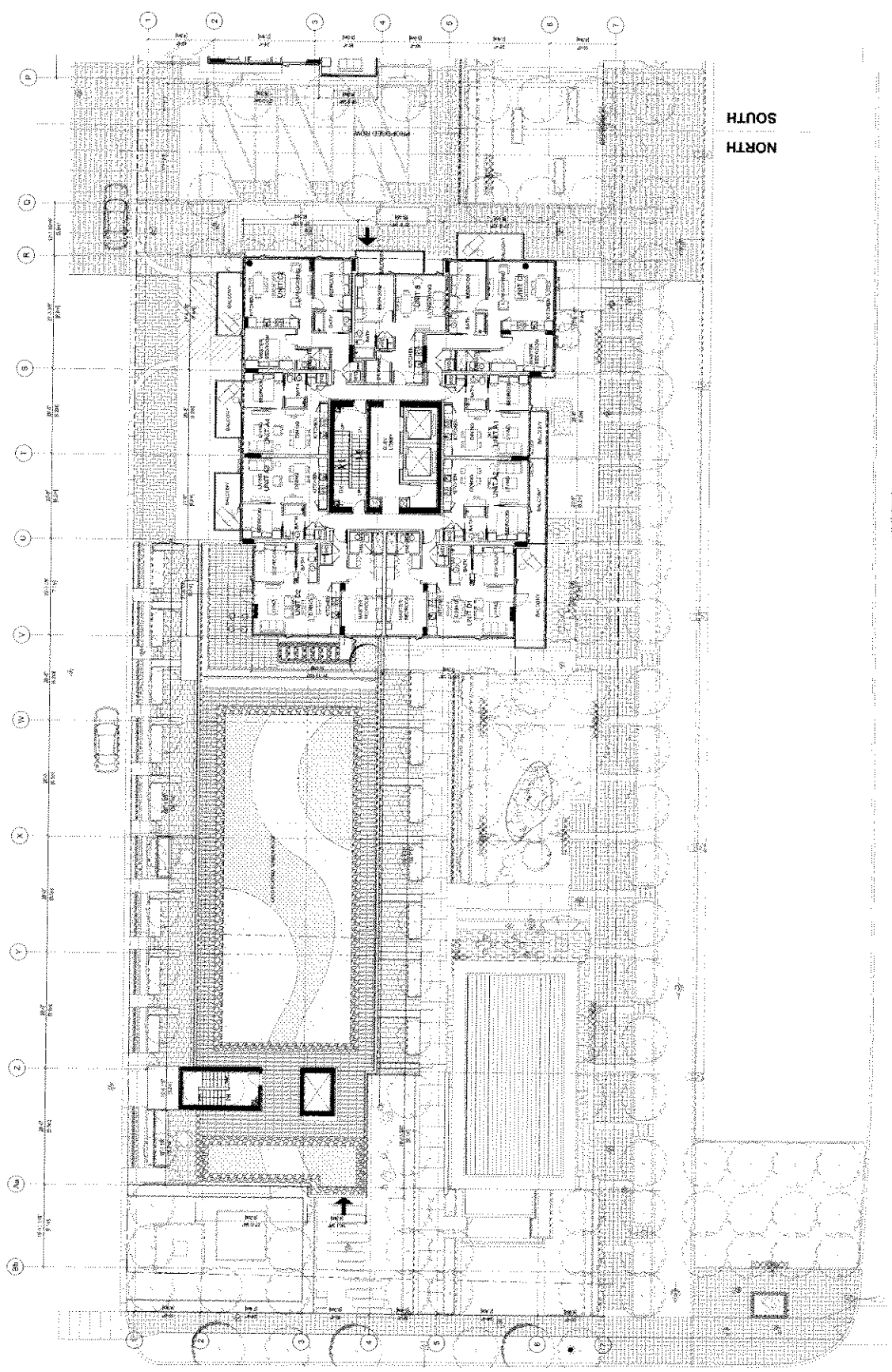
SOUTH



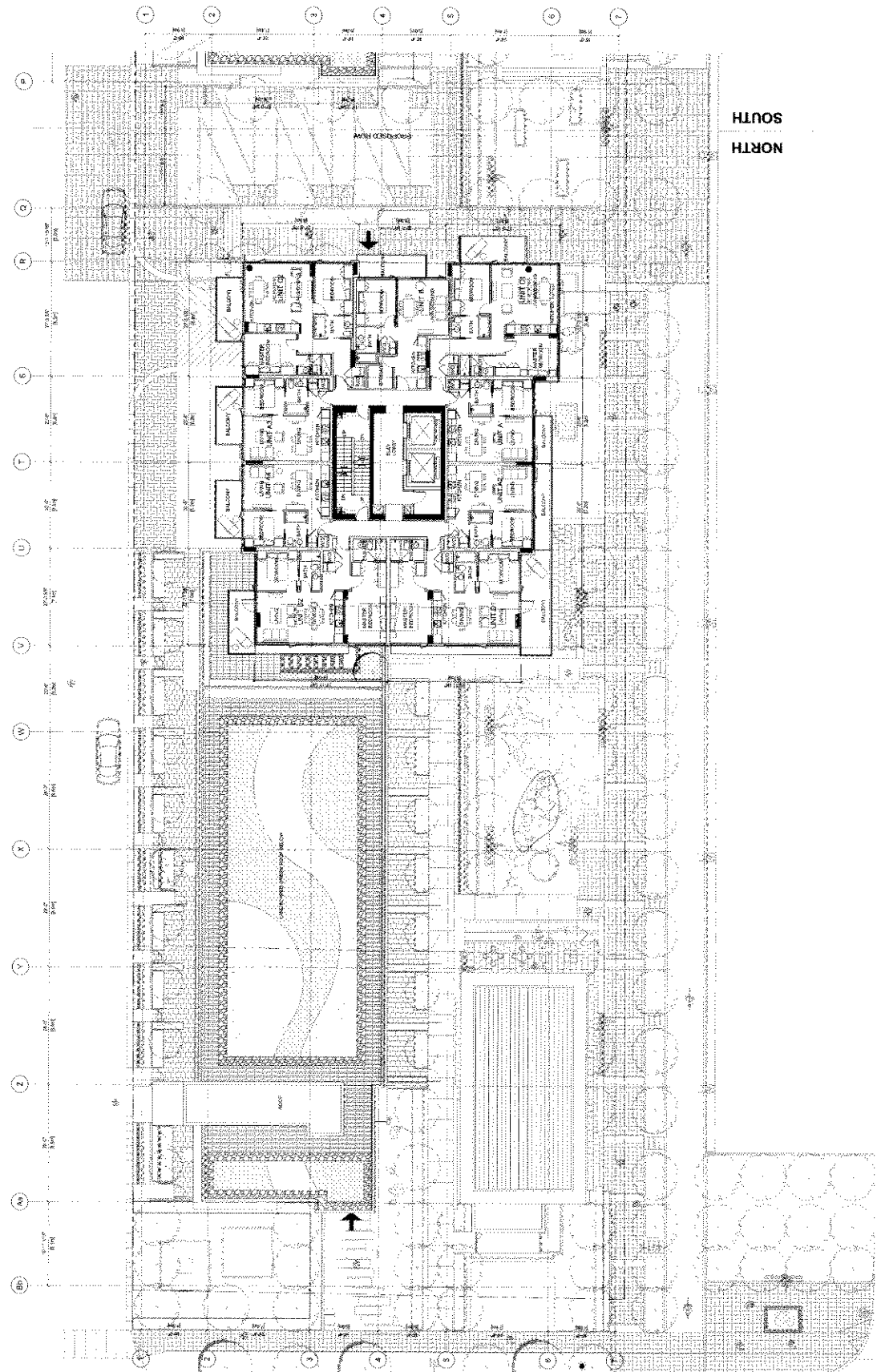


1 GROUND FLOOR PLAN NORTH TOWER

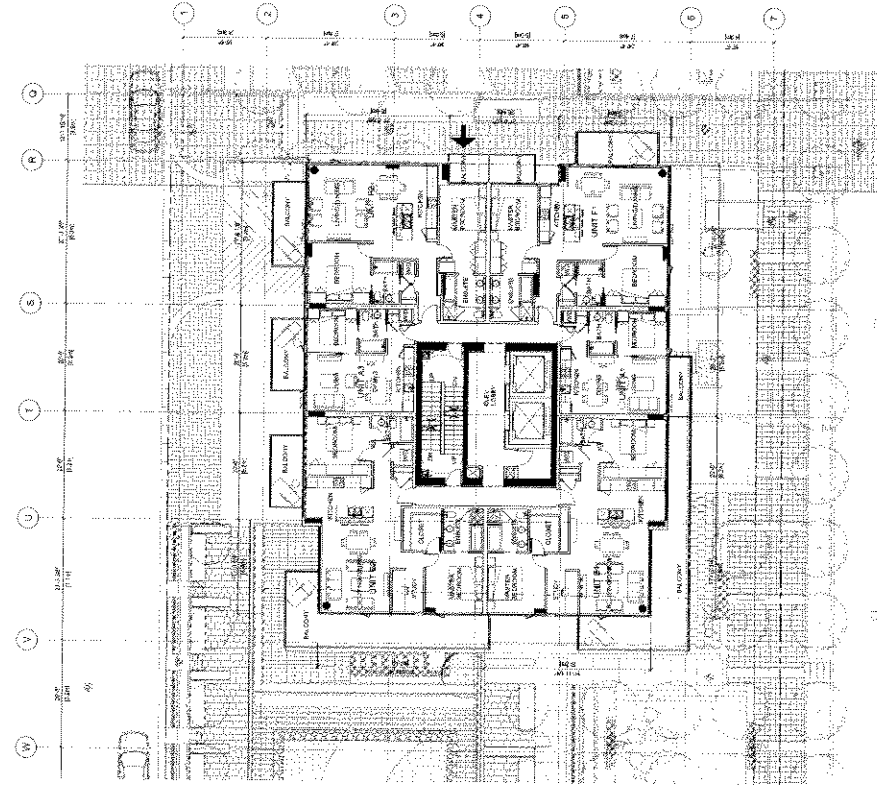
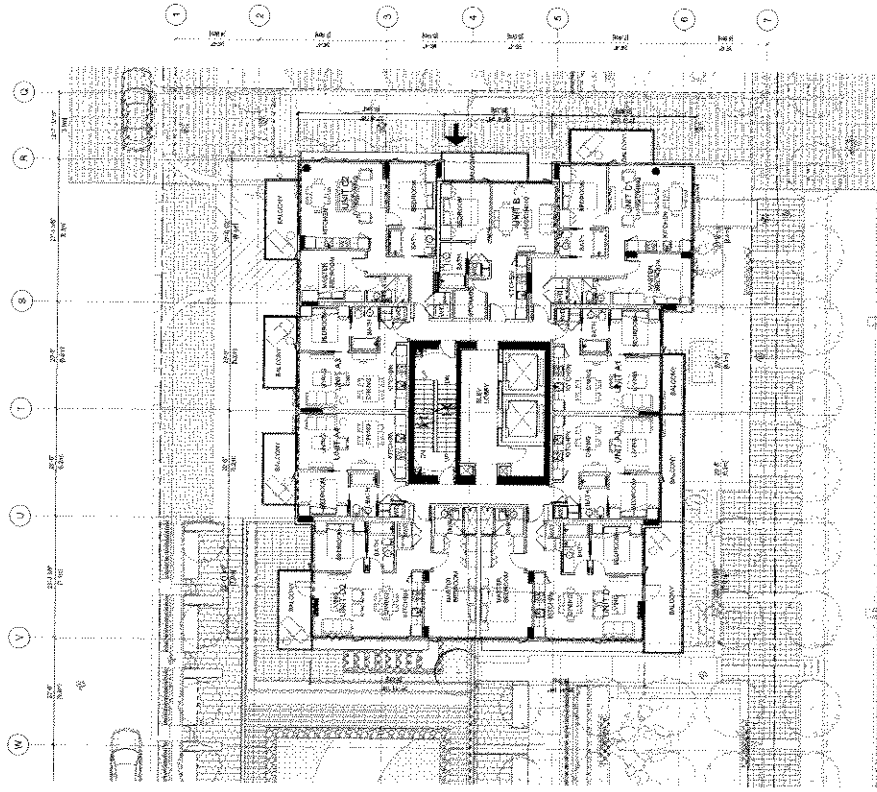




NORTH
SOUTH

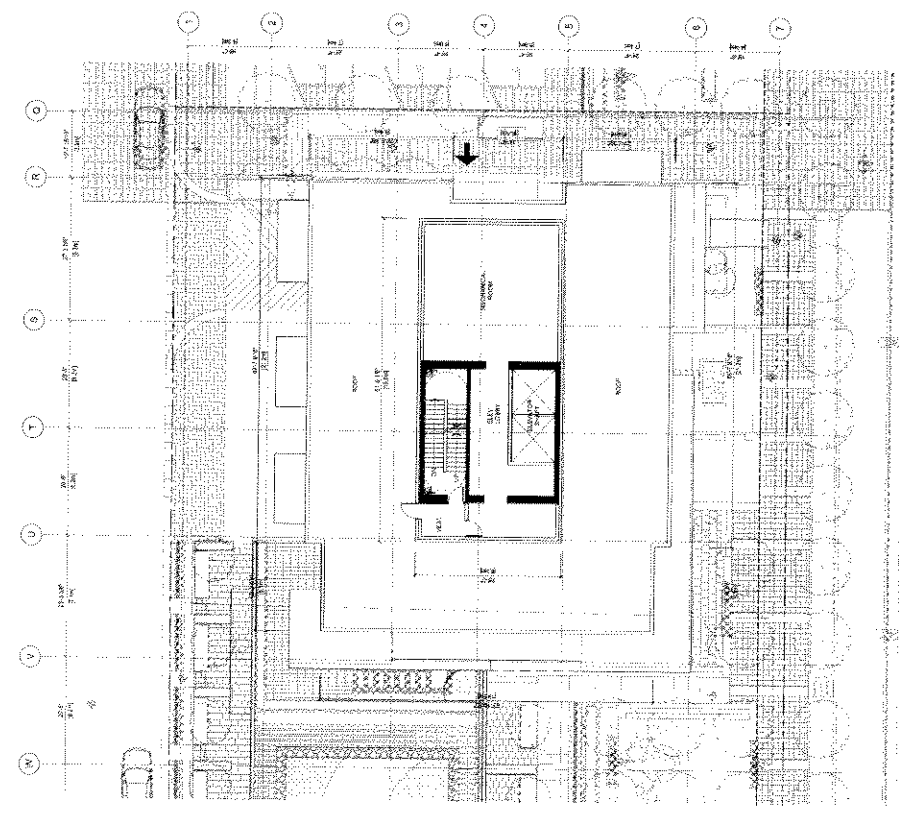
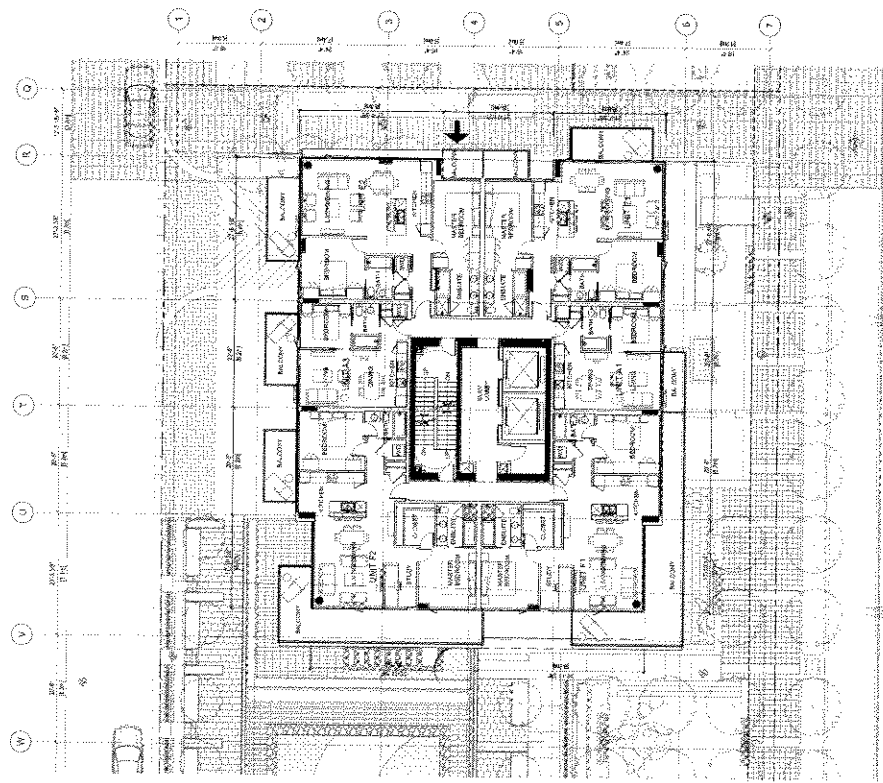


NORTH
SOUTH



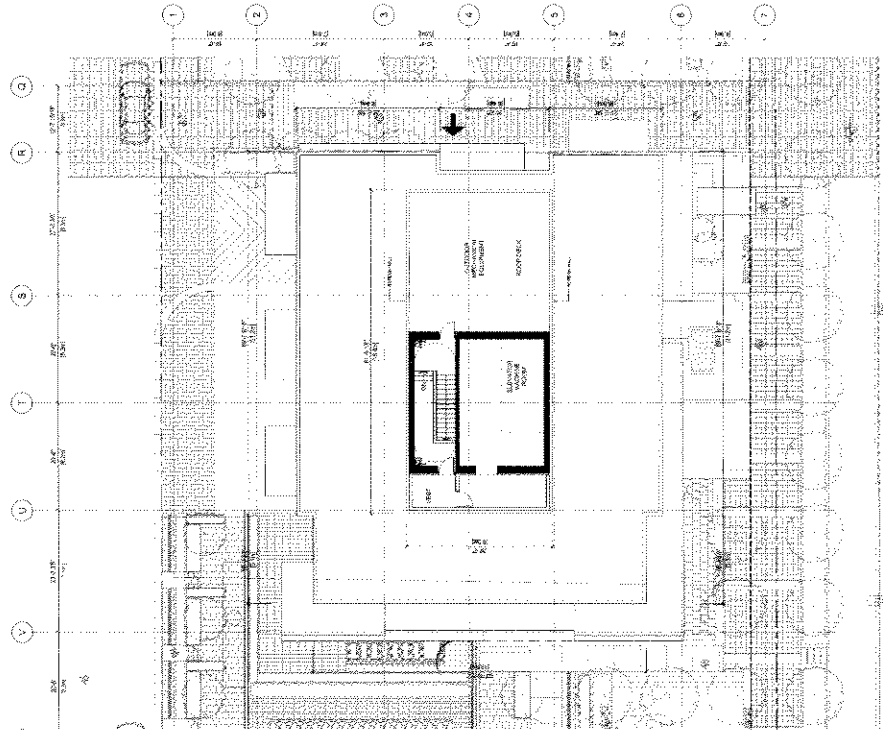
1 NORTH TOWER TYPICAL LEVELS FLOOR PLAN

2 NORTH TOWER TRANSITION LEVEL FLOOR PLAN

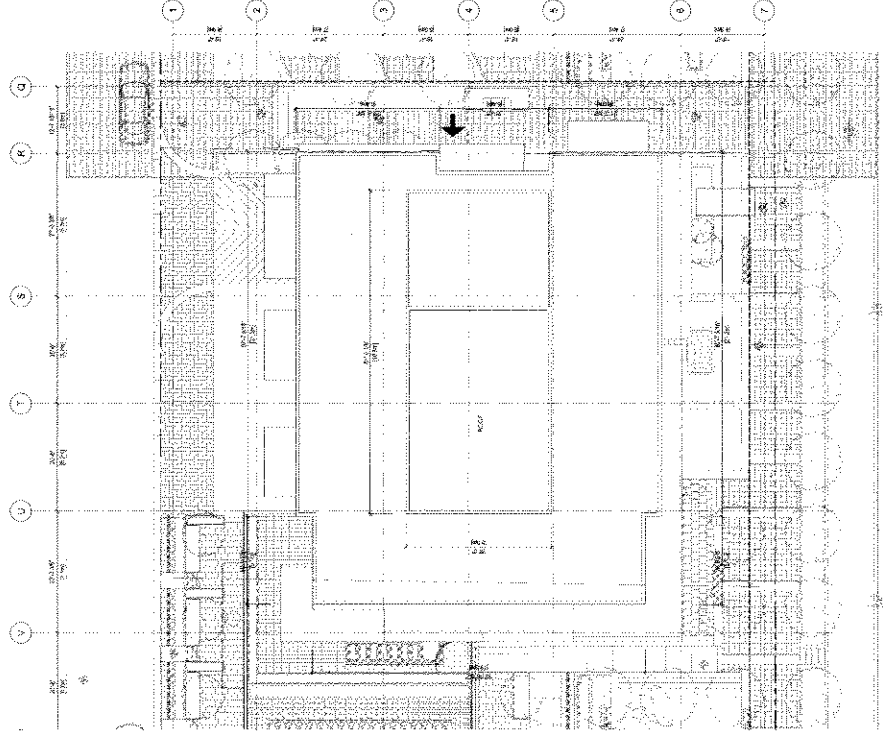


1 NORTH TOWER EXECUTIVE LEVELS FLOOR PLAN

2 NORTH TOWER MECHANICAL ROOM FLOOR PLAN



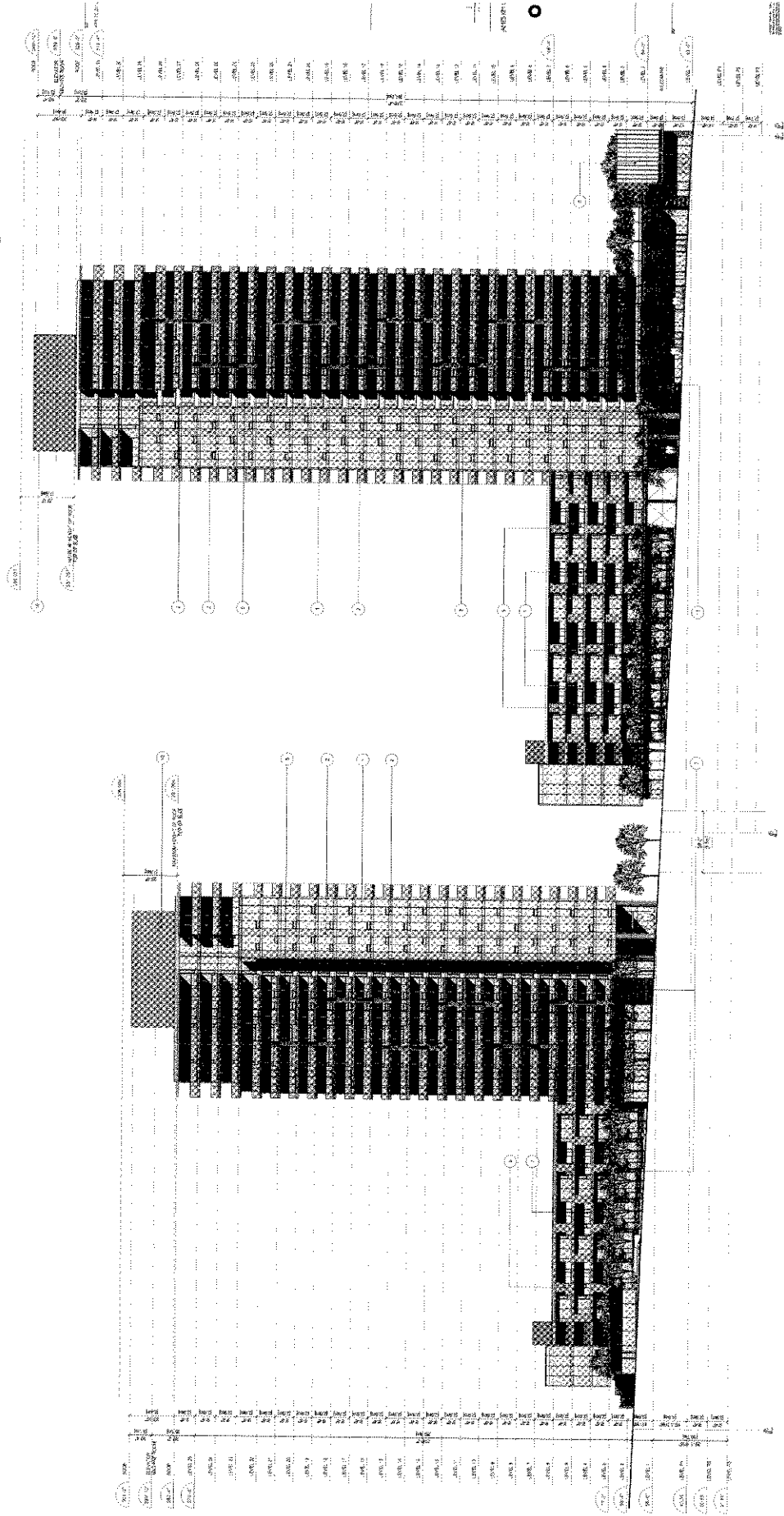
1 NORTH TOWER ELEVATOR MACHINE ROOM FLOOR PLAN



2 NORTH TOWER TOWER ROOM PLAN

Material Legend

- 1 Prefinished Aluminum Window Wall System with Low-E Double Glazed Vision Glass (H&H)
- 2 Prefinished Aluminum Window Wall System with Spandrel Glass (H&H)
- 3 Prefinished Aluminum Window Wall System with Prefinished Composite Metal Panel (H&H)
- 4 Color Finishes Barefoot Guardrail Glass
- 5 Color Finishes Glass Privacy Screens / Sun-Shades
- 6 White Finishes Low Iron Glass (H&H Vertical Fins)
- 7 White Finishes Guardrail Glass
- 8 Custom Color Spandrel Glass
- 9 Prefinished Aluminum Sun-Shades
- 10 Prefinished Aluminum Louver Vane
- 11 Black Metal Cladding
- 12 Architectural Concrete

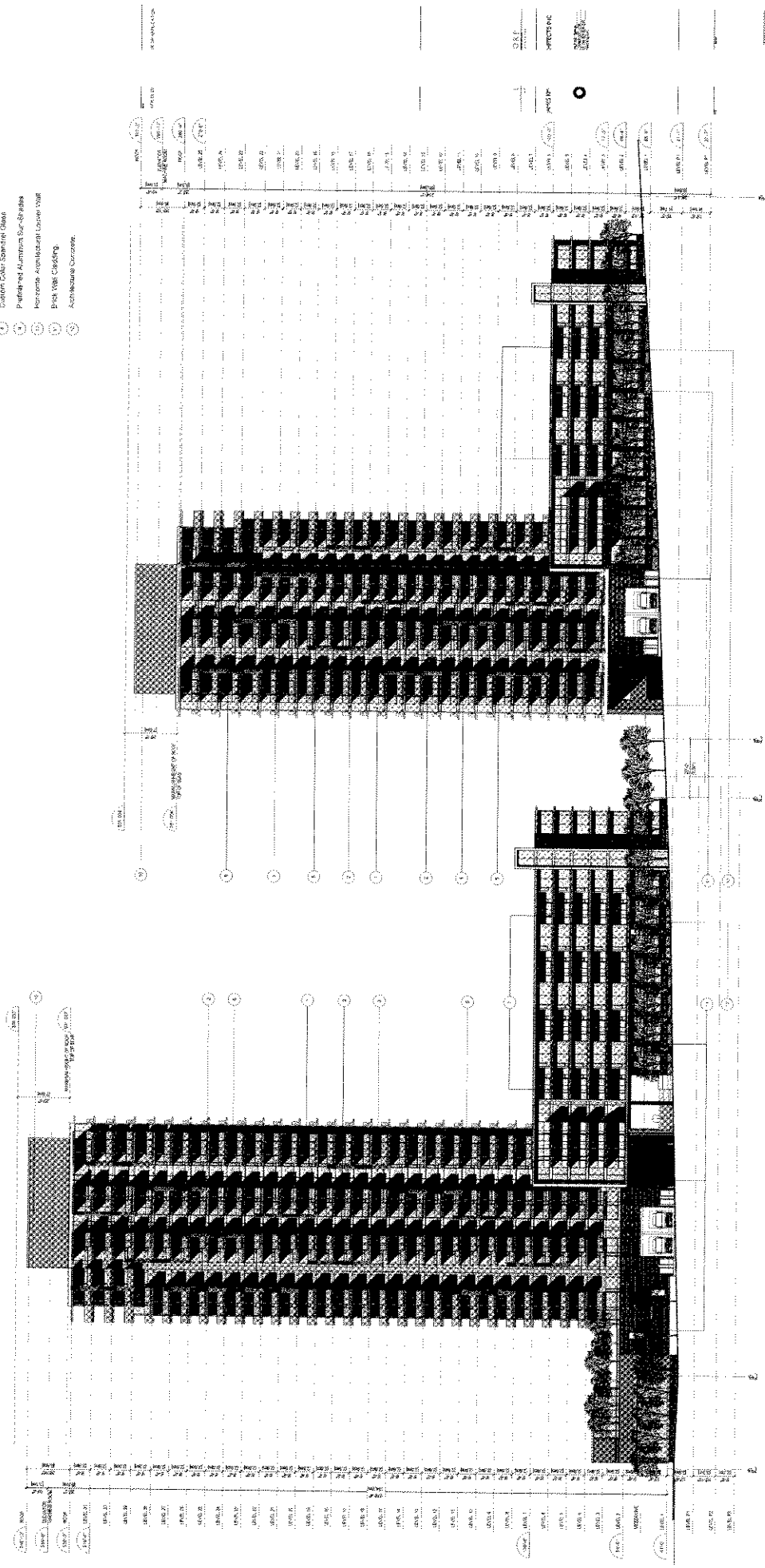


W. 64TH AVE.

SW MARINE DR.

Material Legend

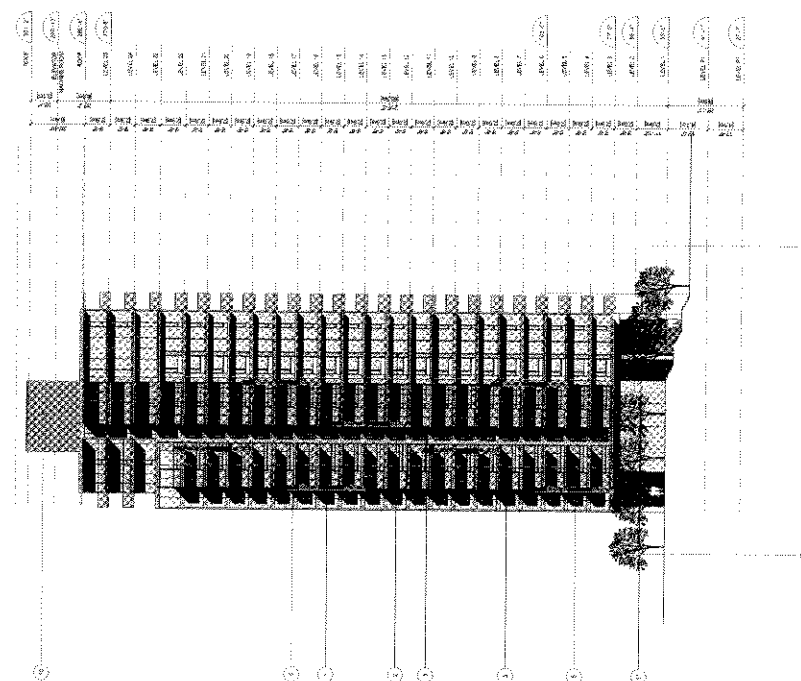
- 1 Prefinished Aluminum Window Wall System
with Low-E Double Glazed Glass and
on Spandrel Glass Infill
- 2 Prefinished Aluminum Window Wall System
on Spandrel Glass Infill
- 3 Prefinished Aluminum Window Wall System
on Prefinished Composite Metal Panel Infill
- 4 Cold Rolled Black, Quartered Glass
- 5 Cold Rolled Glass Privacy Screens / Sun-Strips
- 6 White Enamel Low-Iron Glass on Vertical Fins
- 7 White Enamel Quartered Glass
- 8 Custom Color Spandrel Glass
- 9 Prefinished Aluminum Sun-Strips
- 10 Horizontal Architectural Louver Wall
- 11 Brick Veneer Cladding
- 12 Architectural Concrete



SW MARINE DR.

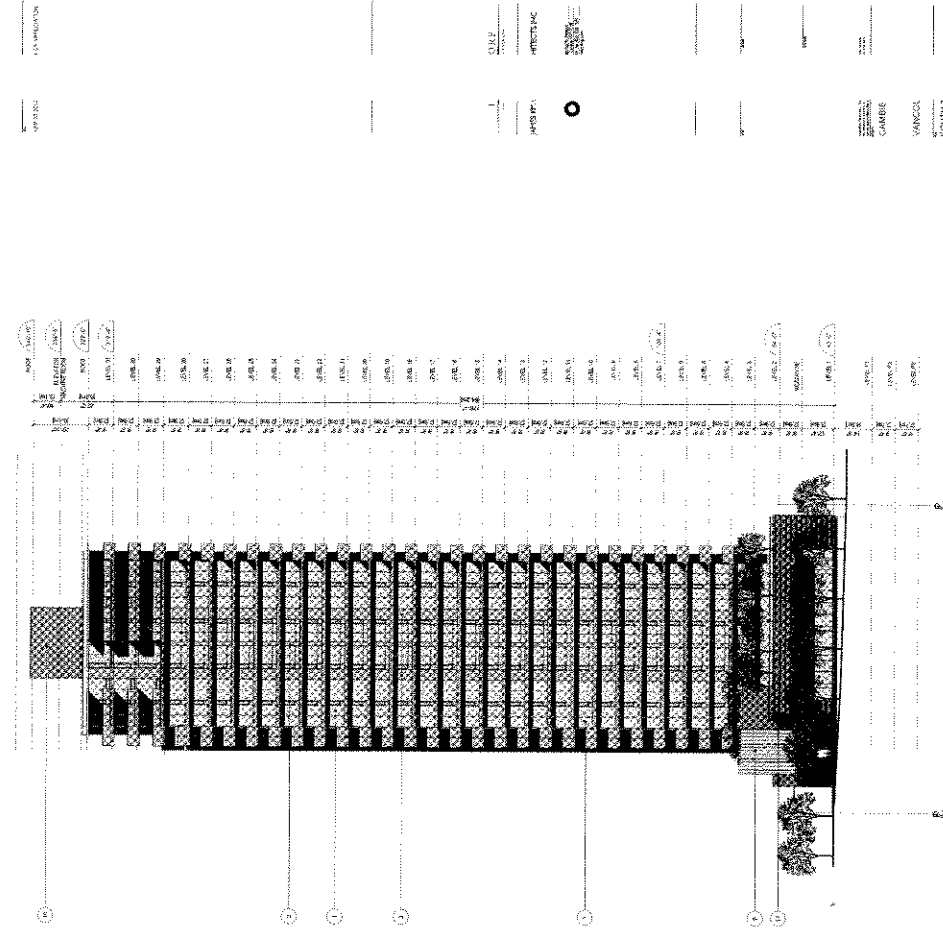
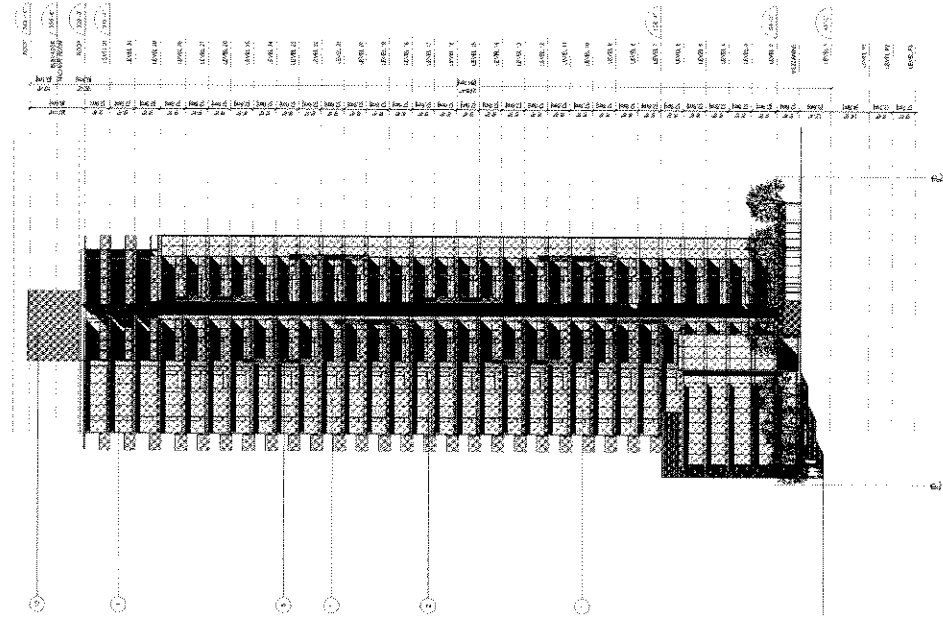
Appendix D; page 40 of 67

1. Prefinished Aluminum Window Wall System
on Steel Column Spacing (Wall Glass)
2. Prefinished Aluminum Window Wall System
on Spaceloc Glass Wall
3. Prefinished Aluminum Window Wall System
on Prefin. Steel Composite Metal Panel Wall
4. Color-Fitted Balcony Durable Coating
5. Color-Fitted Glass Privacy Screens, Sun-Shades
on Steel Column Spacing
6. White-Fitted Louvers, Glass on Vertical Fin
7. White-Fitted Louvers, Glass
8. Custom Color Spaceloc Glass
9. Prefinished Aluminum Sun Shading
on Vertical Architectural Louvers Wall
10. Brick Wall Cladding
11. Architectural Cladding

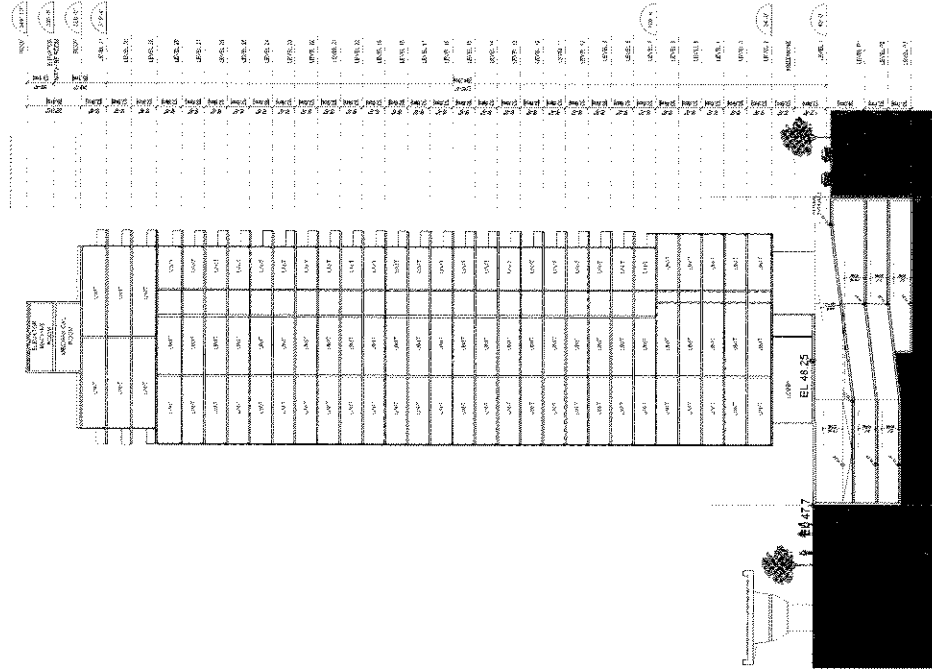


Material Legend

- 1 Prefinished Aluminum Window Wall System
on Low-E Double Glazed Vision Glass Infill
- 2 Prefinished Aluminum Window Wall System
on Spectral Glass Infill
- 3 Prefinished Aluminum Window Wall System
on Performance Composite Metal Panel Infill
- 4 Cold Filled Blatney Quadrant Glass
- 5 Color Filled Glass Privacy Screen / Sun Screen
- 6 White Filled Low-Iron Glass on Vertical Fins
- 7 White Filled Quadrant Glass
- 8 Green Clear Blatney Glass
- 9 Prefinished Aluminum Sun-Screen
- 10 Horizontal Ribs / Screen, Lower Wall
- 11 Brick Wall Cladding
- 12 Architectural Concrete

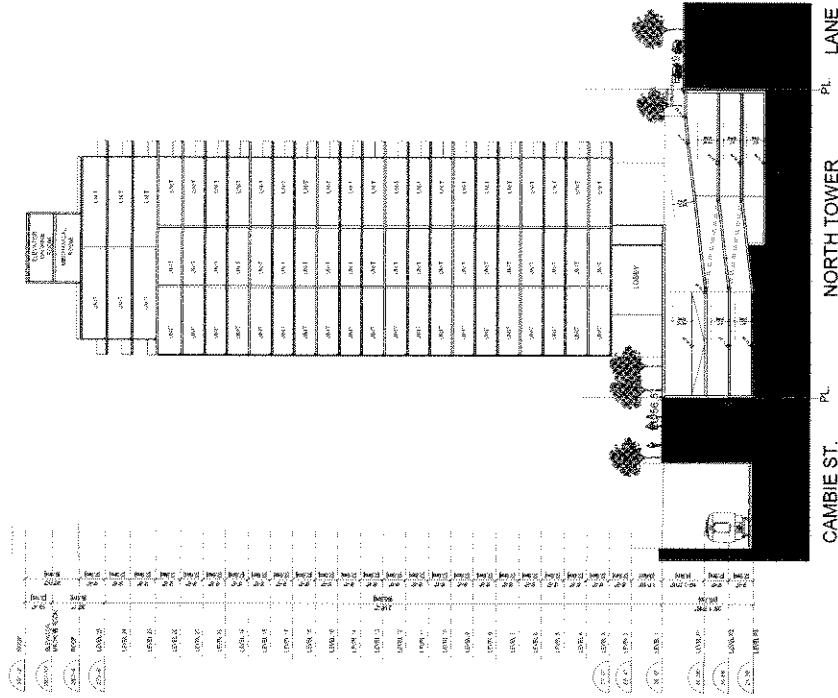


1 2 3 4 5 6 7

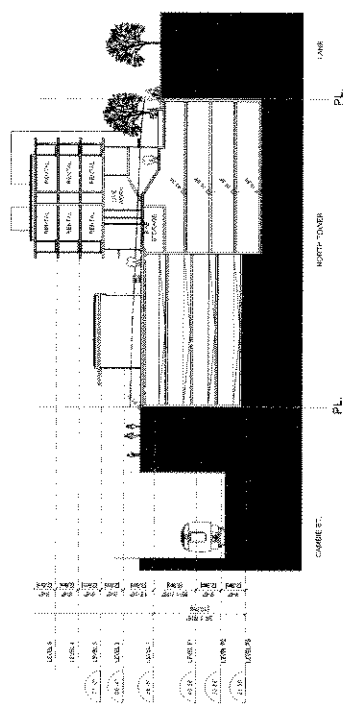
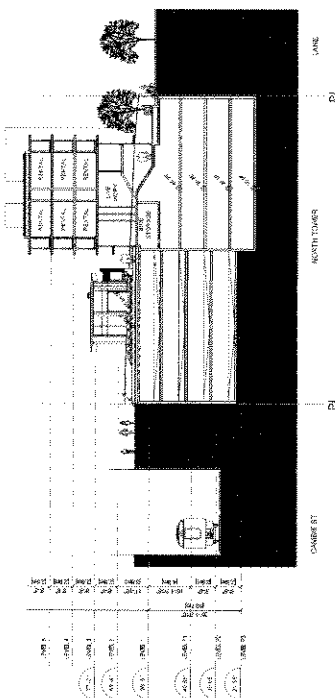
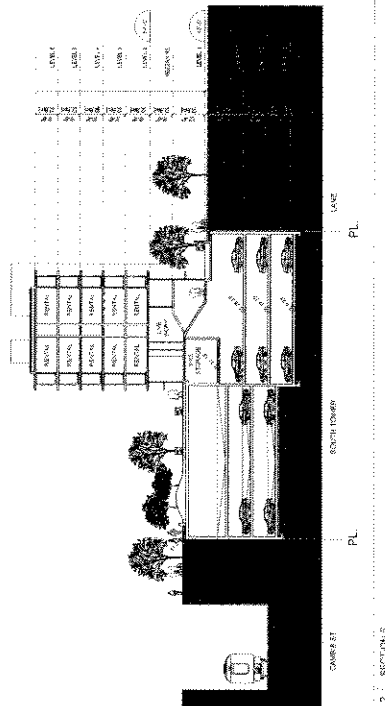
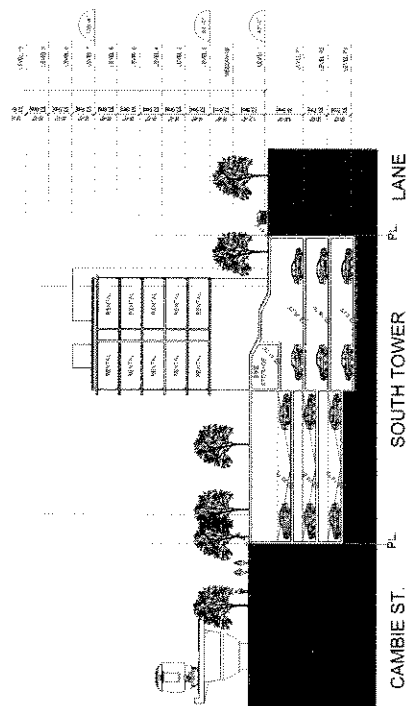


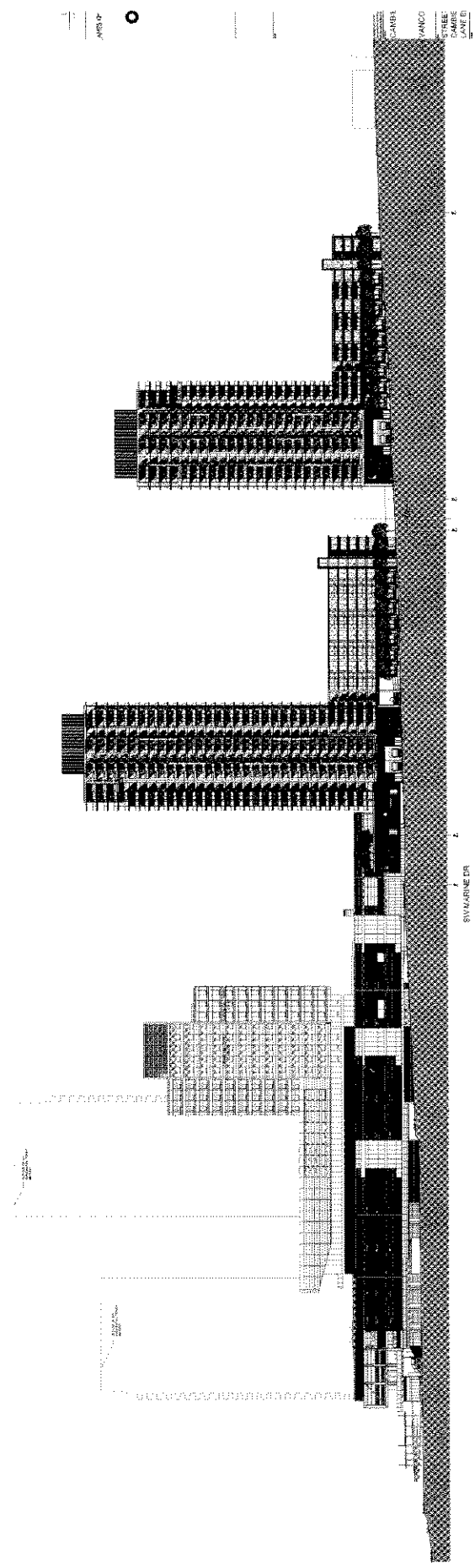
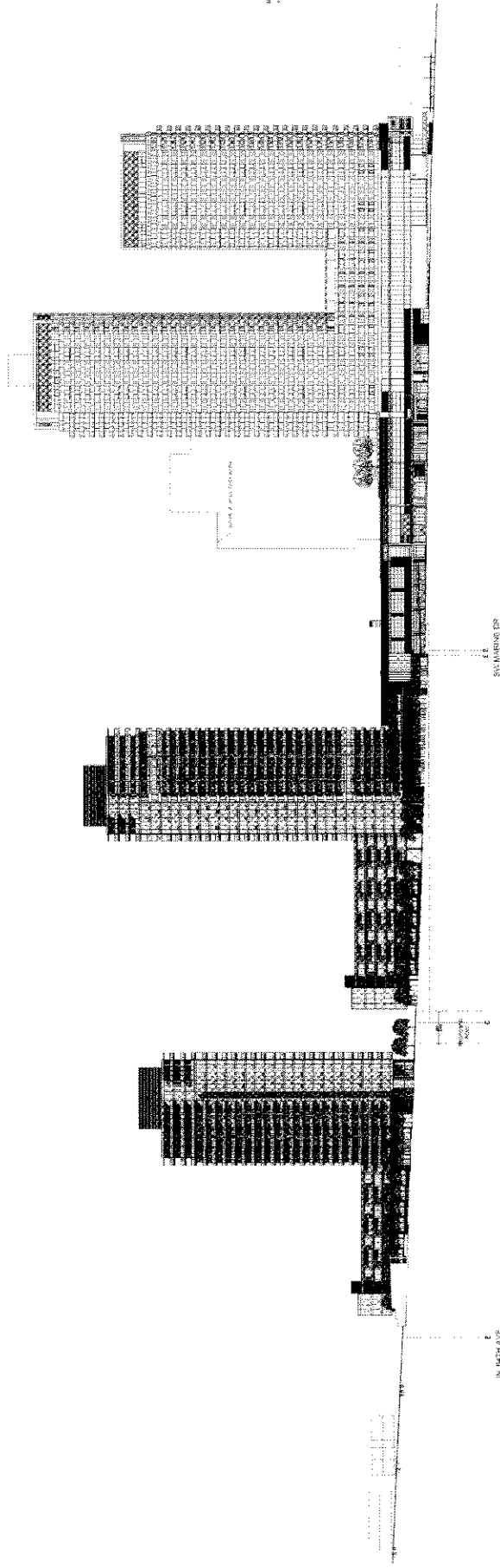
1 SECTION B

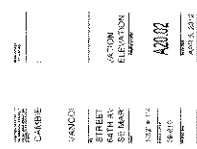
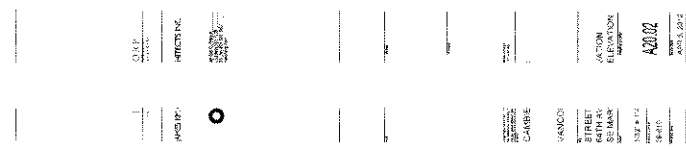
1 2 3 4 5 6 7



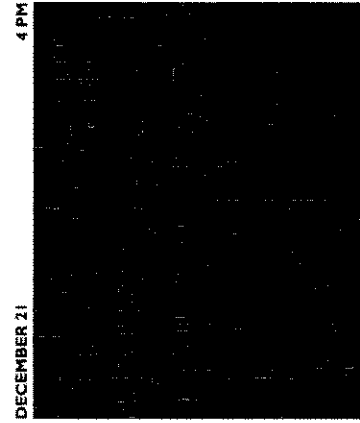
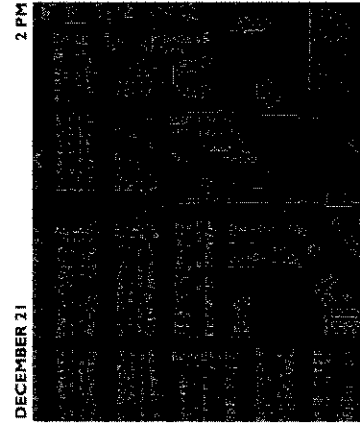
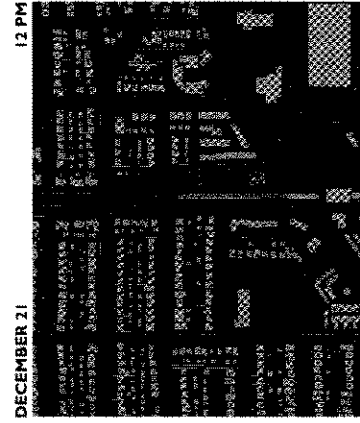
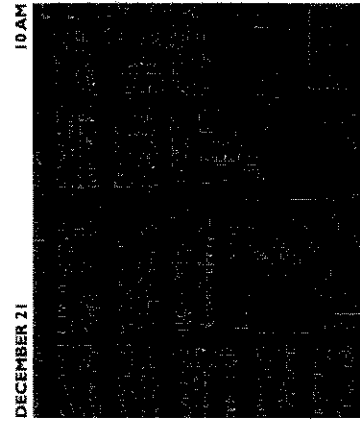
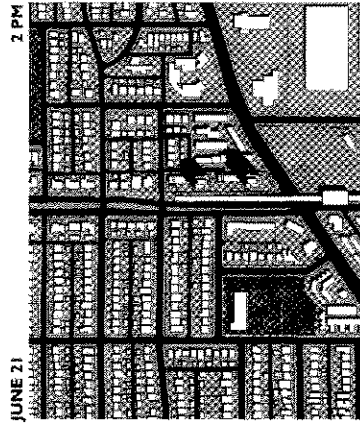
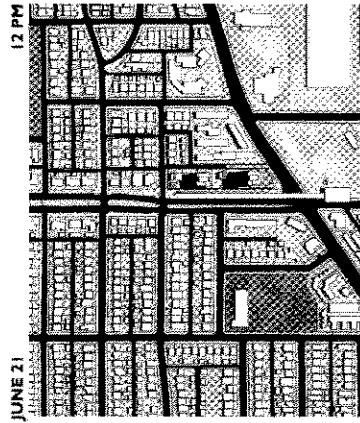
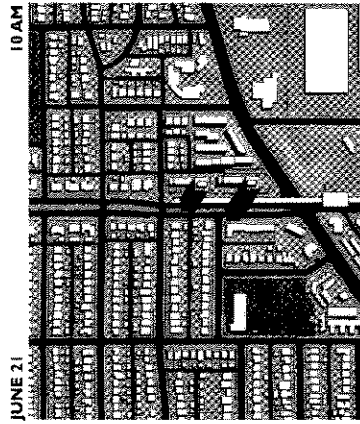
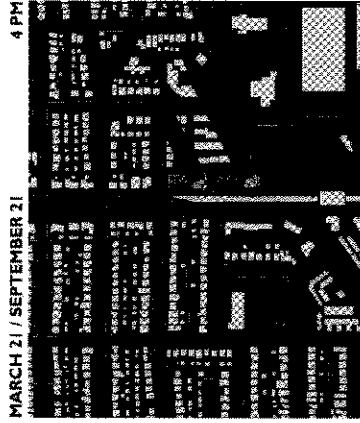
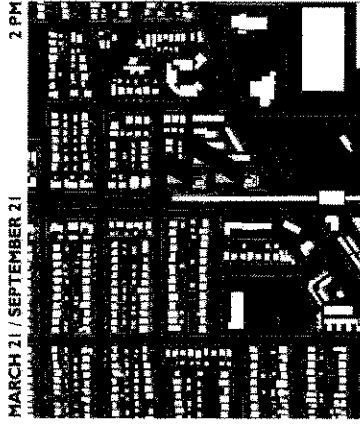
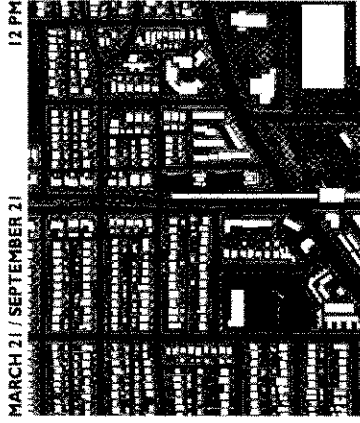
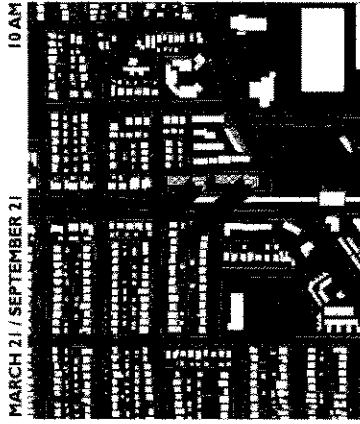
2 SECTION C





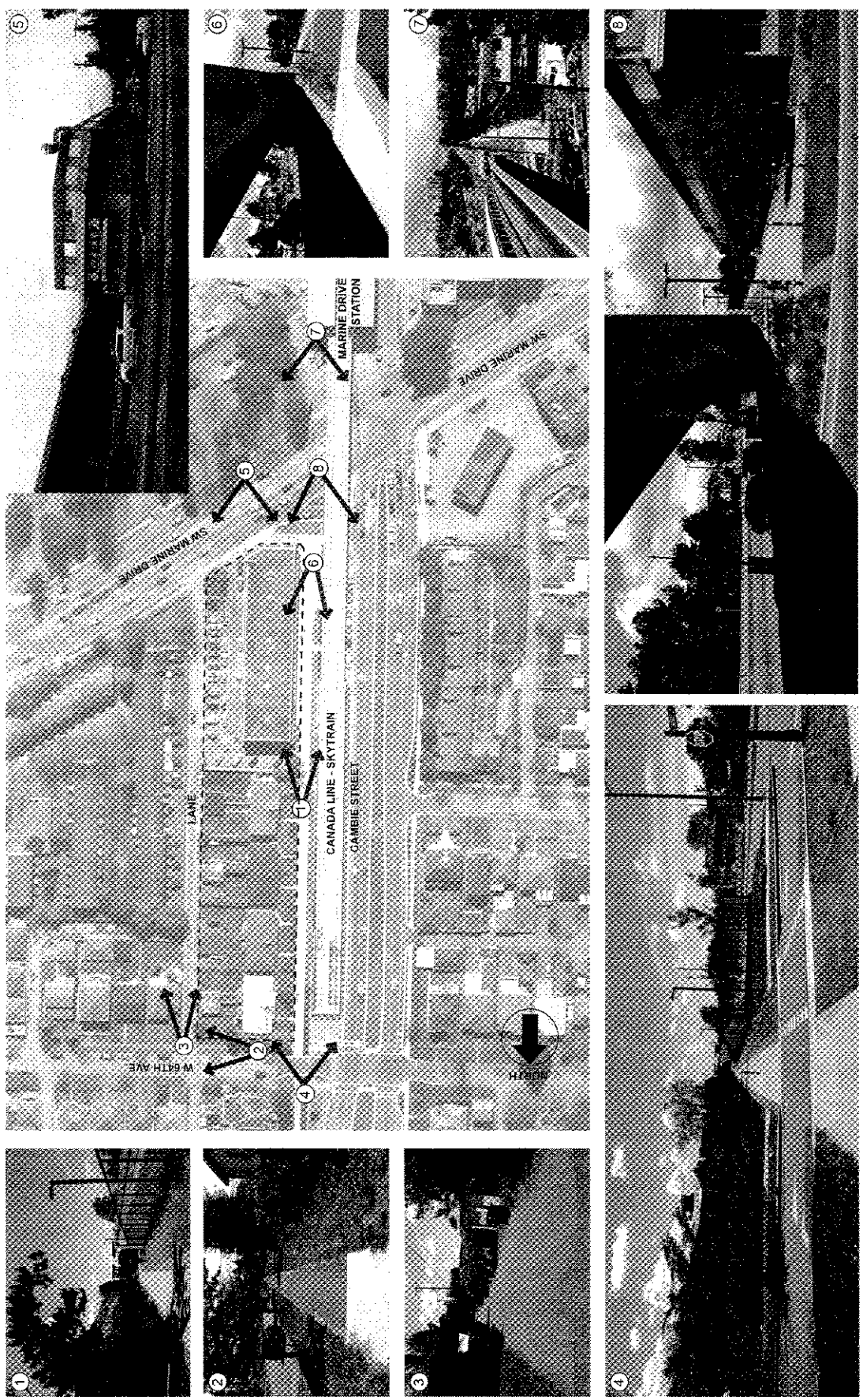


Appendix D; page 47 of 67

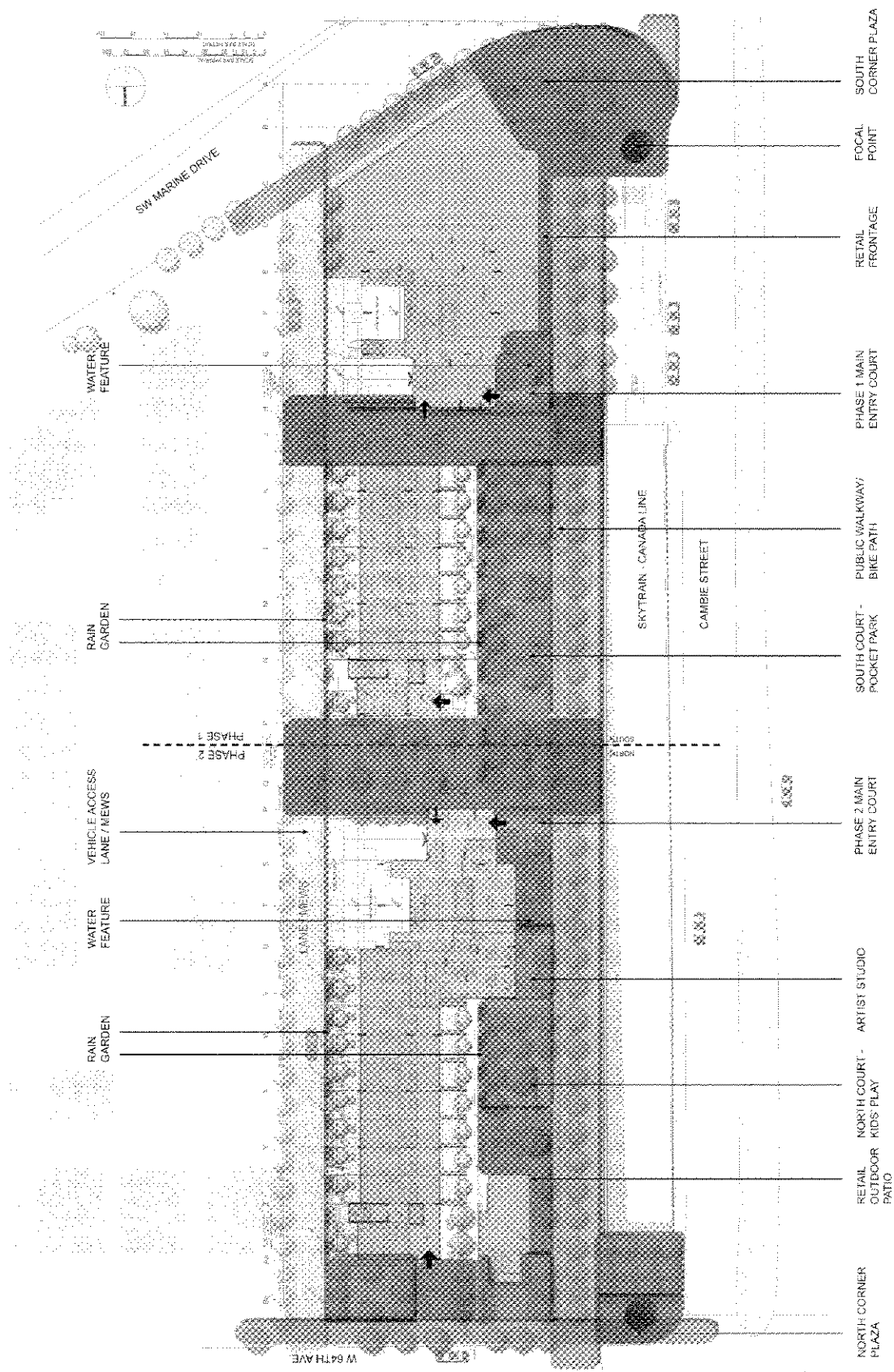




Appendix D: page 49 of 67



Appendix D : page 51 of 67

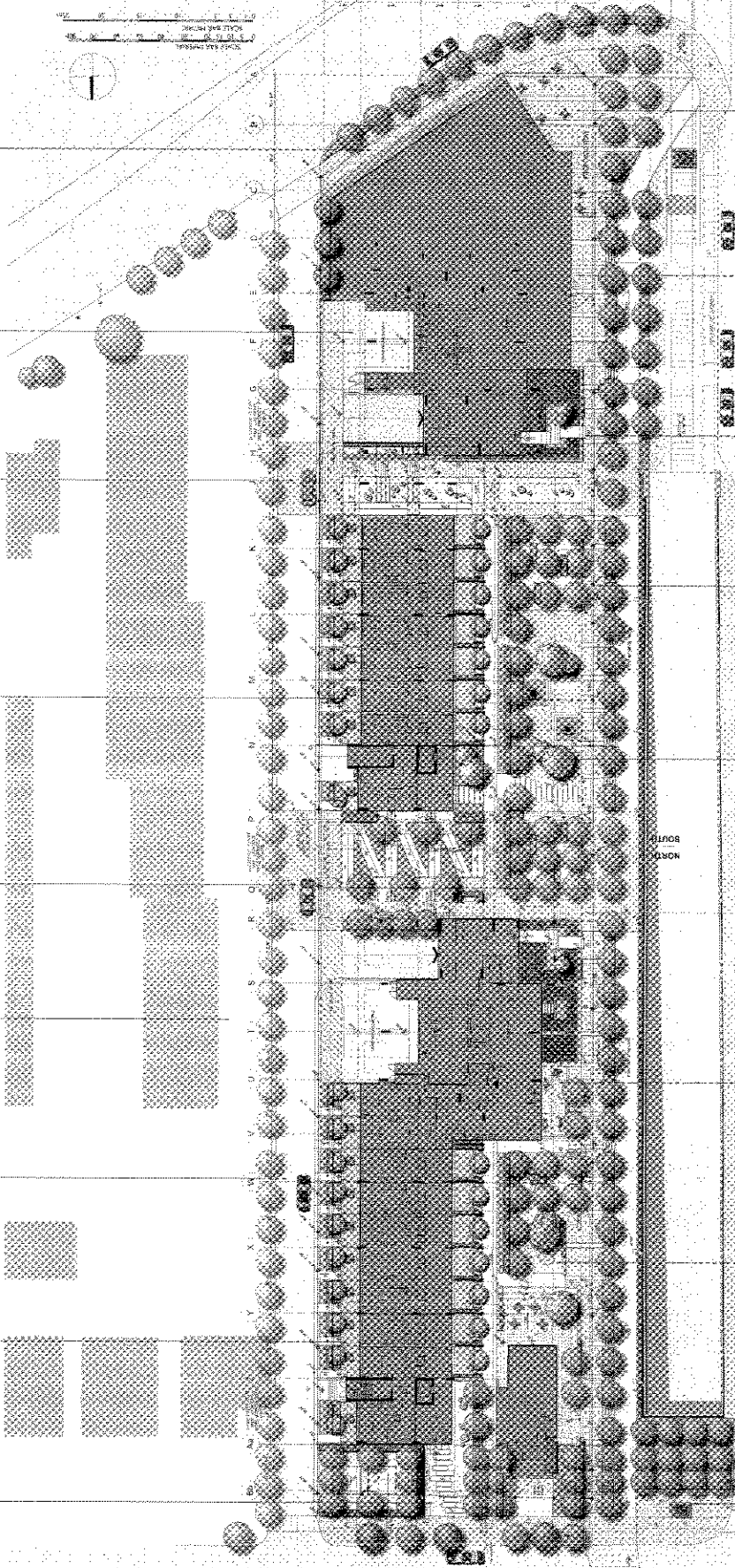


NORTH CORNER PLAZA
 RETAIL OUTDOOR KIDS PLAY PATIO
 NORTH COURT - ARTIST STUDIO
 PHASE 2 MAIN ENTRY COURT
 SOUTH COURT - POCKET PARK
 PUBLIC WALKWAY / BIKE PATH
 PHASE 1 MAIN ENTRY COURT
 RETAIL FRONTAGE
 FOCAL POINT
 SOUTH CORNER PLAZA

SCALE
 0 10 20 30 40 50 60 70 80 90 100
 FEET
 NORTH
 CAMBIE ST
 VANCOUVER
 LANDSCAPE ARCHITECTURE
 L1.00
 2024

Appendix D; page 52 of 67

- W/6TH AVE STREETSCAPE**
- continuation of street trees and sidewalk
 - separate public and private with grade change, planting and lighting
 - entry to the lobby
 - "zero" garden landscape
- LIVE / WORK PATIO (PHASE 2)**
- every 2-3 units at same FFE on ground
 - separate public and private with grade change, planting and lighting
 - landscape buffer / edge provides privacy
- VEHICLE ACCESS LANE / NEWS**
- double row of street trees, trees along the east side should be protected by future developer
 - 2' green buffer on both sides future developer should provide the 5' green buffer along the west side
 - access to entry drop-off, parking entries and loading areas
 - rain garden along the edge
- LOADING & PARKING ENTRY (PHASE 2)**
- screen between backwork and loading area
 - Acquisitive permeable paving
- PHASE 2 DROP-OFF**
- services phase 2 lobby
 - screen ramps connect to the Entry Court
- LIVE / WORK PATIO (PHASE 1)**
- every 2-3 units at same FFE on ground
 - separate public and private with grade change, planting and lighting
 - landscape buffer / edge provides privacy
- LOADING & PARKING ENTRY (PHASE 1)**
- screen between backwork and loading area
 - Acquisitive permeable paving
- PHASE 1 DROP-OFF**
- services phase 1 lobby
 - screen ramps, and water services connect to the Entry Court
- SVI VARNE DRIVE STREETSCAPE**
- street trees and planting provide space
 - buffer between traffic and pedestrians
 - collected paving for new sidewalks



- NORTH CORNER PLAZA**
- pedestrian plaza
 - local post office public art interpretation
 - private outdoor trees
 - permeable paving

- W/6TH COURT**
- outdoor seating area
 - raised sidewalks
 - permeable paving for weather protection
 - screened lawn with integrated city tree play area
 - seating / gathering opportunities
 - low wall and railing to create outdoor room
 - rain garden along the east edge

- ARTIST STUDIO**
- outdoor seating area
 - seating / gathering opportunities
 - outdoor seating area
 - private and public walkway
 - bridge to the path

- PHASE 2 MAIN ENTRY COURT**
- outdoor seating area
 - seating / gathering opportunities
 - outdoor seating area
 - private and public walkway
 - bridge to the path

- SOUTH COURT**
- outdoor seating area
 - seating / gathering opportunities
 - outdoor seating area
 - private and public walkway
 - bridge to the path

- OVER THE KISS**
- outdoor seating area
 - seating / gathering opportunities
 - outdoor seating area
 - private and public walkway
 - bridge to the path

- PHASE 1 MAIN ENTRY COURT**
- outdoor seating area
 - seating / gathering opportunities
 - outdoor seating area
 - private and public walkway
 - bridge to the path

- RETAIL FRONTAGE**
- outdoor seating area
 - seating / gathering opportunities
 - outdoor seating area
 - private and public walkway
 - bridge to the path

- SOUTH CORNER PLAZA**
- pedestrian plaza
 - local post office public art interpretation
 - private outdoor trees
 - permeable paving

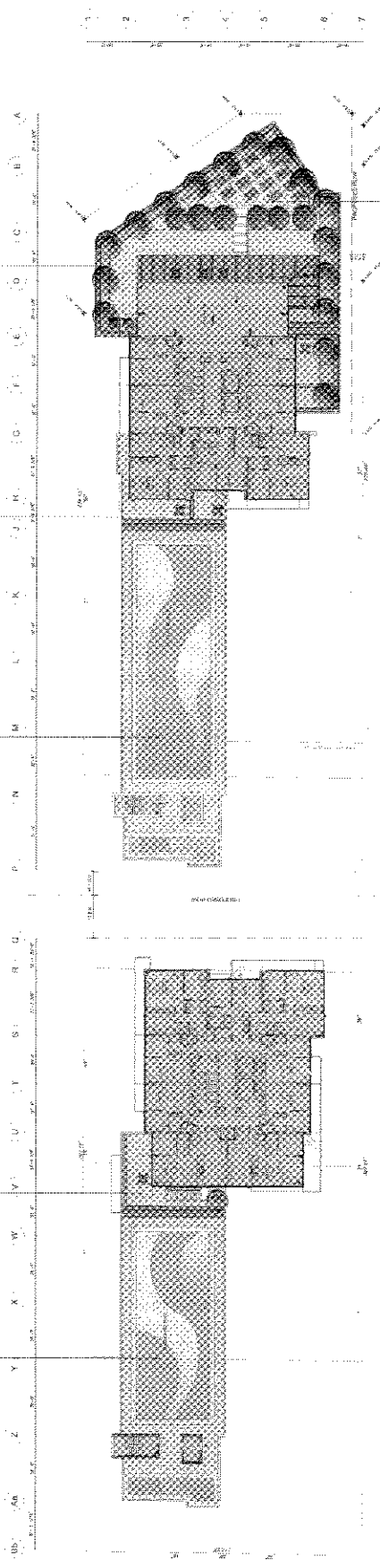
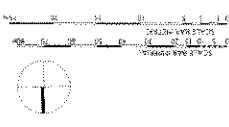
- GREEN ROOF (PHASE 2)**
- patterned parking for new town tower
 - 20' x 20' concrete
 - residents access from north stairs

- PRIVATE PARK**
- all access public and private with tower
 - parking and walking
 - 20' x 20' loading garden

- GREEN ROOF (PHASE 1)**
- all access public and private with tower
 - 20' x 20' concrete
 - residents access from north stairs

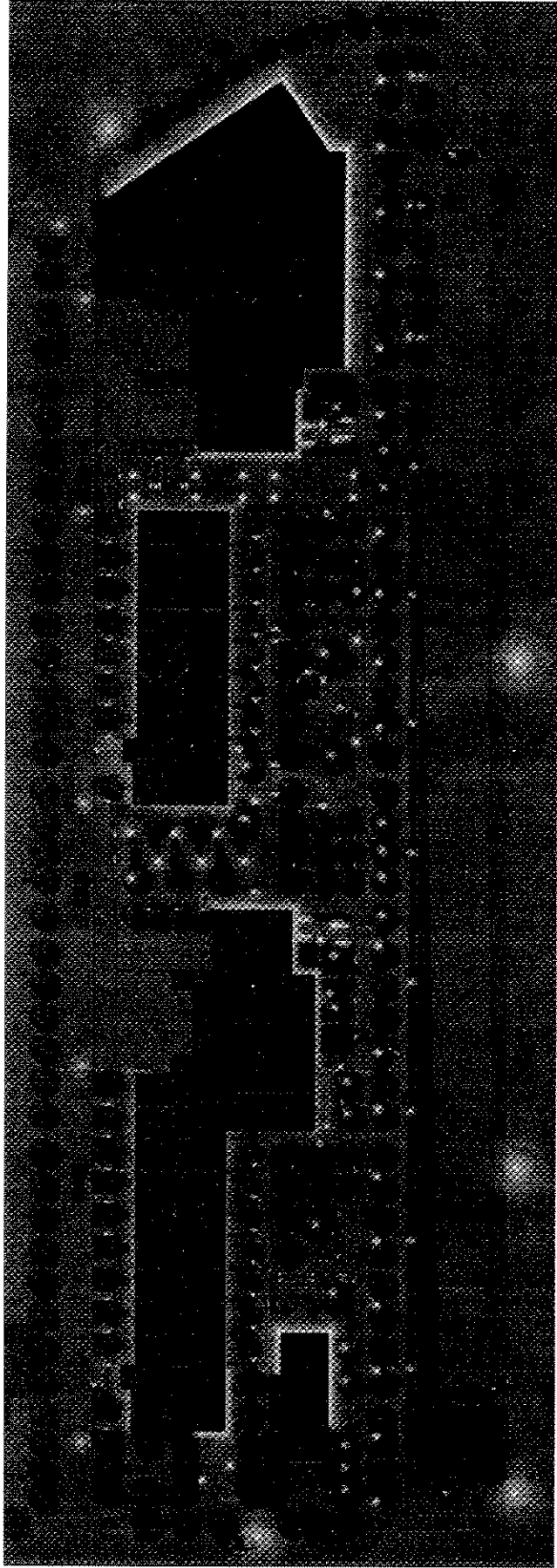
- PRIVATE PARK**
- all access public and private with tower
 - parking and walking
 - 20' x 20' loading garden

- ROOF DECK (PHASE 1)**
- access between public and private
 - 20' x 20' concrete
 - residents access from north stairs

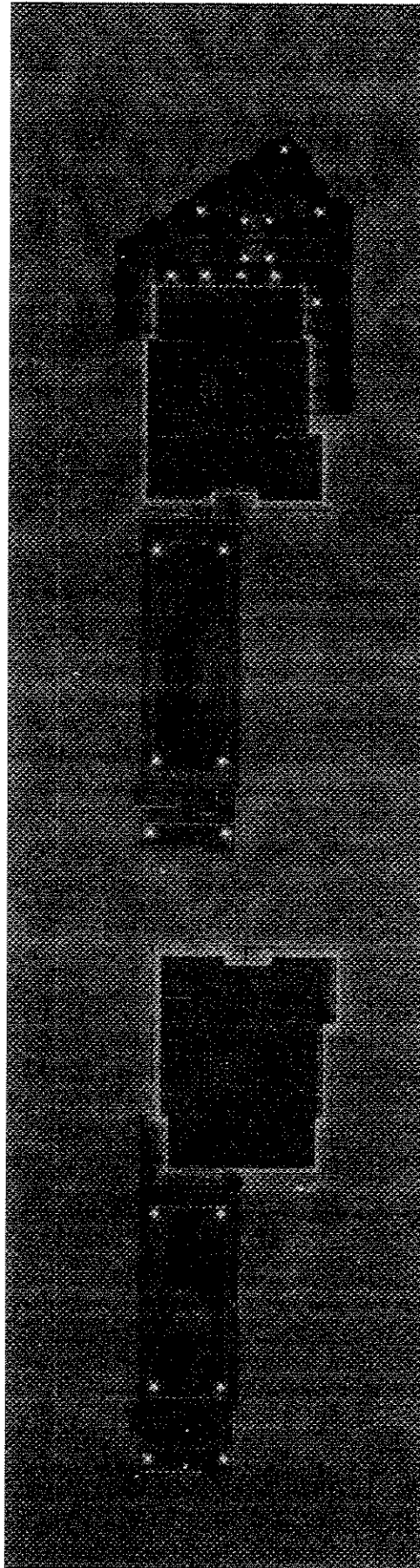


- URBAN AGRICULTURE**
- community vegetable plots
 - 20' x 20' concrete
 - residents access from north stairs

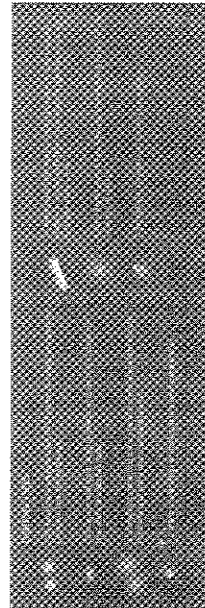
54 67



SITE PLAN
Scale: 1/8" = 1'-0"



ROOF PLAN
Scale: 1/8" = 1'-0"



Appendix D; page 55 of 67

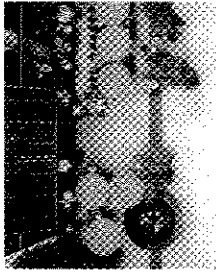
NORTH CORNER PLAZA



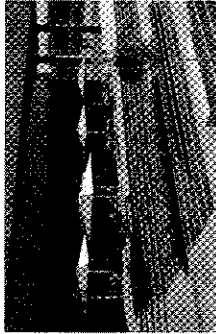
CORNER PLAZA



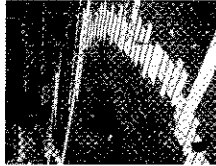
PUBLIC WALKWAY



OUTDOOR CAFE



GRASS STEPS



INFORMAL PATH

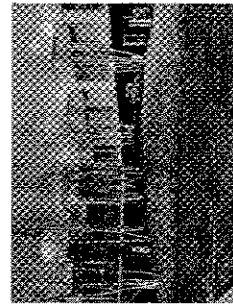


ZEN GARDEN

NORTH COURTYARD



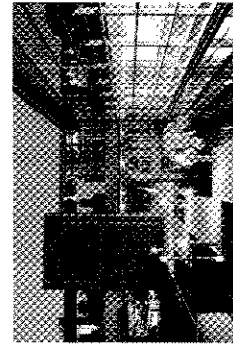
KIDS PLAY



BERM



KID'S PLAY



BRIDGE

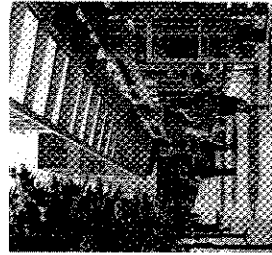


GAME TABLE



GARDEN

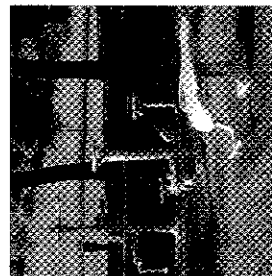
SOUTH RETAIL



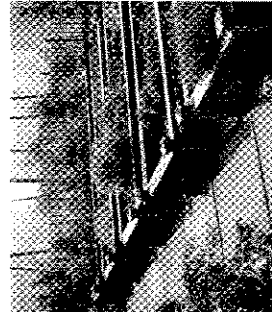
RETAIL FRONTAGE



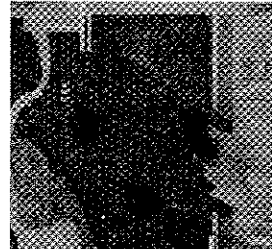
ROOF TOP GARDEN



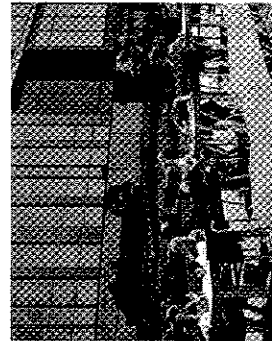
OUTDOOR FITNESS



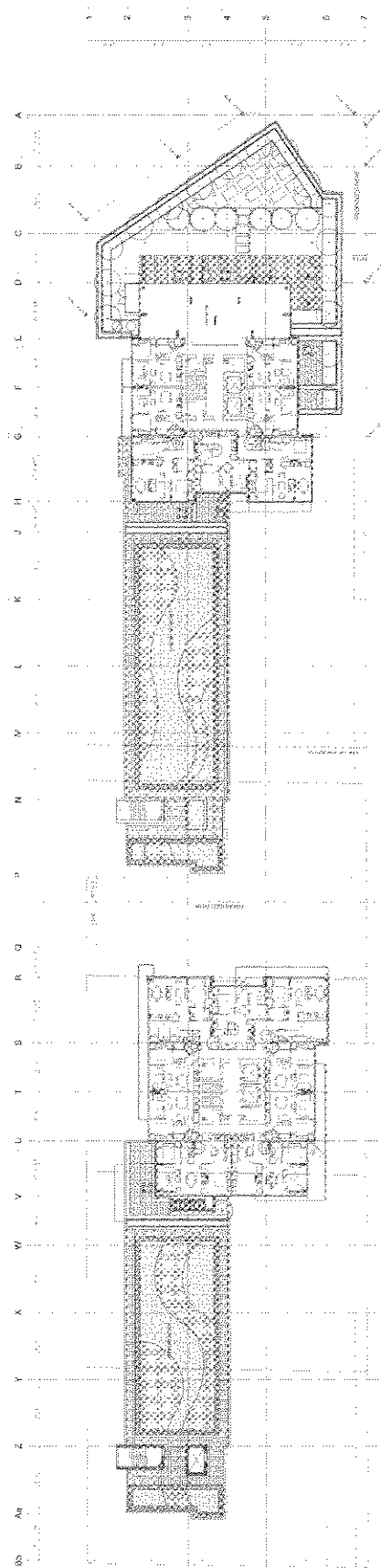
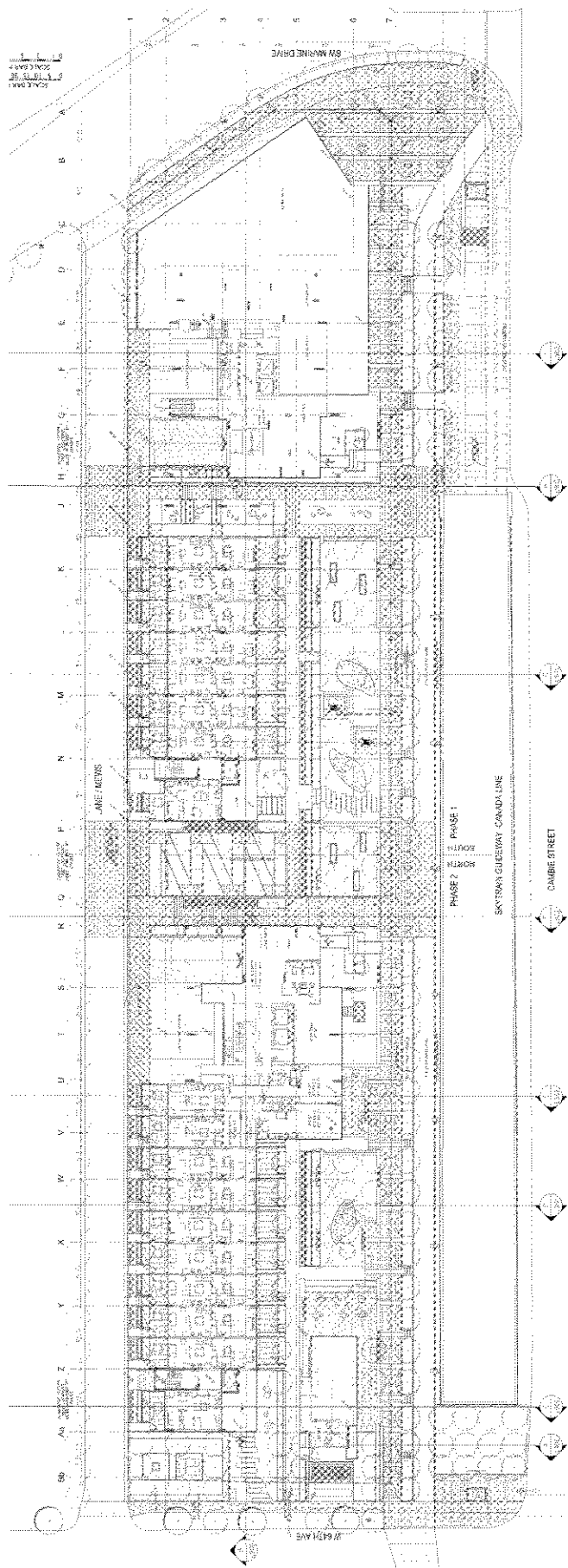
URBAN AGRICULTURE



GREEN ROOF



WOOD DECK



ROOF PLAN
SCALE: 1/8" = 1'-0"

MATERIALS LEGEND (REFER TO SPECIFICATIONS)

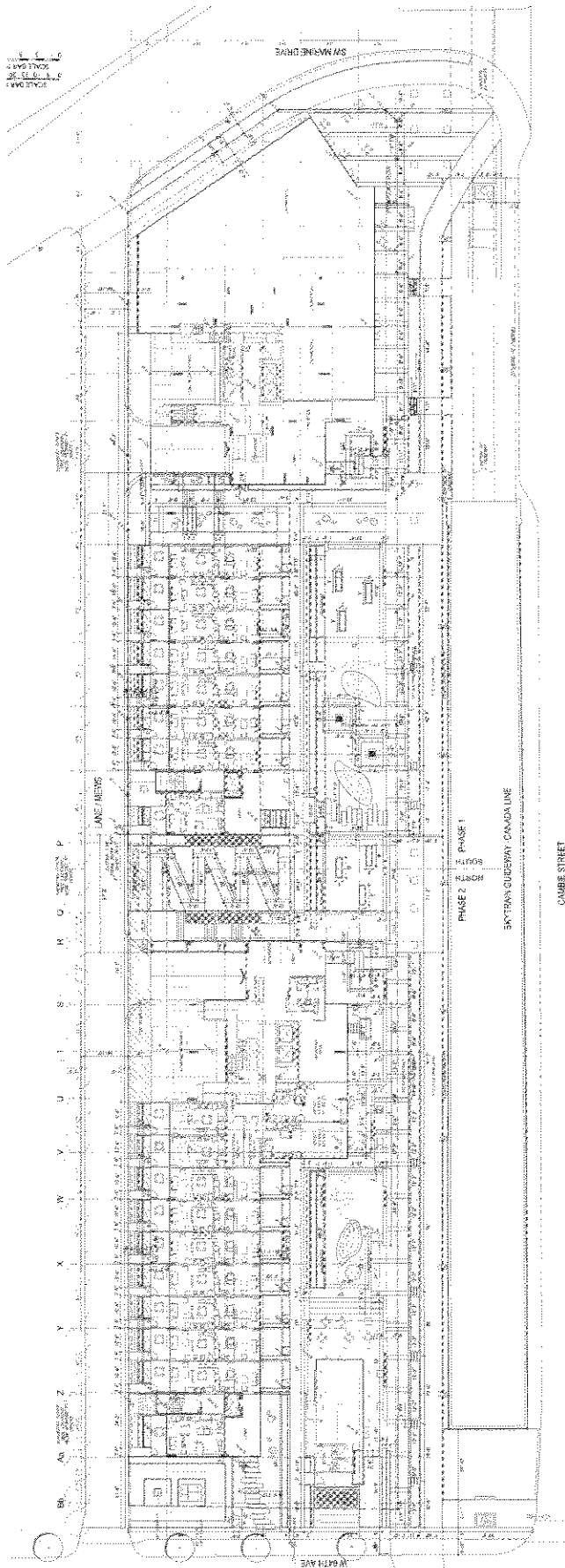
[illegible][illegible]

REMARKS

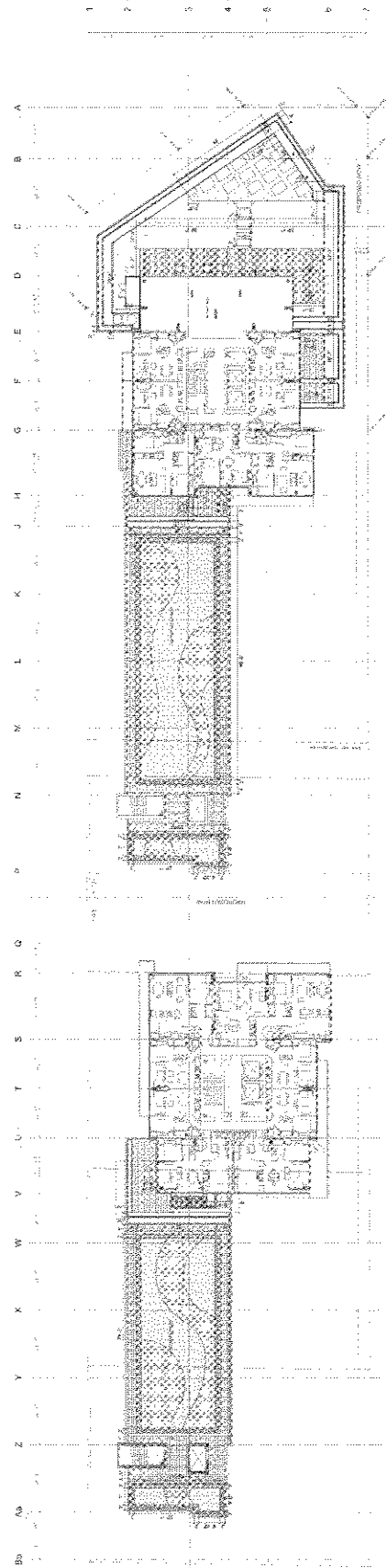
1. The first of the two
2. The second of the two
3. The third of the two
4. The fourth of the two
5. The fifth of the two
6. The sixth of the two
7. The seventh of the two
8. The eighth of the two
9. The ninth of the two
10. The tenth of the two

[illegible]

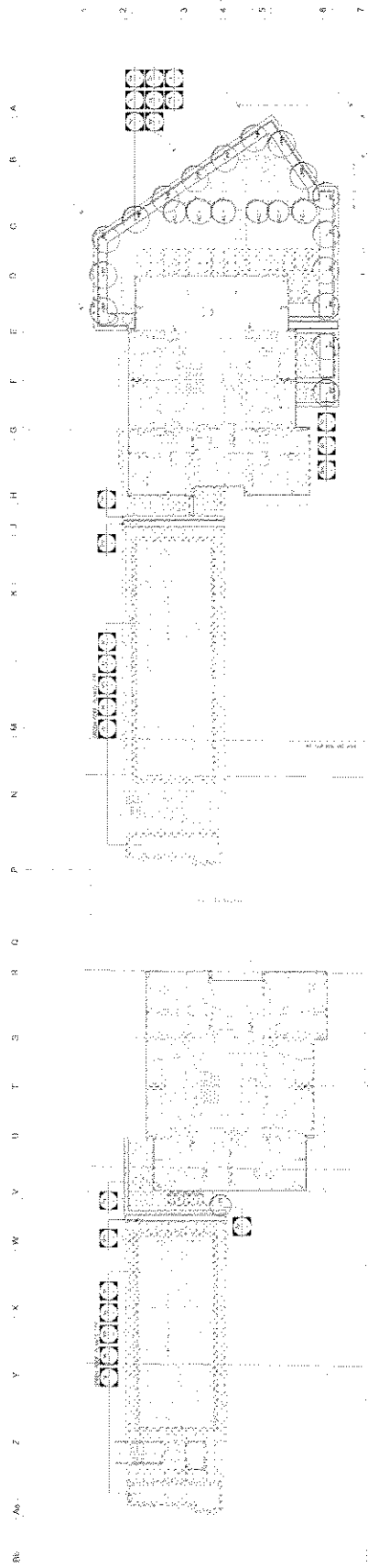
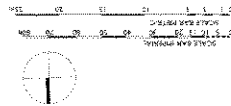
Appendix D



NOTES

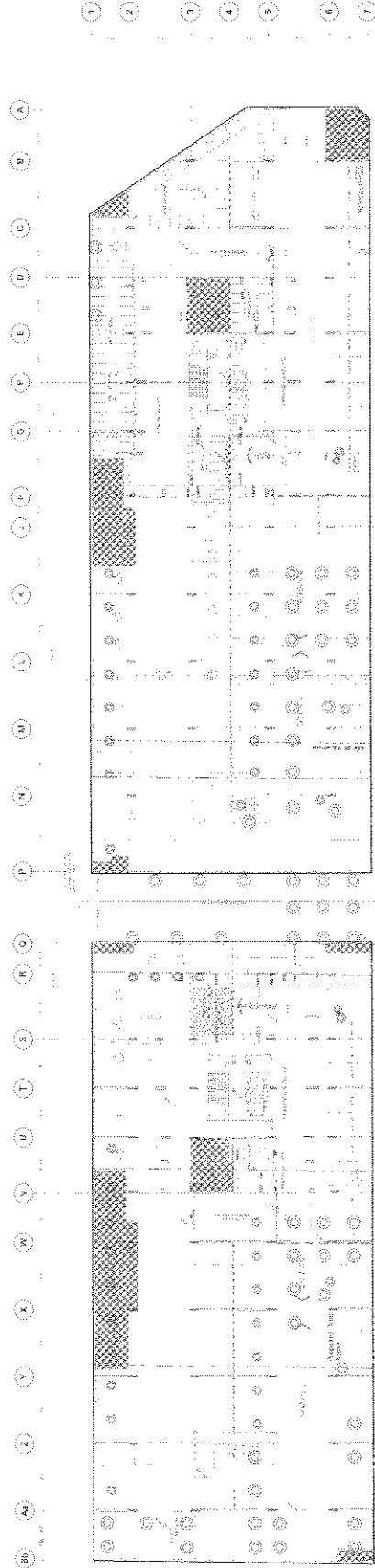


ROOF PLAY



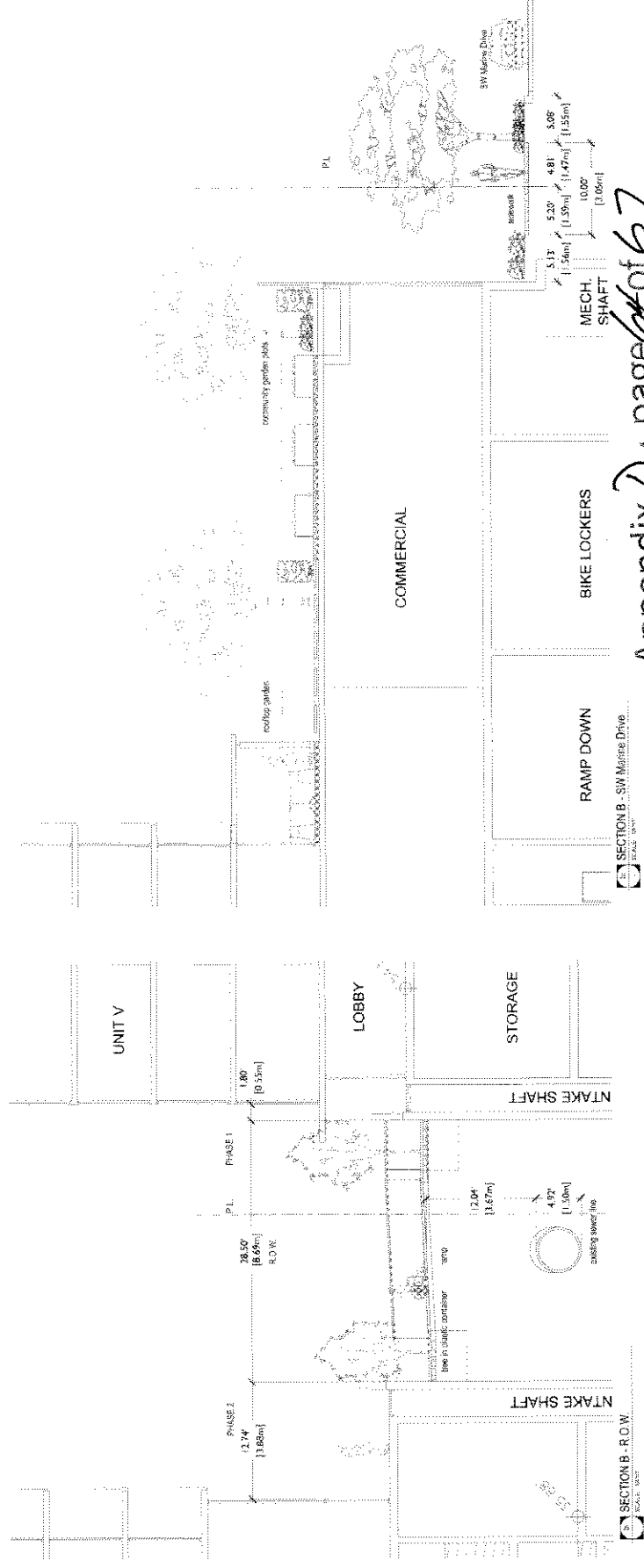
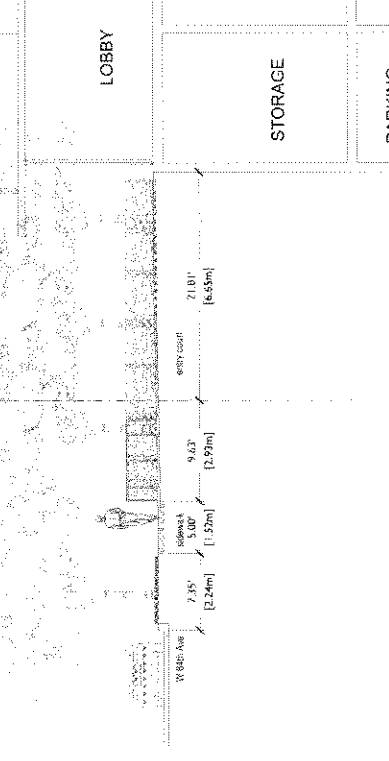
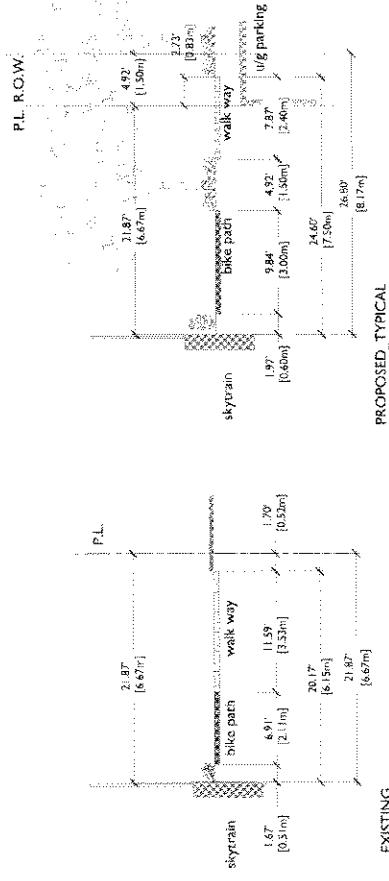
PLANT SCHEDULE

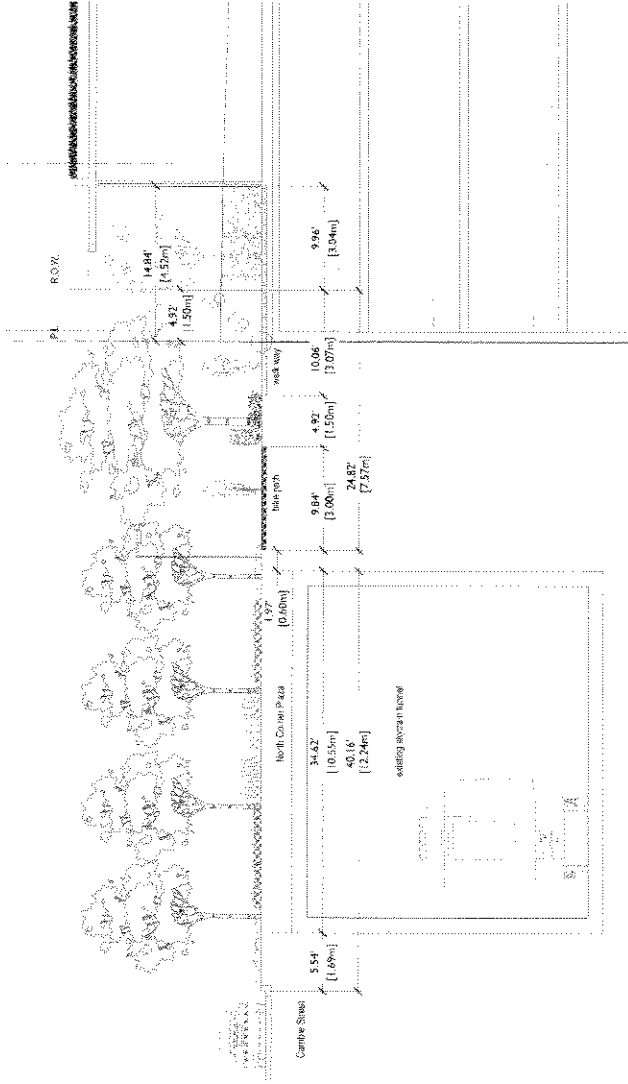
NO.	SYMBOL	COMMON NAME	PLANT SPECIES	PLANT SIZE	PLANT QUANTITY	PLANT NOTES
1		Small Tree	Small Tree	Small Tree	Small Tree	Small Tree
2		Medium Tree	Medium Tree	Medium Tree	Medium Tree	Medium Tree
3		Large Tree	Large Tree	Large Tree	Large Tree	Large Tree
4		Shrub	Shrub	Shrub	Shrub	Shrub
5		Flowering Shrub	Flowering Shrub	Flowering Shrub	Flowering Shrub	Flowering Shrub
6		Groundcover	Groundcover	Groundcover	Groundcover	Groundcover
7		Grass	Grass	Grass	Grass	Grass
8		Water Feature	Water Feature	Water Feature	Water Feature	Water Feature
9		Path	Path	Path	Path	Path
10		Wall	Wall	Wall	Wall	Wall
11		Gate	Gate	Gate	Gate	Gate
12		Light	Light	Light	Light	Light
13		Sign	Sign	Sign	Sign	Sign
14		Benches	Benches	Benches	Benches	Benches
15		Tables	Tables	Tables	Tables	Tables
16		Seating	Seating	Seating	Seating	Seating
17		Planters	Planters	Planters	Planters	Planters
18		Decorative Elements	Decorative Elements	Decorative Elements	Decorative Elements	Decorative Elements
19		Other	Other	Other	Other	Other



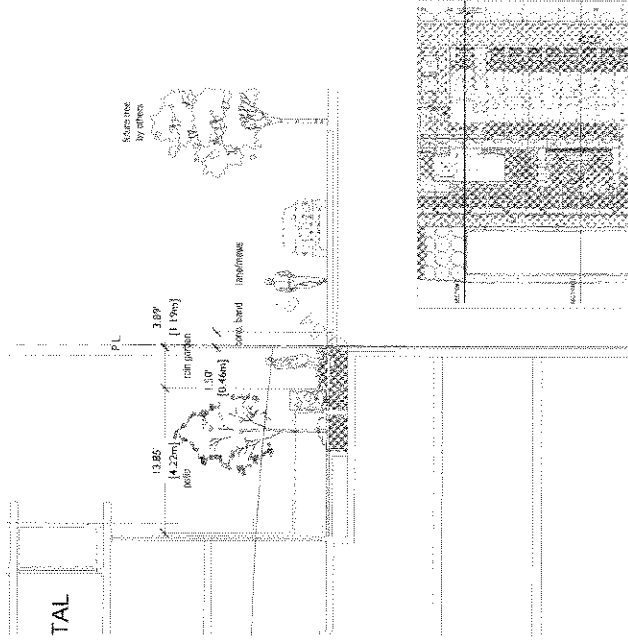
LEGEND

- 1. 20' x 20' grid
- 2. 20' x 20' grid

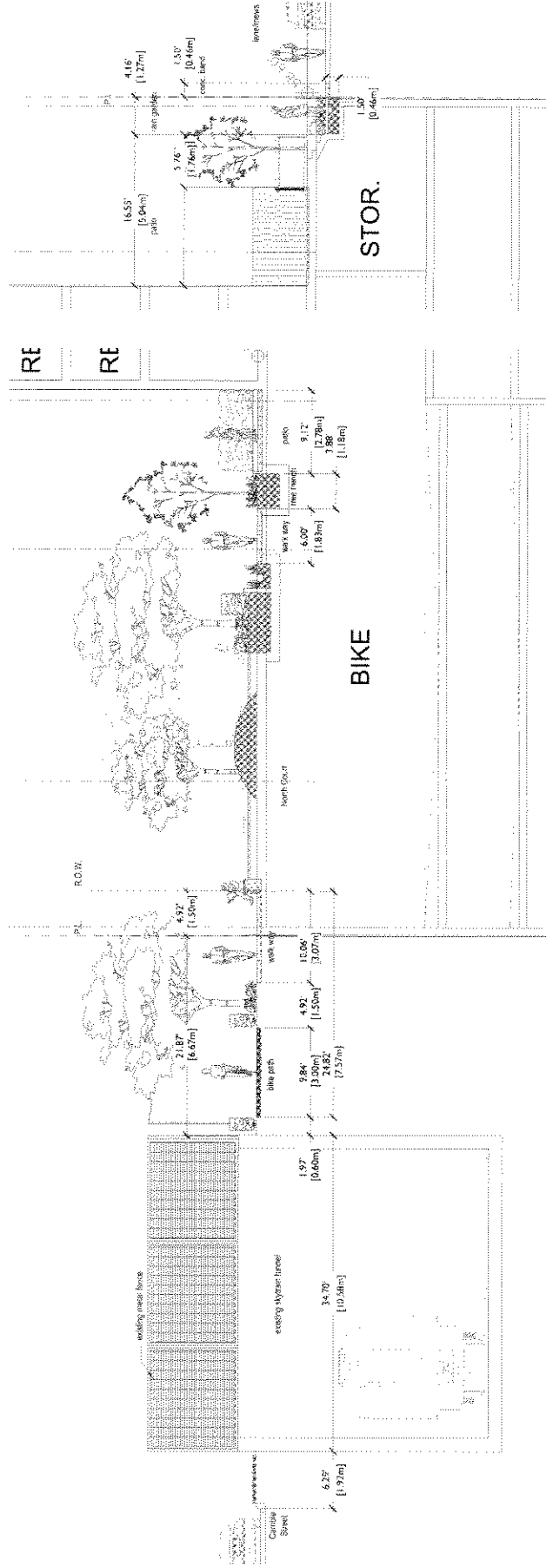




SECTION C - PHASE 2 - RETAIL



SECTION D - PHASE 2 - NORTH COURT



SECTION E - PHASE 2 - NORTH COURT

Cambie and Marine

April 05 2012

8018 - 8150 Cambie Street

Design Rational

The Urban Design rational were presented and incorporated in the Rezoning of this site. Key urban design principles for the Cambie & Marine intersection are:

1. A Place of Welcome and Introduction
2. Locally Authentic
3. Marking the Intersection
4. Slimness and Vertical Emphasis
5. Minimizing Apparent Scale
6. Hierarchy (of urban form)
7. Variety
8. Shadow Performance
9. Building Siting
10. Transitions

In addition to the key urban design principles for the four corners of Cambie and Marine above, there are additional urban design/architectural principles specific to this site:

1. **A community gathering place at the corner of W. 64th Avenue and Cambie.**

It was desired by the community to have a small commercial place such as a coffee house with an outdoor sitting terrace to enhance the pedestrian experience on the way to the Skytrain Station. This has been accomplished by a stand-alone building with extensive south facing terraces that also orients to a children play area.

2. **Provision of a dedicated Bike Lane.**

This is accomplished by re-alieneing the current bikeway through landscape treatment and separation from the pedestrian . A row of trees separate the bikeway from pedestrian way.

3. Enhancing the pedestrian experience along Cambie.

This is accomplished by the creation of a series of landscaped "urban rooms" along the Cambie pedestrian way. Various activities from active to passive are set into these rooms. The pedestrian experience is further enhanced by special residential units that offer "choice of use" (commercial) and the introduction of two Artist Studios.

4. Marking the Intersection.

This is accomplished by the definition of the commercial component at the intersection and the introduction of a plaza. Special height has been given to the corner to further strength its presence.

5. Porosity along Cambie.

Various mid-block east/west linkages are provided to connect the lane and Cambie. A large mid-block connection aligned with W. 65th Avenue has been introduced to connect the future Marine Garden developments to Cambie.

6. Laneway treatment.

The existing lane is envisioned to be a new "mews" lined with street trees and rain gardens on both sides. This mews will be treated like a secondary street. Direct accesses are provided for the ground oriented townhouses to ensure pedestrian animation and Ceptec "eyes on the street".

7. Façade treatments.

The facades of the tower and mid-rise podium respond to their respective solar orientation. For example, the West and South facades have deeper sun shades plus additional vertical screening on the West. The East façade uses the balconies as additional shading devices. No shading devices were introduced for the North façade.

8. Urban Agriculture.

Agricultural plots are located on top of the southern most commercial space for best solar orientation as well as relationship to the residents' amenity area. A communal green house is provided for year round growing.